

APPENDIX B
PUBLIC PARTICIPATION PLAN

Yakima Valley Conference of Governments (YVCOG)



FINAL Public Participation Plan for the Yakima Valley Metropolitan and Regional Transportation Plan Update

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Yakima Valley Conference of Governments (YVCOG) FINAL Public Participation Plan for the Metropolitan and Regional Transportation Plan Update

I. Introduction

The Yakima Valley Conference of Governments (YVCOG) is the lead planning agency for the federally-designated metropolitan planning organization (MPO) and the state-designated regional transportation planning organization (RTPO) for the Yakima valley. Member jurisdictions of the YVCOG include Grandview, Granger, Harrah, Mabton, Moxee, Naches, Selah, Sunnyside, Tieton, Toppenish, Union Gap, Wapato, Yakima, Yakima County, and Zillah. As the MPO and RTPO (M/RTPO), YVCOG is responsible for performing federal and state-mandated planning for the regional transportation system in the Yakima County region.

The current Metropolitan and Regional Transportation Plan (referred to in this document as the “Regional Transportation Plan,” “M/RTP,” or “Plan”) was adopted in 2007. Federal and state laws require periodic updates to the Plan; this update is scheduled to be completed by June 2011.

The continuing federal SAFETEA-LU law requires that a Public Participation Plan (PPP) be developed in consultation with all interested parties prior to adopting a M/RTP. This consultation requirement is intended to afford parties who participate in the metropolitan planning process a specific opportunity to comment on the Plan prior to its approval.

Public participation is a key element of the planning process. YVCOG has developed this PPP to build agreement among stakeholders, interested parties, agencies that make up the YVCOG, and the public; to develop a Regional Transportation Plan that has the support of the community; and to ensure the success of the transportation planning effort.

II. Goals

The participation plan being developed by the MPO shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

- Providing adequate public notice of public participation activities and time for public review and comment at key decision points for the PPP, the M/RTP, and the Transportation Improvement Program (TIP);
- Providing timely notice and reasonable access to information about transportation issues and processes;
- Employing visualization techniques to describe M/RTPs and TIPs;
- Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
- Holding any public meetings at convenient and accessible locations and times;
- Demonstrating explicit consideration and response to public input received during the development of the M/RTP and the TIP;

- Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
- Seeking out and considering the needs of special population groups, such as elderly, disabled, and handicap individuals, who may face challenges accessing employment and other services;
- Providing an additional opportunity for public comment, if the final Regional Transportation Plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;
- Coordinating with the statewide transportation planning public involvement and consultation processes; and
- Periodically reviewing the effectiveness of the procedures and strategies contained in the PPP to ensure a full and open participation process.

III. Methods and Strategies

To meet the goals of the Public Participation Plan (PPP) and federal requirements, and to ensure that the process is efficient and effective, the following broad strategies will be used:

- Provide multiple methods of public engagement including:
 - 1) general dissemination of information through media,
 - 2) informational meetings in different areas of the region,
 - 3) a project web page,
 - 4) an on-line public comment system in addition to the traditional public comment gathering efforts at meetings.
- Build on member agencies' existing outreach and communication processes.
- Establish and maintain consistent project messages throughout the planning and implementation processes.
- Emphasize visual communication techniques where appropriate,
- Place a special emphasis on outreach to minorities and the rural population, including translation of project materials into Spanish and having Spanish speaking staff at meetings, as needed or requested.

The process includes **A)** identification of stakeholders and interested parties; **B)** outreach and public information; and **C)** meetings and opportunities for public input.

A. Identification of Stakeholders/Interested Parties

A stakeholder is defined as any person or group affected by a plan, program or project, including those who may not be aware they are affected. Stakeholders include the general public; environmental, health, neighborhood, citizen, and civic organizations; traditionally underserved populations such as people with disabilities, low-income, and racial and ethnic minorities, and affected public agencies. Other interested parties include: affected public agencies, representatives of public transportation employees, freight shippers, private providers of transportation, representatives of users of public

transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, providers of freight transportation services.

Stakeholders and interested parties will be identified based on input from YVCOG member jurisdictions and agencies, past planning processes, and local advocacy groups.

B. Outreach and Public Information

The key components of outreach are established agency public notification procedures, the media, the project website, and project fact sheets. As stated above, Spanish translations of outreach materials and other information will be provided as requested.

Notification: All public meetings, key project decision points, and public review comment periods such as issuance of the Draft Regional Transportation Plan for comment will be preceded by general public notification via newspaper, newsletters, press releases to local media, through member jurisdictions, and through the project website. Notification will also be sent directly to identified **stakeholders**. Notification will occur 7-10 days in advance of public meetings.

Media: News releases will be sent to media contacts to announce the startup of public involvement, key decision points in the planning process, and public review and comment periods such as issuance of the Draft Regional Transportation Plan for comment. News releases will identify sources of further information and opportunities for comment, including information on how to request materials in alternative languages or formats. YVCOG maintains a list of local media outlets including television, radio, and newspapers. The newspapers YVCOG customarily uses for public notification are: **The Yakima Herald - Republic, El Sol de Yakima, and the Daily Sun News.**

Website: The project website will include an overview of the project, project facts sheets, an online comment form, and notice of upcoming meetings. Materials from project meetings will be posted on the website. The Draft and Final Public Participation Plan and the Draft Regional Transportation Plan, when issued, will be available on the project website.

Fact Sheets: Fact sheets covering key project information will be published on the project website, distributed with YVCOG monthly newsletters, and made available at Yakima Valley MPO/RTPO Technical Advisory Committee and Executive Committee meetings.

C. Meetings and Opportunities for Public Input

Meetings of the following committees and the general public are identified as part of the public participation process. All meetings are open to the public. See *Appendix B* for a schedule of meetings and meeting topics.

Technical Advisory Committee: YVCOG has established a Yakima Valley MPO/RTPO Technical Advisory Committee (TAC) to ensure coordination of the regional transportation planning process. The TAC will make recommendations to the Yakima Valley MPO/RTPO Executive Committee at key points during the planning process.

Executive Committee: The Yakima Valley MPO/RTPO Executive Committee is the formal decision-making body for matters relating to regional transportation planning. The Executive Committee has the authority to adopt regional transportation plans. The Executive Committee meets once per month and at least two Executive Committee meetings are scheduled to address the Regional Transportation Plan update.

Public Comment Opportunities: Opportunities for public input will occur throughout the planning process, including during plan development and during the Draft Plan comment period. Input from the public, stakeholders and interested parties will be obtained via an online comment form on the project website, via comment cards that will be available at meetings and with the Draft Regional Transportation Plan, and via email and letters addressed to YVCOG. Input will be accepted in Spanish. Copies of the Public Participation Plan, the Draft Plan and related environmental documents under the State Environmental Policy Act (SEPA) will be available for review at the following locations:

YVCOG
311 North 4th Street, Suite 202
Yakima, WA 98901

Yakima Valley Regional Library
102 N 3rd
Yakima, WA 98901

Sunnyside Library
621 Grant
Sunnyside, WA 98944

Input received during plan development will be summarized as part of the Draft Plan. Input received during the Draft Plan comment period will be summarized as part of the final Plan.

If the final Plan differs significantly from the Draft Plan available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan will be made available.

If you need special accommodations to participate in a meeting or materials in an alternative format, please call YVCOG at 509-574-1550 by 10:00 AM three days prior to the meeting. For TTY users, please use the State's toll-free relay service, 7-1-1, and ask the operator to dial 509-574-1550.

Para obtener información en español sobre este plan de participación pública o sobre el proceso de planificar para el transporte en el región, puede llamar al número 574-1550.

Appendix A Relevant Federal Regulations

Excerpts from the Code of Federal Regulations (CFR) regarding Public Participation in Metropolitan Transportation Planning (Nov 30, 2010):

Subpart C -- Metropolitan Transportation Planning and Programming §450.316 Interested parties, participation, and consultation.

(a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 204.

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

Subpart C -- Metropolitan Transportation Planning and Programming §450.322 Development and content of the metropolitan transportation plan.

(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.

(b) The transportation plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

(c) The MPO shall review and update the transportation plan at least every four years in air quality nonattainment and maintenance areas and at least every five years in attainment areas to confirm the

transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The transportation plan (and any revisions) shall be approved by the MPO and submitted for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.

(d) In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP).

(e) The MPO, the State(s), and the public transportation operator(s) shall validate data utilized in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update.

(f) The metropolitan transportation plan shall, at a minimum, include:

(1) The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;

(2) Existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan. In addition, the locally preferred alternative selected from an Alternatives Analysis under the FTA's Capital Investment Grant program (49 U.S.C. 5309 and 49 CFR part 611) needs to be adopted as part of the metropolitan transportation plan as a condition for funding under 49 U.S.C. 5309;

(3) Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;

(4) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide;

(5) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system;

(6) Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity rule (40 CFR part 93). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates;

(7) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in

consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;

(8) Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g);

(9) Transportation and transit enhancement activities, as appropriate; and

(10) A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

(ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified.

(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Starting December 11, 2007, revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(v) For the outer years of the metropolitan transportation plan (*i.e.* , beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

(vii) For illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (*i.e.* , by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

(g) The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate:

(1) Comparison of transportation plans with State conservation plans or maps, if available; or

(2) Comparison of transportation plans to inventories of natural or historic resources, if available.

(h) The metropolitan transportation plan should include a safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects for the MPA contained in the Strategic Highway Safety Plan required under 23 U.S.C. 148, as well as (as appropriate) emergency relief and disaster preparedness plans and strategies and policies that support homeland security (as appropriate) and safeguard the personal security of all motorized and non-motorized users.

(i) The MPO shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under §450.316(a).

(j) The metropolitan transportation plan shall be published or otherwise made readily available by the MPO for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

(k) A State or MPO shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (f)(10) of this section.

(l) In nonattainment and maintenance areas for transportation-related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations (40 CFR part 93). During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93. An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

Subpart C -- Metropolitan Transportation Planning and Programming

§450.324, Transportation Improvement Program: General

(a) The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor. However, if the TIP covers more than four years, the FHWA and the FTA will consider the projects in the additional years as informational. The TIP may be updated more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA. In nonattainment and maintenance areas subject to transportation conformity requirements, the FHWA and the FTA, as well as the MPO, must make a conformity determination on any updated or amended TIP, in accordance with the Clean Air Act requirements and the EPA's transportation conformity regulations (40 CFR part 93).

(b) The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by §450.316(a). In addition, in nonattainment area TMAs, the MPO shall provide at least one formal public meeting during the TIP development process, which should be addressed through the participation plan described in §450.316(a). In addition, the TIP shall be published or otherwise made readily available by the MPO for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in §450.316(a).

(c) The TIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation enhancements; Federal Lands Highway program projects; safety projects included in the State's Strategic Highway Safety Plan; trails projects; pedestrian walkways; and bicycle facilities), except the following that may (but are not required to) be included:

- (1) Safety projects funded under 23 U.S.C. 402 and 49 U.S.C. 31102;
- (2) Metropolitan planning projects funded under 23 U.S.C. 104(f), 49 U.S.C. 5305(d), and 49 U.S.C. 5339;
- (3) State planning and research projects funded under 23 U.S.C. 505 and 49 U.S.C. 5305(e);
- (4) At the discretion of the State and MPO, State planning and research projects funded with National Highway System, Surface Transportation Program, and/or Equity Bonus funds;
- (5) Emergency relief projects (except those involving substantial functional, locational, or capacity changes);
- (6) National planning and research projects funded under 49 U.S.C. 5314; and
- (7) Project management oversight projects funded under 49 U.S.C. 5327.

(d) The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.

(e) The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the following:

- (1) Sufficient descriptive material (*i.e.* , type of work, termini, and length) to identify the project or phase;
- (2) Estimated total project cost, which may extend beyond the four years of the TIP;
- (3) The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds);
- (4) Identification of the agencies responsible for carrying out the project or phase;
- (5) In nonattainment and maintenance areas, identification of those projects which are identified as TCMs in the applicable SIP;
- (6) In nonattainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulation (40 CFR part 93); and

(7) In areas with Americans with Disabilities Act required paratransit and key station plans, identification of those projects that will implement these plans.

(f) Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.

(g) Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.

(h) The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation, in accordance with §450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53 and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Starting December 11, 2007, revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(i) The TIP shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. In nonattainment and maintenance areas, projects included in the first two years of the TIP shall be limited to those for which funds are available or committed. For the TIP, financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained. In the case of proposed funding sources, strategies for ensuring their availability shall be identified in the financial plan consistent with paragraph (h) of this section. In nonattainment and maintenance areas, the TIP shall give priority to eligible TCMs identified in the approved SIP in accordance with the EPA transportation conformity regulation (40 CFR part 93) and shall provide for their timely implementation.

(j) Procedures or agreements that distribute suballocated Surface Transportation Program funds or funds under 49 U.S.C. 5307 to individual jurisdictions or modes within the MPA by pre-determined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process.

(k) For the purpose of including projects funded under 49 U.S.C. 5309 in a TIP, the following approach shall be followed:

(1) The total Federal share of projects included in the first year of the TIP shall not exceed levels of funding committed to the MPA; and

(2) The total Federal share of projects included in the second, third, fourth, and/or subsequent years of the TIP may not exceed levels of funding committed, or reasonably expected to be available, to the MPA.

(l) As a management tool for monitoring progress in implementing the transportation plan, the TIP should:

(1) Identify the criteria and process for prioritizing implementation of transportation plan elements (including multimodal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs;

(2) List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects; and

(3) In nonattainment and maintenance areas, describe the progress in implementing any required TCMs, in accordance with 40 CFR part 93.

(m) During a conformity lapse, MPOs may prepare an interim TIP as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim TIP consisting of eligible projects from, or consistent with, the most recent conforming metropolitan transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93. An interim TIP containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

(n) Projects in any of the first four years of the TIP may be advanced in place of another project in the first four years of the TIP, subject to the project selection requirements of §450.330. In addition, the TIP may be revised at any time under procedures agreed to by the State, MPO(s), and public transportation operator(s) consistent with the TIP development procedures established in this section, as well as the procedures for the MPO participation plan (see §450.316(a)) and FHWA/FTA actions on the TIP (see §450.328).

(o) In cases that the FHWA and the FTA find a TIP to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (*i.e.* , by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint. However, in such cases, the FHWA and the FTA will not act on an updated or amended TIP that does not reflect the changed revenue situation.

Appendix B
Schedule of Meetings for the Regional Transportation Plan Update

MPO/RTPO TAC Meetings (2nd Thursday of each month, 10am - noon):

January 13, 2011: Affirm existing conditions and identify key issues: future land use forecasts, review and refine the plan vision, goals, objectives, and key planning issues.

February 10, 2011: Recommend the final Public Participation Plan to the Executive Committee for adoption.

March 10, 2011

April 14, 2011: Present draft alternatives and draft evaluation criteria that will guide selection of the preferred strategy/alternative.

May 12, 2011: Identify the preferred strategy/alternative.

June 9, 2011: Recommendation of the final Regional Transportation Plan to the Executive Committee for adoption.

MPO/RTPO Executive Committee Meetings (3rd Monday each month except January & February, 1:30pm):

January 19, 2011: Briefing on the Public Participation Plan and M/RTP update process.

February 16, 2011: Consider the Public Participation Plan for adoption after the 45-day public comment period.

March 21, 2011

April 18, 2011: Define project alternatives and evaluation criteria with input from the TAC.

May 16, 2011: Define the preferred strategy/alternative with input from the TAC.

June 20, 2011: Consider the final Regional Transportation Plan for adoption after the 30 day public comment period.

YVCOG General Membership Meeting:

March 16, 2011: Discussion on draft priorities for the Plan.

May 18, 2011: Present DRAFT M/RTP.

Other Meetings for Public Outreach (as scheduled):

Driving Rural Yakima Valley's Economy (D.R.Y.V.E.)

TRANS-Action

Yakima County Special Needs Transportation Coalition

**Appendix C
Public Comments Received**

Via email:

Fri 2/11/2011 9:43 AM

In the goals section, you should probably add another goal for special population groups. **“Seeking out and considering the needs of special population groups, such as elderly, disabled, and handicap individuals, who may face challenges accessing employment and other services.”** You might be able to combine it with the existing one that is similar. My main thought in requesting it is that Yakima Transit typically tries to keep an eye out for those groups because these groups may have no other option other than riding the bus or may have special needs when it comes to installing sidewalks, paths, or other pedestrian amenities.

Kevin Futrell, J.D.
Project Planner
Yakima Transit
509-576-6422

*DRAFT 2010-2030 Metropolitan and Regional Transportation Plan (M/RTP)
COMMENT FORM*

Review period for these projects begins **Friday, May 20, 2011 and runs through Noon, Monday, June 20, 2011.** There are three ways to provide your public comments. You can insert your comments below, print out the form, and send or fax it to:

Deb LaCombe, Senior Transportation Planner
Yakima Valley Conference of Governments
311 North 4th Street, Suite 202
Yakima, WA 98901
FAX (509) 574-1551

Or you can email your comments to: lacombed@yvcog.org . Please put MRTP Comment in the subject line of any email correspondence.

Thank you for your participation!

DRAFT 2010-2030 Metropolitan and Regional Transportation Plan (M/RTP)
COMMENT FORM

Review period for these projects begins **Friday, May 20, 2011 and runs through Noon, Monday, June 20, 2011.** There are four ways to provide your public comments. You can insert your comments below, print out the form, and insert it in the envelope provided, send, or fax it to:

Deb LaCombe, Senior Transportation Planner
Yakima Valley Conference of Governments
311 North 4th Street, Suite 202
Yakima, WA 98901
FAX (509) 574-1551

Or you can email your comments to: lacombed@yvcog.org . Please put MRTP Comment in the subject line of any email correspondence.