

*DRAFT* Metropolitan and Regional  
Transportation Improvement  
Programs  
*For*  
2012 – 2015



*Prepared by*

**YAKIMA VALLEY CONFERENCE OF GOVERNMENTS**  
*A Metropolitan and Regional Transportation Planning Organization*

*DRAFT*  
*October 17, 2011*

## **Cover Photo**

### *“Downtown Alive” Dedication in Grandview, WA*

*In June 2006, the Grandview City Council adopted the Vision Statement for an ‘Alive Downtown’. After receiving several grants and organizing the Downtown Revitalization Committee, Block Captains and the project consulting team; the first Business and Property Owner Workshop was held on December 6, 2007. The goal established for the revitalization effort is to create a pedestrian friendly downtown which will encourage commerce for residents and visitors alike.*

*On May 12, 2011, Grandview held its dedication ceremony showcasing the revitalization of the downtown business corridor and the gateway arch over Wine Country Road. Here the “Downtown Alive” consultants present Grandview with a number of street light banners depicting historical scenes from one of the alleyway murals created for the revitalization.*

■ *Photo Courtesy of the Yakima Valley Conference of Governments*

## **ACKNOWLEDGEMENTS**

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**This short-range investment plan for the Yakima Valley region was prepared using public funds from YVCOG member jurisdictions, the U. S. Department of Transportation's Federal Highway and Federal Transit Administrations, and the Washington State Department of Transportation.**

### **PREPARED BY**

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### **WITH ASSISTANCE FROM**

**WSDOT HIGHWAYS AND LOCAL PROGRAMS DIVISION  
WSDOT STRATEGIC PROGRAMMING AND PLANNING DIVISION**

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***METROPOLITAN  
PLANNING ORGANIZATION (MPO)  
MEMBERS AND PARTICIPATING AGENCIES***

City of Moxee  
City of Selah  
City of Union Gap  
City of Yakima  
WSDOT South Central Region  
Yakima Regional Airport & McAllister Field  
Yakima Regional Clean Air Authority  
Yakima Transit  
Union Gap Transit  
Yakima County

***REGIONAL  
TRANSPORTATION PLANNING ORGANIZATION (RTPO)  
MEMBERS AND PARTICIPATING AGENCIES***

City of Grandview  
City of Granger  
Town of Harrah  
City of Mabton  
City of Moxee  
Town of Naches  
City of Selah  
City of Sunnyside  
City of Tieton  
City of Toppenish  
City of Union Gap  
City of Yakima  
City of Wapato  
WSDOT South Central Region  
Yakima County  
City of Zillah  
Yakama Nation  
People For People

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***MPO/RTPO EXECUTIVE  
COMMITTEE/TRANSPORTATION POLICY  
BOARD***

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Loren Belton, Vice-Chair, Council Member  
*City of Toppenish*

Kevin Bouchey, Commissioner  
*Yakima County*

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*WSDOT South Central Region*

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*Yakima County Development Association*

Madelyn Carlson, CEO  
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Senator Janéa Holmquist  
Representative Judy Warnick  
Representative Bill Hinkle

***DISTRICT 14***

Senator Curtis King  
Representative Norm Johnson  
Representative Charles Ross

***DISTRICT 15***

Senator Jim Honeyford  
Representative Bruce Chandler  
Representative David Taylor

***MPO/RTPO TECHNICAL ADVISORY  
COMMITTEE***

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Cus Arteaga, Public Works Director

***City of Granger***

Jack Burnes, Public Works Director

***Town of Harrah***

Garry Decker, Public Works Director

***City of Mabton***

Angel Reyna, Mayor

***City of Moxee***

Byron Adams, City Services Administrator

***Town of Naches***

Jeff Ranger, Town Administrator

***City of Selah***

Joe Henne, Public Works Director, and TAC Chair

***City of Sunnyside***

Jim Bridges, Public Works Director

***City of Tieton***

Rich Olsen, Public Works Director

***City of Toppenish***

Lance Hoyt, Public Works Director

***City of Union Gap***

Dennis Henne, Public Works Director

***City of Wapato***

Gary Potter, Public Works Director

***City of Yakima***

Brett Sheffield, Chief City Engineer

***City of Zillah***

Tim Tilley, Public Works Director and

Ardele Steele, Associate Planner

***Yakima County***

Gary Ekstedt, Asst. Director, Public Services,  
TAC Vice-Chair and

Alan Adolf, Senior Transportation Planner

***WSDOT South Central Region***

Paul Gonseth, Regional Planning Engineer

***Yakima Transit***

Ken Mehin, Transit Manager

***Yakama Nation***

Michael Bushman, Roads Superintendent

***Airport/ McAllister Field***

Public Works/Capital Facilities Manager

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for  
2012-2015 MTIP/RTIP Adoption Resolution*

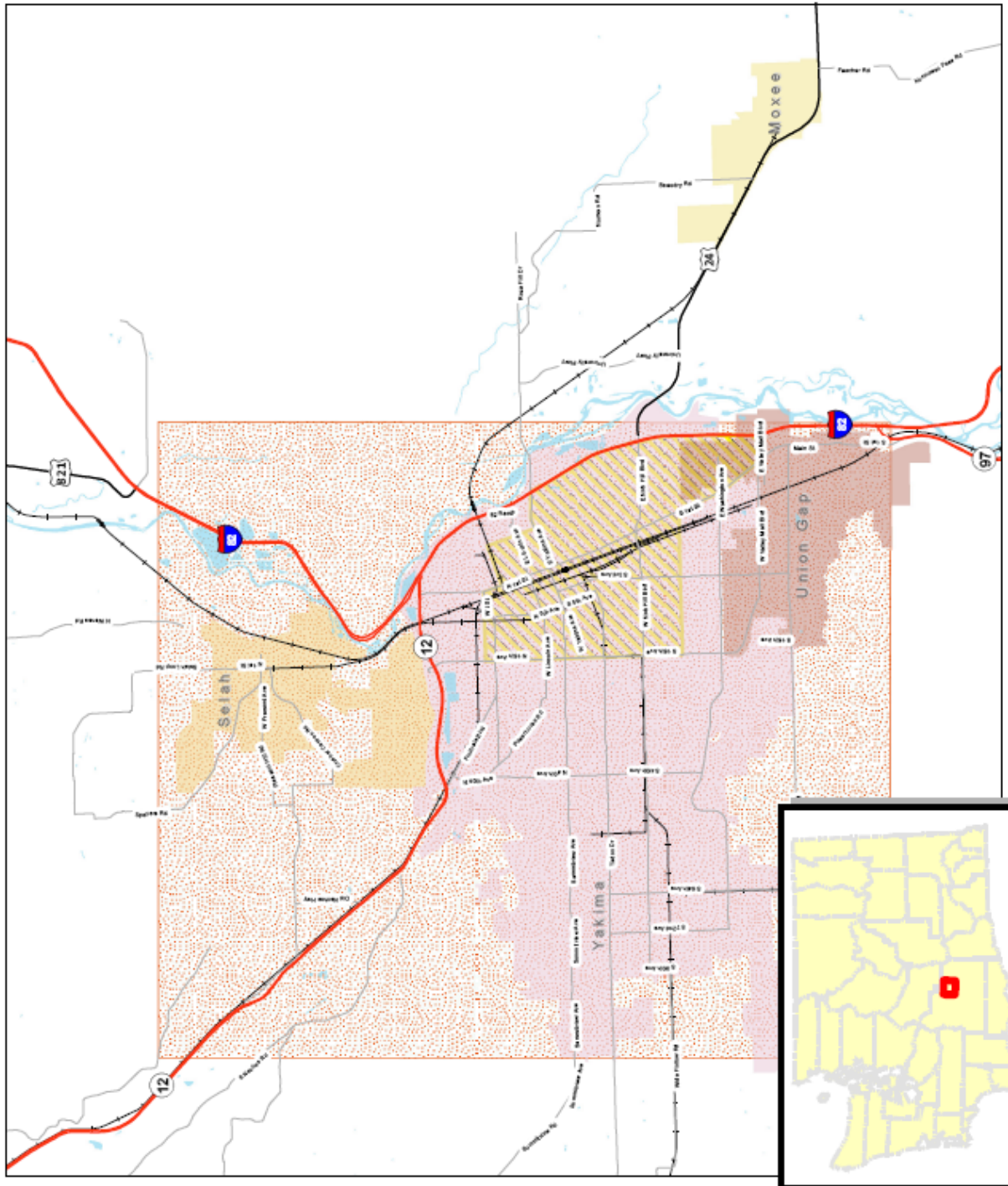
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for  
2012-2015 Self Certification*



# Yakima Valley Air Quality Carbon Monoxide and PM10 Maintenance Areas

- US / State Route
- Major Roadway
- Primary Hydro
- Carbon Monoxide Maintenance Area
- PM10 Maintenance Area



## OVERVIEW AND SUMMARY

The Yakima Valley Metropolitan and Regional Transportation Improvement Program (MTIP/RTIP) is a four-year programming document derived from the more comprehensive six-year Transportation Improvement Program developed and adopted annually by local agencies. Each year the Yakima Valley Conference of Governments (YVCOG) prepares this document in cooperation with local jurisdictions and the Washington State Department of Transportation (WSDOT). The MTIP/RTIP is required to:

- Identify urban and rural projects from locally adopted TIPs that are ready for implementation in 2012-2015 for which federal funding has been secured or are WSDOT projects;
- Demonstrate that projects programmed during 2012-2015 will not cause or contribute to any new violation of federal air quality standards for carbon monoxide (CO), or particulate matter of 10 micrometers in diameter or less (PM<sub>10</sub>);
- Demonstrate financial constraint; and
- Demonstrate consistency with RCW 36.70A, Section 70 of the Washington State *Growth Management Act* requiring transportation planning be coordinated and consistent with local comprehensive plans.

The 2012-2015 MTIP/RTIP has met all the above requirements and has been prepared and submitted in conformance with the regulations and guidelines issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The table below shows a summary of the 2012-2015 Metropolitan and Regional Transportation Improvement Program.

*Table 1. 2012-2015 MTIP/RTIP Summary*

<b>Secured Funding Projects</b>				
	<i>Projects</i>	<i>Federal Funds</i>	<i>State/Local Funds</i>	<b>TOTAL</b>
<b>MPO</b>	12	\$9,648,714	\$597,318	\$10,246,032
<b>RTPO</b>	36	\$21,972,660	\$12,720,269	\$34,692,929
<b>TOTAL PROJECTS</b>	<b>48</b>	<b>TOTAL FUNDING</b>		<b>\$44,938,961</b>

## BACKGROUND

The Yakima Valley Conference of Governments (YVCOG) is an intergovernmental organization composed of local jurisdictions within Yakima County. The YVCOG was established 45 years ago to coordinate on regional issues, including transportation. The YVCOG is the lead planning agency for both the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO) on behalf of its members. The existing YVCOG structure was formed under RCW 47.80.20, which authorized creation of regional planning councils.

The principal mission of the YVCOG is to serve our member jurisdictions by providing a forum for the exchange of information and data on a regional basis. To accomplish this mission, YVCOG provides local jurisdictions with technical support and coordination in transportation planning and information services.

### METROPOLITAN PLANNING AREA AND DESCRIPTION

The Yakima Valley Metropolitan Planning Organization was formed on May 1, 1974 for the Greater Yakima-Selah-Union Gap urbanized area. Members of the MPO include the cities of Selah, Moxee, Union Gap, Yakima, and the surrounding unincorporated urbanized areas of Yakima County.

Federal regulations require MPOs to develop coordinated transportation plans and programs to ensure consistency and efficient use of federal transportation funds. A map identifying the MPO boundary is found on page 10.

### REGIONAL PLANNING AREA AND DESCRIPTION

The YVCOG was also designated as the lead agency for the Yakima Valley RTPO on March 16, 1993 under the Washington State Growth Management Act (GMA). The RTPO encompasses all of Yakima County. The RTPO was developed to comply with RCW 36.70A the Growth Management Act (GMA), and RCW 47.80.20 which authorized creation of regional transportation planning organizations formed through a voluntary association of local governments.

### MTIP/RTIP PURPOSE AND SCOPE

YVCOG is required by federal and state regulations to develop a Transportation Improvement Program (TIP) for its Metropolitan and Regional Transportation Planning Organizations which spans a four-year period and is updated annually. The TIP functions as a financial plan that identifies and prioritizes regionally significant transportation projects using federal funds.

The MTIP/RTIP also aids in the coordination and cooperation of transportation planning in the region. The MTIP/RTIP provides the public, elected officials, state and local staffs, transit providers, and other interested parties the opportunity to review regional projects for consistency with regional and local plans, goals and policies.

The MTIP/RTIP requires approval by the YVCOG MPO/RTPO Executive Committee, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Washington State Department of Ecology (DOE), the Washington State Department of Transportation (WSDOT), and the Governor's Office. Approved regional TIPs are then included in the Statewide Transportation Improvement Program (STIP). Following federal approval of the STIP, local jurisdictions may begin obligating federal funds for their projects.

### MTIP/RTIP LEGISLATIVE REQUIREMENTS

The Yakima Valley MTIP/RTIP is developed in response to two pieces of legislation:

- Public Law 109-59 *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU), Section 1107, 3005 and 6001.
- ESHB 2929, the *Washington State Growth Management Act* (GMA), as amended, and HB 1928.

SAFETEA-LU requires Metropolitan Planning Organizations to prepare a MTIP detailing those projects within the metropolitan area boundary that are regionally significant and to be completed with federal transportation funds. The Washington State Growth Management Act requires Regional Transportation Planning Organizations to prepare a RTIP in cooperation with WSDOT detailing all projects within the RTPO that are regionally significant and to be completed with federal transportation funds. WSDOT coordinates the statewide STIP development with YVCOG to ensure consistency with regional plans and goals. Metropolitan projects are listed separately from non-metropolitan (those outside the recognized metropolitan area boundary).

SAFETEA-LU requires the MTIP to cover a four year period and be updated at least once every four years (450 CFR 324). The Yakima Valley MTIP/RTIP complies with this requirement by focusing on the first four years of the traditional six-year TIP project lists submitted by local jurisdictions. Projects that have funding secured and appear within the first four years require demonstration of fiscal constraint. That is, projects must identify reasonably available funding sources.

The *MPO Section* lists the metropolitan area projects and the *Non-MPO Section* lists the projects outside the MPO boundary.

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## **MTIP/RTIP DEVELOPMENT PROCESS**

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The metropolitan planning requirements of SAFETEA-LU enhance the role of the MPO in developing the MTIP. In response to this, the YVCOG, on behalf of member jurisdictions, uses a continuous, comprehensive, and cooperative planning process with jurisdictions and agencies in the development of the Metropolitan and Regional Transportation Plan (MTP/RTP) and the Metropolitan and Regional TIPs.

The Yakima Valley Conference of Governments initiates the development of the MTIP/RTIP in July of each year when local jurisdictions and agencies submit copies of their adopted TIPs to YVCOG.

Local TIP submissions are compiled into a comprehensive document for the metropolitan and non-metropolitan areas of Yakima County. Review and refinement occurs continuously throughout the process to arrive at a program of improvements that is both consistent with the regional transportation plan and financially feasible. Steps in the development of the MTIP/RTIP include:

- Preparation and submission of local six-year programs to YVCOG, and
- Project review by YVCOG ensuring that:
  1. All projects scheduled for federal funding are included in the TIP,
  2. All projects are fiscally constrained by showing a four-year implementation schedule and funding source by program,
  3. The MTIP/RTIP was developed as a result of interagency consultation,
  4. The public and interested parties were afforded a reasonable opportunity to comment on the MTIP/RTIP,
  5. The MTIP/RTIP exhibits consistency with the *Yakima Valley Metropolitan and Regional Transportation Plan 2010-2030*,
  6. The MTIP/RTIP is financially constrained,
  7. The MTIP is in conformity with federal air quality standards,
  8. Opportunities for developing an intermodal transportation system are provided, and
  9. All projects in the MTIP/RTIP are consistent with *Title VI* of the Civil Rights Act.

The DRAFT 2012-2015 MTIP/RTIP is being publicized and available from October 18, 2011 through November 1, 2011. The 2012-2015 MTIP/RTIP is to be adopted by the YVCOG MPO/RTPO Executive Committee on October 17, 2011 with the provision that the approval is valid unless there are substantial adverse public comments received that need to be resolved prior to submitting to the State Transportation Improvement Program (STIP). The MTIP/RTIP is then submitted to the Washington State Department of Transportation (WSDOT) for interagency review and the Governor's approval for inclusion in the STIP.

The approved STIP will then be submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for federal approval. Only after the STIP is approved by the FHWA and FTA may local jurisdictions and agencies proceed with obligating project funds through local agency agreements with WSDOT.

*Table 2. 2012-2015 MTIP/RTIP Development Schedule*

Date	Activity
<b>8/1/2011</b>	<b>Local agency approved TIPs due in YVCOG Office by 5:00 p.m.</b>
8/2 to 8/31/2011	YVCOG Staff compiles MTIP/RTIP and prepares air quality conformity determination.
<b>10/18/2011</b>	<b>Beginning of Public Review period for Draft MTIP/RTIP.</b>
10/13/2011	Draft Yakima Valley M/RTIP sent to MPO/RTPO TAC for review.
10/13-11/1/2011	TAC submits comments to YVCOG staff as part of public review process.
<b>11/1/2011</b>	<b>End Public Review Period for Draft M/RTIP.</b>
<b>10/17/2011</b>	<b>MPO/RTPO Executive Committee approves 2012-2015 MTIP/RTIP.</b>
11/1/2011	2012-2015 MTIP/RTIP forwarded to WSDOT Olympia for inclusion in 2012-2015 STIP.
11/1 to 12/1/2011	State and Federal agency review; final approval by Governor's Office.
<b>1/13/2011</b>	<b>Approved STIP becomes effective and jurisdictions authorized to obligate project funds.</b>

## PUBLIC INVOLVEMENT

Citizens and interested parties have been provided early and reasonable opportunity to comment on the proposed TIP as required under SAFETEA-LU *Section 3005(J) (4)*. Public review for the Draft 2012-2015 MTIP/RTIP is being held from October 18, 2011 through November 1, 2011. Public notices announcing the review period were published in English in two local papers of record -- the *Yakima Herald Republic* and the *Sunnyside Daily Sun News* and in Spanish in a local paper of record – *El Sol*. A copy of the Draft 2012-2015 MTIP/RTIP was made available for public viewing at several physical sites in Yakima County as well as electronically on the YVCOG website at [www.yvcog.org](http://www.yvcog.org).

In addition to the YVCOG public participation process, each jurisdiction and agency submitting projects for the Yakima Valley 2012-2015 MTIP/RTIP conducted their own public review and hearing opportunities when they adopted their local TIPs.

## MTIP/RTIP CONSISTENCY

*Section 53* of Washington State's *Growth Management Act (GMA)* states that the transportation system should "function as an interconnected and coordinated system" and that "transportation planning should be coordinated with local comprehensive plans." RTPOs are required to certify that the transportation elements of each local jurisdiction's GMA comprehensive plans are consistent with the regional transportation plan, and the Washington State Transportation Plan.

### FINDINGS AND STATEMENT OF PROGRAM/PLAN CONSISTENCY

All projects in the 2012-2015 MTIP/RTIP have been reviewed and found to be consistent with the goals and objectives in local GMA comprehensive plans, the *Yakima Valley Metropolitan and Regional Transportation Plan 2010-2030*, the Growth Management Act, and the Washington State Transportation Plan. These transportation-planning goals are supported by each project in the 2012-2015 MTIP/RTIP.

## MTIP/RTIP FINANCIAL CONSTRAINT

The Yakima Valley MTIP/RTIP covers four project years from 2012 through 2015.

All federally funded projects within the MPO boundary and in the RTPO region have been included in the MTIP/RTIP. MTIP/RTIP projects have been prioritized by year: projects to be obligated in 2012 are priority one; priority two projects will be obligated in 2013, priority three projects will be obligated in 2014 and priority four projects will be obligated in 2015. Carryover projects from 2011 are included with the 2012 priority one project list found in Appendix A titled "Financial Constraint".

### FINANCIAL CONSTRAINT AND YEAR OF EXPENDITURE

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued a Metropolitan Planning Rule that affects fiscal constraint determinations for MTIPs. 23 CFR 450.324 states:

"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)."

Through consultations with FHWA and FTA, the Yakima Valley MPO/RTPO determined it will use a 3 percent annual inflation rate for project costs occurring in 2012 and beyond. The 3 percent rate is an approximate average of different inflation rates used for different phases of a project to reflect differences in cost escalation. The "preliminary engineering" and "right-of-way" phases use a 3 percent rate while the "construction" phase uses a 6 percent rate. A 3 percent annual inflation rate matches the rate used in the adopted *Yakima Valley Metropolitan and Regional Transportation Plan 2010-2030*. Because revenues are projected to grow at a slower rate than project costs, this results in a more conservative fiscal analysis and list of projects included in the MTIP.

Agencies submitting TIPs to YVCOG were responsible for implementing year of expenditure revenues and costs; YVCOG did not alter TIP project numbers after they were received.

### FINDINGS AND STATEMENT OF FINANCIAL CONSTRAINT

A comprehensive assessment of the revenue available to WSDOT and local agencies was completed for the updated *Yakima Valley Metropolitan and Regional Transportation Plan 2010-2030*. Comparing the revenue available to the project costs included in the 2012-2015 MTIP/RTIP displayed in Table 1 enables a consistent basis for fiscal constraint.

Baseline funding projections are those revenues considered "most likely," and are conservative estimates based on recent historical revenue trends and the current context of each revenue source. Potential funds includes additional revenues that may be made available in the context of the jurisdictions current set of funding policies. Combining these two revenue projections, WSDOT will have approximately \$49,553,000 available for use in the Yakima Valley region between 2012 and 2015 and local agencies will have approximately \$288,122,000 available during the same time period.

This revenue estimate exceeds the project cost estimates displayed in Table 1. The projects listed as funding secured in the 2012-2015 MTIP/RTIP show projected costs of currently programmed projects are within projected levels of funding. Therefore, the Yakima Valley Metropolitan and Regional Transportation Improvement Programs are considered to be financially constrained.

## PROJECT FUNDING SOURCES

The 2012-2015 MTIP/RTIP is funded from a variety of federal sources. Several of the major sources from which funds are programmed are listed in *Table 3*. Not all state and local funds have to be programmed in the MTIP/RTIP. However, if these funds are used to match federal dollars described below, or if they are used for projects that require federal approval or other formal federal action, they must be included in the MTIP/RTIP. Such federal, state and local fund sources can include the following:

- The state share of the Surface Transportation Program (STP), National Highway System (NHS), and Interstate Maintenance (IM) funds, among others.

*Table 3. Funding Sources*

<b><i>Federal Highway Administration (FHWA) Programs</i></b>	<b><i>Federal Transit Administration (FTA) Programs</i></b>
<ul style="list-style-type: none"> <li>• Surface Transportation Program (STP)</li> <li>• Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds</li> <li>• STP Enhancement Program</li> <li>• SAFETEA-LU DEMO projects (selected)</li> <li>• Interstate Construction (IC)</li> <li>• Federal Emergency Relief (ER) Program</li> <li>• Highway Bridge Replacement and Rehabilitation (HBRR) Program</li> <li>• Hazard Elimination Safety (HES) Program</li> <li>• Railroad/Highway Grade Crossing Program</li> </ul>	<ul style="list-style-type: none"> <li>• Urbanized Area Formula Program operating and capital funds (FTA Section 5307)</li> <li>• Urbanized Area Capital Program Fixed Guideway funds (FTA Section 5309 - Fixed Guideway)</li> <li>• Capital Program Discretionary Bus funds (FTA Section 5309 - Bus)</li> <li>• Capital Program New Starts funds (FTA Section 5309 - New Starts)</li> <li>• Non urbanized Area Formula Program (FTA Section 5311)</li> <li>• Elderly and Persons With Disabilities Program (FTA Section 5310)</li> </ul>

One major source of funding for the local projects in the TIP is the federal Surface Transportation Program (STP). In 2007, an updated process for prioritizing and selecting regional projects for STP funds was approved by the Yakima Valley MPO/RTPO Executive Committee. This competitive process replaced a formula distribution process previously in place. Projects selected must be consistent with the transportation policies in the Washington State Transportation Plan and the *Yakima Valley Metropolitan and Regional Transportation Plan 2010-2030*.

In 2010, Yakima Valley MPO/RTPO selected and prioritized eight projects to receive funding from FFY 2010 through FFY 2011 using the STP competitive process. If not completed in 2011, the projects selected have been programmed into the 2012-2015 MTIP/RTIP. There has not been an STP call for projects since 2010.

## MTIP AND AIR QUALITY CONFORMITY – CO and PM<sub>10</sub>

The Environmental Protection Agency (EPA) redesignated both the Yakima carbon monoxide (CO) nonattainment area and the PM<sub>10</sub> nonattainment area to “attainment” for the National Ambient Air Quality Standards (NAAQS) and approved a limited maintenance plan (LMP) effective December 31, 2002 for CO and March 10, 2005 for PM<sub>10</sub>. Additionally, on March 9, 2005 an EPA approved boundary change to the PM<sub>10</sub> maintenance area to exclude lands belonging to the Yakama Nation went into effect. Having attainment status is a recognition that air quality has improved and the probability of future violations of the NAAQS is very low.

Under limited maintenance plans, the motor vehicle emissions may be treated as essentially non-constraining because growth would need to exceed reasonable expectations to create a potential violation of the air quality standards for either PM<sub>10</sub> or CO. Under the limited maintenance plans, a region-wide conformity analysis is not required. However, individual transportation projects may be required to undergo air quality conformity analysis in order to obtain project approval. Project level analysis is performed by the project sponsor in accordance with state and federal requirements and methodologies.

No new projects were modeled in the 2012-2015 MTIP. If Yakima County projects include those that require determination of their impact on the air quality of the metropolitan area, the modeling will occur when the County submits their 2012-2015 TIP to YVCOG. A listing of the projects modeled, a map showing project locations, and modeling results can be found in Appendix E titled "Conformity".

#### METROPOLITAN TRANSPORTATION MODEL CONVERSION AND UPDATE

In 2010 YVCOG successfully updated its transportation model for purposes of the *Yakima Valley Metropolitan and Regional Transportation Plan 2010-2030*. The model software was updated to VISUM 11.0 and a 2010 base year with updated land use and traffic volumes was completed. The updated model maintains consistency with the previous model as it employs the same underlying assumptions, the same gravity equations, and continues to simulate PM peak hour traffic.

The VISUM platform allows YVCOG to continue to track vehicle miles of travel (VMT) based on updated information. Through consultation with DOE on July 29, 2008 it was determined that YVCOG would report the annual VMT growth rate for the entire PM<sub>10</sub> maintenance area. Since the PM<sub>10</sub> maintenance area contains the CO maintenance area, YVCOG can use the PM<sub>10</sub> maintenance area VMT growth rate for the CO maintenance area. If the annual growth rate is less than or equal to 2 percent, the MTIP conforms to the LMP. If the growth rate exceeds 2 percent, then YVCOG will use the transportation consultation process to determine how to demonstrate conformity. If the growth in VMTs is shown to exceed 2 percent per year, further analysis is needed to determine the cause(s). A growth rate higher than 2 percent per year indicates extraordinarily large increases in population, vehicles and traffic, and the air quality impacts of these changes need to be studied more closely.

#### FINDINGS AND STATEMENT OF CONFORMITY

NOTE: Refer to Appendix E titled, "Conformity", for the air quality conformity determination.

## **TITLE VI ASSURANCES**

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On behalf of its member jurisdictions and agencies, the YVCOG certifies that in accordance with 23 CFR 450.334, the Yakima Valley metropolitan planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. *Section 134 of Title 3, USC, Sections 5303-5305 and 5323(k) of Title 49, 23 CFR Part 450 and 49 CFR Part 613;*
2. *Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed under 23 USC 324 (Prohibition of discrimination on the basis of sex) and 29 USC 794;*
3. *Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project (Sec. 105 (f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);*

4. The provisions of the Americans with Disabilities Act of 1990 (*Pub. L. 101-336, 104 Stat. 327*, as amended) and the U.S. DOT regulations, Transportation for Individuals with Disabilities (*49 CFR Part 27, 37, and 38*);
5. The provisions of *49 CFR part 20* regarding lobbying restrictions on influencing certain Federal activities;
6. The provisions of *49 CFR part 29, subparts A through E*, in not using FHWA funds for procurements from persons who have been debarred or suspended; and
7. *Sections 174 and 176(c) and (d)* of the Clean Air Act as amended (*42 USC 7504, 7506(c) and (d)* if applicable).

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## **INTERMODAL/MULTIMODAL PROVISIONS**

Projects listed in the 2012-2015 MTIP/RTIP provide consideration for alternative transportation modes to the extent possible in order to address multimodal needs.

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## **NHS FACILITY CERTIFICATION**

Agencies with National Highway System (NHS) routes in the Yakima Valley are responsible for maintaining those routes. Because of their national and strategic significance, NHS routes are deemed to be of greater importance than non-NHS routes. YVCOG certifies that NHS routes have been given priority by agencies in their six-year programming process.

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## **CONGESTION MANAGEMENT**

Yakima Valley is not a Transportation Management Area (TMA), thus provisions of SAFETEA-LU for TMA planning requirements are not applicable to the Yakima Valley Metropolitan or Regional Transportation Planning Area.

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## **MTIP/RTIP AMENDMENT PROCESS**

A local jurisdiction or agency may submit a request for a TIP Amendment according to the YVCOG TIP Amendment Policy adopted in May 1994. The request will include a project description, cost and implementation schedule. The project will undergo the same review process as described above in the initial MTIP/RTIP submission process. The MTIP/RTIP is required to be amended if:

- A new project is added to the STIP. Amendments of this nature are considered to be *formal* amendments and require public review, air quality conformity determination and approval of the MPO/RTPO Executive Committee.
- Any portion of the project currently funded with local or state funds is changed to federal sources.
- A project is deleted from the STIP. Amendments of this nature are considered to be *formal* amendments and require public review, air quality conformity determination and approval of the MPO/RTPO Executive Committee.

- A new phase is added to a project not currently in the STIP. Amendments of this nature are considered to be *formal* amendments and require public review, air quality conformity determination and approval of the MPO/RTPO Executive Committee.
- The scope of the project is altered in a significant way, or the project length is changed significantly. Amendments of this nature are considered to be *formal* amendments and require public review, air quality conformity determination and approval of the MPO/RTPO Executive Committee.
- Federal funds are increased to an existing phase of a project in the STIP by more than 20% or \$250,000 (whichever is greater). Amendments of this nature are considered to be *formal* amendments and require public review, air quality conformity determination and approval of the MPO/RTPO Executive Committee for adoption into the current year's TIP.
- Movement of the project priority between years is completed by the YVCOG. When it has been determined by a local jurisdiction and WSDOT that a project will not be completed as scheduled in the TIP, a request to amend the TIP by changing the project priority is submitted to YVCOG. Amendments of this nature are classified as "corrections" and made *administratively* without additional public review or formal approval of the MPO/RTPO Executive Committee.

The TIP amendment process will not supersede local agency relationships with State or Federal agencies. The local agency will continue to be required to administer their own authorizations, agreements and grant funds. Formal amendment and administrative correction criteria are currently being reviewed and may change before the next MTIP/RTIP is developed.

## **MTIP/RTIP PROJECTS**

The 2012-2015 MTIP/RTIP project lists are found in Appendix [B] *MPO Funded* and [C] *RTPO Funded*.

1. The **MPO Funded** section lists projects within the metropolitan area with federal funding secured between 2012 and 2015,
2. The **RTPO Funded** section includes non-MPO projects (outside the MPO boundary, rural or regional projects) with federal funding secured between 2012 and 2015.

### FINANCIAL CONSTRAINT

The MTIP/RTIP focuses on the first four years of traditional six-year project lists and requires fiscal constraint. Projects prioritized in the first four years of the local jurisdictions' TIPs are required to show reasonably available federal funding sources.

### PROJECT SHEET KEYS

Listed below are tables showing the coding used on both the local six-year TIPs and STIP project reporting sheets found in the Appendix.

**Table 4. Federal Roadway Functional Class**

<i>Rural Area</i> (population under 5,000)	<i>Urban Area</i> (population over 5,000)
01 Interstate	11 Interstate
02 Principal Arterial	12 Freeways & Expressways
06 Minor Arterial	14 Other Principal Arterials
07 Major Collector	15 Minor Arterials
08 Minor Collector	16 Collector
09 Local Access	17 Local Access
00 No Classification	

**Table 5. Improvement Type Code**

01 New Construction	08 New Bridge Construction	21 Transit Capital Project
02 Relocation	09 Bridge Replacement	22 Transit Operational Project
03 Reconstruction	10 Bridge Rehabilitation	23 Transit Planning
04 Major Widening	11 Minor Bridge Rehabilitation	24 Transit Training & Administration
05 Minor Widening	12 Safety/Traffic Operation	31 Non Capital Improvement
06 Other Enhancement	13 Environmentally Related	32 Non Motor Vehicle Project
07 Resurfacing	14 Bridge Program Special	

**Table 6. Project Status and Phase**

<u>Funding Status</u>	<u>Project Phase</u>
P Project is <u>P</u> lanned, but funding is not secured	PE Preliminary Engineering
S Project funding is <u>S</u> ecured	RW Right of Way
	CN Construction

**Table 7. State Funding Program Abbreviations**

AIP Arterial Improvement Program	PWTF Public Works Trust Fund
CAPP County Arterial Preservation Program	RAP Rural Arterial Program
CHAP City Hardship Assistance Program	SCP Small City Program
PSMP Pedestrian Safety & Mobility Program	TPP Transportation Partnerships Program
PTSP Public Transportation Systems Program	WSDOT WSDOT funding

**Table 8. Environmental Type Codes (required for federally funded projects)**

CE	Categorical Exclusion
EA	Environmental Assessment
EIS	Environmental Impact Statement

**Table 9. Federal Program Abbreviations**

BIA	Bureau of Indian Affairs	STP	Surface Transportation Program (WSDOT only)
BR	Bridge Replacement or Rehabilitation	STP(C)	STP Statewide Competitive Program
CDBG	Community Development Block Grant	STP(E)	STP Transportation Enhancement
CMAQ	Congestion Mitigation Air Quality	STP(R)	STP Rural Regionally Selected
DEMO	TEA-21 Demonstration or High Priority Projects	STP(S)	STP Safety including hazard elimination and railroad crossing improvements
Discretionary	Ferry Boat Discretionary, Public Highway Lands, Scenic Byways, and Other	STP(U)	STP Urban Regionally Selected
DOD	Department of Defense	3037	FTA Job Access/Reverse Commute
IC	Interstate Construction	5307	FTA Urban Areas
IM	Interstate Maintenance	5309	FTA Bus (Bus)
NHS	National Highway System	5309	FTA Fixed Guideways (FG)
REV	Rural Economic Vitality (STP funded)	5309	FTA New Starts (NS)
		5310	FTA Elderly/Disabled Persons
		5311	FTA Rural Areas

*Appendix A*

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**FINANCIAL CONSTRAINT**

# Financial Feasibility Summary by Fund Code of Federal Aid Projects by Year

Washington State S. T. I. P.

2012 to 2015

(Project Funds to Nearest Dollar)

totals for years 2012 thru 2015

Report Date - October 12, 2011

Selection Criteria (from SEARCH panel - if any)

Agency	MPO Project ID
County	Agency Project ID
MPO	Secured Y
Inside MPO	Planned
Region	Amended
Amendment Number	Is New
Environmental Classification	Current Action
Priority Number	Future Action
PIN	Approved as of Date
Title	Federal Fund Code
STIP ID	State Fund Code

## Financial Feasibility Summary by Fund Code of Federal Aid Projects by Year

Fund Code	Description	Funds (To Nearest Dollar)			
		Federal	State	Local	Total
5309(Bus)					
	2012 Obligation Costs	309,000		77,000	386,000
	<b>5309(Bus) Obligation Totals</b>	<b>309,000</b>		<b>77,000</b>	<b>386,000</b>
BR					
	2012 Obligation Costs	8,337,311		165,000	8,502,311
	2015 Obligation Costs	65,088			65,088
	<b>BR Obligation Totals</b>	<b>8,402,399</b>		<b>165,000</b>	<b>8,567,399</b>
IM					
	2012 Obligation Costs	476,803		0	476,803
	2013 Obligation Costs	890,552		0	890,552
	<b>IM Obligation Totals</b>	<b>1,367,355</b>		<b>0</b>	<b>1,367,355</b>
NHS					
	2012 Obligation Costs	13,764,096		0	13,764,096
	2013 Obligation Costs	2,310,035			2,310,035
	<b>NHS Obligation Totals</b>	<b>16,074,131</b>		<b>0</b>	<b>16,074,131</b>
State/Local					
	2012 Obligation Costs			1,170,094	1,170,094
	2013 Obligation Costs		344,000	10,234,094	10,578,094
	2014 Obligation Costs			1,697,687	1,697,687
	2015 Obligation Costs			2,712	2,712
	<b>State/Local Obligation Totals</b>		<b>344,000</b>	<b>13,104,587</b>	<b>13,448,587</b>
STP					
	2012 Obligation Costs	1,858,099		0	1,858,099
	2013 Obligation Costs	2,460,390			2,460,390
	<b>STP Obligation Totals</b>	<b>4,318,489</b>		<b>0</b>	<b>4,318,489</b>
STP(E)					
	2012 Obligation Costs	315,000		7,000	322,000
	<b>STP(E) Obligation Totals</b>	<b>315,000</b>		<b>7,000</b>	<b>322,000</b>
STP(U)					
	2012 Obligation Costs	86,000		14,000	100,000
	2013 Obligation Costs	749,000		176,000	925,000
	<b>STP(U) Obligation Totals</b>	<b>835,000</b>		<b>190,000</b>	<b>1,025,000</b>
	<b>Grand Total All Fund Codes</b>	<b>31,621,374</b>	<b>344,000</b>	<b>13,543,587</b>	<b>45,508,961</b>

*Appendix B*

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**MPO FEDERALLY FUNDED PROJECTS**

Washington State S. T. I. P.

2012 to 2015

(Project Funds to Nearest Dollar)

totals for years 2012 thru 2015

Report Date - October 12, 2011

Selection Criteria (from SEARCH panel - if any)

Agency	MPO Project ID
County	Agency Project ID
MPO YVCOG	Secured Y
Inside MPO	Planned
Region	Amended
Amendment Number	Is New
Environmental Classification	Current Action
Priority Number	Future Action
PIN	Approved as of Date
Title	Federal Fund Code
STIP ID	State Fund Code

Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)

October 12, 2011

Y Inside

N Outside

MPO/RTPO: YVCOG

County: Yakima

Agency: Union Gap

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			UG18	44	1.500	CE	Yes	FULLBRIGHT PARK	AHTANUM YOUTH PARK	72,000	

PARK TO PARK PATHWAY

CONSTRUCT PEDESTRIAN PATHWAY FROM FULLBRIGHT PARK TO AHTANUM YOUTH PARK

**Funding**

Phase	Start Date	Federal	Fund Code	Federal	Funds	State	Fund Code	State	Funds	Local	Funds	Total
RW	2012		STP(E)	65,000				0		7,000		72,000
<b>Project Totals</b>				<b>65,000</b>		<b>0</b>		<b>0</b>		<b>7,000</b>		<b>72,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	72,000	0	0	0	0
<b>Totals</b>	<b>72,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      Y Inside      N Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11	0821(094)	508208C	508208C39	06	0.030	CE	No	29.02	29.05	330,765	

I-82/East Selah Bridge EB - Deck Rehabilitation

Hydromill scarification and modified concrete overlay of bridge deck. The existing bridge deck is showing signs of deterioration from normal wear. Repairing and resurfacing the existing bridge deck will maintain the structural integrity of the bridge.  
Total prior obligated funds \$45,735.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		0		0	5,700	5,700
CN	2012	BR	279,330		0	0	279,330
<b>Project Totals</b>			<b>279,330</b>		<b>0</b>	<b>5,700</b>	<b>285,030</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	282,981	2,049	0	0	0
<b>Totals</b>	<b>282,981</b>	<b>2,049</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      Y Inside

N Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11	0821(093)	508207T	508207T39	05	4.640	CE	No	30.96	35.60	5,197,058	

I-82/US 12 to Valley Mall Blvd Vic - Paving

HMA overlay with safety restoration. The existing pavement is showing signs of fatigue. This project will grind and overlay both lanes and part of the shoulders, and restore signing, striping, and other safety features, to extend the service life of the existing pavement.  
Total prior obligated funds \$242,362.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012	NHS	134,530		0	0	134,530
PE	2012		0		0	5,606	5,606
CN	2012		0		0	96,290	96,290
CN	2012	NHS	4,718,270		0	0	4,718,270
<b>Project Totals</b>			<b>4,852,800</b>		<b>0</b>	<b>101,896</b>	<b>4,954,696</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	140,136	4,588,302	226,258	0	0
<b>Totals</b>	<b>140,136</b>	<b>4,588,302</b>	<b>226,258</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      Y Inside

County:

N Outside

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11	508208K	508208K39	05	1.830	CE	No	36.95	38.78	993,534		

I-82/Valley Mall Blvd Vic to Yakima River Bridge - Paving

HMA overlay with safety restoration. The existing pavement in this section of I-82 is showing signs of fatigue and rutting. This project will grind and overlay the right lane and part of the outside shoulder to extend the service life of the pavement, and restore signing, striping, and other safety features.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012		0		0	3,392	3,392
PE	2012	IM	81,416		0	0	81,416
CN	2013		0		0	18,174	18,174
CN	2013	IM	890,552		0	0	890,552
<b>Project Totals</b>			<b>971,968</b>		<b>0</b>	<b>21,566</b>	<b>993,534</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	62,303	924,522	6,709	0	0
<b>Totals</b>	<b>62,303</b>	<b>924,522</b>	<b>6,709</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      Y Inside

N Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06	9999(579)	502401H	502401H39	05	10.380	CE	No	5.23	15.66	1,150,815	

SR 24/Rivard Rd I/S to 2 Miles E of Badger Ln - Chip Seal

BST overlay with safety restoration. The existing pavement in this section of SR 24 is deteriorating due to normal wear and will be rehabilitated by applying a chip seal to extend the service life of the pavement. The project will also restore signing, striping, and other safety features. The chip seal work was completed in 2010. These dollars are for the safety improvements scheduled for construction in 2012.  
Total prior obligated funds \$728,163.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		0		0	8,453	8,453
CN	2012	STP	414,199		0	0	414,199
<b>Project Totals</b>			<b>414,199</b>		<b>0</b>	<b>8,453</b>	<b>422,652</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	422,652	0	0	0	0
<b>Totals</b>	<b>422,652</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      Y Inside      N Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	9999(618)	582101X	582101X39	05	05	2.290	CE	No	0.10	2.39	325,555	

SR 821/I-82 to Selah Creek Bridge - Chip Seal

BST overlay with safety restoration. The existing pavement in this section of SR 821 is deteriorating due to normal wear and will be rehabilitated by applying a chip seal to extend the service life of the pavement. The project will also restore signing, striping, and other safety features. The chip seal work was completed in 2011. These dollars are for the safety improvements scheduled for construction in 2012.  
Total prior obligated funds \$168,280.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012	STP	154,129		0	0	154,129
CN	2012		0		0	3,146	3,146
<b>Project Totals</b>			<b>154,129</b>		<b>0</b>	<b>3,146</b>	<b>157,275</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	157,275	0	0	0	0
<b>Totals</b>	<b>157,275</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      Y Inside

N Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	9999(618)	582301J	582301J39	05	05	2.000	CE	No	2.74	4.74	422,946	

SR 823/SR 823 N Wye to SR 821 I/S - Chip Seal

BST overlay with safety restoration. The existing pavement in this section of SR 823 is deteriorating due to normal wear and will be rehabilitated by applying a chip seal to extend the service life of the pavement. The project will also restore signing, striping, and other safety features. The chip seal work was completed in 2011. These dollars are for the safety improvements scheduled for construction in 2012.  
Total prior obligated funds \$193,450.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		0		0	4,590	4,590
CN	2012	STP	224,906		0	0	224,906
<b>Project Totals</b>			<b>224,906</b>		<b>0</b>	<b>4,590</b>	<b>229,496</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	229,496	0	0	0	0
<b>Totals</b>	<b>229,496</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      Y Inside      N Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	0012(212)	5012100	501210039	06	0.010	CE	No	199.21	199.22	726,372	

US 12/Cowiche Creek Bridge - Deck Rehabilitation

Hydromill scarification and modified concrete overlay of bridge deck. The existing bridge deck is showing signs of deterioration from normal wear. Repairing and resurfacing the existing bridge deck will maintain the structural integrity of the bridge.  
Total prior obligated funds \$78,023.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		0		0	12,967	12,967
CN	2012	BR	635,382		0	0	635,382
<b>Project Totals</b>			<b>635,382</b>		<b>0</b>	<b>12,967</b>	<b>648,349</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	616,100	32,249	0	0	0
<b>Totals</b>	<b>616,100</b>	<b>32,249</b>	<b>0</b>	<b>0</b>	<b>0</b>

Federal Funds	State Funds	Local Funds	Total
7,532,714	0	158,318	7,691,032
<b>Agency Totals for WSDOT - SC</b>			

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      Y Inside

N Outside

County: Yakima  
Agency: Yakima

Func Cis Number	Project PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06		2311	03	0.500	CE	Yes	Nob Hill Blvd	Tieton Drive	1,200,000	

64th Ave. Roadway Widening

Widen roadway from 22 feet to 39 feet, curb, gutter, sidewalk, lighting and drainage. \$75,000 has been obligated for design.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2012	STP(U)	86,000		0	14,000	100,000
CN	2013	STP(U)	749,000		0	176,000	925,000
<b>Project Totals</b>			<b>835,000</b>		<b>0</b>	<b>190,000</b>	<b>1,025,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	100,000	0	0	0	0
CN	0	925,000	0	0	0
<b>Totals</b>	<b>100,000</b>	<b>925,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

**MPO/RTPO:** YVCOG  
**County:** Yakima  
**Agency:** Yakima

Y Inside

N Outside

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			2301	01	0.800	CE	No	14th Ave./Willow St.	6th Ave/I Street	283,000	

Powerhouse/William O Douglas Trail Connector

Pave a 10-foot wide pathway that will connect the Powerhouse pathway to the William O. Douglas Trail. \$33,000 has already been obligated for the preliminary engineering

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012	STP(E)	250,000		0	0	250,000
<b>Project Totals</b>			<b>250,000</b>		<b>0</b>	<b>0</b>	<b>250,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	250,000	0	0	0
<b>Totals</b>	<b>0</b>	<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>



*Appendix C*

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**RTPO FEDERALLY FUNDED PROJECTS**

Washington State S. T. I. P.

2012 to 2015

(Project Funds to Nearest Dollar)

totals for years 2012 thru 2015

Report Date - October 12, 2011

Selection Criteria (from SEARCH panel - if any)

Agency	MPO Project ID
County	Agency Project ID
MPO YVCOG	Secured Y
Inside MPO	Planned
Region	Amended
Amendment Number	Is New
Environmental Classification	Current Action
Priority Number	Future Action
PIN	Approved as of Date
Title	Federal Fund Code
STIP ID	State Fund Code

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      N Inside      Y Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	502203H39	05	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	9999(579)	502203H	502203H39	05	4.560	CE	No	4.07	8.62	667,551		

SR 22/Toppenish to SR 223 - Chip Seal

BST overlay with safety restoration. The existing pavement is deteriorating due to normal wear and will be overlaid with a chip seal to extend the service life of the pavement. The project will restore signing, striping, and other safety features. The chip seal work was completed in 2010. These dollars are for the safety improvements scheduled for construction in 2012. Total prior obligated funds \$413,720.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		0		0	5,082	5,082
CN	2012	STP	248,749		0	0	248,749
<b>Project Totals</b>			<b>248,749</b>		<b>0</b>	<b>5,082</b>	<b>253,831</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	253,831	0	0	0	0
<b>Totals</b>	<b>253,831</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>





**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      N Inside      Y Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	9999(579)	522302B	522302B39	05	1.630	CE	No	2.18	3.81	269,778	

SR 223/Indian Church Rd to I-82 - Chip Seal

BST overlay with safety restoration. The existing pavement in this section of SR 223 is deteriorating due to normal wear and will be rehabilitated by applying a chip seal to extend the service life of the pavement. The project will also restore signing, striping, and other safety features. The chip seal work was completed in 2010. These dollars are for the safety improvements scheduled for construction in 2012.  
Total prior obligated funds \$190,985.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		0		0	1,966	1,966
CN	2012	STP	76,827		0	0	76,827
<b>Project Totals</b>			<b>76,827</b>		<b>0</b>	<b>1,966</b>	<b>78,793</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	78,793	0	0	0	0
<b>Totals</b>	<b>78,793</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG

N Inside

Y Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	522301F	522301F39	522301F39	05	2.090	CE	No	0.00	2.10	178,780	

SR 223/SR 22 I/S to Indian Church Rd - Chip Seal

BST with crack seal. The existing pavement in this section of SR 223 is deteriorating due to normal wear and will be rehabilitated by applying a chip seal to extend the service life of the pavement. The project will also restore signing, striping, and other safety features.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012		0		0	8,272	8,272
CN	2013		0		0	170,508	170,508
<b>Project Totals</b>							<b>178,780</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	7,411	169,494	1,875	0	0
<b>Totals</b>	<b>7,411</b>	<b>169,494</b>	<b>1,875</b>	<b>0</b>	<b>0</b>





**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      N Inside      Y Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	524102J	524102J39	524102J39	06	0.890	CE	No	7.44	8.33	801,069	

SR 241/I-82 to Factory Rd - Paving

HMA overlay with safety restoration. The existing pavement in this section of SR 241 is deteriorating due to normal wear and will be overlaid with hot mix asphalt to extend the service life of the pavement. The project will also restore signing, striping, and other safety features.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012		0		0	67,744	67,744
CN	2013		0		0	733,325	733,325
<b>Project Totals</b>						<b>801,069</b>	<b>801,069</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	63,974	695,465	41,630	0	0
<b>Totals</b>	<b>63,974</b>	<b>695,465</b>	<b>41,630</b>	<b>0</b>	<b>0</b>









**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      N Inside      Y Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	541003M	541003M39	44	0.070	CE	No	69.85	69.92	159,623		

SR 410/0.64 Miles E of Chinook Pass - Rock Scaling

Rock scaling and debris removal. Fractured rock slopes adjacent to SR 410 in this vicinity have a history of rock fall that has reached the highway. This project will reduce the risk of loose rocks reaching the highway by debris removal and strategic scaling of loose rocks.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2013		0		0	11,868	11,868
CN	2014		0		0	147,755	147,755
<b>Project Totals</b>							<b>159,623</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	5,946	148,506	5,171	0
<b>Totals</b>	<b>0</b>	<b>5,946</b>	<b>148,506</b>	<b>5,171</b>	<b>0</b>

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      N Inside      Y Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	541003N	541003N39	541003N39	44	0.090	CE	No	69.92	70.01	294,600	

SR 410/0.71 Miles E of Chinook Pass - Rock Scaling

Rock scaling and debris removal. Fractured rock slopes adjacent to SR 410 in this vicinity have a history of rock fall that has reached the highway. This project will reduce the risk of loose rocks reaching the highway by debris removal and strategic scaling of loose rocks.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2013		0		0	21,904	21,904
CN	2014		0		0	272,696	272,696
<b>Project Totals</b>			<b>0</b>		<b>0</b>	<b>294,600</b>	<b>294,600</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	10,958	274,216	9,426	0
<b>Totals</b>	<b>0</b>	<b>10,958</b>	<b>274,216</b>	<b>9,426</b>	<b>0</b>



**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      N Inside      Y Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	541003P	541003P39	541003P39	44	0.090	CE	No	70.17	70.26	253,216	

SR 410/0.96 Miles E of Chinook Pass - Rock Scaling

Rock scaling and debris removal. Fractured rock slopes adjacent to SR 410 in this vicinity have a history of rock fall that has reached the highway. This project will reduce the risk of loose rocks reaching the highway by debris removal and strategic scaling of loose rocks.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2013		0		0	18,828	18,828
CN	2014		0		0	234,388	234,388
<b>Project Totals</b>							<b>253,216</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	9,435	235,578	8,203	0
<b>Totals</b>	<b>0</b>	<b>9,435</b>	<b>235,578</b>	<b>8,203</b>	<b>0</b>

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      N Inside      Y Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	541003Q	541003Q39	541003Q39	44	0.060	CE	No	70.44	70.50	161,115	

SR 410/1.23 Miles E of Chinook Pass - Rock Scaling

Rock scaling and debris removal. Fractured rock slopes adjacent to SR 410 in this vicinity have a history of rockfall that has reached the highway. This project will reduce the risk of loose rocks reaching the highway by debris removal and strategic scaling of loose rocks.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2013		0		0	11,979	11,979
CN	2014		0		0	149,136	149,136
<b>Project Totals</b>						<b>161,115</b>	<b>161,115</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	8,673	142,442	10,000	0
<b>Totals</b>	<b>0</b>	<b>8,673</b>	<b>142,442</b>	<b>10,000</b>	<b>0</b>



**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      N Inside      Y Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	541003T	541003T	39	44	0.070	CE	No	70.66	70.73	160,182	

SR 410/1.45 Miles E of Chinook Pass - Rock Scaling

Rock scaling and debris removal. Fractured rock slopes adjacent to SR 410 in this vicinity have a history of rockfall that has reached the highway. This project will reduce the risk of loose rocks reaching the highway by debris removal and strategic scaling of loose rocks.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2013		0		0	11,910	11,910
CN	2014		0		0	148,272	148,272
<b>Project Totals</b>							<b>160,182</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	8,622	141,627	9,933	0
<b>Totals</b>	<b>0</b>	<b>8,622</b>	<b>141,627</b>	<b>9,933</b>	<b>0</b>







**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      N Inside      Y Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02	9999(579)	501213N	501213N39	05	4.380	CE	No	185.05	189.38	608,688	

US 12/Naches River to Naches - Chip Seal

BST overlay with safety restoration. The existing pavement in this section of US 12 is deteriorating due to normal wear and will be rehabilitated by applying a chip seal to extend the service life of the pavement. The project will also restore signing, striping, and other safety features. The chip seal work was completed in 2010. These dollars are for the safety improvements scheduled for construction in 2012.  
Total prior obligated funds \$375,979.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		0		0	5,440	5,440
CN	2012	NHS	227,269		0	0	227,269
<b>Project Totals</b>			<b>227,269</b>		<b>0</b>	<b>5,440</b>	<b>232,709</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	232,709	0	0	0	0
<b>Totals</b>	<b>232,709</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG

N Inside

Y Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02	9999(579)	501205Q	501205Q39	05	7.890	CE	No	177.16	185.05	568,259	

US 12/Tieton River Br to SR 410 Jct Vicinity - Chip Seal

BST overlay with safety restoration. The existing pavement in this section of US 12 is deteriorating due to normal wear and will be rehabilitated by applying a chip seal to extend the service life of the pavement. The project will also restore signing, striping, and other safety features. The chip seal work was completed in 2010. These dollars are for the safety improvements scheduled for construction in 2012.  
Total prior obligated funds \$459,829.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		0		0	2,768	2,768
CN	2012	NHS	105,662		0	0	105,662
<b>Project Totals</b>			<b>105,662</b>		<b>0</b>	<b>2,768</b>	<b>108,430</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	108,430	0	0	0	0
<b>Totals</b>	<b>108,430</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      N Inside      Y Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02	509703R	509703R39	05	05	3.150	CE	No	58.29	61.44	270,295	

US 97/Canal Drainage Br to SR 22 - Chip Seal

BST with crack seal. The existing pavement in this section of US 97 is deteriorating due to normal wear and will be rehabilitated by applying a chip seal to extend the service life of the pavement. The project will also restore signing, striping, and other safety features.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012		0		0	537	537
PE	2012	NHS	12,904		0	0	12,904
CN	2013		0		0	5,137	5,137
CN	2013	NHS	251,717		0	0	251,717
<b>Project Totals</b>					<b>0</b>	<b>5,674</b>	<b>270,295</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	12,048	255,424	2,823	0	0
<b>Totals</b>	<b>12,048</b>	<b>255,424</b>	<b>2,823</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.**  
**2012 to 2015**  
**(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      N Inside

Y Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02	9999(618)	509704P	509704P39	05	6.000	CE	No	50.72	56.80	823,683	

US 97/Dry Creek Rd Vic to Weigh Station - Chip Seal

BST overlay w/safety restoration. The existing pavement in this section of US 97 is deteriorating due to normal wear and will be rehabilitated by applying a chip seal to extend the service life of the pavement. The project will also restore signing, striping, and other safety features. The chip seal work was completed in 2011. These dollars are for the safety improvements scheduled for construction in 2012.  
 Total prior obligated funds \$420,173.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012	NHS	395,440		0	0	395,440
CN	2012		0		0	8,070	8,070
<b>Project Totals</b>			<b>395,440</b>		<b>0</b>	<b>8,070</b>	<b>403,510</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	403,510	0	0	0	0
<b>Totals</b>	<b>403,510</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG

N Inside

Y Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06	509703V	509703V/39	05	6.660	CE	No	62.62	69.28	5,623,270		

US 97/Frontage Rd Vicinity to W Wapato Rd Vicinity - Paving

HMA overlay with safety restoration. The existing pavement in this section of US 97 is deteriorating due to normal wear and will be overlaid with hot mix asphalt to extend the service life of the pavement. The project will also restore signing, striping, and other safety features.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012		0		0	271,942	271,942
CN	2013		0		0	5,351,328	5,351,328
<b>Project Totals</b>						<b>5,623,270</b>	<b>5,623,270</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	243,980	5,351,985	27,305	0	0
<b>Totals</b>	<b>243,980</b>	<b>5,351,985</b>	<b>27,305</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG

N Inside

Y Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02	0097(084)	509703L	509703L39	08	0.050	DCE	Yes	45.84	45.89	8,399,776	

US 97/Satus Creek Bridge - Bridge Replacement

Replace existing bridge 97/106. The existing bridge crossing Satus Creek on US 97 south of Toppenish is narrow and does not meet current design standards. This project will construct a new bridge to current standards, preserving route continuity and improving safety.  
Total prior obligated funds \$1,496,104.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		0		0	138,073	138,073
CN	2012	BR	6,765,599		0	0	6,765,599
<b>Project Totals</b>			<b>6,765,599</b>		<b>0</b>	<b>138,073</b>	<b>6,903,672</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	6,769,184	134,488	0	0	0
<b>Totals</b>	<b>6,769,184</b>	<b>134,488</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG

N Inside

Y Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02	0097(133)	509702N	509702N39	05	1.900	DCE	No	44.50	46.40	1,826,327	

US 97/Satus Creek Vicinity - Paving

ACP overlay with safety restoration. The existing pavement is deteriorating due to normal wear and will be overlaid with hot mix asphalt to extend the service life of the pavement. The project will restore signing, striping, and other safety features.  
Total prior obligated funds \$390,203.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		0		0	28,722	28,722
CN	2012	NHS	1,407,402		0	0	1,407,402
<b>Project Totals</b>			<b>1,407,402</b>		<b>0</b>	<b>28,722</b>	<b>1,436,124</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	1,245,794	190,330	0	0	0
<b>Totals</b>	<b>1,245,794</b>	<b>190,330</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      N Inside      Y Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02	0097(115)	5097020	509702039	21	1.900	DCE	No	44.50	46.40	3,176,097	

US 97/Satus Creek Vicinity - Safety Work

Re-align curve and widen the roadway at this location. The section of US 97 in the Satus Creek vicinity has a potential for serious collisions due to the current alignment. Realigning and widening this section of highway will reduce collisions.  
Total prior obligated funds \$467,275.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		0		0	54,176	54,176
CN	2012	NHS	2,654,646		0	0	2,654,646
<b>Project Totals</b>			<b>2,654,646</b>		<b>0</b>	<b>54,176</b>	<b>2,708,822</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	2,708,822	0	0	0	0
<b>Totals</b>	<b>2,708,822</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG

N Inside

Y Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06	509704U	509704U39	21	12.070	CE	No	61.50	73.57	1,409,625		

US 97/Toppenish to Yakima - Replace Single Strand Cable

Install high-tension cable barrier for access control. This project will remove existing single strand cable barrier separating US 97 from various frontage roads and install high-tension cable barrier to control access points and improve safety to and from US 97.

Total prior obligated funds \$180,000.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013		0		0	24,592	24,592
CN	2013	NHS	1,205,032		0	0	1,205,032
<b>Project Totals</b>			<b>1,205,032</b>		<b>0</b>	<b>24,592</b>	<b>1,229,624</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	1,229,624	0	0	0
<b>Totals</b>	<b>0</b>	<b>1,229,624</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      N Inside      Y Outside

County:

Agency: WSDOT - SC

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	509703C	509703C39	05	05	5.480	CE	No	69.28	74.80	2,777,445	

US 97/W Wapato Rd Vicinity to Lateral A Rd Vicinity - Paving

HMA overlay with safety restoration. The existing pavement in this section of US 97 is deteriorating due to normal wear and will be overlaid with hot mix asphalt to extend the service life of the pavement. The project will also restore signing, striping, and other safety features.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2012		0		0	10,673	10,673
PE	2012	STP	256,171		0	0	256,171
CN	2013		0		0	50,211	50,211
CN	2013	STP	2,460,390		0	0	2,460,390
<b>Project Totals</b>			<b>2,716,561</b>		<b>0</b>	<b>60,884</b>	<b>2,777,445</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	224,258	2,518,604	34,583	0	0
<b>Totals</b>	<b>224,258</b>	<b>2,518,604</b>	<b>34,583</b>	<b>0</b>	<b>0</b>

Agency Totals for WSDOT - SC	Federal Funds	State Funds	Local Funds	Total
	17,906,847	0	12,637,295	30,544,142

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG      N Inside      Y Outside

County:

Agency: WSDOT - SW

Func CIs	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02	0012(209)	401212S	401212S39	06	0.040	CE	No	154.34	154.38	1,480,037	

US 12.75 Miles E of Clear Creek Falls Viewpoint - Stabilize Slope

Reduce risk of rockfall by strategic rock slope stabilization. PE Phase was previously obligated in 2011 in the amount of \$172,082.00.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		0		0	26,158	26,158
CN	2012	NHS	1,281,796		0	0	1,281,796
<b>Project Totals</b>			<b>1,281,796</b>		<b>0</b>	<b>26,158</b>	<b>1,307,954</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	1,166,927	141,027	0	0	0
<b>Totals</b>	<b>1,166,927</b>	<b>141,027</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG

N Inside

Y Outside

County:

Agency: WSDOT - SW

Func CIs	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02	0012(207)	401206E	401206E39	06	0.310	CE	No	164.55	164.86	1,734,739	

US 12/Rimrock Lake Vicinity - Stabilize Slope

Stabilize an unstable rock slope by removing loose rocks and reinforcing potentially unstable large rock blocks with long bolts and dowels. PE phase was previously obligated in the amount of \$170,100.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		0		0	31,292	31,292
CN	2012	NHS	1,533,347		0	0	1,533,347
<b>Project Totals</b>			<b>1,533,347</b>		<b>0</b>	<b>31,292</b>	<b>1,564,639</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	1,594,735	26,193	0	0	0
<b>Totals</b>	<b>1,594,735</b>	<b>26,193</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Washington State S. T. I. P.  
2012 to 2015  
(Project Funds to Nearest Dollar)**

October 12, 2011

MPO/RTPO: YVCOG

N Inside

Y Outside

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02	0012(208)	401206B	401206B39	06	0.050	CE	No	164.97	165.02	1,435,853	

US 12/Rimrock Tunnel Vicinity - Stabilize Slope

Repair unstable rock slope by removing loose rocks, and by installing long bolts and dowels in potentially unstable large rock blocks. Reduces the likelihood of future rock fall reaching the roadway surface. PE phase was previously obligated in the amount of \$159,659.00.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2012		0		0	25,524	25,524
CN	2012	NHS	1,250,670		0	0	1,250,670
<b>Project Totals</b>			<b>1,250,670</b>		<b>0</b>	<b>25,524</b>	<b>1,276,194</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	1,290,181	17,612	0	0	0
<b>Totals</b>	<b>1,290,181</b>	<b>17,612</b>	<b>0</b>	<b>0</b>	<b>0</b>

Federal Funds	State Funds	Local Funds	Total
4,065,813	0	82,974	4,148,787
<b>Agency Totals for WSDOT - SW</b>			

*Appendix D*

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**CONFORMITY**

## **INTRODUCTION**

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Air quality planning for transportation is focused on meeting the National Ambient Air Quality Standards (NAAQS) and deadlines set by the federal Environmental Protection Agency (EPA), and upon the state Department of Ecology (DOE) guidelines for meeting the standards. Specific federal and state air quality conformity requirements come from the integration of requirements in the Clean Air Act Amendments of 1990 and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and are codified in 40 CFR Part 93.

These requirements were also included in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU), and Washington State's Clean Air Act (RCW 70.94 & WAC 173-420-110). The requirements include:

- **Frequency of Conformity Determinations (40 CFR 93.104)**

YVCOG is responsible for completing the metropolitan transportation plan (MTP), and the metropolitan transportation improvement program (MTIP) for the Greater Yakima metropolitan area. Transportation plans and transportation improvement programs must be demonstrated to meet air quality standards at least every four years – or at any time when changes are proposed.

- **Latest Planning Assumptions (40 CFR 93.110)**

Nonattainment and maintenance areas must use the most recent planning assumptions in force at the time of the determination when making their conformity determination.

- **Interagency Consultation (40 CFR 93.105, 40 CFR 93.112)**

Under the approved limited maintenance plans (LMPs) for CO and PM<sub>10</sub> there are no motor vehicle emissions budgets. Therefore a regional emissions analysis is not required. The Environmental Protection Agency (EPA) assumes that VMT growth is not expected to create a violation of NAAQS. However, a conformity determination is still required via the interagency consultation process.

Transportation conformity rules require that YVCOG must demonstrate via the interagency consultation process that the projects included in the transportation plan and the transportation improvement program successfully demonstrate that either singly or taken together, they will not cause the region's air quality to deteriorate nor will they cause or contribute to any new violation of the federal air quality standards for CO or PM<sub>10</sub>.

- **Public Review and Comment (Section 5303(J)(4) of SAFETEA-LU)**

A public comment period must be provided prior to taking formal action and reasonable access to technical and policy information must be provided at the beginning of the public comment period.

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## **YAKIMA VALLEY AND AIR QUALITY CONFORMITY: DISCUSSION**

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The Environmental Protection Agency (EPA) redesignated both the Yakima carbon monoxide (CO) nonattainment area and the PM<sub>10</sub> nonattainment area to "attainment" for the National Ambient Air Quality Standards (NAAQS) and approved a limited maintenance plan (LMP) effective December 31, 2002 for CO and March 10, 2005 for PM<sub>10</sub>. Additionally, on March 9, 2005 an EPA approved boundary change to the PM<sub>10</sub> maintenance area to exclude lands belonging to the Yakama Nation went into effect.

Having an approved limited maintenance plan is a recognition that air quality has improved and the probability of future violations of the NAAQS is very low. Under limited maintenance plans, the motor vehicle emissions may be treated as essentially non-constraining because growth

would need to exceed reasonable expectations to create a potential violation of the air quality standards for either PM<sub>10</sub> or CO. Under the limited maintenance plans, a region-wide emissions analysis is not required.

#### Interagency Consultation and Conformity Determination Process

Conformity guidelines do not define how to make conformity determinations for every situation. It is up to each consultation team to arrive at consensus as how to best demonstrate conformity in a particular maintenance area. Because there are no motor vehicle emissions budgets in either the CO or PM<sub>10</sub> Limited Maintenance Plans (LMPs), the YVCOG, in consultation with WSDOT, FHWA, FTA, EPA, and the DOE, determined that reporting VMTs and annual growth rate is sufficient to demonstrate conformity for the Yakima Valley Metropolitan Transportation Improvement Program (MTIP). In order to reach this agreement, several assumptions were made:

- Population growth will follow historical trends,
- Land use changes within the maintenance areas will likewise follow historical trends, and
- The updated metropolitan model describes the most current land use and traffic network data available.

Neither the PM<sub>10</sub> nor CO LMPs contain transportation conformity emission budgets or maximum VMT growth rates that require regulatory action. This is because the EPA policy for limited maintenance plans does not require out-year emission inventories or transportation conformity budgets for transportation improvement programs.

Working with the DOE in the summer of 2008, YVCOG adopted a common sense approach in analyzing the VMTs that are extracted from the metropolitan area travel demand model. If the growth in VMTs is shown to exceed 2 percent per year, further analysis is needed through the interagency consultation process to determine the cause(s) and how to demonstrate conformity. A growth rate higher than 2 percent per year indicates extraordinarily large increases in population, vehicles and traffic, and the air quality impacts of these significant changes need to be studied more closely. The 2 percent annual VMT growth rate matches the VMT growth assumptions made in the approved PM<sub>10</sub> LMP.

Under the current limited maintenance plans, individual transportation projects may be required to undergo air quality conformity analysis in order to obtain project approval. Project level analysis will continue to be performed by the project sponsor in accordance with state and federal requirements and methodologies.

#### Planning Assumptions

Assumptions about land use, including the location of jobs, housing and the demographic characteristics, are key elements in making the transportation air quality conformity determination. Using 2010 data as a base year and updated VISUM 11.0 land use inputs, the forecast years 2015, 2020 and 2030 were analyzed for the 2012-2015 MTIP.

#### Public Review

The YVCOG made the air quality conformity determination available at several physical locations as part of the MTIP approval process. The conformity review period was held from October 18, 2011 through November 1, 2011. Public notices announcing the conformity determination were published in English in two local papers of record -- the *Yakima Herald Republic* and the *Sunnyside Daily Sun News* and in Spanish in a local paper of record – El Sol. The conformity determination was also available online YVCOG's website at [www.yvcog.org](http://www.yvcog.org).

YVCOG mailed hard copies of the MTIP document and accompanying air quality conformity determination to those who requested. Additionally, YVCOG staff was available throughout the public comment period to answer questions.

No comments were received on the air quality conformity determination. The MPO/RTPO Executive Committee approved the 2012-2015 air quality conformity determination on October 17, 2011 with the provision that the approval is valid unless there are substantial adverse public comments received that need to be resolved prior to submitting to the State Transportation Improvement Program (STIP).

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## THE METROPOLITAN TRANSPORTATION MODEL UPDATE

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In 2010 YVCOG successfully updated its transportation model for purposes of the *Yakima Valley Metropolitan and Regional Transportation Plan 2010-2030*. The model software was updated to VISUM 11.0 and a 2010 base year with updated land use and traffic volumes was completed. The updated model maintains consistency with the previous model as it employs the same underlying assumptions, the same gravity equations, and continues to simulate PM peak hour traffic.

The VISUM platform allows YVCOG to continue to track vehicle miles of travel (VMT) based on updated information. This feature is particularly important since through the intergovernmental consultation process with WSDOT, FHWA, FTA, EPA, and the DOE it was determined that reporting VMTs and stating their annual growth rate is sufficient to demonstrate conformity for the Yakima Valley MTIP.

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## FINDINGS

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- No federally funded projects in the 2012-2015 M/RTIP added capacity or were new roadways located within the PM<sub>10</sub> Maintenance Area.
- The ADVMT conformity analysis did not change from the last update of the 2009-2012 MTIP performed last year. The YVCOG finds the following annual ADVMT growth rates in Table 11 below:

**Table 11: Percent Annual Growth Rate**

Period	Annual ADVMT Growth Rate
2015-2020	0%
2020-2030	2.00%

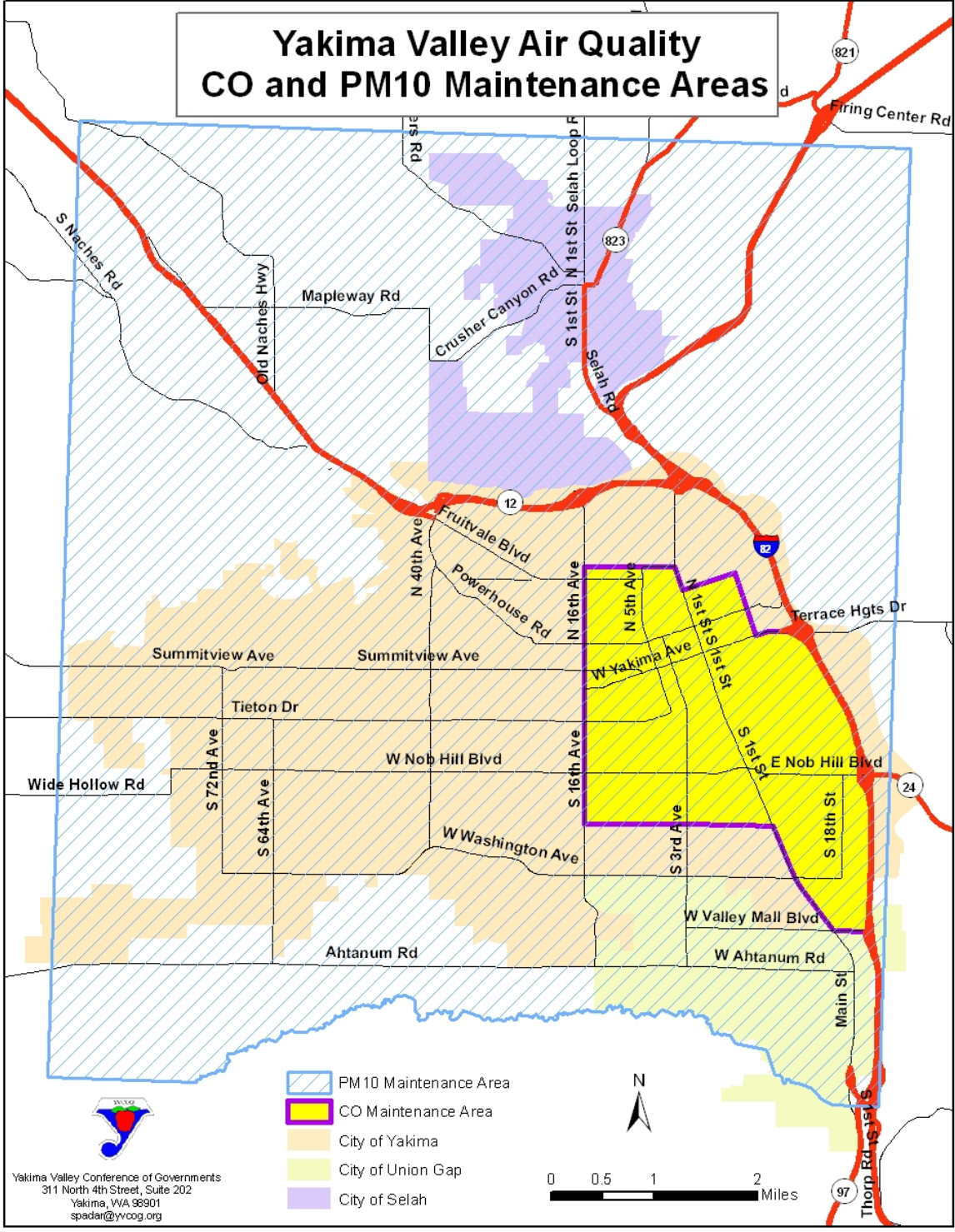
- YVCOG finds that the annual ADVMT growth rates are within the ranges described in the *Yakima PM<sub>10</sub> Nonattainment Area Limited Maintenance Plan* and the *Yakima CO Nonattainment Area Limited Maintenance Plan*.
- Therefore, the YVCOG finds that the projects included in the 2012-2015 MTIP, singly or together, will not cause or contribute to any new violation of the federal air quality standards for CO or PM<sub>10</sub>.

## **STATEMENT OF CONFORMITY**

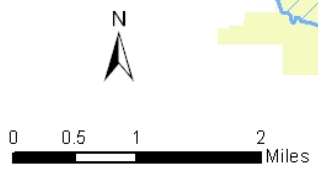
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The 2012-2015 Yakima Valley Metropolitan Transportation Improvement Program (MTIP) achieves and maintains the NAAQS as required by the Clean Air Act Amendments of 1990, meets the requirements set forth in WAC 173-420, and the current Yakima limited maintenance plans for both CO and PM<sub>10</sub>.

# Yakima Valley Air Quality CO and PM10 Maintenance Areas



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*Appendix E*

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**PUBLIC COMMENTS**

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for  
2012-2015 MTIP/RTIP Conformity Determination  
Resolution*