Metropolitan and Regional Transportation Improvement Programs

For

2014-2017

Prepared by:

YAKIMA VALLEY CONFERENCE OF GOVERNMENTS

A Metropolitan and Regional Transportation Planning Organization

FINAL

Adopted October 21, 2013

Cover Photo

"Naches Rail to Trail" Yakima to Naches, WA

In 2009 a 5 phase project of converting 11 miles of the Naches Branch Rail, Burlington Northern Yakima & Naches was begun. The project converted rail bed into a 10 foot wide asphalt pathway with trailheads, benches and parking facilities along the route. This project was the result of a partnership between the City of Naches, the Yakima Greenway and Yakima County. Three of the five phases (Naches to Allan Rd-2009; Allan Rd. to Locust Rd.-2010 and Locust to Low Rd.-2011) have been completed at a total cost of $1.193 Million. Phase 4 of 5 (Low Road to Old Naches Hwy) will be fully funded ($1.61 Million) and under construction in 2014. When completed, this project will double the existing Yakima Greenway system providing 20 miles of an unimpeded walking and bicycling path.

- *Photo courtesy of Jeff Ranger Construction*

ACKNOWLEDGEMENTS

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

Voting

James A. Restucci, Mayor
City of Sunnyside

Randy Taylor, Council Member
City of Toppenish

Mike Leita, Commissioner
Yakima County

Rick Ensey, Council Member
City of Yakima

Dan Olson, Council Member
City of Union Gap

Mario Martinez, Council Member
City of Mabton

Don Whitehouse, Region Administrator
WSDOT South Central Region

Dave McFadden, President
Yakima County Development Association

Madelyn Carlson, CEO
People For People

John Hodkinson
Member-at-Large

Ex Officio Members
Washington State Legislature

DISTRICT 13
Senator Janéa Holmquist Newbry
Representative Judy Warnick
Representative Bill Hinkle

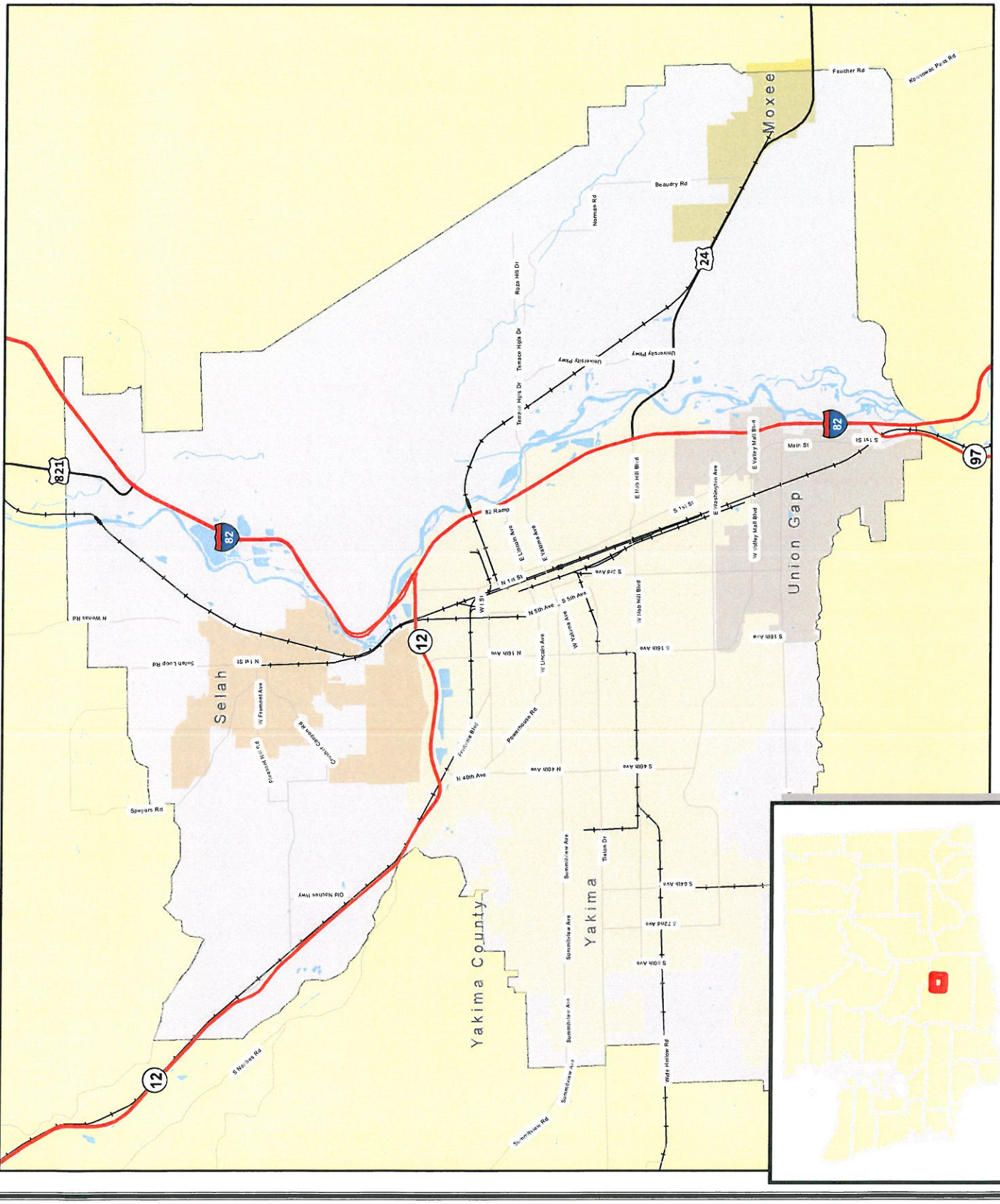
DISTRICT 14
Senator Curtis King
Representative Norm Johnson
Representative Charles Ross

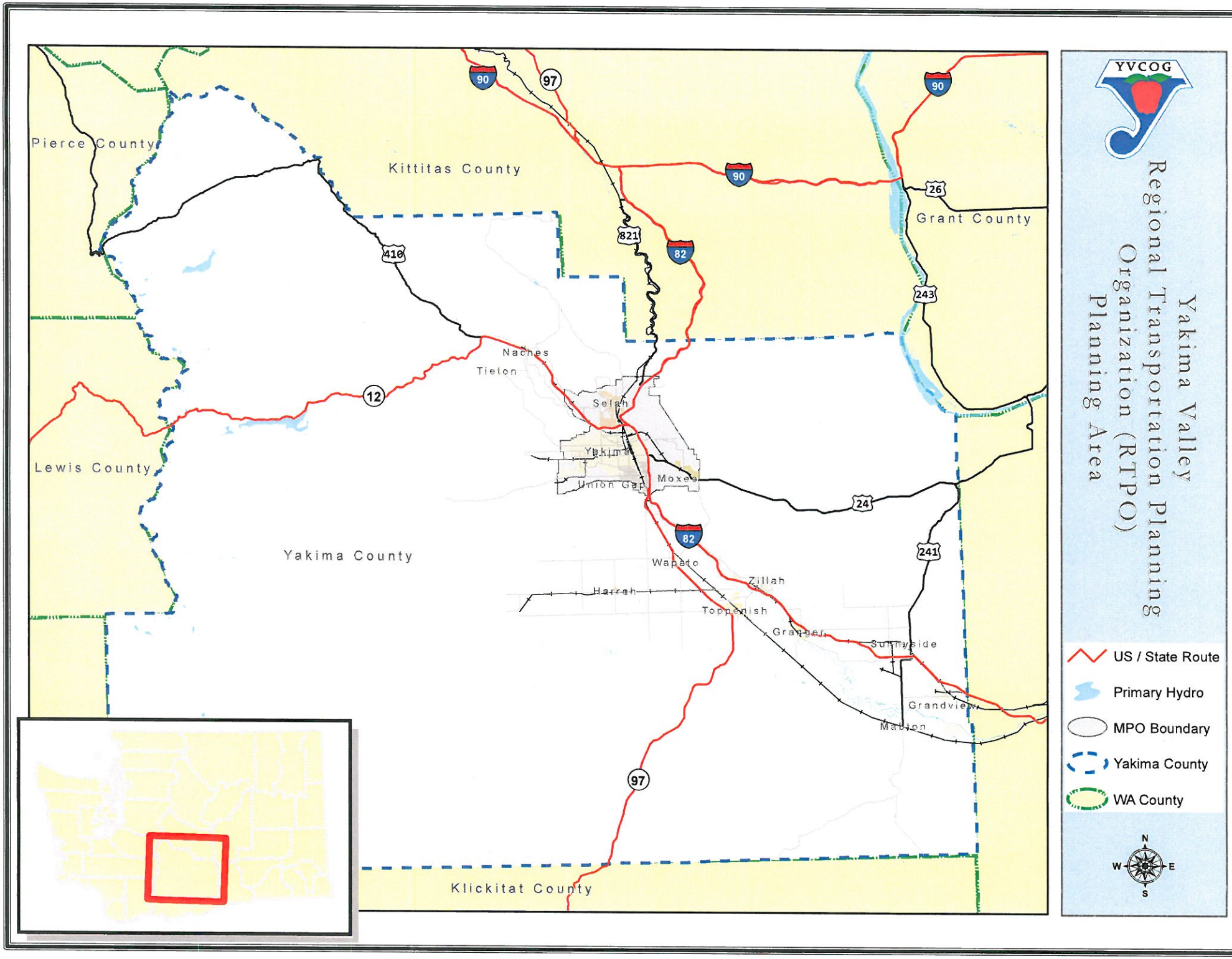
DISTRICT 15
Senator Jim Honeyford
Representative Bruce Chandler
Representative David Taylor

MPO/RTPO TECHNICAL ADVISORY COMMITTEE

City of Grandview
Cus Arteaga, Public Works Director
City of Granger
Jack Burnes, Public Works Director
Town of Harrah
Garry Decker, Public Works Director
City of Mabton
Mario Martinez, Council Member
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
Shane Fischer, 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
Al Pinkham, Engineering Planner
Airport/ McAllister Field
Public Works/Capital Facilities Manager

Yakima Valley Metropolitan Planning Organization Planning Area




Yakima Valley
Regional Transportation Planning
Organization (RTPO)
Planning Area
YVCOG
Pierce County
Kittitas County
Grant County
Lewis County
Yakima County
Klickitat County
Naches
Tieton
Selah
Yakima
Union Gap
Moxee
Wapato
Zillah
Harrah
Toppenish
Granger
Sunnyside
Grandview
Mabton
90
97
410
821
82
26
243
12
24
241
US / State Route
Primary Hydro
MPO Boundary
Yakima County
WA County
N
W
E
S

Resolution 2013 – 11

2014-2017
Yakima Valley Metropolitan and Regional Transportation Improvement Program
DETERMINATION OF AIR QUALITY CONFORMITY

A RESOLUTION of the Yakima Valley Metropolitan and Regional Transportation Planning Organization (MPO/RTPO) Executive Committee affirming the conformity of the 2014-2017 Yakima Metropolitan Area Transportation Improvement Program (MTIP), with the Washington State Implementation Plan (SIP) for Air Quality.

WHEREAS, YVCOG serves as the designated Metropolitan Planning Organization (MPO) for the Yakima Metropolitan Area; and

WHEREAS, YVCOG's Metropolitan Transportation Improvement Program, hereafter referred to as the MTIP, is the basis for distributing federal transportation funds within the Yakima Metropolitan area; and

WHEREAS, the 2010-2035 Yakima Valley Metropolitan and Regional Transportation Plan, hereafter referred to as the M/RTP, was adopted by YVCOG on March 19, 2012 and provides the long-range transportation plan guiding the development of transportation improvements for the Yakima Metropolitan area; and

WHEREAS, the Federal Clean Air Act Amendments of 1990 and the Rule on Air Quality for Transportation Plans, Programs, and Projects require the Yakima Valley Conference of Governments, as the MPO, and the U.S. Department of Transportation to determine that the 2010-2035 MTP and the 2014-2017 M/RTIP conform to the Washington State Implementation Plan for Air Quality, hereafter referred to as the State Implementation Plan (SIP), and support the SIP intent to achieve and maintain the National Ambient Air Quality Standards; and

WHEREAS, The Federal Clean Air Act Amendments of 1990 and the Rule on Air Quality also require that the goals, policies, programs and projects embodied in the 2014-2017 M/RTIP not contradict or adversely impact implementation of transportation control measures identified in the State Implementation Plan (SIP) for the Yakima nonattainment area; and

WHEREAS, the Yakima Valley Metropolitan Area is in conformity for CO and PM_{10}; and

WHEREAS, the 2014-2017 Yakima Valley Metropolitan Transportation Improvement Program (MTIP) has been determined to achieve and maintain the NAAQS as required by the Clean Air Act Amendments of 1990, and to meet the requirements set forth in WAC 173-420, and the Yakima Limited Maintenance Plans for both CO and PM_{10}

NOW, THEREFORE, BE IT RESOLVED, the Yakima Valley MPO/RTPO Executive Committee finding the quantitative analysis of transportation-related PM_{10} emissions for the *2014-2017 Metropolitan and Regional Transportation Improvement Programs* (M/RTIP) modeled scenarios do not cause any

violations of the National Ambient Air Quality Standards (NAAQS), declares that the 2014-2017 MTIP meets the requirements of both state and federal air quality conformity rules (WAC 173-420 and 40 USC part 51 respectively) for PM_{10}, and is in conformity with the *Clean Air Act Amendments of 1990, Interim Phase II -- Conformity Guidelines for PM_{10}* and 40 CFR Part 41.

Adopted by the Yakima Valley MPO/RTPO Executive Committee this 21st day of October 2013.

James A. Restucci, Chair
Yakima Valley MPO/RTPO Executive Committee

ATTEST:

J. Page Scott
Executive Director
Yakima Valley Conference of Governments

Resolution No. 2013 -12

Adoption of
THE 2014-2017 YAKIMA VALLEY METROPOLITAN AND REGIONAL TRANSPORTATION IMPROVEMENT PROGRAMS

WHEREAS, the Yakima Valley Conference of Governments (YVCOG), as the federal-designated Metropolitan Planning Organization (MPO) and state-designated Regional Transportation Planning Organization (RTPO), has the responsibility for developing and adopting a Transportation Improvement Program (TIP) for each organization: and,

WHEREAS, local jurisdictions and state agencies have submitted projects for inclusion in the 2013-2016 Metropolitan and Regional Transportation Improvement Program (M/RTIP), which are based on reasonably available financial resources; and,

WHEREAS, transportation improvement projects must be included in the M/RTIP to be eligible for federal assistance under Federal Transit Administration and Federal Highway Administration funding programs; and,

WHEREAS, a public comment period for review of the proposed 2014-2017 M/RTIP was held between September 17, 2013 and October 1, 2013; and,

WHEREAS, Yakima Valley Conference of Governments certifies that the requirements of *23 USC, Section 134* are met. Certification is a joint MPO/WSDOT statement concerning the planning process and is updated every two years; and,

WHEREAS, the Executive Committee of the Yakima Valley MPO/RTPO, in its review of the 2014-2017 Metropolitan and Regional Transportation Improvement Programs (M/RTIP) on October 21, 2013 finds:

1. The projects contained in the 2014-2017 M/RTIP to be a realistic program of projects to be implemented by local jurisdictions, transit agencies and the state Department of Transportation;

2. The 2014-2017 M/RTIP to be financially constrained;

3. The development of the 2014-2016 M/RTIP to have involved public input;

4. The projects contained in the 2013-2017 M/RTIP to be consistent with regional goals, policies and recommendations as set forth in the *2010-2035 Yakima Valley Metropolitan and Regional Transportation Plan*; and

5. The 2014-2017 MTIP meets air quality conformity as referenced in Yakima Valley Conference of Governments *Resolution #2013-12.*

NOW, THEREFORE, BE IT RESOLVED, that the Yakima Valley MPO/RTPO Executive Committee adopts the 2014-2017 Yakima Valley Metropolitan and Regional Transportation Improvement Programs (M/RTIP); and

1. Acknowledges and accepts them for the purposes of planning and information; and

2. Approves the projects listed in the 2014-2017 MTIP/RTIP to receive federal funds.

BE IT FURTHER RESOLVED, that the Yakima Valley 2014-2017 Metropolitan and Regional Transportation Improvement Programs be transmitted to the appropriate state and federal agencies to review and approve for inclusion in the STIP prior to the effective date of the STIP on January 2, 2014.

Signed this 21st day of October 2013.

James A. Restucci, Chair
Yakima Valley MPO/RTPO Executive Committee

ATTEST:

J. Page Scott, Executive Director
Yakima Valley Conference of Governments

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 2013-2016 for which federal funding has been secured, are WSDOT projects, or are regionally significant regardless of the funding source;
- Demonstrate that projects programmed during 2014-2017 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_{10});
- 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 2014-2017 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 2014-2017 Metropolitan and Regional Transportation Improvement Program.

Table 1. 2014-20167MTIP/RTIP Summary

Secured Funding Projects				
	Projects	***Federal Funds***	***State/Local Funds***	**TOTAL**
MPO	13	$10,609,036	$4,195,306	$14,804,342
RTPO	26	$21,031,866	$11,440,715	$32,472,581
TOTAL PROJECTS	**39**	**TOTAL FUNDING**		**$47,276,923**

BACKGROUND

The Yakima Valley Conference of Governments (YVCOG) is an intergovernmental organization composed of local jurisdictions within Yakima County. The YVCOG was established over 47 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. Maps identifying the RTPO, MPO, and PM_{10} and CO Maintenance Area boundaries are found preceding page 1.

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 combined MTIP/RTIP 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). WSDOT is responsible for the statewide coordination of the STIP. Once local agency projects are programmed, WSDOT manages the local portion of the federal highway funds on a first-come, first-served basis. Following federal approval of the STIP, local jurisdictions may begin obligating federal funds for their projects. The regional procedures allow any federal project included in the STIP to be advanced or delayed without a STIP amendment contingent upon the financial balance being maintained for each fiscal year.

MTIP/RTIP LEGISLATIVE REQUIREMENTS

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

- Public Law 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Section 20005.

- ESHB 2929, the *Washington State Growth Management Act* (GMA), as amended, and HB 1928.

MAP-21 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).

MAP-21 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.

Appendix B - MPO Federally Funded Projects, lists the metropolitan area projects; Appendix C - RTPO Federally Funded Projects, lists the projects outside the MPO boundary.

MTIP/RTIP DEVELOPMENT PROCESS

The metropolitan planning requirements of MAP-21 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 customarily 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 entered into the online WSDOT STIP software and compiled into a comprehensive document for the metropolitan and regional 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 via the online WSDOT STIP software, 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 2010-2035*,
    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 2014-2017 MTIP/RTIP is available for public comment from September 17, 2013 through October 1, 2013. The 2014-2017 MTIP/RTIP will be considered by the YVCOG

MPO/RTPO Executive Committee at the October 21, 2013 meeting with the intention to adopt the MTIP/RTIP by resolution. The MTIP/RTIP will then be 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. 2014-2017 MTIP/RTIP Development Schedule

Date	Activity
LOCALS	
6/28/13	City and Transit TIPs to be approved by elected official (RCW 35.77.010).
7/1/13	Local agency and WSDOT submits projects for inclusion in the STIP to YVCOG. YVCOG office will retrieve.
7/31/13	Adopted TIPs due to WSDOT Highways & Local Programs (via online STIP or mail).
YVCOG	
7/31/13 - 9/16/13	YVCOG assembles M/RTIP and prepares analysis for conformity finding.
9/17/13	Beginning of Public Review period for DRAFT M/RTIP.
10/1/13	End of 2-week Public Review period for DRAFT M/RTIP.
10/10/13	Recommendation from TAC for approval by MPO/RTPO Executive Committee.
10/21/13	MPO/RTPO Executive Committee Review/Approval of Final Draft 2014-2017 M/RTIP.
10/21/13	2014-2017 Yakima Valley M/RTIP forwarded to WSDOT Headquarters for inclusion into the STIP.
WSDOT	
Nov/Dec 2013	"Draft" STIP available for public review. WSDOT; Governor approves MTIP.
December 2013	WSDOT submits the STIP to FHWA and FTA for approval.
FHWA/FTA	
January 2014	FHWA and FTA approves the STIP.

PUBLIC INVOLVEMENT

Citizens and interested parties will have been provided early and reasonable opportunity to comment on the proposed TIP as required under Section 20005 *(J) (1) (B)*. Public review for the Draft 2014-2017 MTIP/RTIP is being held from September 17, 2013, through October 1, 2013. Public notices announcing the review period are 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 2014-2017 MTIP/RTIP is available for public viewing at several physical sites in Yakima County as well as electronically on the YVCOG website at *www.yvcog.org*. Public comments received during the public review period will be recorded and be part of the Final Draft.

In addition to the YVCOG public participation process, each jurisdiction and agency submitting projects for the Yakima Valley 2014-2017 MTIP/RTIP conducted their own public review and hearing opportunities when they adopted their local TIPs.

This MTIP development process satisfies the City of Yakima's POP public participation requirements for Yakima Transit.

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 2014-2017 MTIP/RTIP have been reviewed and found to be consistent with the goals and objectives in local GMA comprehensive plans, the *DRAFT Yakima Valley Metropolitan and Regional Transportation Plan 2010-2035*, the Growth Management Act, and the Washington State Transportation Plan. These transportation-planning goals are supported by each project in the 2014-2017 MTIP/RTIP.

MTIP/RTIP FINANCIAL CONSTRAINT

The Yakima Valley MTIP/RTIP covers four project years from 2014 through 2017.

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 2014 are priority one; priority two projects will be obligated in 2015, priority three projects will be obligated in 2016 and priority four projects will be obligated in 2017. Carryover projects from 2013 are included with the 2014 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 determined it will use a 4 percent annual inflation rate for project costs occurring in 2013 and beyond. The 4 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 4 percent annual inflation rate matches the rate used in the *Yakima Valley Metropolitan and Regional Transportation Plan 2010-2035.* Revenues are projected to grow at a slower rate than project costs; this will result 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 *Yakima Valley Metropolitan and Regional Transportation Plan 2010-2035.* Comparing the revenue available to the project costs included in the 2014-2017 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 2014 and 2017 and local agencies will have approximately $233,011,000 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 2014-2017 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 2014-2017 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

Federal Highway Administration (FHWA) Programs	***Federal Transit Administration (FTA) Programs***
▪ Surface Transportation Program (STP) ▪ Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds ▪ STP Enhancement Program ▪ SAFETEA-LU DEMO projects (selected) ▪ Interstate Construction (IC) ▪ Federal Emergency Relief (ER) Program ▪ Highway Bridge Replacement and Rehabilitation (HBRR) Program ▪ Hazard Elimination Safety (HES) Program ▪ Railroad/Highway Grade Crossing Program	▪ Urbanized Area Formula Program operating and capital funds (FTA Section 5307) ▪ Urbanized Area Capital Program Fixed Guideway funds (FTA Section 5309 - Fixed Guideway) ▪ Capital Program Discretionary Bus funds (FTA Section 5309 - Bus) ▪ Capital Program New Starts funds (FTA Section 5309 - New Starts) ▪ Non urbanized Area Formula Program (FTA Section 5311) ▪ Elderly and Persons With Disabilities Program (FTA Section 5310)

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 *DRAFT Yakima Valley Metropolitan and Regional Transportation Plan 2010-2035.*
Starting in 2010, Yakima Valley MPO/RTPO issued three calls for projects using two years' worth (2010-2011) of STP funding. There was another STP call for projects in 2013.

MTIP AND AIR QUALITY CONFORMITY – CO and PM_{10}

The Environmental Protection Agency (EPA) re-designated both the Yakima carbon monoxide (CO) nonattainment area and the PM_{10} 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_{10}. Additionally, on March 9, 2005 an EPA approved boundary change to the PM_{10} 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_{10} 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.

METROPOLITAN TRANSPORTATION MODEL CONVERSION AND UPDATE
In 2011 YVCOG successfully updated its transportation model for purposes of the *Yakima Valley Metropolitan and Regional Transportation Plan 2010-2035.* 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_{10} maintenance area. Since the PM_{10} maintenance area contains the CO maintenance area, YVCOG can use the PM_{10} 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

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).

INTERMODAL/MULTIMODAL PROVISIONS

Projects listed in the 2014-2017 MTIP/RTIP provide consideration for alternative transportation modes to the extent possible in order to address multimodal needs.

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.

CONGESTION MANAGEMENT

Yakima Valley is not a Transportation Management Area (TMA), thus provisions of MAP-21 for TMA planning requirements are not applicable to the Yakima Valley Metropolitan or Regional Transportation Planning Area.

MTIP 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 submission process. The WSDOT, FHWA, and FTA are continuing to provide updated guidance on which changes to a project trigger an administrative modification or formal amendment. Consultation with WSDOT is done on an as-needed basis to use the most appropriate method during that particular amendment cycle.

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 is developed.

MTIP PROJECTS

The 2014-2017 MTIP/RTIP project lists are found in Appendix [B] *MPO Funded Projects* and Appendix [C] *RTPO Funded Projects*. Both sections list projects within the metropolitan (MPO) or outside the metropolitan (RTPO) area between 2014 and 2017 with: secured federal funding, with any type of funding provided the project is regionally significant, or if the project is a WSDOT project.

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

Starting on the next page are tables showing the coding used on both the local six-year TIPs and STIP project reporting sheets found in the Appendices.

Table 4. Federal Roadway Functional Class

Rural Area (population under 5,000)	*Urban Area* (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

Funding Status		Project Phase	
P	Project is Planned, but funding is not secured	PE	Preliminary Engineering
S	Project funding is Secured	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
		STP(UL)	Urban Large>200,000
DOD	Department of Defense	STP(US)	Urban Small>5,000<200,000
IC	Interstate Construction	3037	FTA Job Access/Reverse Commute
IM	Interstate Maintenance	5307	FTA Urban Areas
NHS	National Highway System	5309	FTA Bus (Bus)
REV	Rural Economic Vitality (STP funded)	5309	FTA Fixed Guideways (FG)
		5309	FTA New Starts (NS)
TAP(UL)	Transportation Alternative Program	5310	FTA Elderly/Disabled Persons
TAP(US)	Urban Small>5000<200,000	5311	FTA Rural Areas
TAP(R)	Rural-Areas of 5000 or less		

Appendix A

FINANCIAL CONSTRAINT

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

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

totals for years 2014 thru 2017

Report Date - October 14, 2013

Selection Criteria (from SEARCH panel - if any)

Agency		MPO Project ID	
County		Agency Project ID	**Y**
MPO		Secured	**Y**
Inside MPO		Planned	
Region		Amended	
Amendment Number		Is New	
Envrionmental 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

		Funds (To Nearest Dollar)			
Fund Code	Description	Federal	State	Local	Total
BR					
	2014 Obligation Costs	6,361,834	272,502	4,767,585	11,401,921
	BR Obligation Totals	**6,361,834**	**272,502**	**4,767,585**	**11,401,921**
CMAQ					
	2014 Obligation Costs	817,135	60,500	67,050	944,685
	2016 Obligation Costs	347,485		47,000	394,485
	CMAQ Obligation Totals	**1,164,620**	**60,500**	**114,050**	**1,339,170**
HSIP					
	2014 Obligation Costs	675,000			675,000
	HSIP Obligation Totals	**675,000**			**675,000**
NHPP					
	2014 Obligation Costs	1,118,183		22,820	1,141,003
	2015 Obligation Costs	1,884,992		42,080	1,927,072
	2016 Obligation Costs	1,596,158		32,575	1,628,733
	NHPP Obligation Totals	**4,599,333**		**97,475**	**4,696,808**
SRTS					
	2014 Obligation Costs	45,000		10,000	55,000
	2015 Obligation Costs	499,000		50,000	549,000
	SRTS Obligation Totals	**544,000**		**60,000**	**604,000**
State/Local					
	2014 Obligation Costs		3,451,970	3,937,028	7,388,998
	2015 Obligation Costs			800,000	800,000
	State/Local Obligation Totals		**3,451,970**	**4,737,028**	**8,188,998**
STP					
	2014 Obligation Costs	2,209,296		45,090	2,254,386
	2015 Obligation Costs	474,112		19,755	493,867
	2016 Obligation Costs	6,718,777		137,118	6,855,895
	STP Obligation Totals	**9,402,185**		**201,963**	**9,604,148**
STP(BR)					
	2014 Obligation Costs	630,100	217,400	36,200	883,700
	STP(BR) Obligation Totals	**630,100**	**217,400**	**36,200**	**883,700**
STP(S)					
	2014 Obligation Costs	1,334,156		27,228	1,361,384
	STP(S) Obligation Totals	**1,334,156**		**27,228**	**1,361,384**

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

		Funds (To Nearest Dollar)			
Fund Code	**Description**	**Federal**	**State**	**Local**	**Total**
STP(R)					
	2017 Obligation Costs	503,650		541,700	1,045,350
	STP(R) Obligation Totals	**503,650**		**541,700**	**1,045,350**
STP(US)					
	2017 Obligation Costs	6,426,024		1,050,420	7,476,444
	STP(US) Obligation Totals	**6,426,024**		**1,050,420**	**7,476,444**
	Grand Total All Fund Codes	**31,640,902**	**4,002,372**	**11,633,649**	**47,276,923**

Appendix B

MPO FUNDED PROJECTS

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

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

totals for years 2014 thru 2017

Report Date - October 14, 2013

Selection Criteria (from SEARCH panel - if any)

Agency		MPO Project ID	**14-17MPOSec**
County		Agency Project ID	**Y**
MPO		Secured	**Y**
Inside MPO		Planned	
Region		Amended	
Amendment Number		Is New	
Envrionmental 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

		Funds (To Nearest Dollar)			
Fund Code	Description	Federal	State	Local	Total
BR					
	2014 Obligation Costs	528,080		99,164	627,244
	BR Obligation Totals	**528,080**		**99,164**	**627,244**
CMAQ					
	2014 Obligation Costs	817,135	60,500	67,050	944,685
	2016 Obligation Costs	347,485		47,000	394,485
	CMAQ Obligation Totals	**1,164,620**	**60,500**	**114,050**	**1,339,170**
HSIP					
	2014 Obligation Costs	675,000			675,000
	HSIP Obligation Totals	**675,000**			**675,000**
SRTS					
	2014 Obligation Costs	45,000		10,000	55,000
	2015 Obligation Costs	499,000		50,000	549,000
	SRTS Obligation Totals	**544,000**		**60,000**	**604,000**
State/Local					
	2014 Obligation Costs			1,983,000	1,983,000
	2015 Obligation Costs			800,000	800,000
	State/Local Obligation Totals			**2,783,000**	**2,783,000**
NHPP					
	2015 Obligation Costs	104,745		4,364	109,109
	2016 Obligation Costs	1,166,567		23,808	1,190,375
	NHPP Obligation Totals	**1,271,312**		**28,172**	**1,299,484**
STP(US)					
	2017 Obligation Costs	6,426,024		1,050,420	7,476,444
	STP(US) Obligation Totals	**6,426,024**		**1,050,420**	**7,476,444**
	Grand Total All Fund Codes	**10,609,036**	**60,500**	**4,134,806**	**14,804,342**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

totals for years 2014 thru 2017

Report Date - October 14, 2013

Selection Criteria (from SEARCH panel - if any)

Agency		MPO Project ID	**14-17MPOSec**
County		Agency Project ID	**Y**
MPO		Secured	**Y**
Inside MPO		Planned	
Region		Amended	
Amendment Number		Is New	
Envrionmental 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.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG Y Inside N Outside **October 14, 2013**

County: Yakima

Agency: Moxee

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			WA-01518	01	0.700	CE	Yes	State Route 24	Beaudry Road	5,597,500	13-03

Morrier Lane/SR24 Intersection and Improvements

Construct a new intersection on SR 24 in alignment with Morrier Lane; construct new 3-lane roadway including pavement, curb and gutter, sidewalks, street lights, and drainage

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2017	STP(US)	1,461,850		0	228,150	1,690,000
CN	2017	STP(US)	3,041,340		0	474,660	3,516,000
		Project Totals	**4,503,190**		**0**	**702,810**	**5,206,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	0	0	1,690,000	0
CN	0	0	0	3,515,000	0
Totals	**0**	**0**	**0**	**5,205,000**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Moxee	**4,503,190**	**0**	**702,810**	**5,206,000**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG Y Inside N Outside **October 14, 2013**

County: Yakima

Agency: Selah

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.
17	4710(001)		WA-00185	03	0.400	CE	No	North First Street	North Wenas Road	1,526,000	

EAST GOODLANDER ROAD

Reconstruct and widen existing two lanes, and add a turn lane. Construct sidewalks, curb and gutter, storm drainage and street lights.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2017	STP(US)	81,310		0	12,690	94,000
CN	2017	STP(US)	1,146,817		0	178,983	1,325,800
		Project Totals	**1,228,127**		**0**	**191,673**	**1,419,800**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	0	0	94,000	0
CN	0	0	0	1,325,800	0
Totals	**0**	**0**	**0**	**1,419,800**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Selah	**1,228,127**	**0**	**191,673**	**1,419,800**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG Y Inside N Outside **October 14, 2013**

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.
14	4579(012)		UG07	03	0.400	CE	Yes	2ND STREET	WEST FRANKLIN STREET	2,758,400	13-02

MAIN STREET RECONSTRUCTION-PHASE I

RECONSTRUCT EXISTING 4 LANE ROADWAY TO A 5 LANE SECTION WITH CENTER TWO-WAY LANE, BY REMOVAL OF EXISTING ASPHALT OVERLAY AND EXISTING CEMENT CONC PAVEMENT, CURB & GUTTER. CONSTRUCT NEW WIDENED AREA; NEW CURB & GUTTER, SIDEWALKS; STORM DRAINAGE; ILLUMINATION; TRAFFIC SIGNAL, AND HMA PAVEMENT. PRIOR 235,300.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2017	STP(US)	30,000		0	4,600	34,600
CN	2017	STP(US)	664,707		0	151,337	816,044
		Project Totals	**694,707**		**0**	**155,937**	**850,644**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	0	0	34,600	0
CN	0	0	0	816,044	1,620,958
Totals	**0**	**0**	**0**	**850,644**	**1,620,958**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG Y Inside N Outside **October 14, 2013**

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.
16	1335(011)		UG02	11	0.010	CE	Yes	Spot Improvement		788,544	1303 AdMod

SOUTH 12TH AVENUE BRIDGE REPLACEMENT

Remove exiting timber bridge. Construct new single span pre-stressed girder bridge with cast-in-place concrete pile and cap abutments and wing walls. Construct new bridge approaches to transition to existing street width. Construct temporary access road and traffic signal modifications for local access to residents and business during bridge construction and closure.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2014	BR	528,080		0	99,164	627,244
		Project Totals	**528,080**		**0**	**99,164**	**627,244**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	627,244	0	0	0	0
Totals	**627,244**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG Y Inside N Outside **October 14, 2013**

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.
14			UG27	01	0.200	CE	No			440,985	

VMB / GOODMAN RD & LONGFIBRE RD / TOYOTA TRAFFIC SIGNAL PROJECT

INSTALL NEW SIGNAL, CURB, GUTTER, SIDEWALK

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2014	CMAQ	40,200		0	6,300	46,500
CN	2016	CMAQ	347,485		0	47,000	394,485
		Project Totals	**387,685**		**0**	**53,300**	**440,985**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	46,500	0	0	0	0
CN	0	0	394,400	0	0
Totals	**46,500**	**0**	**394,400**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Union Gap	**1,610,472**	**0**	**308,401**	**1,918,873**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG Y Inside N Outside **October 14, 2013**

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		508208K	508208K39	06	1.830	CE	No	36.95	38.78	1,299,484	

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

HMA overlay. 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 delineation.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2015	NHPP	104,745		0	4,364	109,109
CN	2016	NHPP	1,166,567		0	23,808	1,190,375
		Project Totals	**1,271,312**		**0**	**28,172**	**1,299,484**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	82,444	1,201,196	15,844	0
Totals	**0**	**82,444**	**1,201,196**	**15,844**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SC	**1,271,312**	**0**	**28,172**	**1,299,484**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG Y Inside N Outside **October 14, 2013**

County: Yakima

Agency: Yakima

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			YAK72	05	3.500	CE	No	N. 16th Avenue	N. 6th Avenue	450,000	

2014 Alley Paver

Pave the east/west gravel alleys between Folsom Avenue and Fruitvale Boulevard from 16th Avenue to 6th Avenue

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2014	CMAQ	34,600		0	5,400	40,000
CN	2014	CMAQ	354,650		0	55,350	410,000
		Project Totals	**389,250**		**0**	**60,750**	**450,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	40,000	0	0	0	0
CN	410,000	0	0	0	0
Totals	**450,000**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG Y Inside N Outside **October 14, 2013**

County: Yakima

Agency: Yakima

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	4648(002)		YAK67	21	1.510	CE	Yes	N. 32nd Avenue	N. 5th Avenue	440,000	

Lincoln Avenue Corridor Safety Improvements

Improve safety by installing larger signal lenses, installing ADA compliant ramps, repairing damaged sidewalk, installing new sidewalk, installing overhead school flashers, etc.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2014	HSIP	300,000		0	0	300,000
		Project Totals	**300,000**		**0**	**0**	**300,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	300,000	0	0	0	0
Totals	**300,000**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG Y Inside N Outside **October 14, 2013**

County: Yakima

Agency: Yakima

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	0005(369)		YAK71	21		CE	No	N/A	N/A	400,000	

Nob Hill Boulevard/1st Street Corridor Safety Improvements

Make various, relatively inexpensive fixes to improve safety. Improvements include items such as, larger signal lenses, larger signs, improved lighting, etc. Also included in this project are elements of education and enforcement.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2014	HSIP	375,000		0	0	375,000
		Project Totals	**375,000**		**0**	**0**	**375,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	375,000	0	0	0	0
Totals	**375,000**	**0**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG Y Inside N Outside **October 14, 2013**

County: Yakima

Agency: Yakima

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.
17			YAK08	21		CE	No	75th Avenue	72nd Avenue	604,000	

West Valley Middle School Safety Improvements

Install curb, gutter and sidewalk on the south side of Zier Road and install traffic signal system at the intersection of 72nd Avenue and Mead Avenue.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2014	SRTS	45,000		0	10,000	55,000
CN	2015	SRTS	499,000		0	50,000	549,000
		Project Totals	**544,000**		**0**	**60,000**	**604,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	55,000	0	0	0	0
CN	0	489,000	0	0	0
Totals	**55,000**	**489,000**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Yakima	**1,608,250**	**0**	**120,750**	**1,729,000**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG Y Inside N Outside **October 14, 2013**

County: Yakima

Agency: Yakima Co.

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			YkCo99999B	44		CE	No	Varies	Varies	300,000	

Countywide Traffic Operations and Signal Installation -- Various Locations in Yakima Co.

Install traffic signals at various locations and/or traffic operation improvements.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2014		0		0	60,000	60,000
CN	2014		0		0	240,000	240,000
		Project Totals	**0**		**0**	**300,000**	**300,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	10,000	10,000	10,000	10,000	20,000
CN	40,000	40,000	40,000	40,000	80,000
Totals	**50,000**	**50,000**	**50,000**	**50,000**	**100,000**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG Y Inside N Outside **October 14, 2013**

County: Yakima

Agency: Yakima Co.

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			YkCo45200A	01	2.000	CE	Yes	N. First Street (Yakima)	Butterfield Rd. (vic.)	50,000,000	

East-West Corridor -- N. First St. (Yakima) to Butterfield Rd. (vic.)

Construct new 5 lane arterial connection including new Yakima River Bridge.
Project title change from "East-West Corridor Project (I-82 to N. 33rd Street)".
Prior: $0.00

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2014		0		0	1,683,000	1,683,000
RW	2015		0		0	800,000	800,000
		Project Totals	**0**		**0**	**2,483,000**	**2,483,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	1,683,000	0	0	0	0
RW	0	400,000	400,000	0	0
Totals	**1,683,000**	**400,000**	**400,000**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Yakima Co.	**0**	**0**	**2,783,000**	**2,783,000**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG Y Inside N Outside **October 14, 2013**

County: Yakima

Agency: YVCOG

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			YVCOG-01	44			No			448,185	

Commute Trip Reduction Program Enhancement

Provides enhancements to commute trip reduction (CTR) program in the form of incentives to reduce drive alone trips and vehicle miles travelled.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
ALL	2014	CMAQ	387,685	WSDOT	60,500	0	448,185
		Project Totals	**387,685**		**60,500**	**0**	**448,185**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	448,185	0	0	0	0
Totals	**448,185**	**0**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for YVCOG	**387,685**	**60,500**	**0**	**448,185**

Appendix C

RTPO FUNDED PROJECTS

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

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

totals for years 2014 thru 2017

Report Date - October 14, 2013

Selection Criteria (from SEARCH panel - if any)

Agency		MPO Project ID	**14-17RTPOSec**
County		Agency Project ID	**Y**
MPO		Secured	**Y**
Inside MPO		Planned	
Region		Amended	
Amendment Number		Is New	
Envrionmental 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
BR					
	2014 Obligation Costs	5,833,754	272,502	4,668,421	10,774,677
	BR Obligation Totals	**5,833,754**	**272,502**	**4,668,421**	**10,774,677**
NHPP					
	2014 Obligation Costs	1,118,183		22,820	1,141,003
	2015 Obligation Costs	1,780,247		37,716	1,817,963
	2016 Obligation Costs	429,591		8,767	438,358
	NHPP Obligation Totals	**3,328,021**		**69,303**	**3,397,324**
State/Local					
	2014 Obligation Costs		3,451,970	1,954,028	5,405,998
	State/Local Obligation Totals		**3,451,970**	**1,954,028**	**5,405,998**
STP					
	2014 Obligation Costs	2,209,296		45,090	2,254,386
	2015 Obligation Costs	474,112		19,755	493,867
	2016 Obligation Costs	6,718,777		137,118	6,855,895
	STP Obligation Totals	**9,402,185**		**201,963**	**9,604,148**
STP(BR)					
	2014 Obligation Costs	630,100	217,400	36,200	883,700
	STP(BR) Obligation Totals	**630,100**	**217,400**	**36,200**	**883,700**
STP(S)					
	2014 Obligation Costs	1,334,156		27,228	1,361,384
	STP(S) Obligation Totals	**1,334,156**		**27,228**	**1,361,384**
STP(R)					
	2017 Obligation Costs	503,650		541,700	1,045,350
	STP(R) Obligation Totals	**503,650**		**541,700**	**1,045,350**
	Grand Total All Fund Codes	**21,031,866**	**3,941,872**	**7,498,843**	**32,472,581**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

totals for years 2014 thru 2017

Report Date - October 14, 2013

Selection Criteria (from SEARCH panel - if any)

Agency	
County	
MPO	
Inside MPO	
Region	
Amendment Number	
Envrionmental Classification	
Priority Number	
PIN	
Title	
STIP ID	

MPO Project ID	**14-17RTPOSec**
Agency Project ID	**Y**
Secured	**Y**
Planned	
Amended	
Is New	
Current Action	
Future Action	
Approved as of Date	
Federal Fund Code	
State Fund Code	

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

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.
00		500006G	500006G39	21		CE	No	varies	varies	325,000	

SCR Region Wide Basic Safety - Guardrail

This project updates guardrail installations at various locations throughout the region to address low or non-functioning guardrail that should be adjusted or replaced to reduce the risk of serious collisions. Potential improvements may include guardrail, guardrail terminals, bridge-end protection, and concrete barrier where needed. This record is for Yakima county work as a part of the region wide project.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2014	STP	281,750		0	5,750	287,500
		Project Totals	**281,750**		**0**	**5,750**	**287,500**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	14,129	273,371	0	0	0
Totals	**14,129**	**273,371**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

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.
00		500006S	500006S39	21		CE	No	varies	varies	50,000	

SCR Region Wide Basic Safety - Signing

Replace existing deteriorating signs. This project updates signing at various locations throughout the region to address worn and/or non-reflective signing, and may also update sign posts. This work will assist the traveling public with improved sign visibility. This record is for work in Yakima county as part of a region wide project.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2014	STP	41,650		0	850	42,500
		Project Totals	**41,650**		**0**	**850**	**42,500**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	2,089	40,411	0	0	0
Totals	**2,089**	**40,411**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

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		502203C	502203C39	06	0.020	CE	No	1.39	1.41	506,159	

SR 22/Toppenish Vicinity - Bridge Deck

Bridge deck repair. The existing Yakima River Slough 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.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2015	NHPP	65,089		0	2,712	67,801
CN	2016	NHPP	429,591		0	8,767	438,358
		Project Totals	**494,680**		**0**	**11,479**	**506,159**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	41,874	395,872	68,413	0
Totals	**0**	**41,874**	**395,872**	**68,413**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

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		524102W	524102W39	22	0.100	CE	No	0.01	0.11	778,000	

SR 241/SR 22 Mabton Vic/RR Xing - Install Beacons & Stop Refuge

Install cantilever mounted beacons and stop refuge. The railroad crossing on SR 241 near Mabton just north of the SR 22 intersection has been identified as a location with a history of train/vehicle collisions. Gates were installed in 2009 to stop traffic on SR 241 during train crossings. This project proposes to further protect drivers on SR 241 from train/vehicle collisions by installing stop refuge and adding cantilever-mounted flashing beacons to the gates to reduce the risk of collisions.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2014	STP(S)	572,320		0	11,680	584,000
		Project Totals	**572,320**		**0**	**11,680**	**584,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	658,000	48,000	0	0	0
Totals	**658,000**	**48,000**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

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		541003K	541003K39	44	0.110	CE	No	69.68	69.79	311,937	

SR 410/0.47 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
CN	2014	STP	272,736		0	5,567	278,303
		Project Totals	**272,736**		**0**	**5,567**	**278,303**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	259,656	18,647	0	0	0
Totals	**259,656**	**18,647**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

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		541003L	541003L39	44	0.060	CE	No	69.79	69.85	194,594	

SR 410/0.58 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. 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
CN	2014	STP	170,139		0	3,473	173,612
		Project Totals	**170,139**		**0**	**3,473**	**173,612**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	146,623	26,989	0	0	0
Totals	**146,623**	**26,989**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

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	195,703	

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
CN	2014	STP	171,110		0	3,492	174,602
		Project Totals	**171,110**		**0**	**3,492**	**174,602**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	168,491	6,111	0	0	0
Totals	**168,491**	**6,111**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

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	44	0.090	CE	No	69.92	70.01	268,034	

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
CN	2014	STP	234,351		0	4,783	239,134
		Project Totals	**234,351**		**0**	**4,783**	**239,134**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	230,866	8,268	0	0	0
Totals	**230,866**	**8,268**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

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		541003O	541003O39	44	0.070	CE	No	70.01	70.08	197,119	

SR 410/0.80 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
CN	2014	STP	172,348		0	3,517	175,865
		Project Totals	**172,348**		**0**	**3,517**	**175,865**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	164,082	11,783	0	0	0
Totals	**164,082**	**11,783**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

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	44	0.090	CE	No	70.17	70.26	295,272	

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
CN	2014	STP	258,166		0	5,269	263,435
		Project Totals	**258,166**		**0**	**5,269**	**263,435**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	254,213	9,222	0	0	0
Totals	**254,213**	**9,222**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

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	44	0.060	CE	No	70.44	70.5	194,561	

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
CN	2014	STP	170,111		0	3,472	173,583
		Project Totals	**170,111**		**0**	**3,472**	**173,583**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	161,943	11,640	0	0	0
Totals	**161,943**	**11,640**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

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		541003R	541003R39	44	0.130	CE	No	70.51	70.64	303,259	

SR 410/1.30 AND 1.36 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
CN	2014	STP	265,150		0	5,411	270,561
		Project Totals	**265,150**		**0**	**5,411**	**270,561**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	252,435	18,126	0	0	0
Totals	**252,435**	**18,126**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

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	541003T39	44	0.070	CE	No	70.66	70.73	196,476	

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
CN	2014	STP	171,785		0	3,506	175,291
		Project Totals	**171,785**		**0**	**3,506**	**175,291**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	163,545	11,746	0	0	0
Totals	**163,545**	**11,746**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

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		541001V	541001V39	05	15.330	CE	No	92.07	107.40	1,347,516	

SR 410/Little Naches River Bridge to Nile Rd - Chip Seal

BST with crack seal. The existing pavement in this section of SR 410 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 delineation.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2015	STP	76,581		0	3,191	79,772
CN	2016	STP	1,242,389		0	25,355	1,267,744
		Project Totals	**1,318,970**		**0**	**28,546**	**1,347,516**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	47,545	1,280,954	19,017	0
Totals	**0**	**47,545**	**1,280,954**	**19,017**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

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		541001Q	541001Q39	05	9.360	CE	No	69.21	78.57	585,105	

SR 410/Yakima Co Line to Union Creek Bridge - Chip Seal

BST with crack seal. The existing pavement in this section of SR 410 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	2015	STP	31,743		0	1,323	33,066
CN	2016	STP	540,998		0	11,041	552,039
		Project Totals	**572,741**		**0**	**12,364**	**585,105**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	19,709	557,114	8,282	0
Totals	**0**	**19,709**	**557,114**	**8,282**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

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		501215I	501215I39	05	12.760	CE	No	176.62	189.38	1,215,239	

US 12/Tieton River Bridges to Naches - Chip Seal

Chip seal and restore delineation. The existing pavement west of Naches on US 12 is deteriorating due to normal wear and tear. This project will chip seal the road per recommendations from the materials report. Chip sealing is necessary to extend the life of the roadway, prevent potholes, and continue safe operation of the highway. The project will also restore delineation.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2014	NHPP	1,118,183		0	22,820	1,141,003
		Project Totals	**1,118,183**		**0**	**22,820**	**1,141,003**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	2,620	1,101,217	37,166	0	0
Totals	**2,620**	**1,101,217**	**37,166**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

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		509705N	509705N39	22	0.100	CE	No	65.10	65.20	901,584	

US 97/Branch Rd/RR Xing - Install Gates, Attenuators & Stop Refuge

Install gates, attenuators and stop refuge. The intersection of US 97 and Branch Road is adjacent to a railroad crossing of US 97, east of Wapato. This railroad/county/state highway intersection has been identified as a location with a history of train/vehicle collisions. This project proposes to reduce the risk of train/vehicle collisions for both US 97 travelers and drivers from the adjacent country road. This project will install raised median gate islands, gates, attenuators, and a stop refuge, to reduce conflicts and the risk of collisions.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2014	STP(S)	761,836		0	15,548	777,384
		Project Totals	**761,836**		**0**	**15,548**	**777,384**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	747,367	26,487	0	0	0
Totals	**747,367**	**26,487**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

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	509703V39	05	8.010	CE	No	61.27	69.28	5,417,141	

US 97/SR 22 Vicinity to W Wapato Rd Vicinity - Paving

HMA overlay. 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 delineation.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2015	STP	365,788		0	15,241	381,029
CN	2016	STP	4,935,390		0	100,722	5,036,112
		Project Totals	**5,301,178**		**0**	**115,963**	**5,417,141**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	277,362	5,134,706	5,073	0
Totals	**0**	**277,362**	**5,134,706**	**5,073**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SC	**12,349,204**	**0**	**263,490**	**12,612,694**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

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(207)	401206E	401206E39	06	0.310	CE	No	164.55	164.86	1,920,260	

US 12/Rimrock Lake Vicinity - Stabilize Slope

Stabilize an unstable rock slope.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2015	NHPP	1,715,158		0	35,004	1,750,162
		Project Totals	**1,715,158**		**0**	**35,004**	**1,750,162**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	1,409,884	340,278	0	0
Totals	**0**	**1,409,884**	**340,278**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	**1,715,158**	**0**	**35,004**	**1,750,162**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

County: Yakima

Agency: Yakima Co.

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	D395(002)		YkCo67450A	03	0.350	CE	Yes	1.28	1.63	1,479,565	

Cheyne Road Intersection Improvement

Reconstruct existing county two lane road to standard 40' road (12' lanes, 8' shoulders).
Prior $ 99,422

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	STP(R)	503,650		0	541,700	1,045,350
		Project Totals	**503,650**		**0**	**541,700**	**1,045,350**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	0	1,045,350	0
Totals	**0**	**0**	**0**	**1,045,350**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

County: Yakima

Agency: Yakima Co.

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			YkCo50000a	03	0.600	CE	Yes	0.00	0.60	3,430,700	

Fort Road -- Hwy 97 (Vic.) to 0.08 miles W of Teo Road

Reconstruct two lane roadway to five (5) lanes with curbs, gutters, sidewalks, lighting, signalization at Elmwood and Teo Roads, and channelization.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2014		0	TIB	1,757,000	576,900	2,333,900
		Project Totals	**0**		**1,757,000**	**576,900**	**2,333,900**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,333,900	0	0	0	1,096,800
Totals	**2,333,900**	**0**	**0**	**0**	**1,096,800**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

County: Yakima

Agency: Yakima Co.

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	D392(001)		YkCo70410A	11	0.300	CE	Yes	3.28	3.28	9,373,567	

N. Meyers Road -- Bridge #485

Replace Existing Bridge with new 2 lane bridge structure. Complements N. Meyers Bridge #502 Reconstruction and N. Meyers Rd. (I-82 to Toppenish C/L) Project.
Prior: $923,635

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2014		0		0	21,518	21,518
CN	2014	BR	5,011,817		0	3,416,597	8,428,414
		Project Totals	**5,011,817**		**0**	**3,438,115**	**8,449,932**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	21,518	0	0	0	0
CN	3,500,000	4,928,414	0	0	0
Totals	**3,521,518**	**4,928,414**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

County: Yakima

Agency: Yakima Co.

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	D392(002)		YkCo70410B	11	0.280	CE	Yes	2.69	2.97	2,516,318	

N. Meyers Road -- Bridge #502

Replace existing bridge with new 2 lane bridge structure. Complements Bridge #485 Reconstruction Project (north) and N. Meyers Road Reconconstruction (bridge to Toppenish City Limits (South).

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2014		0		0	40,448	40,448
RW	2014		0		0	21,408	21,408
CN	2014	BR	821,937	CRAB	272,502	1,251,824	2,346,263
		Project Totals	**821,937**		**272,502**	**1,313,680**	**2,408,119**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	40,488	0	0	0	0
RW	21,408	0	0	0	0
CN	1,046,044	747,800	0	0	0
Totals	**1,107,940**	**747,800**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

County: Yakima

Agency: Yakima Co.

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			YkCo70410C	04	1.920	CE	Yes	1.50	3.42	3,035,257	

N. Meyers Road -- Lincoln Ave. to Interstate 82

Widen existing 2 lane roadway to 40' wide 2 lane and overlay existing roadway. Complements county's N. Meyers Rd Bridge #485 & #502 Replacement Projects and City of Toppenish's "L" Street Project.
Prior $73,033

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2014		0	CRAB	50,600	8,178	58,778
RW	2014		0	CRAB	180,000	20,118	200,118
CN	2014		0	CRAB	1,464,370	1,238,958	2,703,328
		Project Totals	**0**		**1,694,970**	**1,267,254**	**2,962,224**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	58,778	0	0	0	0
RW	60,100	140,000	0	0	0
CN	0	2,703,328	0	0	0
Totals	**118,878**	**2,843,328**	**0**	**0**	**0**

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG N Inside Y Outside **October 14, 2013**

County: Yakima

Agency: Yakima Co.

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			YkCo24350A	11	0.100	CE	Yes	2.51	2.61	1,068,540	

Pioneer Way Bridge #70 Reconstruction Project - Bridge #71 to Cowiche Mill Rd.

Replace existing bridge structure with new 2 lane bridge.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2014		0		0	26,500	26,500
CN	2014	STP(BR)	630,100	CRAB	217,400	36,200	883,700
		Project Totals	**630,100**		**217,400**	**62,700**	**910,200**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	26,500	0	0	0	0
CN	883,700	0	0	0	0
Totals	**910,200**	**0**	**0**	**0**	**0**

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Yakima Co.	**6,967,504**	**3,941,872**	**7,200,349**	**18,109,725**

Appendix D

SELF CERTIFICATION QUESTIONAIRE

Appendix E

CONFORMITY

INTRODUCTION

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_{10} 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_{10}.

- **Public Review and Comment (Section 5303(J)(4) of MAP-21)**

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.

YAKIMA VALLEY AND AIR QUALITY CONFORMITY: DISCUSSION

The Environmental Protection Agency (EPA) re-designated both the Yakima carbon monoxide (CO) nonattainment area and the PM_{10} 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_{10}. Additionally, on March 9, 2005 an EPA approved boundary change to the PM_{10} 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_{10} 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_{10} 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_{10} 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_{10} 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 and 2035 was analyzed for the 2014-2017 MTIP.

Public Review

The YVCOG made the air quality conformity determination available at several physical locations as part of the MTIP approval process. Public notices announcing the conformity determination are 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 is also available online YVCOG's website at www.yvcog.org.

YVCOG emailed electronic DRAFT copies of the MTIP document and accompanying air quality conformity determination to those on the interagency consultation and all others requesting it.

Additionally, YVCOG staff was available throughout the public comment period to answer questions.

Any comments received on the air quality conformity determination will be recorded. The MPO/RTPO Executive Committee will consider the 2014-2017 air quality conformity determination for adoption on October 21, 2013 prior to submitting to the State Transportation Improvement Program (STIP).

THE METROPOLITAN TRANSPORTATION MODEL UPDATE

In 2011 YVCOG successfully updated its transportation model for purposes of the *DRAFT Yakima Valley Metropolitan and Regional Transportation Plan 2010-2035.* 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.

FINDINGS

- No federally funded regionally significant projects in the 2014-2017 M/RTIP added capacity or were new roadways located within the PM_{10} Maintenance Area. Two projects: Selah E. Goodlander Road reconstruction and Union Gaps Main Street reconstruction both add a new 2-way left turn lane to existing roadways. The Model is not yet capable of evaluating a 2-way left turn lane for added capacity or VMT. The addition of these lanes is not anticipated to cause or contribute to violations of the federal air quality standards for CO or $PM_{10.}$
- The ADVMT conformity analysis did not change from the last update of the 2013-2016 MTIP performed last year. The YVCOG finds the following annual ADVMT growth rates in Table 11 below:

Table 11: Percent Annual Growth Rate

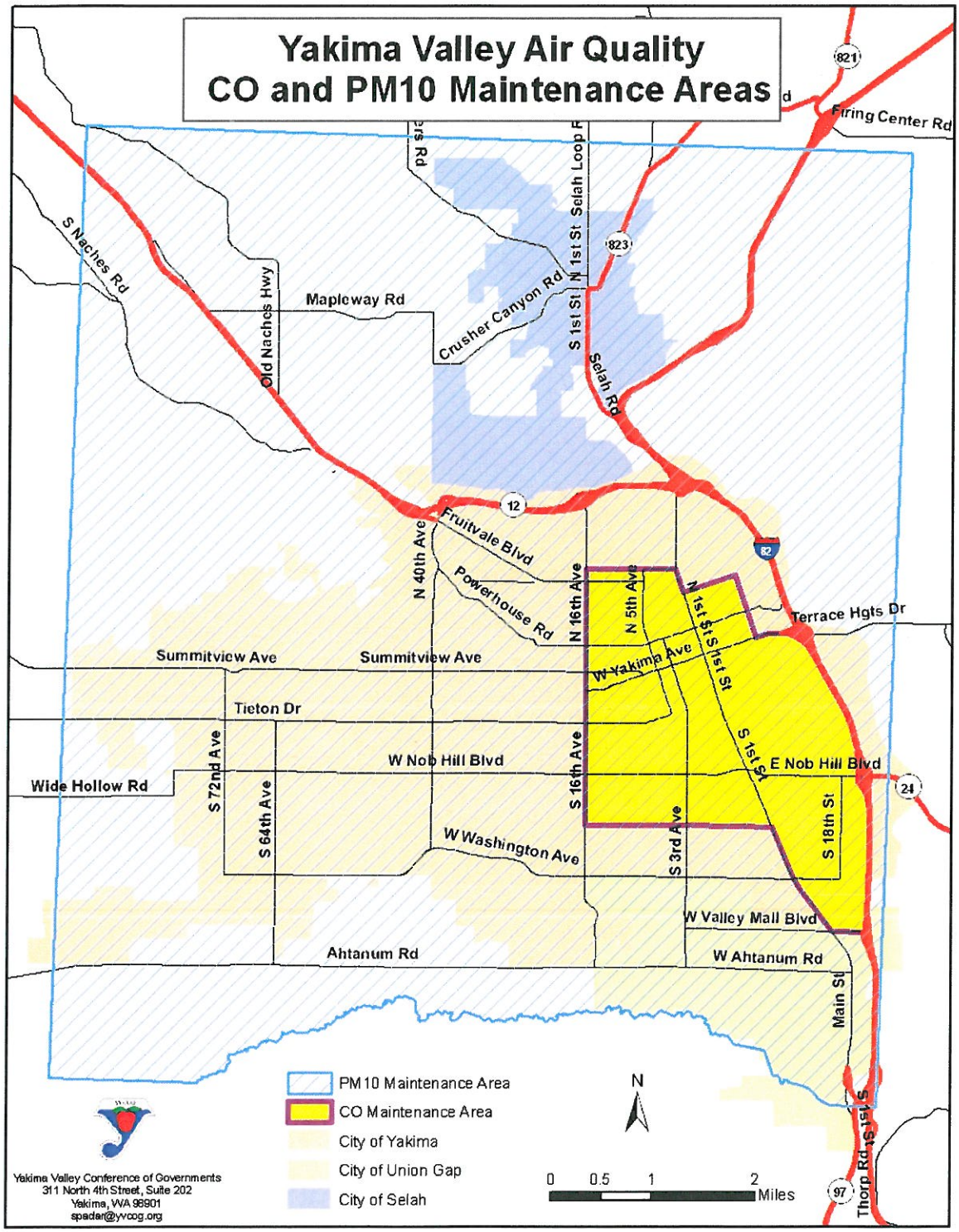
Period	Annual ADVMT Growth Rate
2010-2015	1.15%
2015-2035	1.1%

- YVCOG finds that the annual ADVMT growth rates are within the ranges described in the *Yakima PM_{10} Nonattainment Area Limited Maintenance Plan* and the *Yakima CO Nonattainment Area Limited Maintenance Plan.*
- Therefore, the YVCOG finds that the projects included in the 2014-2017 MTIP, singly or together, will not cause or contribute to any new violation of the federal air quality standards for CO or PM_{10}.

STATEMENT OF CONFORMITY

The 2014-2017 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_{10}.



Appendix F

PUBLIC COMMENTS

Public Comments

Any public comments received during the public comment period for the DRAFT 2012-2015 MTIP will be recorded here.