February 2017 AMENDMENT
To the
YAKIMA VALLEY 2017-2020
METROPOLITAN AND REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM

Prepared by

The Yakima Valley Conference of Governments

On Behalf of

City of Tieton
Yakima County
WSDOT-SC

Policy Board approved on
February 21, 2017
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<td></td>
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<td></td>
<td>9</td>
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</table>
YVCOG 2017—2020 M/RTIP
February 2017 Amendment
February 21, 2017

Member 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 Wapato
City of Yakima*
Yakima County*
City of Zillah

YVCOG Executive Committee
James A. Restucci, Mayor, City of Sunnyside (Chair)
John Hodkinson, Member-At-Large (Vice-Chair)
Dan Olson, Council Member, City of Union Gap - Area 1 Representative
Mario Martinez, Mayor, City of Mabton - Area 3 Representative
Maureen Adkison, Council Member, City of Yakima
Mike Leita, Commissioner, Yakima County
Janice Gonzales, Council Member, City of Zillah – Area 2 Representative

YVCOG Transportation Policy Board
Same as YVCOG Executive Committee with the addition of:
Todd Trepanier, Region Administrator, WSDOT SCR
Madelyn Carlson, CEO, People for People
Jon Smith, President/CEO, YCDA New Vision

MPO/RTPO TECHNICAL ADVISORY COMMITTEE
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 Wapato
City of Yakima*
Yakima County*
WSDOT SCR*
Yakima Transit*
Yakama Nation
Airport/ McAllister Field

Cus Arteaga, City Administrator and Public Works Director
Jodie Luke, Acting Public Works Director
Barbara Harrer, Mayor
Mario Martinez, Mayor
Byron Adams, City Services Administrator
Jeff Ranger, Town Administrator
Joe Henne, Public Works Director
Shane Fisher, Public Works
Mike Henderson, Public Works Supervisor
Rocky Wallace, Public Works Director
Dennis Henne, Public Works Director
Menglo Wang, Public Works Director
Brett Sheffield, City Engineer
Ardele Steele, Planning and Community Development Director
Gary Ekstedt, Asst. Dir., Public Services & TAC Chair
Alan Adolf, Senior Transportation Planner
Bill Preston, Regional Planning Engineer
Alvie Maxey, Transit Manager
Al Pinkham, Planning Engineer
Manager

*MPO Jurisdiction
FINDINGS

TIME FRAME
The Yakima Valley Conference of Governments' (YVCOG) Metropolitan and Regional Transportation Improvement Program (M/RTIP) amendment for February 2017 includes years 2017 through 2020.

METROPOLITAN AND REGIONAL PROJECTS INCLUDED
The February 2017 Amendment adds:

FORMAL amendments to the 2017-2020 M/RTIP for February 2017 are:

February 2017 STIP Amendments for City of Tieton:
Wisconsin Avenue Downtown Sidewalk Improvements
- Improvements include construction of a 10-foot wide sidewalk including bulb-outs at intersections, storm drain facilities, ADA curb ramps, and light pole bases. Project Cost $283,685 (STP R)), $10,000 (Local Match): Total project Cost-$293,685

February 2017 STIP Amendments for Yakima County
Yakima Valley Hwy & Van Belle RD Intersection Conflict Project
- Install traffic conflict warning system at the intersection of Yakima Valley Highway and Van Belle Rd.: Project Cost-$167,200 (HSIP(SR)), $20,000 (Local Match): Total project cost-$187,200.

February 2017 STIP Amendments for WSDOT-SC
522301K39A – SR 223/S Track Rd-Railroad Crossing Improvements
- Adding PE phase to 2017 STIP that was not obligated in 2016. Cost-$30,701 (HSIP) and $1,279 (local funds). Total project cost-$31,990

PRIORITY OF PROJECTS
The projects in the TIP were selected and prioritized using a process that considered transportation planning, safety, preservation, and increased efficiency of the transportation system. YVCOG supports all aspects of the transportation system including air, roads, public transportation, sidewalks, bike lanes, and travel demand management.

The projects included in the Greater Yakima Area February 2017 M/RTIP amendment were selected and prioritized in accordance with YVCOG’s regionally established transportation goals and policies.
FINANCIAL PLAN
The financial plan, beginning on page one of the 2017-2020 M/RTIP indicates the TIP can be implemented and the funds programmed do not exceed estimated revenues.

WSDOT will review the February 2017 amendment to the M/RTIP to determine if the M/RTIP amendment is financially constrained. Only SECURED funding amounts are included in the amendment lines in the table below.

<table>
<thead>
<tr>
<th>Accumulative 2017-2020 M/RTIP Summary - Secured Funding Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPO/RTPO</td>
</tr>
<tr>
<td>----------</td>
</tr>
<tr>
<td></td>
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<tr>
<td></td>
</tr>
<tr>
<td>Total Projects</td>
</tr>
</tbody>
</table>

COOPERATION
YVCOG developed the February 2017 amendment to the Greater Yakima Area M/RTIP in cooperation with Yakima County, the City of Tieton and WSDOT-SC.

PUBLIC INVOLVEMENT
YVCOG public involvement process is described on page four of the 2017-2020 M/RTIP. These projects were made available for public review during the jurisdictions resolution process for Local TIP adoption and approval dates of resolutions are shown in their Six Year Transportation Improvement Program reports. A two-week public comment period for this TIP amendment was made available through the YVCOG website as well as available at the Yakima Regional Library in Yakima. An additional public comment period was made available during the Transportation Policy Board meeting for review/approval of this TIP Amendment process.

CONGESTION MANAGEMENT PROCESS
YVCOG is not a Transportation Management Area (TMA) and is not required to have a Congestion Management Process (CMP).

AIR QUALITY CONFORMITY
The Yakima Valley has a limited maintenance plan for both CO and PM$_{10}$. All projects in the 2017-2020 M/RTIP demonstrated that CO and PM$_{10}$ levels do not exceed thresholds established for conformity and for attaining and maintaining healthful air quality standards.

This February 2017 amendment to the Greater Yakima Area M/RTIP has neutral air quality impacts and was found to be in conformance with federal air quality standards. The conformity determination for the 2017-2020 M/RTIP can be found in Appendix E of the M/RTIP.
METROPOLITAN TRANSPORTATION PLAN CONSISTENCY
The projects included in the February 2017 amendment are consistent with the goals of the Yakima Valley Metropolitan and Regional Transportation Plan 2016-2040 and local comprehensive plans.

INTERMODAL/MULTIMODAL APPROACH
Projects in the Greater Yakima Area M/RTIP provide for the development of an integrated transportation network that focuses on the safe and efficient movement of people and goods. The Greater Yakima Area M/RTIP includes street, bicycle, pedestrian, rail, safety, bridge, highway, and transit related projects.

CROSS-REGIONAL CONSISTENCY
There are no adjacent MPOs. Cross-regional consistency of the M/RTIP is achieved by active participation among the member jurisdictions within the Yakima County region.

CONCLUSION
After review and analysis of the Yakima Valley Conference of Governments’ M/RTIP amendment for February 2017, and as set forth in the above findings, the Yakima Valley Conference of Governments finds the February 2017 amendment to the Greater Yakima Area 2017-2020 M/RTIP in compliance with the requirements of Sec. 134, Title 23 U.S.C.
Appendix B: STIP Report

Space reserved for STIP Reports
### Six Year Transportation Improvement Program
From 2017 to 2022

<table>
<thead>
<tr>
<th>Priority Number</th>
<th>A. PIN/Project No.</th>
<th>B. STIP ID</th>
<th>C. Project Title</th>
<th>D. Road Name or Number</th>
<th>E. Begin &amp; End Terminals</th>
<th>F. Project Description</th>
<th>G. Structure ID</th>
<th>H. Start Date</th>
<th>I. End Date</th>
<th>J. Programmed</th>
<th>K. Total Length</th>
<th>L. Improvement Type</th>
<th>M. Status Code</th>
<th>N. Inside</th>
<th>O. Outside</th>
<th>P. Funding</th>
<th>Q. Expenditure Schedule</th>
<th>R. Grand Totals</th>
<th>S. Report Date</th>
</tr>
</thead>
</table>
| 04 1            | WA-09220         | 07/11/16   | 07/11/16         | 01/23/17                | 325                      | 28                     | CPT            | 0.075        | CE          | No           | Wisconsin Avenue Downtown Sidewalk Improvements | Wisconsin Avenue  
Eim Street to Alley (n. of Maple)  
Improvements include construction of a 10-foot wide sidewalk including bulb-outs at intersections, storm drainage facilities, ADA curb ramps, and light pole bases. |  

#### Funding

<table>
<thead>
<tr>
<th>Status</th>
<th>Phase</th>
<th>Phase Start Year (YYYY)</th>
<th>Federal Fund Code</th>
<th>Federal Funds</th>
<th>State Fund Code</th>
<th>State Funds</th>
<th>Local Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>S</td>
<td>PE</td>
<td>2017</td>
<td>STP(R)</td>
<td>41,850</td>
<td>0</td>
<td>0</td>
<td>41,850</td>
<td></td>
</tr>
<tr>
<td>S</td>
<td>CN</td>
<td>2018</td>
<td>STP(R)</td>
<td>241,835</td>
<td>0</td>
<td>0</td>
<td>241,835</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Totals</td>
<td>283,685</td>
<td>0</td>
<td>0</td>
<td>283,685</td>
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</table>

#### Expenditure Schedule

<table>
<thead>
<tr>
<th>Phase</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
<th>6th &amp; 8th</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>41,850</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>CN</td>
<td>0</td>
<td>251,835</td>
<td>0</td>
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<tr>
<td>Totals</td>
<td>41,850</td>
<td>251,835</td>
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<td>0</td>
<td>0</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Local Funds</th>
<th>Total Funds</th>
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<tbody>
<tr>
<td>Grand Totals for Teton</td>
<td>283,685</td>
<td>0</td>
<td>283,685</td>
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Report Date: January 24, 2017
### Six Year Transportation Improvement Program
From 2017 to 2022

<table>
<thead>
<tr>
<th>Function No.</th>
<th>Facility Number</th>
<th>Facility Name</th>
<th>R. STIP ID</th>
<th>Hazard</th>
<th>采用</th>
<th>Amendment</th>
<th>Resolution No.</th>
<th>Improvement Type</th>
<th>Utility Code</th>
<th>Total Length</th>
<th>Environmental Type</th>
<th>RW Required</th>
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<tr>
<td>07</td>
<td>522301K</td>
<td>SR 223/B Track Rd - Railroad Crossing Improvements</td>
<td>522301K36A</td>
<td></td>
<td></td>
<td></td>
<td>22</td>
<td></td>
<td></td>
<td>0.280</td>
<td>CE</td>
<td>No</td>
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**Install LED & advance warning beacons - Xing #104520Y.** The railroad crossing on SR 223 near South Track Rd has been identified as a location with a history of motor-vehicle collisions. The crossing is currently equipped with cardinal-mounted flashing beacons, gates, and pull-out lights. This project will upgrade the existing beacons to LEDs and install advance warning beacons to reduce the risk of collisions. The project will also install guardrail around the existing gates and centroiders.

<table>
<thead>
<tr>
<th>Funding</th>
<th>Status</th>
<th>Phase</th>
<th>Phase Start Year (YYYY)</th>
<th>Federal Fund Code</th>
<th>Federal Funds</th>
<th>State Fund Code</th>
<th>State Funds</th>
<th>Local Funds</th>
<th>Total Funds</th>
</tr>
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<tbody>
<tr>
<td>S</td>
<td>PE</td>
<td>2017</td>
<td>HSIP</td>
<td>30,701</td>
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<td>1,275</td>
<td>31,975</td>
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<td>2,275</td>
<td>153,090</td>
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<td></td>
<td><strong>Totals</strong></td>
<td><strong>191,525</strong></td>
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<td><strong>4,550</strong></td>
<td><strong>196,075</strong></td>
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<tr>
<th>Expenditure Schedule</th>
<th>Phase</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
<th>5th &amp; 6th</th>
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<tbody>
<tr>
<td>ALL</td>
<td>98,780</td>
<td>100,000</td>
<td>0</td>
<td>0</td>
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<tr>
<td><strong>Totals</strong></td>
<td>98,780</td>
<td>100,000</td>
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<table>
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<th>Federal Funds</th>
<th>State Funds</th>
<th>Local Funds</th>
<th>Total Funds</th>
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<tr>
<td><strong>Grand Totals for WSDOT - SC</strong></td>
<td>191,225</td>
<td>0</td>
<td>4,550</td>
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Report Date: January 24, 2017
Six Year Transportation Improvement Program  
From 2017 to 2022

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<th>Priority Number</th>
<th>PN Projekt No.</th>
<th>B. STIP ID</th>
<th>C. Project Title</th>
<th>D. Road Name or Number</th>
<th>E. Begin &amp; End Terminal</th>
<th>F. Project Description</th>
<th>G. Structure ID</th>
<th>H. Funding</th>
<th>I. Amendment</th>
<th>J. Resolution No.</th>
<th>K. Improvement Type</th>
<th>L. Total Length</th>
<th>M. CE</th>
<th>N. Total</th>
<th>O. RV Required</th>
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<tr>
<td>07 49</td>
<td>Yakima Valley Hwy &amp; Van Bickle Rd Intersection Conflict Warning Project 61120 &amp; 80150</td>
<td>01/26/17</td>
<td>40-2017</td>
<td>21</td>
<td>O P T</td>
<td>CE</td>
<td>No</td>
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**Funding**

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<th>Phase Start Year (YYYY)</th>
<th>Federal Fund Code</th>
<th>Federal Funds</th>
<th>State Fund Code</th>
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<th>Local Funds</th>
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<tr>
<td>S</td>
<td>PE</td>
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<td>0</td>
<td></td>
<td>0</td>
<td>0</td>
<td>20,000</td>
</tr>
<tr>
<td>S</td>
<td>CN</td>
<td>2017</td>
<td>HSBY(BR)</td>
<td>187,200</td>
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<td>0</td>
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<td>187,200</td>
</tr>
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</table>

**Expenditure Schedule**

<table>
<thead>
<tr>
<th>Phase</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
<th>5th &amp; 6th</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>20,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>CN</td>
<td>187,200</td>
<td>0</td>
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<td></td>
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<td>0</td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>187,200</td>
<td>0</td>
<td>0</td>
<td>0</td>
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</table>

**Total Funds**

<table>
<thead>
<tr>
<th>Grand Totals for Yakima Co.</th>
<th>Federal Funds</th>
<th>State Funds</th>
<th>Local Funds</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>187,200</td>
<td>0</td>
<td>20,000</td>
<td>187,200</td>
</tr>
</tbody>
</table>

Report Date: January 24, 2017
Financial Feasibility of Federal Aid Projects by Year
Washington State S. T. I. P.
2017 to 2020
(Project Funds to Nearest Dollar)
totals for years 2017 thru 2020
Report Date - January 24, 2017

Selection Criteria (from SEARCH panel - if any)

Agency
County
MPO
Inside MPO
Region
Amendment Number 17-02
Environmental Classification
Priority Number
PIN
Title
STIP ID

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

Report Date: January 24, 2017
## Financial Feasibility of Federal Aid Projects by Year 2017

<table>
<thead>
<tr>
<th>Fund Code</th>
<th>Phase</th>
<th>Project Title Project Description</th>
<th>Project No.</th>
<th>Begin Term</th>
<th>End Term</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>HSIP(SR)</td>
<td>CN</td>
<td>Yakima Co. Yakima Valley Hwy &amp; Van Belle Rd Intersection Conflict Warning Project Install traffic conflict warning system at the intersection of Yakima Valley Highway and Van Belle Rd.</td>
<td>20.0 (Vicinity)</td>
<td>20.0 (Vicinity)</td>
<td>187,200</td>
<td>187,200</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Agency</th>
<th>Total HSIP(SR)</th>
<th>187,200</th>
</tr>
</thead>
<tbody>
<tr>
<td>State/Local</td>
<td>PE</td>
<td>Yakima Co. Yakima Valley Hwy &amp; Van Belle Rd Intersection Conflict Warning Project Install traffic conflict warning system at the intersection of Yakima Valley Highway and Van Belle Rd.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Agency</th>
<th>Total State/Local</th>
<th>20,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>STP(R)</td>
<td>PE</td>
<td>Tieton Wisconsin Avenue Downtown Sidewalk Improvements Improvements include construction of a 10-foot wide sidewalk including bulb-outs at intersections, storm drainage facilities, ADA curb ramps, and light pole bases.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Agency</th>
<th>Total STP(R)</th>
<th>41,850</th>
</tr>
</thead>
</table>

*Report Date: January 24, 2017*
### Financial Feasibility of Federal Aid Projects by Year 2017

<table>
<thead>
<tr>
<th>Fund Code</th>
<th>Phase</th>
<th>Project Title</th>
<th>Project Description</th>
<th>Project No</th>
<th>Begin Term</th>
<th>End Term</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>HSIP</td>
<td>PE</td>
<td>WSDOT - SC</td>
<td>SR 223/S Track Rd - Railroad Crossing Improvements</td>
<td>0.37</td>
<td>0.65</td>
<td>30,791</td>
<td>1,279</td>
<td></td>
<td></td>
<td>31,960</td>
</tr>
<tr>
<td></td>
<td>CN</td>
<td>WSDOT - SC</td>
<td>SR 223/S Track Rd - Railroad Crossing Improvements</td>
<td>0.37</td>
<td>0.65</td>
<td>160,524</td>
<td>3,276</td>
<td></td>
<td></td>
<td>163,800</td>
</tr>
</tbody>
</table>

- **Total HSIP**: 191,225 
- **2017 - Total All Fund Codes**: 400,275

*Report Date: January 24, 2017*
### Financial Feasibility of Federal Aid Projects by Year 2018

<table>
<thead>
<tr>
<th>Fund Code</th>
<th>Phase</th>
<th>Agency</th>
<th>Project Title</th>
<th>Project Description</th>
<th>Project No.</th>
<th>Begin Termin</th>
<th>End Termin</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>STP(R)</td>
<td>CN</td>
<td></td>
<td>Teton</td>
<td>Wisconsin Avenue Downtown Sidewalk Improvements</td>
<td>Elm Street Alley (e. of Maple)</td>
<td>241,835</td>
<td>10,000</td>
<td>251,835</td>
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</table>

Improvements include construction of a 10-foot wide sidewalk including bulb-outs at intersections, storm drainage facilities, ADA curb ramps, and light pole bases.

<table>
<thead>
<tr>
<th></th>
<th>Total STP(R)</th>
<th>241,835</th>
<th>10,000</th>
<th>251,835</th>
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<tbody>
<tr>
<td>2018 - Total All Fund Codes</td>
<td>241,835</td>
<td>10,000</td>
<td>251,835</td>
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</tr>
<tr>
<td>Grand Total for All Years</td>
<td>642,110</td>
<td>34,565</td>
<td>676,665</td>
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</tbody>
</table>

*Report Date: January 24, 2017*
Financial Feasibility Summary by Fund Code of Federal Aid Projects by Year
Washington State S. T. L. P.
2017 to 2020
(Project Funds to Nearest Dollar)
totals for years 2017 thru 2020
Report Date - January 24, 2017
Selection Criteria (from SEARCH panel - If any)

Agency
County
MPO
Inside MPO
Region
Amendment Number 17-02
Environmental Classification
Priority Number
PIN
Title
STIP ID

MPO Project ID
Agency Project ID
Secured Y
Planned
Amended
Is New
Current Action
Future Action
Approved as of Date
Federal Fund Code
State Fund Code
### Financial Feasibility Summary by Fund Code of Federal Aid Projects by Year

<table>
<thead>
<tr>
<th>Fund Code Description</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
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<tr>
<td>HSIP</td>
<td></td>
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<tr>
<td>2017 Obligation Costs</td>
<td>161,225</td>
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<td>4,555</td>
<td>165,780</td>
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<tr>
<td>HSIP Obligation Totals</td>
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<td>165,780</td>
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<tr>
<td>HSIP(SR)</td>
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<tr>
<td>2017 Obligation Costs</td>
<td>167,200</td>
<td></td>
<td></td>
<td>167,200</td>
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<tr>
<td>HSIP(SR) Obligation Totals</td>
<td>167,200</td>
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<td></td>
<td>167,200</td>
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<tr>
<td>State/Local</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>2017 Obligation Costs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State/Local Obligation Totals</td>
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<td></td>
<td></td>
<td>20,000</td>
</tr>
<tr>
<td>BTP(R)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>2017 Obligation Costs</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>2018 Obligation Costs</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>BTP(R) Obligation Totals</td>
<td>283,684</td>
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<td>10,000</td>
<td>293,684</td>
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<tr>
<td>Grand Total All Fund Codes</td>
<td>642,110</td>
<td></td>
<td>34,555</td>
<td>676,665</td>
</tr>
</tbody>
</table>

Report Date: January 24, 2017
Appendix C: February 2017 Amendment Resolutions and Checklist

Space reserved for
February 2017 M/RTIP Amendment Resolutions and Checklist
Resolution 2017-03
2017-2020 Yakima Valley Metropolitan and Regional Transportation Improvement Program

February 21, 2017 AMENDMENT – DETERMINATION OF AIR QUALITY CONFORMITY

A RESOLUTION of the Yakima Valley Transportation Policy Board affirming the conformity of the 2017-2020 Yakima Valley Metropolitan and Regional Area Transportation Improvement Program with the Washington State Implementation Plan for Air Quality.

WHEREAS, Yakima Valley Conference of Governments (YVCOG) serves as the designated Metropolitan Planning Organization, hereafter referred to as the MPO, for the Yakima Valley Metropolitan area; and

WHEREAS, the 2017-2020 Yakima Valley Metropolitan and Regional Transportation Improvement Program, hereafter referred to as the M/RTIP, is the basis for distributing federal transportation funds to the Yakima Valley’s metropolitan area; and

WHEREAS, the 2016-2040 Yakima Valley Metropolitan Transportation Plan, hereafter referred to as the MTP, was adopted by the Yakima Valley Transportation Policy Board on March 21, 2016 and provides the long-range transportation plan guiding the development of transportation improvements for the metropolitan area of the Yakima Valley; and

WHEREAS, it is necessary to amend the 2017-2020 MTIP to add the following projects, modeled when necessary to determine if there are any negative impacts upon air quality in the metropolitan area of the Yakima Valley:

FORMAL amendments to the 2017-2020 M/RTIP for February 2017 are:
February 2017 STIP Amendments for City of Tieton:
WA-08228-Wisconsin Avenue Downtown Sidewalk Improvements
- Improvements include construction of a 10-foot wide sidewalk including bulb-outs at intersections, storm drain facilities, ADA curb ramps, and light pole bases. Project Cost $283,685 (STP (R)), $10,000 (Local Match): Total project Cost-$293,685

February 2017 STIP Amendments for Yakima County
YkCoInSaf 1-Yakima Valley Hwy & Van Belle RD Intersection Conflict Project
Install traffic conflict warning system at the intersection of Yakima Valley Highway and Van Belle Rd.: Project Cost-$167,200 (HSIP(SR)), $20,000 (Local Match): Total project cost-$187,200.

February 2017 STIP Amendments for WSDOT-SC
522301K39A – SR 223/S Track Rd-Railroad Crossing Improvements
Adding PE phase to 2017 STIP that was not obligated in 2016. Cost-$30,701 (HSIP) and $1,279 (local funds). Total project cost-$31,970

WHEREAS, the Federal Clean Air Act Amendments of 1990 and the Rule on Air Quality for Transportation Plans, Programs, and Projects, the Federal Highway Administration, and the Federal Transit Administration all require the Yakima Valley Conference of Governments as MPO to determine that the 2016-2040 MTP and any amendments to the 2017-2020 MTIP conform to the Washington State Implementation Plan for Air Quality, hereafter referred to as the SIP, and support the intent of the SIP to achieve and maintain National Ambient Air Quality Standards (NAAQS); and

February 2017 MTIP Amendment Res 2017-03
Adopted February 21, 2017
Determination of Air Quality Conformity
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 2017-2020 M/RTIP not contradict or adversely impact implementation of transportation control measures for PM\textsubscript{10} as identified in the SIP for the Yakima Valley PM\textsubscript{10} maintenance area; and

WHEREAS, the Yakima Valley metropolitan area is in conformity for CO as of December 31, 2002, and has further determined that the levels set for CO will not be exceeded by these amended projects; and,

WHEREAS, YVCOG, in amending this project from the 2017-2020 M/RTIP has assessed PM\textsubscript{10} mobile source emissions in full compliance with current federal statutes and regulations; and,

WHEREAS, in preparing the assessment for this amendment, YVCOG used the most recent estimates of existing and future population, employment, travel demand characteristics, system capacities on the modeled transportation system, as well as mobile source emission factors provided by the Washington State Department of Ecology; and,

WHEREAS, this Determination of Conformity demonstrates the following regarding the amended 2017-2020 M/RTIP:

1. The addition of this project into the 2017-2020 M/RTIP is neutral to the reduction of particulate matter (PM\textsubscript{10}) in the Yakima Valley PM\textsubscript{10} Maintenance Area; and,

2. The 2017-2020 M/RTIP need not implement transportation control measures for PM\textsubscript{10} as none are currently identified in the approved 2004 Limited Maintenance Plan for Yakima Valley; and,

3. The 2017-2020 M/RTIP as amended by the addition of this project continues to conform to the current Washington SIP and to the 2001 Yakima Valley Area Limited Maintenance Plan for CO.

NOW, THEREFORE, BE IT RESOLVED, the Yakima Valley Transportation Policy Board, finding the quantitative analysis of transportation-related PM\textsubscript{10} emissions for the 2017-2020 Metropolitan and Regional Transportation Improvement Programs (M/RTIP) modeled scenarios for the amended 2017-2020 MTIP yield far less PM\textsubscript{10} than the 1994 budget of 927 tons, declares that the 2017-2020 MTIP, as amended, meets the requirements of both state and federal air quality conformity rules (WAC 173-420 and 40 USC Part 51 respectively) for PM\textsubscript{10}, and is in conformity with the Clean Air Act Amendments of 1990, Interim Phase II -- Conformity Guidelines for PM\textsubscript{10}, and 40 CFR Part 41.

Adopted by the Yakima Valley Transportation Policy Board this 21st day of February 2017.

James A. Restucci, Chair
Yakima Valley Transportation Policy Board
Policy Board

ATTEST:

Lauris (Larry) C. Matson
Executive Director
Yakima Valley Conference of Governments

February 2017 MTIP Amendment Res 2017-03 Determination of Air Quality Conformity

Adopted February 21, 2017
Resolution 2017-04
2017-2020 Yakima Valley Metropolitan and Regional Transportation Improvement Program
February 21, 2017 AMENDMENT – FINDINGS

A RESOLUTION of the Yakima Valley Transportation Policy Board affirming the findings of the February 2017 Amendment to the 2017-2020 Yakima Valley Metropolitan and Regional Transportation Improvement Program (hereafter to be known as the M/RTIP).

WHEREAS, the Yakima Valley Conference of Governments (YVCOG), as the federal-designated Metropolitan Planning Organization (MPO) for the Yakima Valley has the responsibility for annually developing and adopting a Metropolitan Transportation Improvement Program, hereafter to be referred to as the M/RTIP; and,

WHEREAS, the following jurisdictions have submitted the following projects for inclusion into the 2017-2020 M/RTIP –

FORMAL amendments to the 2017-2020 M/RTIP for February 2017 are:

February 2017 STIP Amendments for City of Tieton:
WA-08228-Wisconsin Avenue Downtown Sidewalk Improvements
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Adding PE phase to 2017 STIP that was not obligated in 2016. Cost-$30,701 (HSIP) and $1,279 (local funds). Total project cost-$31,990

WHEREAS, the projects are based on reasonably available financial resources; and,

WHEREAS, transportation improvement projects within the Yakima Metropolitan Area must be included in the 2017-2020 M/RTIP to be eligible for federal assistance under Federal Transit Administration and Federal Highway Administration funding programs; and,

WHEREAS, the Yakima Valley Transportation Policy Board, in its review of this amendment to the 2017-2020 MTIP, formally adopted on February 21, 2016:

1. Finds the amended projects contained in this formal amendment to the 2017-2020 M/RTIP to be a realistic program of projects to be implemented by local jurisdictions as secured; and,

2. Finds the projects contained in the 2017-2020 M/RTIP to be consistent with regional goals, objectives, and policies; and,
3. Finds that the projects listed in this formal amendment to the 2017-2020 M/RTIP be financially feasible and,

4. Based on these findings, approves the projects submitted by the Washington State Department of Transportation-SCR to be amended into the 2017-2020 M/RTIP and STIP as Secured.

NOW, THEREFORE, BE IT RESOLVED, that the Yakima Valley Transportation Policy Board adopts the February 21, 2017 amendment to the 2017-2020 Metropolitan and Regional Transportation Improvement Program; and,

BE IT FURTHER RESOLVED, that the amended projects listed in this resolution be added to the 2017-2020 Metropolitan and Regional Transportation Improvement Program, and transmitted to the appropriate state and federal agencies for review, approval, and inclusion in the 2017-2020 State Transportation Improvement Program (STIP).

Adopted by the Yakima Valley Transportation Policy Board this 21st day of February 2017.

James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

Lauris (Larry) C. Mason, Executive Director
Yakima Valley Conference of Governments
TIP Amendment Checklist

YVCOG

2017-2022 Transportation Improvement Program

February 2017

February 21, 2017

☐ TIME FRAME - 23 CFR 450.324(a)
   The TIP covers a period of no less than four years.

☐ PROJECTS INCLUDED - 23 CFR 450.324(c) and (d)
   The TIP or TIP amendment includes capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 and regionally significant projects requiring action by the FHWA or the FTA (see attached project list).

☐ PUBLIC PARTICIPATION - 23 CFR 450.324(b)
   All interested parties had reasonable opportunity to comment on the proposed TIP or TIP amendment as required by § 450.316(a)

☐ PRIORITY OF PROJECTS - 23 CFR 450.324(l)(1) The projects in the TIP and TIP amendments are prioritized.

☐ FINANCIAL PLAN - 23 CFR 450.324(h)
   The TIP and TIP amendments include a financial plan that demonstrates how the approved TIP can be implemented.

CONGESTION MANAGEMENT PROCESS – 23 CFR 450.320
   The MPO is a TMA and addresses congestion with an adopted Congestion Management Process.
   Yes ☑ No ☐

☐ AIR QUALITY CONFORMITY – 40 CFR Part 93
   The MPO is in a non-attainment or maintenance area for Clean Air Act criteria pollutants. Air Quality (AQ) Conformity is demonstrated in the TIP and received final approval by FHWA and FTA.
   Yes ☑ No ☐

☐ METROPOLITAN TRANSPORTATION PLAN CONSISTENCY – 23 CFR 450.324(g)
   Each project and/or project phase included in the TIP and TIP amendments is consistent with the approved metropolitan transportation plan.

[Signature]
MPO Signature

Reviewed By:

WSDOT Signature

Date 2/21/2017