JULY 2018 AMENDMENT
To the
YAKIMA VALLEY 2018-2021
METROPOLITAN AND REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Prepared by

The Yakima Valley Conference of Governments

On Behalf of

City of Toppenish
City of Sunnyside

Policy Board approved on
July 16, 2018
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Yakima Valley Conference of Governments

Member Agencies
City of Grandview  Town of Naches*  City of Union Gap*
City of Granger  City of Selah*  City of Wapato
Town of Harrah  City of Sunnyside  City of Yakima*
City of Mabton  City of Tieton  Yakima County*
City of Moxee*  City of Toppenish  City of Zillah

YVCOG Executive Committee
James A. Restucci, Council Member, City of Sunnyside (Chair)
John Hodkinson, Council Member, City of Union Gap - Area 1 Representative (Vice Chair)
Janice Gonzales, Council Member, City of Zillah – Area 2 Representative
Bill Moore, City Council Member, City of Grandview - Area 3 Representative
Brad Hill, Council Member, City of Yakima
Mike Leita, Commissioner, Yakima County
Dan Olson, Member At-Large Member

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  Cus Arteaga, City Administrator and Public Works Director
City of Granger  Jodie Luke, Acting Public Works Director
Town of Harrah  Barbara Harrer, Mayor
City of Mabton  Laura Vazquez, Mayor
City of Moxee*  Byron Adams, City Services Administrator
Town of Naches*  Jeff Ranger, Town Administrator
City of Selah*  Joe Henne, Public Works Director
City of Sunnyside  Shane Fisher, Public Works
City of Tieton  Mike Henderson, Public Works Supervisor
City of Toppenish  Lance Hoyt, City Manager & TAC Chair
Rocky Wallace, Public Works Director
City of Union Gap*  Dennis Henne, Public Works Director & TAC Vice-Chair
City of Wapato  Jeff Shumacker, Wapato Public Works
City of Yakima*  Brett Sheffield, City Engineer
City of Zillah  Ardele Steele, Planning and Community Development Director
Yakima County*  Matt Pietrusiewicz, Planning Engineer
Jase Testerman, Traffic Engineer
WSDOT SCR*  Bill Preston, Regional Planning Engineer
Yakima Transit*  Alvie Maxey, Transit Manager
Yakama Nation  Al Pinkham, Planning Engineer
Airport/ McAllister Field  Robert Peterson, Manager

* MPO Jurisdiction
FINDINGS

TIME FRAME
The Yakima Valley Conference of Governments’ (YVCOG) Metropolitan and Regional Transportation Improvement Program (M/RTIP) amendment for July 2018 includes years 2018 through 2021.

METROPOLITAN AND REGIONAL PROJECTS INCLUDED
The July 2018 Amendment adds:

FORMAL amendments to the 2018-2021 M/RTIP for July 2018 are:

YVCOG July 2018 STIP Amendments

City of Toppenish

City of Sunnyside
- **REVISION — Sunnyside Avenue #4** — Replace existing bridge; termini begins at vicinity of Crescent Avenue. The Title has been changed to coincide with WSDOT/Fed nomenclature. Secured Federal [STP] PE Funds - $124,800, Secured Federal [STP] CN Funds - $1,035,960. Secured Local PE Funds - $31,200, Secured Local CN Funds - $161,681. Total Project Cost: $1,353,641

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 July 2018 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 2018-2021 M/RTIP indicates the TIP can be implemented and the funds programmed do not exceed estimated revenues.

WSDOT will review the July 2018 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>Cumulative 2018-2021 M/RTIP Summary - Secured Funding Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projects</td>
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<tr>
<td>----------</td>
</tr>
<tr>
<td>MPO/RTPO</td>
</tr>
<tr>
<td>MPO/RTPO</td>
</tr>
<tr>
<td>July Amendments</td>
</tr>
<tr>
<td>Total Projects</td>
</tr>
</tbody>
</table>
COOPERATION
YVCOG developed the July 2018 amendment to the Greater Yakima Area M/RTIP in cooperation with the WSDOT.

PUBLIC INVOLVEMENT
YVCOG public involvement process is described on page four of the 2018-2021 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 2018-2021 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 July 2018 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 2018-2021 M/RTIP can be found in Appendix E of the M/RTIP.

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY
The project included in the July 2018 amendment is 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 July 2018, and as set forth in the above findings, the Yakima Valley Conference of Governments finds the July 2018 amendment to the Greater Yakima Area 2018-2021 M/RTIP in compliance with the requirements of Sec. 134, Title 23 U.S.C.
Appendix B: STIP Report

Space reserved for STIP Reports
Appendix C: July 2018 Amendment Resolutions and Checklist

Space reserved for
July 2018 M/RTIP Amendment Resolutions and Checklist
Financial Feasibility Summary by Fund Code of Federal Aid Projects by Year
Washington State S. T. I. P.
2018 to 2021
(Project Funds to Nearest Dollar)
totals for years 2018 thru 2021
Report Date - June 25, 2018

Selection Criteria (from SEARCH panel - if any)

Agency Toppenish
County
MPO
Inside MPO
Region
Amendment Number
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</th>
<th>Description</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>State/Local</td>
<td>2018 Obligation Costs</td>
<td>1,065,686</td>
<td>122,834</td>
<td></td>
<td>1,188,520</td>
</tr>
<tr>
<td></td>
<td>State/Local Obligation Totals</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Grand Total All Fund Codes</td>
<td>1,065,686</td>
<td>122,834</td>
<td></td>
<td>1,188,520</td>
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<tr>
<td></td>
<td>1,189.450</td>
<td>1.189.450</td>
<td>4,065.986</td>
<td>4,065.986</td>
<td>1.189.450</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
<td>2,228.934</td>
<td>2,228.934</td>
<td>9,256.986</td>
<td>9,256.986</td>
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<td><strong>Fund Codes</strong></td>
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<td>All Years</td>
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<tr>
<td><strong>2018</strong></td>
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<tr>
<td><strong>Total State/local</strong></td>
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</tr>
</tbody>
</table>

**Financial Feasibility of Federal Aid Projects by Year 2018**

- **Total**
- **State**
- **Local**
- **Federal**
- **Fund Code** (in nearest dollars)
Financial Feasibility Summary by Fund Code of Federal Aid Projects by Year
Washington State S. T. I. P.
2018 to 2021
(Project Funds to Nearest Dollar)
totals for years 2018 thru 2021
Report Date - June 25, 2018

Selection Criteria (from SEARCH panel - if any)

<table>
<thead>
<tr>
<th>Agency</th>
<th>Sunnyside</th>
<th>MPO Project ID</th>
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<tbody>
<tr>
<td>County</td>
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<td>Agency Project ID</td>
</tr>
<tr>
<td>MPO</td>
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<td>Secured Y</td>
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<tr>
<td>Inside MPO</td>
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<tr>
<td>Region</td>
<td></td>
<td>Amended</td>
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<tr>
<td>Amendment Number</td>
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<tr>
<td>Environmental Classification</td>
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<td>Current Action</td>
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<tr>
<td>Priority Number</td>
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<td>Future Action</td>
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<tr>
<td>PIN</td>
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<tr>
<td>Title</td>
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<tr>
<td>STIP ID</td>
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<td>State Fund Code</td>
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</table>
### Financial Feasibility Summary by Fund Code of Federal Aid Projects by Year

<table>
<thead>
<tr>
<th>Fund Code</th>
<th>Description</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>State/Local</td>
<td>2018 Obligation Costs</td>
<td>222,344</td>
<td>254,956</td>
<td></td>
<td>477,300</td>
</tr>
<tr>
<td></td>
<td>State/Local Obligation Totals</td>
<td></td>
<td>222,344</td>
<td>254,956</td>
<td>477,300</td>
</tr>
<tr>
<td>STP(BR)</td>
<td>2018 Obligation Costs</td>
<td>1,160,760</td>
<td></td>
<td>192,881</td>
<td>1,353,641</td>
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<tr>
<td></td>
<td>STP(BR) Obligation Totals</td>
<td>1,160,760</td>
<td></td>
<td>192,881</td>
<td>1,353,641</td>
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<tr>
<td></td>
<td>Grand Total All Fund Codes</td>
<td>1,160,760</td>
<td>222,344</td>
<td>447,837</td>
<td>1,830,941</td>
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Report Date: June 25, 2018
<table>
<thead>
<tr>
<th>Agency Fund Code</th>
<th>STIP ID</th>
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<td>Federal Fund Code</td>
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<td>Inside MPO</td>
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<td>Seeded Y</td>
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<td>County</td>
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<tr>
<td>MPO Project ID</td>
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Selection Criteria (from SEARCH panel - if any)

Report Date - June 25, 2018

Totals for years 2018 thru 2021 (Projects Funds to Nearest Dollar)

2018 to 2021

Washington State S., T., L., P.

Financial Feasibility of Federal Aid Projects by Year
<table>
<thead>
<tr>
<th></th>
<th>477.00</th>
<th>254,366</th>
<th>222,344</th>
<th>4380.00</th>
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<tr>
<td>Highway</td>
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<tr>
<td>Valley</td>
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<td></td>
</tr>
<tr>
<td>Project</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Location</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Fund</td>
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<td>Total</td>
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<td>Federal</td>
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<tr>
<td>State</td>
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<tr>
<td>Local</td>
<td></td>
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</tr>
</tbody>
</table>

Financial Feasibility of Federal Aid Projects by Year 2018
### Six Year Transportation Improvement Program
From 2018 to 2023

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

<table>
<thead>
<tr>
<th>Funded Item</th>
<th>Priority Number</th>
<th>B. STIP ID</th>
<th>Hearing</th>
<th>Adopted</th>
<th>Amendment</th>
<th>Resolution No.</th>
<th>Improvement Type</th>
<th>Utility Codes</th>
<th>Total Length</th>
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<tbody>
<tr>
<td>Sunnyside Ave #4</td>
<td>05</td>
<td>WA-10218</td>
<td>01/08/18</td>
<td>01/08/18</td>
<td>2018-xx</td>
<td>21</td>
<td>0.060 CE</td>
<td>CE</td>
<td>No</td>
<td></td>
<td></td>
</tr>
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</table>

**Vicinity of Crescent Avenue to Replace existing bridge.**

### Funding

<table>
<thead>
<tr>
<th>Status</th>
<th>Phase</th>
<th>Phase Start Year (YYY)</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>2018</td>
<td>STP(BR)</td>
<td>124,800</td>
<td></td>
<td>0</td>
<td>31,200</td>
<td>156,000</td>
</tr>
<tr>
<td>S</td>
<td>CN</td>
<td>2018</td>
<td>STP(BR)</td>
<td>1,035,960</td>
<td></td>
<td>0</td>
<td>161,681</td>
<td>1,197,641</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Totals</td>
<td></td>
<td></td>
<td></td>
<td>1,160,760</td>
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**Totals**

<table>
<thead>
<tr>
<th>Expenditure Schedule</th>
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<tbody>
<tr>
<td></td>
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<tr>
<td>Phase</td>
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<tr>
<td>PE</td>
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<tr>
<td>CN</td>
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<tr>
<td>Totals</td>
</tr>
</tbody>
</table>

**Report Date:** June 25, 2018
Resolution 2018-08

2018-2021 Yakima Valley Metropolitan and Regional Transportation Improvement Program

JULY 16, 2018 AMENDMENT – DETERMINATION OF AIR QUALITY CONFORMITY

A RESOLUTION of the Yakima Valley Transportation Policy Board affirming the conformity of the 2018-2021 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 2018-2021 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 2018-2021 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 2018-2021 M/RTIP for July 2018 are:

City of Toppenish


City of Sunnyside

• REVISION – Sunnyside Avenue #4 – Replace existing bridge; termini begins at vicinity of Crescent Avenue. The Title has been changed to coincide with WSDOT/Fed nomenclature. Secured Federal [STP] PE Funds - $124,800, Secured Federal [STP] CN Funds - $1,035,960. Secured Local PE Funds - $31,200, Secured Local CN Funds - $161,681. Total Project Cost: $1,353,641

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 2018-2021 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

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 2018-2021 M/RTIP not contradict or adversely impact implementation of transportation control measures for PM$_{10}$ as identified in the SIP for the Yakima Valley PM$_{10}$ 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 2018-2021 M/RTIP has assessed PM$_{10}$ 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 2018-2021 M/RTIP:

1. The addition of this project into the 2018-2021 M/RTIP is neutral to the reduction of particulate matter (PM$_{10}$) in the Yakima Valley PM$_{10}$ Maintenance Area; and,

2. The 2018-2021 M/RTIP need not implement transportation control measures for PM$_{10}$ as none are currently identified in the approved 2004 Limited Maintenance Plan for Yakima Valley; and,

3. The 2018-2021 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$_{10}$ emissions for the 2018-2021 Metropolitan and Regional Transportation Improvement Programs (M/RTIP) modeled scenarios for the amended 2018-2021 MTIP yield far less PM$_{10}$ than the 1994 budget of 927 tons, declares that the 2018-2021 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$_{10}$, 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 Transportation Policy Board this 16th day of July 2018.

James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

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

July 2018 MTIP Amendment Res 2018-98
Determination of Air Quality Conformity

Adopted July 16, 2018
Resolution 2018-09

2018-2021 Yakima Valley Metropolitan and Regional Transportation Improvement Program
July 16, 2018 AMENDMENT – FINDINGS

A RESOLUTION of the Yakima Valley Transportation Policy Board affirming the findings of the July 2018 Amendment to the 2018-2021 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 2018-2021 M/RTIP –

FORMAL amendments to the 2018-2021 M/RTIP for JULY 2018 are:

City of Toppenish


City of Sunnyside

- **REVISION – Sunnyside Avenue #4** – Replace existing bridge; termini begins at vicinity of Crescent Avenue. The Title has been changed to coincide with WSDOT/Fed nomenclature. Secured Federal [STP] PE Funds - $124,800, Secured Federal [STP] CN Funds - $1,035,960. Secured Local PE Funds - $31,200, Secured Local CN Funds - $161,681. Total Project Cost: $1,353,641

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 2018-2021 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 2018-2021 MTP, formally adopted on July 16, 2018:

1. Finds the amended projects contained in this formal amendment to the 2018-2021 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 2018-2021 M/RTIP to be consistent with regional goals, objectives, and policies; and,

3. Finds that the projects listed in this formal amendment to the 2018-2021 M/RTIP be financially feasible and,

*July 2018 M/RTIP Amendment Res 2018-09*  
*Adopted* July 16, 2018
4. Based on these findings, approves the projects submitted by Yakima Transit to be amended into the 2018-2021 M/RTIP and STIP as Secured.

NOW, THEREFORE, BE IT RESOLVED, that the Yakima Valley Transportation Policy Board adopts the July 2018 amendment to the 2018-2021 Metropolitan and Regional Transportation Improvement Program; and,

BE IT FURTHER RESOLVED, that the amended projects listed in this resolution be added to the 2018-2021 Metropolitan and Regional Transportation Improvement Program, and transmitted to the appropriate state and federal agencies for review, approval, and inclusion in the 2018-2021 State Transportation Improvement Program (STIP).

Adopted by the Yakima Valley Transportation Policy Board this 16th day of July 2018.

James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

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

July 2018 M/RTIP Amendment Res 2018 09  Adopted July 16, 2018
TIP Amendment Checklist

YVCOG

2018-2021 Transportation Improvement Program

July 16, 2018

July 16, 2018

☒ 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.

MPO Signature ---------------------- Title ---------------------- Date July 16, 2018

Reviewed By:

WSDOT Signature ---------------------- Title ---------------------- Date