

April 2019 AMENDMENT  
To the  
YAKIMA VALLEY 2019-2022  
METROPOLITAN AND REGIONAL TRANSPORTATION IMPROVEMENT  
PROGRAM

Prepared by  
*The Yakima Valley Conference of Governments*

On Behalf of  
City of Moxee  
WSDOT SC

Policy Board approved on  
April 19, 2019

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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 Hodgkinson, 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  
Sherry Raymond, Member At-Large, Mayor of Selah

**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*	TBD, City Engineer
City of Zillah	Ardele Steele, Planning and Community Development Director
Yakima County*	Matt Pietrusiewicz, County Road Engineer
	Jase Testerman, Senior Transportation 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

**Yakima Valley Conference of Governments  
A Metropolitan Planning Organization**

**2019-2022**

***Metropolitan and Regional Transportation Improvement Program***  
**April 2019 Amendment**

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**FINDINGS**

**TIME FRAME**

The Yakima Valley Conference of Governments' (YVCOG) Metropolitan and Regional Transportation Improvement Program (M/RTIP) amendment for April 2019 includes years 2019 through 2022.

**METROPOLITAN AND REGIONAL PROJECTS INCLUDED**

The April 2019 Amendment adds:

**FORMAL amendments to the 2019-2022 M/RTIP for April 2019 are:**

**YVCOG April 2019 STIP Amendments**

**City of Moxee**

**REVISION – Morrier Lane Extension - Duffield Road to Mieras Road**

Construct new 3-lane roadway including pavement, curb and gutter, sidewalks, street lights, and drainage.

Amendment advances the RW obligation year to 2019 and corrects the federal funding program codes to STP(US).

Funds include 2019 Federal HIP(R) Funds (\$38,233) and 2019 and 2022 Federal STP(US) Funds (2,480,296), and 2019 and 2022 Local Funds (\$393,069). Total Project Cost: **\$2,911,598**.

**WSDOT-SC**

**REVISION - US 12/N 16th Ave Interchange - Mitigate Redirectional Landform**

Mitigate redirection landform. Redirectional landforms are no longer used for mitigating fixed options along the roadway. This project will remove or shield the existing redirection landform to reduce the risk of collisions.

Amendment advances the project to 2019 construction.

Removing PE funds obligated in 2018 with all local (state) funds.

Funds include 2019 Federal NHPP Funds (\$117,600) and 2019 Local Funds (\$2,400). Total Project Cost: **\$164,595**.

**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 April 2019 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 2019-2022 M/RTIP indicates the TIP can be implemented and the funds programmed do not exceed estimated revenues.

WSDOT will review the April 2019 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.

<b>Cumulative 2019-2022 M/RTIP Summary - Secured Funding Projects</b>					
	<b>Projects</b>	<b>Federal Funds</b>	<b>State Funds</b>	<b>Local Funds</b>	<b>Total Funds</b>
<b>MPO/RTPO</b>	74	\$58,204,636	\$51,186,800	\$38,595,060	\$147,986,496
<b>MPO/RTPO April Amendments</b>		\$19,216	\$0	\$1,355	\$20,571
<b>April Administrative Modifications</b>	n/a	\$0	\$0	\$0	\$0
<b>Total Projects</b>	74	\$58,223,852	\$51,186,800	\$38,596,415	\$148,007,067

**COOPERATION**

YVCOG developed the April 2019 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 2019-2022 M/RTIP. These projects were made available for public review during the jurisdiction’s 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<sub>10</sub>. All projects in the 2019-2022 M/RTIP demonstrated that CO and PM<sub>10</sub> levels do not exceed thresholds established for conformity and for attaining and maintaining healthful air quality standards.

This April 2019 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 2019-2022 M/RTIP is in Appendix E of the M/RTIP.

**METROPOLITAN TRANSPORTATION PLAN CONSISTENCY**

The project included in the April 2019 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 April 2019, and as set forth in the above findings, the Yakima Valley Conference of Governments finds the April 2019 amendment to the Greater Yakima Area 2019-2022 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: April 2019 Amendment Resolutions and Checklist**

*Space reserved for  
April 2019 M/RTIP Amendment Resolutions and Checklist*



**Financial Feasibility Summary by Fund Code of Federal Aid Projects by Year  
Washington State S. T. I. P.**

**2019 to 2022**

**(Project Funds to Nearest Dollar)**

**totals for years 2019 thru 2022**

**Report Date - March 25, 2019**

**Selection Criteria (from SEARCH panel - if any)**

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

No projects satisfy the specified criteria.



**Financial Feasibility of Federal Aid Projects by Year  
Washington State S. T. I. P.**

**2019 to 2022**

**(Project Funds to Nearest Dollar)  
totals for years 2019 thru 2022**

**Report Date - March 25, 2019**

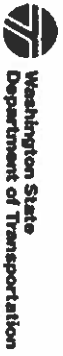
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Agency Moxee	MPO Project ID
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MPO	Secured Y
Inside MPO	Planned
Region	Amended
Amendment Number	Is New
Environmental Classification	Current Action
Priority Number	Future Action
PIN	Approved as of Date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

No projects satisfy the specified criteria.

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





## Six Year Transportation Improvement Program From 2019 to 2024

Agency: Moxee  
 County: Yakima  
 MPO/RTPD: YVCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIM/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16	6	6 / 4669(001) Morrier Lane Extension Morrier Lane Durfield Road to Mierse Road Construct new 3-lane roadway including pavement, curb and gutter, sidewalks, street lights, and drainage	WA-04212	06/14/18	06/14/18	03/28/19	2018-07	01	O P T	0.500	CE	Yes

Funding	Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	RW	2019	HPR(R)	38,233		0	5,967	44,200
			2019	STP(US)	988,866		0	154,332	1,143,198
	P	CN	2022	STP(US)	1,491,430		0	232,770	1,724,200
<b>Totals</b>					<b>2,518,529</b>		<b>0</b>	<b>393,069</b>	<b>2,911,598</b>

Expenditure Schedule												
Phase	1st	2nd	3rd	4th	5th & 6th	Federal Funds		State Funds		Local Funds		
PE	44,200	0	0	0	0	2,518,529		250,730		406,264		
RW	1,143,198	0	0	1,724,200	0							
CN	0	0	0	1,724,200	0							
<b>Totals</b>	<b>1,187,398</b>	<b>0</b>	<b>0</b>	<b>1,724,200</b>	<b>0</b>	<b>2,518,529</b>		<b>250,730</b>		<b>406,264</b>		
<b>Grand Totals for Moxee</b>						<b>2,518,529</b>		<b>250,730</b>		<b>406,264</b>		<b>3,175,523</b>



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

**Washington State S. T. I. P.**

**2019 to 2022**

**(Project Funds to Nearest Dollar)**

**totals for years 2019 thru 2022**

**Report Date - March 26, 2019**

**Selection Criteria (from SEARCH panel - if any)**

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

**Financial Feasibility of Federal Aid Projects by Year 2019**

Fund Code	Phase	Agency		Project No.	Begin Termini	End Termini	Funds (To Nearest Dollar)			Total
		Project Title	Project Description				Federal	State	Local	
NHPP	CN	WSDOT - SC			201.50	201.62	117,600		2,400	120,000
		US 12/N 16th Ave Interchange - Mitigate Redirectional Landform								
		Mitigate redirectional landform. Redirectional landforms are no longer used for mitigating fixed options along the roadway. This project will remove or shield the existing redirectional landform to reduce the risk of collisions.								
					<b>Total NHPP</b>		<b>117,600</b>		<b>2,400</b>	<b>120,000</b>
					<b>2019 - Total All Fund Codes</b>		<b>117,600</b>		<b>2,400</b>	<b>120,000</b>
					<b>Grand Total for All Years</b>		<b>117,600</b>		<b>2,400</b>	<b>120,000</b>

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

**Washington State S. T. I. P.**

**2019 to 2022**

**(Project Funds to Nearest Dollar)**

**totals for years 2019 thru 2022**

**Report Date - March 26, 2019**

**Selection Criteria (from SEARCH panel - if any)**

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

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

		Funds (To Nearest Dollar)			
Fund Code	Description	Federal	State	Local	Total
NHPP					
	2019 Obligation Costs	117,600		2,400	120,000
	<b>NHPP Obligation Totals</b>	<b>117,600</b>		<b>2,400</b>	<b>120,000</b>
	<b>Grand Total All Fund Codes</b>	<b>117,600</b>		<b>2,400</b>	<b>120,000</b>

**Washington State S. T. I. P.**  
**2019 to 2022**  
**(Project Funds to Nearest Dollar)**

MPO/RTPO: YVCOG

Y Inside

N Outside

December 21, 2018

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.
12		501218R	501218R39	21	0.120	CE	No	201.50	201.62	164,595	

US 12/N 16th Ave Interchange - Mitigate Redirectional Landform

Mitigate redirectional landform. Redirectional landforms are no longer used for mitigating fixed options along the roadway. This project will remove or shield the existing redirectional landform to reduce the risk of collisions.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2019	NHPP	117,600		0	2,400	120,000
<b>Project Totals</b>			<b>117,600</b>		<b>0</b>	<b>2,400</b>	<b>120,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	104,000	16,000	0	0	0
<b>Totals</b>	<b>104,000</b>	<b>16,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Federal Funds	State Funds	Local Funds	Total
<b>Agency Totals for WSDOT - SC</b>	<b>117,600</b>	<b>0</b>	<b>2,400</b>	<b>120,000</b>





Resolution 2019-08

2019-2022 Yakima Valley Metropolitan and Regional Transportation Improvement Program

April 15, 2019 AMENDMENT – DETERMINATION OF AIR QUALITY CONFORMITY

A *RESOLUTION* of the Yakima Valley Transportation Policy Board affirming the conformity of the 2019-2022 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 2019-2022 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 2019-2022 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 2019-2022 M/RTIP for April 2019 are:**

**City of Moxee**

**REVISION – Morrier Lane Extension - Duffield Road to Mieras Road**

Construct new 3-lane roadway including pavement, curb and gutter, sidewalks, street lights, and drainage.

Amendment advances the RW obligation year to 2019 and corrects the federal funding program codes to STP(US).

Funds include 2019 Federal HIP(R) Funds (\$38,233) and 2019 and 2022 Federal STP(US) Funds (2,480,296), and 2019 and 2022 Local Funds (\$393,069). Total Project Cost: **\$2,911,598**.

**WSDOT-SC**

**REVISION - US 12/N 16th Ave Interchange - Mitigate Redirectional Landform**

Mitigate redirection landform. Redirectional landforms are no longer used for mitigating fixed options along the roadway. This project will remove or shield the existing redirection landform to reduce the risk of collisions.

Amendment advances the project to 2019 construction.

Removing PE funds obligated in 2018 with all local (state) funds.

Funds include 2019 Federal NHPP Funds (\$117,600) and 2019 Local Funds (\$2,400). Total Project Cost: **\$164,595**.

*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 2019-2022 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 2019-2022 M/RTIP not contradict or adversely impact implementation of transportation control measures for PM<sub>10</sub> as identified in the SIP for the Yakima Valley PM<sub>10</sub> 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 2019-2022 M/RTIP has assessed PM<sub>10</sub> 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 2019-2022 M/RTIP:

1. The addition of this project into the 2019-2022 M/RTIP is neutral to the reduction of particulate matter (PM<sub>10</sub>) in the Yakima Valley PM<sub>10</sub> Maintenance Area; and,
2. The 2019-2022 M/RTIP need not implement transportation control measures for PM<sub>10</sub> as none are currently identified in the approved 2004 Limited Maintenance Plan for Yakima Valley; and,
3. The 2019-2022 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<sub>10</sub> emissions for the 2019-2022 Metropolitan and Regional Transportation Improvement Programs (M/RTIP) modeled scenarios for the amended 2019-2022 MTIP yield far less PM<sub>10</sub> than the 1994 budget of 927 tons, declares that the 2019-2022 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<sub>10</sub>, and is in conformity with the Clean Air Act Amendments of 1990, Interim Phase II -- Conformity Guidelines for PM<sub>10</sub>, and **40 CFR Part 41**.

Adopted by the Yakima Valley Transportation Policy Board this 15th day of April 2019.

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James A. Restucci, Chair  
Yakima Valley Transportation Policy Board

ATTEST

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

Resolution 2019-09

2019-2022 Yakima Valley Metropolitan and Regional Transportation Improvement Program  
April 15, 2019 AMENDMENT – FINDINGS

A *RESOLUTION* of the Yakima Valley Transportation Policy Board affirming the findings of the April 2019 Amendment to the 2019-2022 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 2019-2022 M/RTIP –

**FORMAL amendments to the 2019-2022 M/RTIP for APRIL 2019 are:**

**City of Moxee**

**REVISION – Morrier Lane Extension - Duffield Road to Mieras Road**

Construct new 3-lane roadway including pavement, curb and gutter, sidewalks, street lights, and drainage.

Amendment advances the RW obligation year to 2019 and corrects the federal funding program codes to STP(US).

Funds include 2019 Federal HIP(R) Funds (\$38,233) and 2019 and 2022 Federal STP(US) Funds (2,480,296), and 2019 and 2022 Local Funds (\$393,069). Total Project Cost: **\$2,911,598**.

**WSDOT-SC**

**REVISION - US 12/N 16th Ave Interchange - Mitigate Redirectional Landform**

Mitigate redirectional landform. Redirectional landforms are no longer used for mitigating fixed options along the roadway. This project will remove or shield the existing redirectional landform to reduce the risk of collisions.

Amendment advances the project to 2019 construction.

Removing PE funds obligated in 2018 with all local (state) funds.

*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 2019-2022 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 2019-2022 MTIP, formally adopted on April 15, 2019:

1. Finds the amended projects contained in this formal amendment to the 2019-2022 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 2019-2022 M/RTIP to be consistent with regional goals, objectives, and policies; and,
3. Finds that the projects listed in this formal amendment to the 2019-2022 M/RTIP be financially feasible and,
4. Based on these findings, approves the projects submitted by Yakima Transit to be amended into the 2019-2022 M/RTIP and STIP as Secured.

NOW, THEREFORE, BE IT RESOLVED, that the Yakima Valley Transportation Policy Board adopts the April 2019 amendment to the 2019-2022 Metropolitan and Regional Transportation Improvement Program; and,

BE IT FURTHER RESOLVED, that the amended projects listed in this resolution be added to the 2019-2022 Metropolitan and Regional Transportation Improvement Program and transmitted to the appropriate state and federal agencies for review, approval, and inclusion in the 2019-2022 State Transportation Improvement Program (STIP).

Adopted by the Yakima Valley Transportation Policy Board this 15th day of April 2019.

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

ATTEST

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

Date

# TIP Amendment Checklist

**Yakima Valley Conference of Governments (YVCOG)**

**2019-2022 Transportation Improvement Program**

**April 2019**

+

Apr 15, 2019

**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 Apr 15, 2019

Reviewed By:

\_\_\_\_\_  
WSDOT Signature

\_\_\_\_\_  
Title

Date \_\_\_\_\_

