

February 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

WSDOT-SC  
City of Moxee

Policy Board approved on  
February 15, 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 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  
Sherry Raymond, Mayor City of Selah, 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*	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***  
**February 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 February 2019 includes years 2019 through 2022.

**METROPOLITAN AND REGIONAL PROJECTS INCLUDED**

The February 2019 Amendment adds:

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

**YVCOG February 2019 STIP Amendments**

**WSDOT – SC**

**RETRACTION– SCR 17-19 Region Wide BCT Replacement – Interstate** – Replace breakaway cable terminals. This project will replace existing breakaway cable terminals on guardrail runs on interstate routes in South Central Region to meet current standards and reduce the severity of collisions. This record is for the Yakima county portion of a region wide project. Funds include 2019 Federal HSIP Funds (\$988,575), and 2019 Local Funds (\$20,175). Total Project Cost: **\$1,100,000**.

**RETRACTION– SCR 17-19 Region Wide BCT Replacement – Non Interstate** – Replace breakaway cable terminals. This project will replace existing breakaway cable terminals on guardrail runs on non-interstate routes in South Central Region to meet current standards and reduce the severity of collisions. This record is for the Yakima county portion of a region wide project. Funds include 2019 Federal HSIP Funds (\$260,925), and 2019 Local Funds (\$5,325). Total Project Cost: **\$300,000**.

**REVISION– SR 223/S Track Rd Railroad Crossing Improvements** – Install LEDs & 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 train/vehicle collisions. The crossing is currently equipped with cantilever-mounted flashing beacons, gates, and pull-out lanes. This project will install a four quadrant gate system, upgrade track circuitry to constant warning, upgrade the existing flashers to LEDs, and install advance warning beacons to reduce the risk of collisions. The project will also install guardrail around the gates and cantilevers. Remaining CN funds to be obligated in 2019 reduced from \$1,118,000 to \$300,000.

Funds include 2019 Federal HSIP Funds reduced from \$1,095,640 to \$294,000, and 2019 Local Funds reduced from \$22,360 to \$6,000. Total Project Cost increased from \$1,168,000 to **\$1,169,595**.

**REVISION– US 97/McDonald Rd and Becker Rd - Intersection Improvements** – Construct roundabout. The McDonald Road / Becker Road intersection on US 97 near Toppenish has experienced a history of collisions. This project will construct a two-lane roundabout for US 97, McDonald Road, and Becker Road. Installing a roundabout will reduce conflicts and the risk of collisions. Removing PE phase – prior obligated in 2018. Deleting RW phase – no longer needed. Programmed amount reduced from \$3,703,374 to \$3,166,105. Funds include 2019-2022 Federal HSIP Funds reduced from \$3,616,692 to \$3,102,783, and 2019-2022 Local Funds reduced from \$86,682 to \$63,322. Total Project Cost: **\$3,865,719**.

### City of Moxee

**REVISION – Iler Street Sidewalk Improvements** - Remove mature trees and damaged curb/sidewalk, and replace with new curb, gutter, sidewalk, and construct new tree wells with root barrier. Project funds changed from *planned* to *secured*. The City received new State TIB funds as follows:  
2019 PE phase State TIB funds at \$28,928. Local funds at \$1,522 (total \$30,450).  
2019 CN phase State TIB funds at \$221,802. Local funds at \$11,673 (total \$233,475).  
Total project cost: \$263,925

### 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 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 February 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>	76	\$57,926,585	\$49,572,011	\$38,482,361	\$145,980,957
<b>MPO/RTPO February Amendments</b>	-2	\$311,142	\$1,614,789	\$117,863	\$2,043,794
<b>February Administrative Modifications</b>	n/a	TBD	\$0	TBD	\$0
<b>Total Projects</b>	74	\$58,237,727	\$51,186,800	\$38,600,224	\$148,024,751

**COOPERATION**

YVCOG developed the February 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 February 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 February 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.

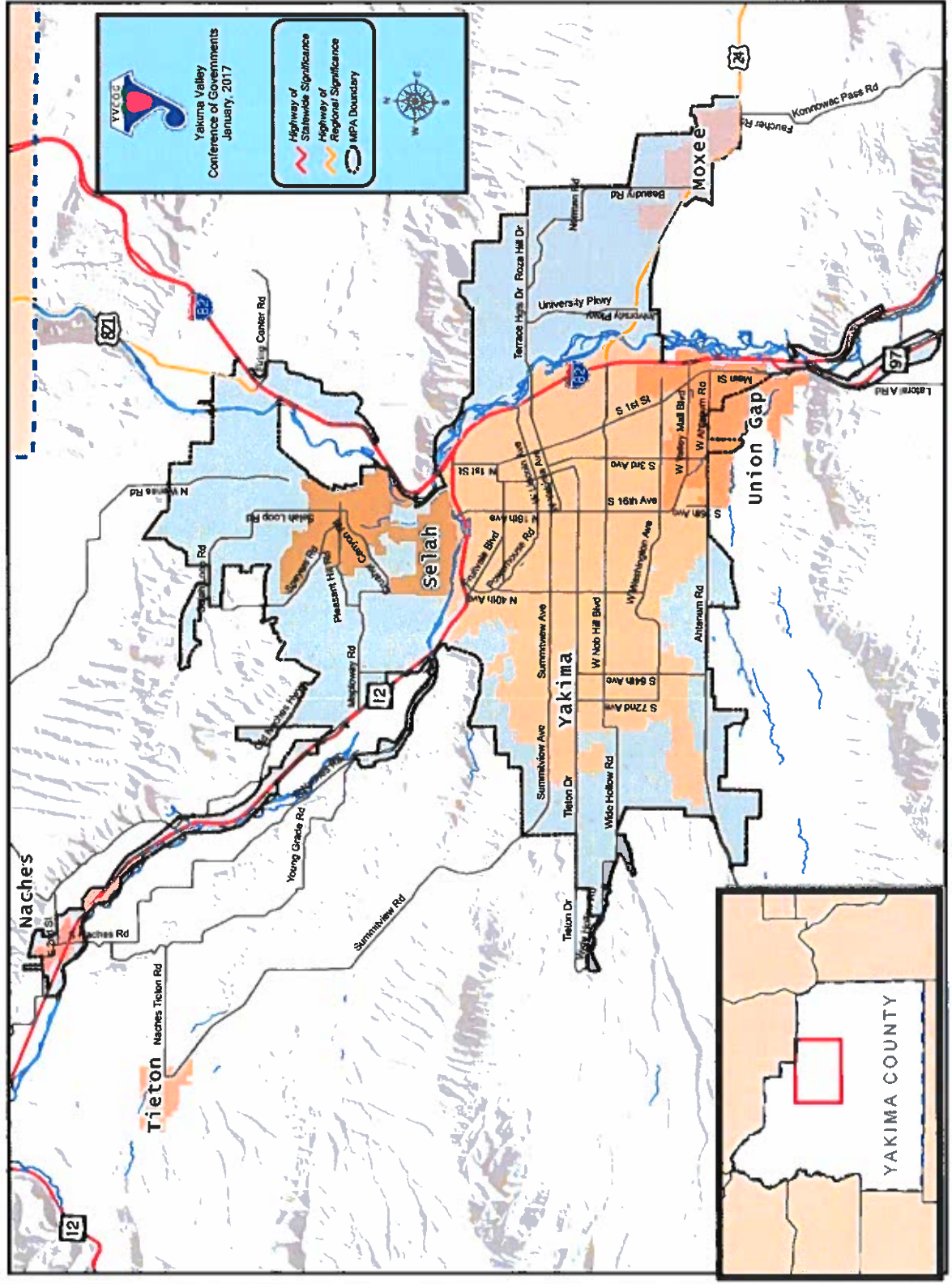
**CROSS-REGIONAL CONSISTENCY**

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.

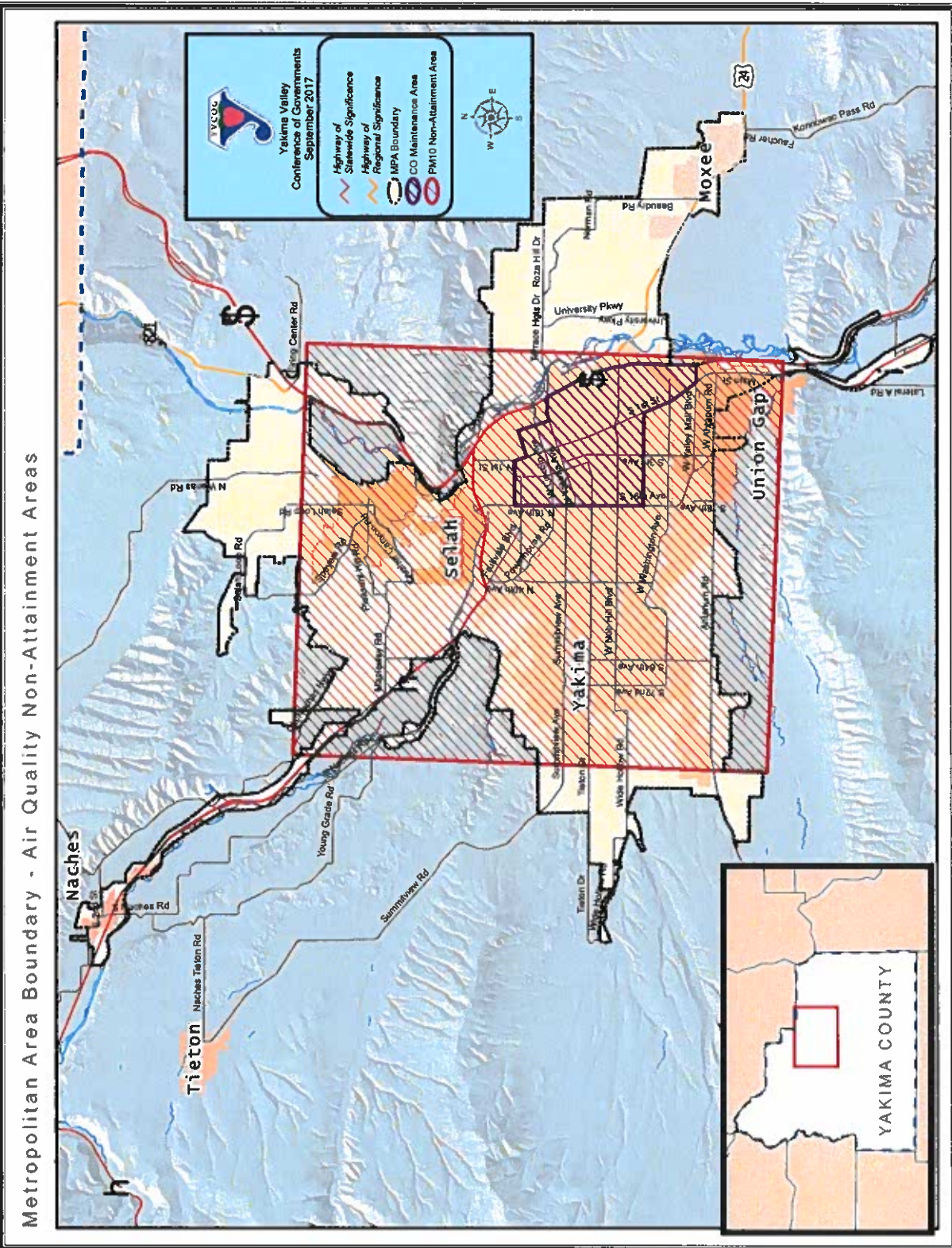
**CONCLUSION**

After review and analysis of the Yakima Valley Conference of Governments' M/RTIP amendment for February 2019, and as set forth in the above findings, the Yakima Valley Conference of Governments finds the February 2019 amendment to the Greater Yakima Area 2019-2022 M/RTIP in compliance with the requirements of **Sec. 134, Title 23 U.S.C.**

Metropolitan and Regional Transportation Planning Organization Boundary - Planning Area







**Appendix B: STIP Report**

*Space reserved for STIP Reports*

**Appendix C: February 2019 Amendment Resolutions and Checklist**

*Space reserved for  
February 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 - January 28, 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
HSIP					
	2019 Obligation Costs	294,000		6,000	300,000
	2021 Obligation Costs	3,102,783		63,322	3,166,105
	<b>HSIP Obligation Totals</b>	<b>3,396,783</b>		<b>69,322</b>	<b>3,466,105</b>
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>3,514,383</b>		<b>71,722</b>	<b>3,586,105</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 - January 28, 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				Funds (To Nearest Dollar)			
		Project Title Project Description	Project No.	Begin Termini	End Termini	Federal	State	Local	Total
HSIP	CN	WSDOT - SC SR 223/S Track Rd - Railroad Crossing Improvements Install LEDs & 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 train/vehicle collisions. The crossing is currently equipped with cantilever-mounted flashing beacons, gates, and pull-out lanes. This project will install a four quadrant gate system, upgrade track circuitry to constant warning, upgrade the existing flashers to LEDs, and install advance warning beacons to reduce the risk of collisions. The project will also install guardrail around the gates and cantilevers.	0223006	0.37	0.65	294,000		6,000	300,000
				<b>Total HSIP</b>		<b>294,000</b>		<b>6,000</b>	<b>300,000</b>
NHPP	CN	WSDOT - SC 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.		201.50	201.62	117,600		2,400	120,000
				<b>Total NHPP</b>		<b>117,600</b>		<b>2,400</b>	<b>120,000</b>
				<b>2019 - Total All Fund Codes</b>		<b>411,600</b>		<b>8,400</b>	<b>420,000</b>





## Six Year Transportation Improvement Program From 2019 to 2024

Agency: WSDOT - SC

County:

MPORTPO: YVCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
12		501218R US 12/N 16th Ave Interchange - Mitgate Redirectional Landform US 12 201 50 to 201 62 Mitgate 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.	501218R39					21		0.120	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2019	NHPP	117,600		0	2,400	120,000
<b>Totals</b>				117,600		0	2,400	120,000

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

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



## Six Year Transportation Improvement Program From 2019 to 2024

Agency: WSDOT - SC

County:

MPORPTO: YVCOG

N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Terminal F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
D1		508210D I-82/Selah Creek Bridge WB - Joint Repair I-82 23 89 to 24 14  Joint Repair - Bridge # 82/102N The bridge joint strip seals on the I-82 Selah Creek Bridges west of Yakima are deteriorating due to normal wear and tear. This project replace the existing strip seals to preserve the bridge joints and provide a smoother ride	508210D39  82/102N					40		0.250	CE	No

Funding								
Status	Phase	Phase Start Year (YYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2023	NHPP	14,809		0	617	15,426
S	CN	2024	NHPP	235,314		0	4,802	240,116
<b>Totals</b>				<b>250,123</b>		<b>0</b>	<b>5,419</b>	<b>255,542</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	20,000
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,000</b>



## Six Year Transportation Improvement Program From 2019 to 2024

Agency: WSDOT - SC

County:

MPO/RTPD: YVCOG

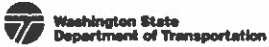
N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Terminal F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type Utility Codes	Total Length	Environmental Type	RW Required
07		522301K / 0223(006) SR 223/S Track Rd - Railroad Crossing Improvements SR 223 0.37 to 0.65  Install LEDs & 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 train/vehicle collisions. The crossing is currently equipped with cantilever-mounted flashing beacons, gates, and pull-out lanes. This project will install a four quadrant gate system, upgrade track circuitry to constant warning, upgrade the existing flashers to LEDs, and install advance warning beacons to reduce the risk of collisions. The project will also install guardrail around the gates and cantilevers.	522301K39A					22	0.280	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2019	HSIP	294,000		0	6,000	300,000
<b>Totals</b>				<b>294,000</b>		<b>0</b>	<b>6,000</b>	<b>300,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	300,000	0	0	0	0
<b>Totals</b>	<b>300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



## Six Year Transportation Improvement Program From 2019 to 2024

Agency: WSDOT - SC

County:

MPORTPO: YVCOG

N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	R/W Required
16		509705G US 97/Fort Rd - Intersection Improvements US 97 61.78 to 62.18 Construct roundabout. The Fort Road intersection on US 97 north of Toppenish has experienced a history of collisions. This project proposes to replace the existing signalized intersection with a double-lane roundabout. Installing a roundabout will reduce conflicts and the risk of collisions.	509705G39					21		0.400	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	2023	HSIP	1,090,448		0	45,685	1,142,133
S	RW	2024	HSIP	307,230		0	6,270	313,500
<b>Totals</b>				<b>1,403,678</b>		<b>0</b>	<b>51,955</b>	<b>1,455,633</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	0	0	0	856,281
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>856,281</b>



## Six Year Transportation Improvement Program From 2019 to 2024

Agency: WSDOT - SC

County:

MPO/RTP: YVCOG

N Inside

Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Terminal F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type  Utility Codes	Total Length	Environmental Type	RW Required
06		509704V / 0097(171) US 97/McDonald Rd and Becker Rd - Intersection Improvements 097 63 57 to 63 77  Construct roundabout. The McDonald Road / Becker Road intersection on US 97 near Toppensh has experienced a history of collisions. This project will construct a two-lane roundabout for US 97, McDonald Road, and Becker Road. Installing a roundabout will reduce conflicts and the risk of collisions.	509704V39					21	0.200	CE	Yes

Funding							
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Total Funds
S	CN	2021	HSIP	3,102,783		0	3,166,105
<b>Totals</b>				<b>3,102,783</b>		<b>0</b>	<b>3,166,105</b>

Expenditure Schedule						
Phase	1st	2nd	3rd	4th	5th & 6th	
ALL	0	0	3,102,343	63,761	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>3,102,343</b>	<b>63,761</b>	<b>0</b>	<b>0</b>

	Federal Funds	State Funds	Local Funds	Total Funds
<b>Grand Totals for WSDOT - SC</b>	<b>5,050,584</b>	<b>0</b>	<b>126,696</b>	<b>5,177,280</b>



### Financial Feasibility of Federal Aid Projects by Year 2021

Fund Code	Phase	Agency		Funds (To Nearest Dollar)					
		Project Title Project Description	Project No.	Begin Termini	End Termini	Federal	State	Local	Total
<b>HSIP</b>	CN	WSDOT - SC US 97/McDonald Rd and Becker Rd - Intersection Improvements Construct roundabout. The McDonald Road / Becker Road intersection on US 97 near Toppenish has experienced a history of collisions. This project will construct a two-lane roundabout for US 97, McDonald Road, and Becker Road. Installing a roundabout will reduce conflicts and the risk of collisions.	0097171	63.57	63.77	3,102,783		63,322	3,166,105
				<b>Total HSIP</b>		<b>3,102,783</b>		<b>63,322</b>	<b>3,166,105</b>
				<b>2021 - Total All Fund Codes</b>		<b>3,102,783</b>		<b>63,322</b>	<b>3,166,105</b>
				<b>Grand Total for All Years</b>		<b>3,514,383</b>		<b>71,722</b>	<b>3,586,105</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 - January 28, 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**

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

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Environmental Classification	Current Action
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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/RTPO: YVCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
19	3	North Iler Street Sidewalk Improvements North Iler Street East Park Avenue to East Naches Avenue Remove mature trees and damaged curb/sidewalk, and replace with new curb, gutter, sidewalk, and construct new tree wells with root barrier.	WA-06530	08/14/18	06/14/18	01/24/19	2018-07	28	C G P S T W	0.250	CE	No

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2019		0	TIB	28,928	1,522	30,450
S	CN	2019		0	TIB	221,802	11,673	233,475
<b>Totals</b>				<b>0</b>		<b>250,730</b>	<b>13,195</b>	<b>263,925</b>

Phase	1st	2nd	3rd	4th	5th & 6th
PE	30,450	0	0	0	0
CN	233,475	0	0	0	0
<b>Totals</b>	<b>263,925</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Federal Funds	State Funds	Local Funds	Total Funds
<b>Grand Totals for Moxee</b>	<b>0</b>	<b>250,730</b>	<b>13,195</b>	<b>263,925</b>



Resolution 2019-03

2019-2022 Yakima Valley Metropolitan and Regional Transportation Improvement Program

February 20, 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 February 2019 are:**

**WSDOT – SC**

**RETRACTION– SCR 17-19 Region Wide BCT Replacement – Interstate** – Replace breakaway cable terminals. This project will replace existing breakaway cable terminals on guardrail runs on interstate routes in South Central Region to meet current standards and reduce the severity of collisions. This record is for the Yakima county portion of a region wide project.

Funds include 2019 Federal HSIP Funds (\$988,575), and 2019 Local Funds (\$20,175).

Total Project Cost: **\$1,100,000.**

**RETRACTION– SCR 17-19 Region Wide BCT Replacement – Non Interstate** – Replace breakaway cable terminals. This project will replace existing breakaway cable terminals on guardrail runs on non-interstate routes in South Central Region to meet current standards and reduce the severity of collisions. This record is for the Yakima county portion of a region wide project.

Funds include 2019 Federal HSIP Funds (\$260,925), and 2019 Local Funds (\$5,325).

Total Project Cost: **\$300,000.**

**REVISION– SR 223/S Track Rd Railroad Crossing Improvements** – Install LEDs & 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 train/vehicle collisions. The crossing is currently equipped with cantilever-mounted flashing beacons, gates, and pull-out lanes. This project will install a four quadrant gate system, upgrade track circuitry to constant warning, upgrade the existing flashers to LEDs, and install advance warning beacons to reduce the risk of collisions. The project will also install guardrail around the gates and cantilevers.

Remaining CN funds to be obligated in 2019 reduced from \$1,118,000 to \$300,000.

Funds include 2019 Federal HSIP Funds reduced from \$1,095,640 to \$294,000, and 2019 Local Funds reduced from \$22,360 to \$6,000. Total Project Cost increased from \$1,168,000 to **\$1,169,595**.

**REVISION– US 97/McDonald Rd and Becker Rd - Intersection Improvements** – Construct roundabout. The McDonald Road / Becker Road intersection on US 97 near Toppenish has experienced a history of collisions. This project will construct a two-lane roundabout for US 97, McDonald Road, and Becker Road. Installing a roundabout will reduce conflicts and the risk of collisions.

Removing PE phase – prior obligated in 2018. Deleting RW phase – no longer needed. Programmed amount reduced from \$3,703,374 to \$3,166,105.

Funds include 2019-2022 Federal HSIP Funds reduced from \$3,616,692 to \$3,102,783, and 2019-2022 Local Funds reduced from \$86,682 to \$63,322.

Total Project Cost: **\$3,865,719**.

### **City of Moxee**

**REVISION – Iler Street Sidewalk Improvements** - Remove mature trees and damaged curb/sidewalk, and replace with new curb, gutter, sidewalk, and construct new tree wells with root barrier. Project funds changed from *planned* to *secured*.

The City received new State TIB funds as follows:

2019 PE phase State TIB funds at \$28,928. Local funds at \$1,522 (total \$30,450).

2019 CN phase State TIB funds at \$221,802. Local funds at \$11,673 (total \$233,475).

Total project cost: \$263,925

*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 20th day of February 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 2019-04

2019-2022 Yakima Valley Metropolitan and Regional Transportation Improvement Program  
February 20, 2019 AMENDMENT – FINDINGS

A *RESOLUTION* of the Yakima Valley Transportation Policy Board affirming the findings of the February 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 FEBRUARY 2019 are:**

**WSDOT – SC**

**RETRACTION– SCR 17-19 Region Wide BCT Replacement – Interstate** – Replace breakaway cable terminals. This project will replace existing breakaway cable terminals on guardrail runs on interstate routes in South Central Region to meet current standards and reduce the severity of collisions. This record is for the Yakima county portion of a region wide project. Funds include 2019 Federal HSIP Funds (\$988,575), and 2019 Local Funds (\$20,175). Total Project Cost: **\$1,100,000.**

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2019 CN phase State TIB funds at \$221,802. Local funds at \$11,673 (total \$233,475).

Total project cost: \$263,925

*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 February 20, 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 February 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 20th day of February 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**

**February 2019**



**Feb 20, 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 **Feb 20, 2019**

Reviewed By:

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

Date

