

March 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 Union Gap
Yakima County

Policy Board approved on
March 18, 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
March 2019 Amendment

FINDINGS

TIME FRAME

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

METROPOLITAN AND REGIONAL PROJECTS INCLUDED

The March 2019 Amendment adds:

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

YVCOG March 2019 STIP Amendments

UNION GAP

REVISION– MAIN STREET RECONSTRUCTION-PHASE I - Reconstruct existing 4-lane roadway to a 5-lane section with center two-way lane, by removal of existing asphalt overlay and existing cement conc pavement, curb & gutter. Construct new widened area; new curb & gutter, sidewalks; storm drainage; illumination; traffic signal, and HMA pavement. TIB (State) CN funds awarded at \$1,614,789 changing status from Planned to Secured. Federal STP(US) right of way (RW) funds reduced by \$33,091 and Local funds reduced by \$5,164.

- Funds include Federal HIP(US) PE Funds (\$48,613), Federal STP(US) RW Funds (\$67,556), and Federal STP CN Funds (\$2,031,358). State TIB Funds CN (\$1,614,789), and PE/RW/CN Local Funds (\$197,664). Total Project Cost: **\$4,348,335.**

YAKIMA COUNTY

REVISION– East-West Corridor -- I-82 Turnbacks Limits to End of N. Keys Rd. - Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. Multi-year project spanning through the 2025-27 fiscal biennium.

Clarifying the funding sources and project phases only. No change in the amount of funding.

- Funds include State "Other" CN Funds (\$1,350,000) in 2019, State CWA CN Funds (\$5,799,000) in 2021, State CWA CN Funds (\$26,989,000) in 2023, State CWA CN Funds (\$17,256,000) in 2025, and Local PE/RW/CN Funds (\$17,648,800). Total Project Cost: **\$69,042,800.**

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 March 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 March 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.

Cumulative 2019-2022 M/RTIP Summary - Secured Funding Projects					
	Projects	Federal Funds	State Funds	Local Funds	Total Funds
MPO/RTPO	74	\$58,237,727	\$51,186,800	\$38,600,224	\$148,024,751
MPO/RTPO March Amendments		(\$33,091)		-\$5,164	(\$38,255)
March Administrative Modifications	n/a	\$0	\$0	\$0	\$0
Total Projects	74	\$58,204,636	\$51,186,800	\$38,595,060	\$147,986,496

COOPERATION

YVCOG developed the March 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 PM₁₀. All projects in the 2019-2022 M/RTIP demonstrated that CO and PM₁₀ levels do not exceed thresholds established for conformity and for attaining and maintaining healthful air quality standards.

This March 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 March 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.

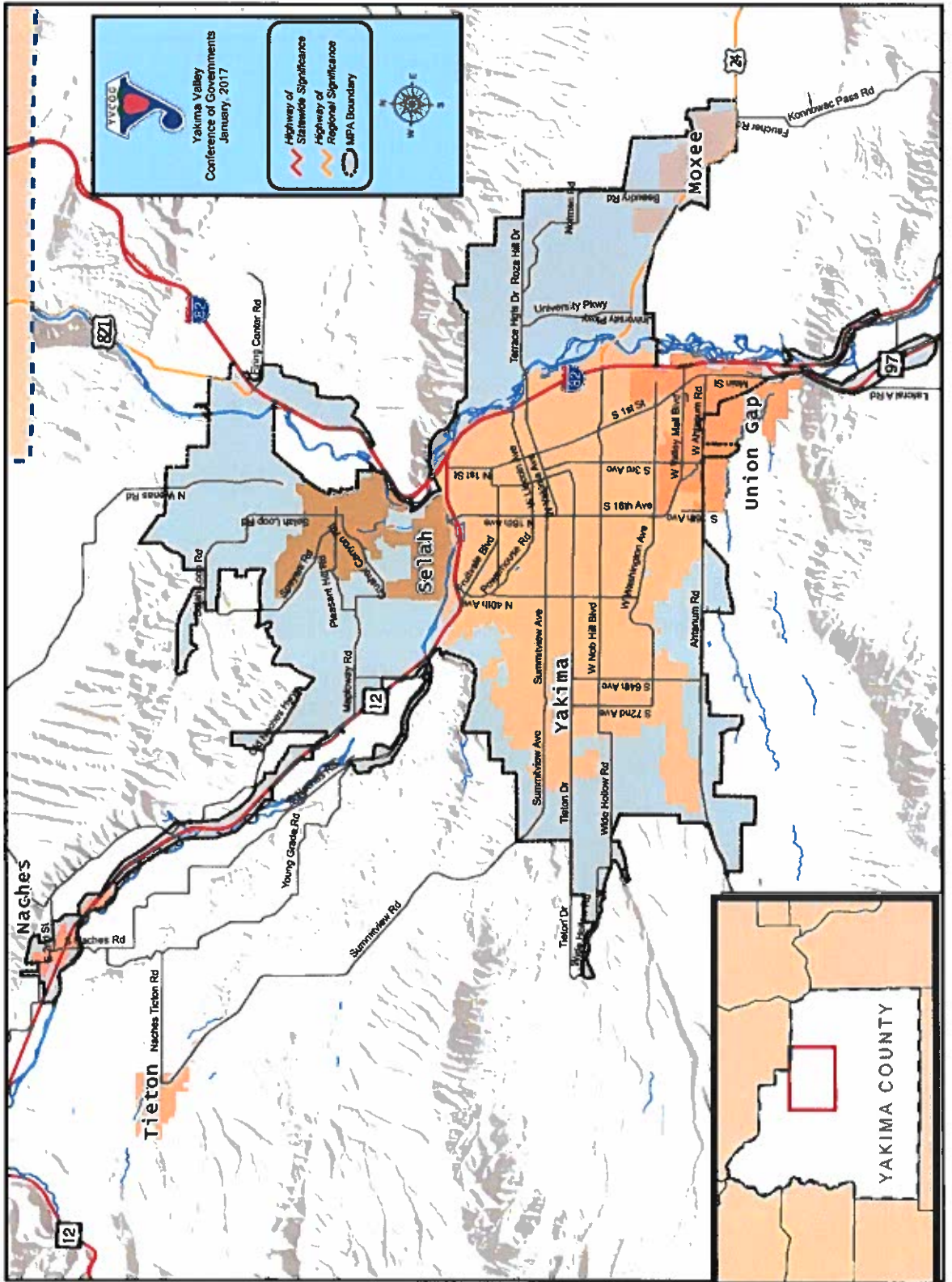
CROSS-REGIONAL CONSISTENCY

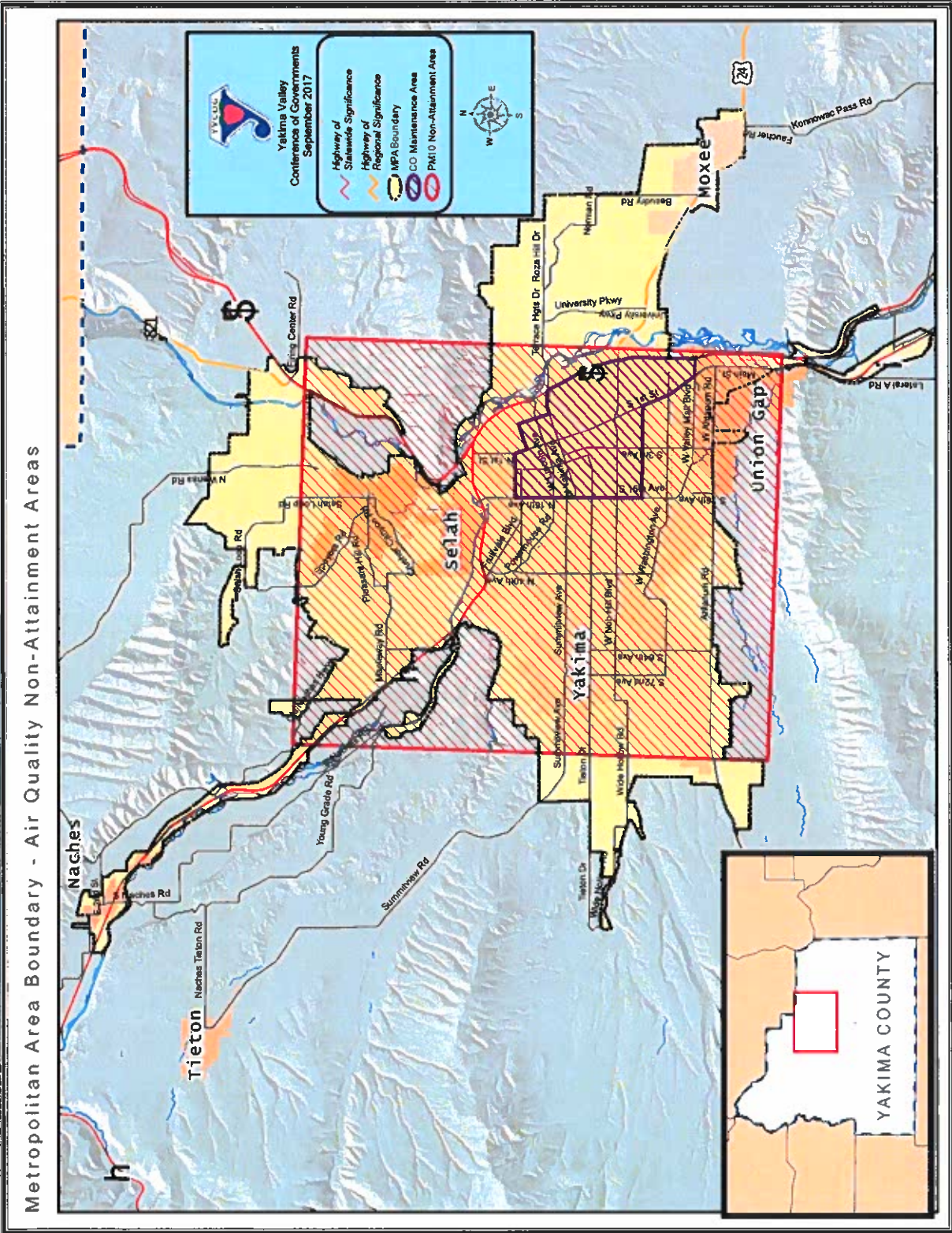
There are no adjacent MPOs. Cross-regional consistency of the M/RTIP is achieved by active participation among the member jurisdictions within the Yakima County region.

CONCLUSION

After review and analysis of the Yakima Valley Conference of Governments' M/RTIP amendment for March 2019, and as set forth in the above findings, the Yakima Valley Conference of Governments finds the March 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: March 2019 Amendment Resolutions and Checklist

*Space reserved for
March 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 - February 26, 2019

Selection Criteria (from SEARCH panel - if any)

Agency Union Gap	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 Summary by Fund Code of Federal Aid Projects by Year

		Funds (To Nearest Dollar)			
Fund Code	Description	Federal	State	Local	Total
HIP(US)					
	2019 Obligation Costs	48,613		7,587	56,200
	HIP(US) Obligation Totals	48,613		7,587	56,200
STP(US)					
	2019 Obligation Costs	67,556		10,544	78,100
	2020 Obligation Costs	2,031,358	1,614,789	179,533	3,825,680
	STP(US) Obligation Totals	2,098,914	1,614,789	190,077	3,903,780
	Grand Total All Fund Codes	2,147,527	1,614,789	197,664	3,959,980

Financial Feasibility of Federal Aid Projects by Year

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Title	Federal Fund Code
STIP ID	State Fund Code

Financial Feasibility of Federal Aid Projects by Year 2019

Fund Code	Phase	Agency Project Title Project Description	Project No.	Begin Termini	End Termini	Funds (To Nearest Dollar)			Total
						Federal	State	Local	
HIP(US)	PE	Union Gap MAIN STREET RECONSTRUCTION- PHASE I RECONSTRUCT EXISTING 4 LANE ROADWAY TO A5 LANE SECTION WITH CENTER TWO-WAY LANE, BY REMOVAL OF EXISTING ASPHALT OVERLAY AND EXISTING CEMENT CONC PAVEMENT, CURB & GUTTER CONSTRUCT NEW WIDENED AREA, NEW CURB & GUTTER, SIDEWALKS, STORM DRAINAGE, ILLUMINATION, TRAFFIC SIGNAL, AND HMA PAVEMENT.	4579012	2ND STREET	WEST FRANKLIN STREET	48,613		7,587	56,200
				Total HIP(US)		48,613		7,587	56,200
STP(US)	RW	Union Gap MAIN STREET RECONSTRUCTION- PHASE I RECONSTRUCT EXISTING 4 LANE ROADWAY TO A5 LANE SECTION WITH CENTER TWO-WAY LANE, BY REMOVAL OF EXISTING ASPHALT OVERLAY AND EXISTING CEMENT CONC PAVEMENT, CURB & GUTTER CONSTRUCT NEW WIDENED AREA, NEW CURB & GUTTER, SIDEWALKS, STORM DRAINAGE, ILLUMINATION, TRAFFIC SIGNAL, AND HMA PAVEMENT.	4579012	2ND STREET	WEST FRANKLIN STREET	67,556		10,544	78,100
				Total STP(US)		67,556		10,544	78,100
				2019 - Total All Fund Codes		116,169		18,131	134,300

Financial Feasibility of Federal Aid Projects by Year 2020

Fund Code	Phase	Agency		Begin Termini	End Termini	Funds (To Nearest Dollar)			Total
		Project Title Project Description	Project No.			Federal	State	Local	
STP(US)	CN	Union Gap MAIN STREET RECONSTRUCTION- PHASE I RECONSTRUCT EXISTING 4 LANE ROADWAY TO A5 LANE SECTION WITH CENTER TWO-WAY LANE, BY REMOVAL OF EXISTING ASPHALT OVERLAY AND EXISTING CEMENT CONC PAVEMENT, CURB & GUTTER CONSTRUCT NEW WIDENED AREA, NEW CURB & GUTTER, SIDEWALKS, STORM DRAINAGE, ILLUMINATION, TRAFFIC SIGNAL, AND HMA PAVEMENT.	4579012	2ND STREET	WEST FRANKLIN STREET	2,031,358	1,614,789	179,533	3,825,680
				Total STP(US)		2,031,358	1,614,789	179,533	3,825,680
				2020 - Total All Fund Codes		2,031,358	1,614,789	179,533	3,825,680
				Grand Total for All Years		2,147,527	1,614,789	197,664	3,959,980

Agency: Union Gap

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	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
14	1	14579(012) MAIN STREET RECONSTRUCTION-PHASE I 2ND STREET to WEST FRANKLIN STREET RECONSTRUCT EXISTING 4 LANE ROADWAY TO A 5 LANE SECTION WITH CENTER TWO-WAY LANE, BY REMOVAL OF EXISTING ASPHALT OVERLAY AND EXISTING CEMENT CONC PAVEMENT, CURB & GUTTER. CONSTRUCT NEW WIDENED AREA; NEW CURB & GUTTER, SIDEWALKS; STORM DRAINAGE ILLUMINATION; TRAFFIC SIGNAL, AND HMA PAVEMENT.	UG07	08/11/18	08/11/18		18-28	03	P S T W	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	2019	HIP(US)	48,613		0	7,587	56,200	
S	RW	2019	STP(US)	67,556		0	10,544	78,100	
S	CN	2020	STP(US)	2,031,358	TIB	1,614,789	179,533	3,825,680	
Totals				2,147,527		1,614,789	197,084	3,959,400	

Expenditure Schedule						
Phase	1st	2nd	3rd	4th	5th & 6th	
PE	56,200	0	0	0	0	
RW	78,100	0	0	0	0	
CN	0	3,825,680	0	0	0	
Totals	134,300	3,825,680	0	0	0	

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 - February 26, 2019

Selection Criteria (from SEARCH panel - if any)

Agency Yakima Co.	MPO Project ID
County	Agency Project ID
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Financial Feasibility Summary by Fund Code of Federal Aid Projects by Year

		Funds (To Nearest Dollar)			
Fund Code	Description	Federal	State	Local	Total
State/Local					
	2019 Obligation Costs		1,350,000	6,653,800	8,003,800
	2020 Obligation Costs			10,995,000	10,995,000
	2021 Obligation Costs		5,799,000		5,799,000
	State/Local Obligation Totals		7,149,000	17,648,800	24,797,800
	Grand Total All Fund Codes		7,149,000	17,648,800	24,797,800

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 - February 26, 2019

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MPO	Secured Y
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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 Title Project Description	Project No.	Begin Termini	End Termini	Funds (To Nearest Dollar)			Total
						Federal	State	Local	
State/Local									
	PE	Yakima Co. East-West Corridor – I-82 Turnbacks Limits to End of N. Keys Rd. Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site Multi year project spanning through the 2025-27 fiscal biennium		I-82 Turnback Limits	End of N. Keys Rd			825,000	825,000
	RW	Yakima Co. East-West Corridor – I-82 Turnbacks Limits to End of N. Keys Rd. Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site Multi year project spanning through the 2025-27 fiscal biennium		I-82 Turnback Limits	End of N. Keys Rd.			1,283,000	1,283,000
	CN	Yakima Co. East-West Corridor – I-82 Turnbacks Limits to End of N. Keys Rd. Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site Multi year project spanning through the 2025-27 fiscal biennium		I-82 Turnback Limits	End of N. Keys Rd.			4,545,800	4,545,800
	CN	Yakima Co. East-West Corridor – I-82 Turnbacks Limits to End of N. Keys Rd. Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. Multi year project spanning through the 2025-27 fiscal biennium		I-82 Turnback Limits	End of N. Keys Rd		1,350,000		1,350,000
				Total State/Local			1,350,000	6,653,800	8,003,800
				2019 - Total All Fund Codes			1,350,000	6,653,800	8,003,800

Financial Feasibility of Federal Aid Projects by Year 2020

Fund Code	Phase	Agency Project Title Project Description	Project No.	Begin Termini	End Termini	Funds (To Nearest Dollar)			Total
						Federal	State	Local	
State/Local									
	PE	Yakima Co. East-West Corridor – I-82 Turnbacks Limits to End of N. Keys Rd. Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. Multi year project spanning through the 2025-27 fiscal biennium		I-82 Turnback Limits	End of N. Keys Rd.			737,000	737,000
	RW	Yakima Co. East-West Corridor – I-82 Turnbacks Limits to End of N. Keys Rd. Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. Multi year project spanning through the 2025-27 fiscal biennium		I-82 Turnback Limits	End of N. Keys Rd.			1,736,000	1,736,000
	CN	Yakima Co. East-West Corridor – I-82 Turnbacks Limits to End of N. Keys Rd. Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. Multi year project spanning through the 2025-27 fiscal biennium		I-82 Turnback Limits	End of N. Keys Rd.			8,522,000	8,522,000
				Total State/Local				10,995,000	10,995,000
				2020 - Total All Fund Codes				10,995,000	10,995,000

Financial Feasibility of Federal Aid Projects by Year 2021

Fund Code	Phase	Agency Project Title Project Description	Project No.	Begin Termini	End Termini	Funds (To Nearest Dollar)			Total
						Federal	State	Local	
State/Local									
	CN	Yakima Co East-West Corridor – I-82 Turnbacks Limits to End of N. Keys Rd. Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. Multi year project spanning through the 2025-27 fiscal biennium		I-82 Turnback Limits	End of N. Keys Rd		5,799,000		5,799,000
				Total State/Local			5,799,000		5,799,000
				2021 - Total All Fund Codes			5,799,000		5,799,000
				Grand Total for All Years			7,149,000	17,648,800	24,797,800

Statewide Transportation Improvement Program

STIP Detail

General Information

From 2019 To 2022

STIP ID:

Approved Date:

Agency:

County:

Region:

MPO/RTPO:

MPO Boundary:

MPO ID:

Project Information

Project Title:

Project Number:

Structure ID #:

Road Name or Number:

Began Term:

Total Project Length: miles (MIN, MAX or NULL)

RW Required: Yes No

Regionally Significant: Yes No

Agency Project Identifier:

Priority Number:

End Term:

Environmental Type:

Utility Codes: Cable TV Gas Other Power Sewer Telephone Water

Functional Class:

Improvement Type:

Project Description:

2019 revisions-cost 69,042,800-PE obligated 2019

2018 revised cost 69,042,800-Project title change from "East-West Corridor Project (I-82 to N. 33rd Street)".

Total Estimated Cost of Project - All Phases/ All Funds (Planned and Secured) =

Phase Obligation Information (Enter amounts to nearest dollar)

Phase	Year	Fed Fund	State Fund	State Amt	Local Amt	Total Amt	Status
<input checked="" type="checkbox"/>	2019				825,000	825,000	Secured
<input checked="" type="checkbox"/>	2020				737,000	737,000	Secured
<input checked="" type="checkbox"/>	2020				1,736,000	1,736,000	Secured
<input checked="" type="checkbox"/>	2019				1,283,000	1,283,000	Secured
<input checked="" type="checkbox"/>	2019				4,545,800	4,545,800	Secured
<input checked="" type="checkbox"/>	2019		OTHER	1,350,000		1,350,000	Secured
<input checked="" type="checkbox"/>	2020				8,522,000	8,522,000	Secured
<input checked="" type="checkbox"/>	2021		CWA	5,799,000		5,799,000	Secured
<input checked="" type="checkbox"/>	2023		CWA	26,989,000		26,989,000	Secured
<input checked="" type="checkbox"/>	2025		CWA	17,256,000		17,256,000	Secured
Total				51,394,000	17,648,800	69,042,800	

Add

Expenditure Schedule

Phase	1st Year	2nd Year	3rd Year	4th Year	5th Year	6th Year
PL						
PE	825,000	737,000				
RW	1,283,000	1,736,000				
CN	2,381,200	3,308,100	7,263,750	72,637,500	26,989,000	
ALL						
Totals	4,489,200	5,781,100	7,263,750	72,637,500	26,989,000	

TIP Information

Agency Hearing Agency Adopted
 Amendment Resolution Number

Resolution 2019-06

2019-2022 Yakima Valley Metropolitan and Regional Transportation Improvement Program

March 18, 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 March 2019 are:

UNION GAP

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

The City received TIB funds (\$1,614,789); changing status from Planned to Secured in 2020. In the RW phase, Federal STP(US) funds reduced by \$33,091 and Local funds reduced by \$5,164 from the first estimate received for RW acquisition.

Funds include 2019 Federal HIP(US) Funds (\$48,613), 2019 Federal STP(US) Funds (\$67,556), and 2021 Federal STP Funds (\$2,031,358). 2020 State TIB Funds (\$1,614,789), and 2019 and 2020 Local Funds (\$197,664S). Total Project Cost: **\$4,348,335.**

YAKIMA COUNTY

REVISION– East-West Corridor -- I-82 Turnbacks Limits to End of N. Keys Rd. - Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. Multi-year project spanning through the 2025-27 fiscal biennium.

Clarifying the funding sources and project phases only. No change in the amount of funding.

Funds include 2019 State "Other" Funds (\$1,350,000), 2021 State CWA Funds (\$5,799,000), 2023 State CWA Funds (\$26,989,000), 2025 State CWA Funds (\$17,256,000), and 2019 and 2020 Local Funds (\$17,648,800). Total Project Cost: **\$69,042,800.**

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 PM₁₀ as identified in the SIP for the Yakima Valley PM₁₀ 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 PM₁₀ 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 (PM₁₀) in the Yakima Valley PM₁₀ Maintenance Area; and,
2. The 2019-2022 M/RTIP need not implement transportation control measures for PM₁₀ 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 PM₁₀ emissions for the 2019-2022 Metropolitan and Regional Transportation Improvement Programs (M/RTIP) modeled scenarios for the amended 2019-2022 MTIP yield far less PM₁₀ 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 PM₁₀, and is in conformity with the Clean Air Act Amendments of 1990, Interim Phase II -- Conformity Guidelines for PM₁₀, and **40 CFR Part 41**.

Adopted by the Yakima Valley Transportation Policy Board this 18th day of March 2019.

James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

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

*March 2019 MTIP Amendment Res 2019-06
Determination of Air Quality Conformity*

Resolution 2019-07

2019-2022 Yakima Valley Metropolitan and Regional Transportation Improvement Program
March 18, 2019 AMENDMENT – FINDINGS

A RESOLUTION of the Yakima Valley Transportation Policy Board affirming the findings of the March 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 MARCH 2019 are:

UNION GAP

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

The City received TIB funds (\$1,614,789); changing status from Planned to Secured in 2020. In the RW phase, Federal STP(US) funds reduced by \$33,091 and Local funds reduced by \$5,164 from the first estimate received for RW acquisition.

Funds include 2019 Federal HIP(US) Funds (\$48,613), 2019 Federal STP(US) Funds (\$67,556), and 2021 Federal STP Funds (\$2,031,358). 2020 State TIB Funds (\$1,614,789), and 2019 and 2020 Local Funds (\$197,664S). Total Project Cost: **\$4,348,335.**

YAKIMA COUNTY

REVISION– East-West Corridor -- I-82 Turnbacks Limits to End of N. Keys Rd. - Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. Multi-year project spanning through the 2025-27 fiscal biennium.

Clarifying the funding sources and project phases only. No change in the amount of funding.

Funds include 2019 State "Other" Funds (\$1,350,000), 2021 State CWA Funds (\$5,799,000), 2023 State CWA Funds (\$26,989,000), 2025 State CWA Funds (\$17,256,000), and 2019 and 2020 Local Funds (\$17,648,800). Total Project Cost: **\$69,042,800.**

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 March 18, 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 March 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 18th day of March 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

March 2019

Mar 18, 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

Reviewed By:

WSDOT Signature

Title

Date

