

**June 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 Toppenish

**Policy Board approved on
June 17, 2019**

Table of Contents

	PAGE
Membership and Staff Rosters	3
Findings	4
Appendix A – Maps	
- MPO Planning Area	8
- PM ₁₀ and CO Maintenance Areas	9
Appendix B – STIP Reports	10
Appendix C – Resolutions	11

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
City of Union Gap*	Rocky Wallace, Public Works Director
City of Wapato	Dennis Henne, Public Works Director & TAC Vice-Chair
City of Yakima*	Jeff Shumacker, Wapato Public Works
City of Zillah	TBD, City Engineer
Yakima County*	Ardele Steele, Planning and Community Development Director
	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*
June 2019 Amendment**

FINDINGS

TIME FRAME

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

METROPOLITAN AND REGIONAL PROJECTS INCLUDED

The June 2019 Amendment adds:

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

YVCOG June 2019 STIP Amendments

City of Toppenish

REVISION– Jackson Street Extension – Reconstruct Jackson Street from Juniper Street west approximately 1,000 feet, then extend Jackson Street west approximately 2,000 feet to Ward Road. Construct the extended section with three lane (minimum) hot mix asphalt, curb and gutter, sidewalks, storm drainage, and street lighting.

The City is moving \$200,000 from the CN phase to a new RW phase. No new money is being added. RW phase will increase from \$0 to \$200,000 and CN phase will decrease by \$200,000.

Funds now include **PE phase** 2019 Federal HIP(US Funds (\$44,807) and Local Funds (\$6,993), **RW phase** 2020 Federal STP(US) funds (\$173,000) and Local Funds (\$27,000), and **CN phase** 2024 Federal STP(US) funds (\$1,341,110) and Local Funds (\$209,306).

Total Project Cost: **\$1,972,616.**

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 June 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 June 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	58,223,852	51,186,800	\$38,596,415	148,007,067
MPO/RTPO June Amendments (no change in funding or number of projects)					\$0
June Administrative Modifications	n/a	\$97,339	\$300,000	\$0	\$397,339
Total Projects	74	58,321,191	51,486,800	\$38,596,415	148,404,406

COOPERATION

YVCOG developed the June 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 June 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 June 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.

MAP-21 / FAST ACT PERFORMANCE MEASUREMENTS REQUIREMENTS

In 2017, WSDOT and the state's MPO/RTPOs began a collaborative process to develop various performance measures on a statewide and local level to better gauge local and state impacts and benefits of the region's transportation network which have received federal funding through 2012's *Moving Ahead for Progress in the 21st Century Act* (MAP-21) and the 2015's *Fixing America's Surface Transportation* (FAST) Act.

The new transportation rules require WSDOT, in coordination with local MPO/RTPO's to measure and report performance in the following areas: safety, pavement and bridge, system performance/congestion, freight movement, and congestion mitigation and air quality (CMAQ).

Pavement and Bridges

RCW 47.05 and the Washington State Department of Transportation's (WSDOT's) Highway System Plan set the direction for management of infrastructure condition in Washington State, which is to preserve pavements and bridges at lowest life cycle cost. The lowest life cycle strategy for any pavement or bridge is the strategy that maintains acceptable condition at the lowest annualized cost over the life of the asset. WSDOT has demonstrated this by taking a preservation first approach to pavement and bridge management over several decades.

Local agencies manage approximately 31% of the non-Interstate National Highway System (NHS) in Washington State. Using the [Target Setting Framework](#), WSDOT worked with Metropolitan Planning Organizations (MPOs) to establish performance measures and communicate its pavement and bridge management practices, as well as what these practices mean in the context of the National Highway System (NHS). WSDOT has also communicated the annual average state facility needs for pavements and bridges within each MPO boundary. Further supporting asset performance and investments on the NHS, WSDOT Local Programs issued a call for projects specifically focused on asset management practices, for pavements on NHS roadways.

Washington MPOs & WSDOT have agreed to plan and program projects to work towards and achieve Washington pavement and bridge condition targets for infrastructure condition under 23 CFR 490. As required under 23 CFR 515, the specific strategies for pavement and bridge preservation are documented in WSDOT's [Transportation Asset Management Plan](#), certified by FHWA in May 2018.

System Performance, Freight, and CMAQ

In 2018, Washington State Metropolitan Planning Organizations (MPOs) and the Washington State Department of Transportation (WSDOT) set, adopted, and reported to FHWA statewide targets for the Highway System Performance, Freight, and Congestion

Mitigation and Emissions performance measures. Washington State MPOs and WSDOT are working to improve the planning and programming process to more fully align funding decisions with performance targets.

In Washington State, many of the projects selected to address mobility are prioritized through the legislative process. For this reason, it is essential that WSDOT, MPOs, regional transportation planning organizations (RTPOs), and local agencies coordinate their transportation planning efforts to develop transportation priorities that contribute towards performance targets and can be shared with lawmakers.

One such way WSDOT and its partner MPOs and RTPOs are working to make performance-supporting projects and programs clear to the legislature is through the Plan Alignment Work Group. A major focus of the group is to increase the consistency between regional plans and WSDOT's statewide plans, which includes sharing and collaboratively perfecting the data and information necessary to identify a comprehensive list of financial forecasts, maintenance needs, and project priorities related to the state system within MPOs and RTPOs.

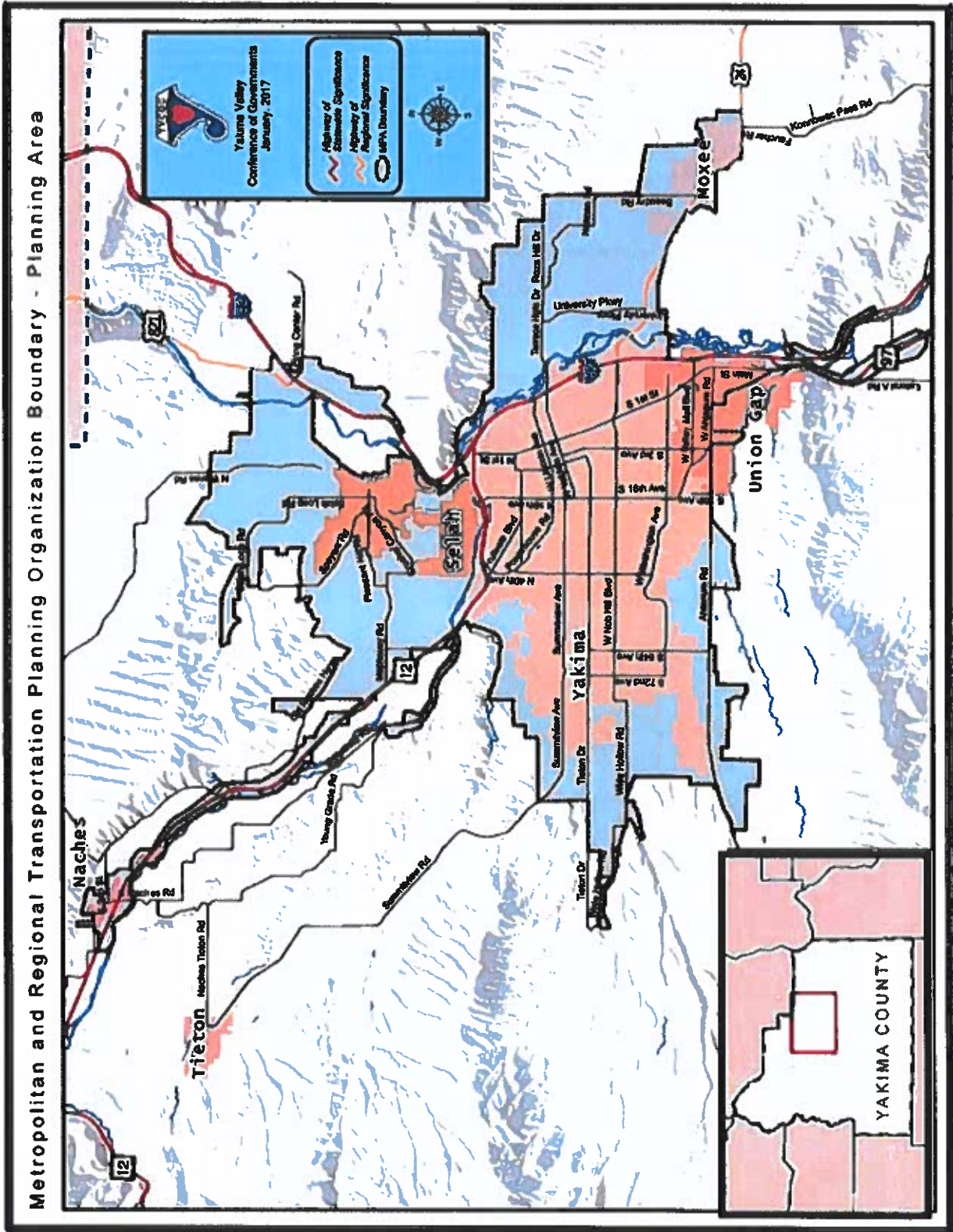
Another way WSDOT and its partners are assessing performance and target achievement is through the Regional Integrated Transportation Information System (RITIS) data tool. The state's financial participation makes this tool available for WSDOT and MPOs to use the system in evaluating regional targets and to assist in other decision making processes.

To guide freight investments and improve freight system performance in Washington, WSDOT developed the 2017 Washington State Freight Investment Plan by engaging various freight partners and stakeholders, including MPOs and RTPOs. The Freight Investment Plan identified freight priority projects and described how those priorities would be invested and funded through FFY 2016–2020 National Highway Freight Program (NHFP) funds. Those NHFP investments would be incorporated into STIP and TIPs contributing to improving statewide freight performance on National Highway Freight Network.

Over the coming years WSDOT and its partners will further align planning and programming with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets.

CONCLUSION

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

*Space reserved for
June 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 - May 22, 2019

Selection Criteria (from SEARCH panel - If any)

Agency Toppenish	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	44,807		6,993	51,800
	HIP(US) Obligation Totals	44,807		6,993	51,800
STP(US)					
	2020 Obligation Costs	173,000		27,000	200,000
	STP(US) Obligation Totals	173,000		27,000	200,000
	Grand Total All Fund Codes	217,807		33,993	251,800

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 - May 22, 2019

Selection Criteria (from SEARCH panel - If any)

Agency Toppenish	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		Begin Termini	End Termini	Funds (To Nearest Dollar)			Total
		Project Title Project Description	Project No.			Federal	State	Local	
HIP(US)	PE	Toppenish Jackson Street Extension Reconstruct Jackson Street from Juniper Street west approximately 1,000 feet, then extend Jackson Street west approximately 2,000 feet to Ward Road. Construct the extended section with three lane (minimum) hot mix asphalt, curb and gutter, sidewalks, storm drainage, and street lighting.	6423001	Juniper Street	Ward Road	44,807		6,993	51,800
				Total HIP(US)		44,807		6,993	51,800
				2019 - Total All Fund Codes		44,807		6,993	51,800

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	
STP(US)	RW	Toppenish Jackson Street Extension Reconstruct Jackson Street from Juniper Street west approximately 1,000 feet, then extend Jackson Street west approximately 2,000 feet to Ward Road. Construct the extended section with three lane (minimum) hot mix asphalt, curb and gutter, sidewalks, storm drainage, and street lighting	6423001	Juniper Street	Ward Road	173,000		27,000	200,000
				Total STP(US)		173,000		27,000	200,000
				2020 - Total All Fund Codes		173,000		27,000	200,000
				Grand Total for All Years		217,807		33,993	251,800



Six Year Transportation Improvement Program From 2019 to 2024

Agency: Toppenish

County: Yakima

MPORTPO: YVCOG

N Inside

Y 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 G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17	2	76423(001) Jackson Street Extension Juniper Street to Ward Road Reconstruct Jackson Street from Juniper Street west approximately 1,000 feet, then extend Jackson Street west approximately 2,000 feet to Ward Road. Construct the extended section with three lanes (minimum) hot mix asphalt, curb and gutter, sidewalks, storm drainage, and street lighting.	TOP 3	05/29/18	05/29/18		2018-21	01	C G P S T W	0.550	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	HP(US)	44,807		0	8,993	51,800
S	RW	2020	STP(US)	173,000		0	27,000	200,000
P	CN	2024	STP(U)	1,341,110		0	200,308	1,550,418
Totals				1,550,917		0	243,299	1,997,216

Phase	1st	2nd	3rd	4th	5th & 6th
PE	51,800	0	0	0	0
RW	0	200,000	0	0	0
CN	0	0	0	0	1,350,418
Totals	51,800	200,000	0	0	1,350,418

Resolution 2019-10

2019-2022 Yakima Valley Metropolitan and Regional Transportation Improvement Program

June 17, 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 June 2019 are:

City of Toppenish

REVISION– Jackson Street Extension – Reconstruct Jackson Street from Juniper Street west approximately 1,000 feet, then extend Jackson Street west approximately 2,000 feet to Ward Road. Construct the extended section with three lane (minimum) hot mix asphalt, curb and gutter, sidewalks, storm drainage, and street lighting.

The City is moving \$200,000 from the CN phase to a new RW phase. **No new money is being added.** RW phase will increase from \$0 to \$200,000 and CN phase will decrease by \$200,000.

Funds now include **PE phase** 2019 Federal HIP(US Funds (\$44,807) and Local Funds (\$6,993), **RW phase** 2020 Federal STP(US) funds (\$173,000) and Local Funds (\$27,000), and **CN phase** 2024 Federal STP(US) funds (\$1,341,110) and Local Funds (\$209,306).

Total Project Cost: **\$1,972,616.**

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,

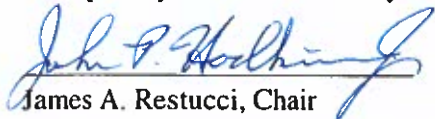
WHEREAS, in preparing the assessment for this amendment, YVCOG used the most recent estimates of existing and future population, employment, travel demand characteristics, system capacities on the modeled transportation system, as well as mobile source emission factors provided by the Washington State 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 17th day of June 2019.



James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST



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

Resolution 2019-11

2019-2022 Yakima Valley Metropolitan and Regional Transportation Improvement Program
June 17, 2019 AMENDMENT – FINDINGS

A *RESOLUTION* of the Yakima Valley Transportation Policy Board affirming the findings of the June 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 JUNE 2019 are:

City of Toppenish

REVISION– Jackson Street Extension – Reconstruct Jackson Street from Juniper Street west approximately 1,000 feet, then extend Jackson Street west approximately 2,000 feet to Ward Road. Construct the extended section with three lane (minimum) hot mix asphalt, curb and gutter, sidewalks, storm drainage, and street lighting.

The City is moving \$200,000 from the CN phase to a new RW phase. **No new money is being added.** RW phase will increase from \$0 to \$200,000 and CN phase will decrease by \$200,000.

Funds now include **PE phase** 2019 Federal HIP(US Funds (\$44,807) and Local Funds (\$6,993), **RW phase** 2020 Federal STP(US) funds (\$173,000) and Local Funds (\$27,000), and **CN phase** 2024 Federal STP(US) funds (\$1,341,110) and Local Funds (\$209,306).

Total Project Cost: **\$1,972,616.**

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 June 17, 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 June 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 17th day of June 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

June 2019

Jun 17, 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 **Jun 21, 2019**

Reviewed By:

WSDOT Signature

Title

Date

