January 2020 AMENDMENT
To the
YAKIMA VALLEY 2020 - 2023
METROPOLITAN AND REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Prepared by
The Yakima Valley Conference of Governments

On Behalf of
Union Gap
Yakima County

Policy Board approved on
January 15, 2020
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Yakima Valley Conference of Governments

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City of Granger  City of Selah*  City of Wapato  
Town of Harrah  City of Sunnyside  City of Yakima*  
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Yakima Valley Conference of Governments
A Metropolitan Planning Organization

2020 - 2023
Metropolitan and Regional Transportation Improvement Program
January 2020 Amendment

FINDINGS

TIME FRAME
The Yakima Valley Conference of Governments’ (YVCOG) Metropolitan and Regional Transportation Improvement Program (M/RTIP) amendment for January 2020 includes years 2020 through 2023.

METROPOLITAN AND REGIONAL PROJECTS INCLUDED
The January 2020 Amendment adds:

FORMAL amendments to the 2020 - 2023 M/RTIP for January 2020 are:

[UNION GAP]
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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 January 2020 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 2020 - 2023 M/RTIP indicates the TIP can be implemented and the funds programmed do not exceed estimated revenues.

WSDOT will review the January 2020 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.
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PUBLIC INVOLVEMENT
YVCOG public involvement process is described on page four of the 2020 - 2023 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 2020 - 2023 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 January 2020 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 2020 - 2023 M/RTIP is in Appendix E of the M/RTIP.

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY
The project included in the January 2020 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 January 2020, and as set forth in the above findings, the Yakima Valley Conference of Governments finds the January 2020 amendment to the Greater Yakima Area 2020 - 2023 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: January 2020 Amendment Resolutions and Checklist

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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 January 2020, and as set forth in the above findings, the Yakima Valley Conference of Governments finds the January 2020 amendment to the Greater Yakima Area 2020 - 2023 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: January 2020 Amendment Resolutions and Checklist

Space reserved for
January 2020 M/RTIF Amendment Resolutions and Checklist
Financial Feasibility Summary by Fund Code of Federal Aid Projects by Year
Washington State S. T. I. P.
2020 to 2023
(Project Funds to Nearest Dollar)
totals for years 2020 thru 2023
Report Date - December 20, 2019

Selection Criteria (from SEARCH panel - if any)

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

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<td>179,533</td>
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<td>Grand Total All Fund Codes</td>
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Report Date: December 20, 2019
Financial Feasibility of Federal Aid Projects by Year
Washington State S. T. I. P.
2020 to 2023
(Project Funds to Nearest Dollar)
totals for years 2020 thru 2023

Report Date - December 20, 2019

Selection Criteria (from SEARCH panel - if any)

Agency
County
MPO
Inside MPO
Region
Amendment Number
Environmental Classification
Priority Number
PIN
Title
STIP ID

MPO Project ID
Agency Project ID
Secured Y
Planned
Amended
Is New
Current Action
Future Action Submit to WSDOT

Approved as of Date
Federal Fund Code
State Fund Code
### Financial Feasibility of Federal Aid Projects by Year 2020

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Report Date: December 20, 2019
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Report Date: December 20, 2019
### Financial Feasibility of Federal Aid Projects by Year 2020

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<th>End Termini</th>
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<td>2ND STREET</td>
<td>WEST FRANKLIN STREET</td>
<td>228,758</td>
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<td>179,533</td>
<td>408,291</td>
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|             | Total State/Local | 6,614,000 | 10,336,000 | 16,971,000 |
| HIP         | 228,758 | 179,533 | 408,291 |
## Financial Feasibility of Federal Aid Projects by Year 2020

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Report Date: December 20, 2019

Page 5 of 7
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Report Date: December 20, 2019
## Financial Feasibility of Federal Aid Projects by Year 2023

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<th>End Termin</th>
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<td>26,989,000</td>
<td>26,989,000</td>
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|   |   | Total State/Local | 26,989,000 | 26,989,000 |
|   |   | 2023 - Total All Fund Codes | 26,989,000 | 26,989,000 |
|   |   | Grand Total for All Years | 2,031,358 | 41,037,689 | 21,058,433 | 64,127,480 |

Report Date: December 20, 2019
Washington State S. T. I. P.
2020 to 2023
(Project Funds to Nearest Dollar)
totals for years 2020 thru 2023

Report Date - December 20, 2019

Selection Criteria (from SEARCH panel - if any)

Agency
County
MPO
Inside MPO
Region
Amendment Number
Environmental Classification
Priority Number
PIN
Title
STIP ID

MPO Project ID
Agency Project ID
Secured Y
Planned
Amended
Is New
Current Action
Future Action Submit to WSDOT
Approved as of Date
Federal Fund Code
State Fund Code
Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG
County: Yakima
Agency: Union Gap

December 20, 2019

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<td>4579(012)</td>
<td>UG07</td>
<td>03</td>
<td>CE</td>
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<td>2ND STREET</td>
<td>WEST FRANKLIN STREET</td>
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MAIN STREET RECONSTRUCTION-PHASE 1

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

Funding

<table>
<thead>
<tr>
<th>Phase</th>
<th>Start Date</th>
<th>Federal Fund Code</th>
<th>Federal Funds</th>
<th>State Fund Code</th>
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<td>STP(UUS)</td>
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Project Totals

2,031,358

1,614,789

179,533

3,825,680

Expenditure Schedule

<table>
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<tr>
<th>Phase</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
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<th>5th &amp; 6th</th>
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<tr>
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</table>

Totals

3,825,680

0

0

0

0

Federal Funds

| Agency Totals for Union Gap | 2,031,358 | 1,614,789 | 179,533 | 3,825,680 |

Page 2
Washington State S. T. I. P.

2020 to 2023
(Project Funds to Nearest Dollar)

IMPO/RTPO: YVCOG
County: Yakima
Agency: Yakima Co.

December 20, 2019

<table>
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<th>End Termini</th>
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Reconstruct existing two lane rural roadway to 3 lanes w/curbs, gutters, and multi-purpose ped/bicycle facilities.

Funding

<table>
<thead>
<tr>
<th>Phase</th>
<th>Start Date</th>
<th>Federal Funds</th>
<th>Federal Fund Code</th>
<th>State Fund Code</th>
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<td>TIB</td>
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<td>3,475,100</td>
<td>5,635,000</td>
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Project Totals | 0 | 2,284,900 | 4,090,100 | 6,375,000 |

Expenditure Schedule

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<th>3rd</th>
<th>4th</th>
<th>5th &amp; 6th</th>
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<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>RW</td>
<td>100,000</td>
<td>100,000</td>
<td>U</td>
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<tr>
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<td>1,975,000</td>
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Totals | 2,265,000 | 2,125,000 | 1,635,000 | 0 | 0         |
## Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

### Agency: Yakima Co.

#### County: Yakima

#### MPO/RTPO: YVCOG

<table>
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<tr>
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<th>Project Number</th>
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<td>0.45</td>
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| Butterfield Road (Terrace Heights Drive to Hartford Rd. (vic.))
Reconstruct two lane roadway to 3 lanes with curbs, gutters, sidewalks, and illumination.

### Funding

<table>
<thead>
<tr>
<th>Phase</th>
<th>Start Date</th>
<th>Federal Fund Code</th>
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<td>640,000</td>
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### Expenditure Schedule

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<th>5th &amp; 6th</th>
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<td>0</td>
<td>0</td>
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</tbody>
</table>

| Totals | 1,720,000 | 0   | 0   | 0   | 0         |
Countywide Traffic Operations and Signal Installation — Various Locations in Yakima Co.
Install/upgrade traffic signals at various locations and/or traffic operation improvements.

<table>
<thead>
<tr>
<th>Func Cls</th>
<th>Project Number</th>
<th>PIN</th>
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<th>Imp Type</th>
<th>Environmental Type</th>
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<th>Begin Termini</th>
<th>End Termini</th>
<th>Total Est. Cost of Project</th>
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<td>Varies</td>
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| Funding | | | | | | | | | |
| Phase   | Start Date | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total |
| PE      | 2020       | 0                | 0             | 0               | 60,000      | 300,000     | 60,000 |
| CN      | 2020       | 0                | 0             | 0               | 330,000     | 330,000     | 330,000 |
| Project Totals | | | 0 | 390,000 | 390,000 |

| Expenditure Schedule | | | | | | | |
| Phase   | 1st | 2nd | 3rd | 4th | 5th & 6th |
| PE      | 10,000 | 10,000 | 10,000 | 0 | 0 |
| CN      | 55,000 | 55,000 | 55,000 | 0 | 0 |
| ALL     | 0     | 0    | 0    | 195,000 | 0 |
| Totals  | 65,000 | 65,000 | 65,000 | 195,000 | 0 |
## Washington State S. T. I. P.

**2020 to 2023**  
*(Project Funds to Nearest Dollar)*

**MPO/RTPO:** YVCOG  
**County:** Yakima  
**Agency:** Yakima Co.

<table>
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<th>Func Cls</th>
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<th>STIP ID</th>
<th>Imp Type</th>
<th>Project Length</th>
<th>Environmental Type</th>
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<td>End of N. Keys Rd.</td>
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<td>1903 AdMod</td>
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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

### Funding

<table>
<thead>
<tr>
<th>Phase</th>
<th>Start Date</th>
<th>Federal Funds</th>
<th>State Fund Code</th>
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<td>CWA</td>
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<td>CWA</td>
<td>26,989,000</td>
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<td>26,989,000</td>
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</table>

| Project Totals | Federal | 37,138,000 | 15,538,800 | 52,676,800 |

Page 6
Washington State S. T. I. P.

2020 to 2023
(Project Funds to Nearest Dollar)

MPO/RTPO: YVCOG
County: Yakima
Agency: Yakima Co.

<table>
<thead>
<tr>
<th>Phase</th>
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<th>3rd</th>
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<th>5th &amp; 6th</th>
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Federal Funds

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TIP Amendment Checklist

Yakima Valley Conference of Governments (YVCOG)

2020-2023 Transportation Improvement Program

January 2020

January 15, 2020

☒ **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)

☒ **PRIORITIZATION OF PROJECTS - 23 CFR 450.324(1)(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.

<table>
<thead>
<tr>
<th>MPO Signature</th>
<th>Title</th>
<th>Date 1/15/2020</th>
</tr>
</thead>
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Reviewed By:

<table>
<thead>
<tr>
<th>WSDOT Signature</th>
<th>Title</th>
<th>Date</th>
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<tbody>
<tr>
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Resolution 2020-01

2020-2023 Yakima Valley Metropolitan and Regional Transportation Improvement Program

January 15, 2020 AMENDMENT – DETERMINATION OF AIR QUALITY CONFORMITY

A RESOLUTION of the Yakima Valley Transportation Policy Board affirming the conformity of the 2020-2023 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 2020-2023 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 2020-2023 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 2020-2023 M/RTIP for January 2020 are:

[UNION GAP]

ADDITION / CORRECTION – Main Street Reconstruction – Phase 1 (2nd Street to W. Franklin St.). Reconstruct existing 4-lane roadway to a 5-lane section with center two-way lane, by removal of existing asphalt overlay and existing cement concrete pavement, curb & gutter, construct new widened area; new curb & gutter, sidewalks, storm drainage, illumination, traffic signal, and HMA pavement. Secured funds include: 2020 Federal STP Funds for CN ($1,802,600) and HIP Funds for CN ($228,758), State TIB Funds for CN ($1,614,789) and local funds for CN ($179,533). Total Project Cost: $4,348,355. -- [NOTE: Main Street Phase II was erroneously entered into STIP. Amendment correctly includes construction phase to compete 2nd Street to W. Franklin St. section].

[YAKIMA COUNTY]

ADDITION – Ahtanum Road – S. 26th Avenue (vic.) to S. 52nd Avenue (vic.). Reconstruct existing two-lane rural roadway to 3 lanes with curbs, gutters, and multi-purpose pedestrian/bicycle facilities. Secured funds include: 2020 State (TIB) funds for RW ($125,000) and CN ($2,159,900) Phases and local funds for PE ($490,000), RW ($125,000), and PE ($3,475,100). Total Project Cost: $6,375,000.

ADDITION – Ahtanum Road – S. 52nd Avenue (vic.) to S. 90th Avenue (vic.). Reconstruct existing two-lane rural roadway to 3 lanes with curbs gutters, pedestrian facilities, and on-road bicycle facilities. Planned funds include: Local funds for PE ($180,000). Total Project Cost: $4,060,000.

ADDITION – Beaudry Road / Norman Road (vicinity). Construct new bridge crossing to intersect with Bittner/Wendt Roads. Planned funds include: Federal STP funds for RW ($779,000) and PE ($7,093,000) and Local funds for PE ($200,000), RW ($121,000), and CN ($1,107,000). Total Project Cost: $9,300,000.
ADDITION – Butterfield Road (Terrace Heights Drive to Hartford Road (vic.)). Reconstruct two lane roadway to 3 lanes with curbs, gutters, sidewalks and illumination. Secured Funds Include: Local funds for PE ($220,000). Planned funding includes: State (TIB) funds for RW ($220,000) and local funds for CN ($640,000). **Total Project Cost: $1,720,000.**

ADDITION – Countywide Traffic Operations and Signal Installation – Various Locations. Install/upgrade traffic signals at various locations and/or traffic operation improvements. Secured funds Include: Local funds for PE ($60,000) and CN ($330,000). **Total Project Cost: $390,000.**

ADDITION – East/West Corridor - I-82 Turnbacks to End of N. Keys Road. Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. Secured Funding Includes: State (CWA, TIB and “other”) funds for CN ($54,394,000) and Local funds for PE ($1,562,000), RW ($3,019,000), and CN ($10,957,800). **Total Project Cost: $69,932,800.**

ADDITION – Mapleway Road – Selah Heights Road to Old Naches Hwy – Reconstruct existing two-lane rural roadway to 3 lanes with curbs, gutters, pedestrian facilities, and on-road bicycle facilities. Planned funding includes local funds for PE ($125,000), RW ($400,000), and CN ($2,384,000). **Total Project Cost: $2,909,000.**

ADDITION – Old Naches Highway – SR 12 to Maple Way Road. Reconstruct existing two-lane rural roadway to 3 lanes with curbs, gutters, pedestrian facilities, and on-road bicycle facilities. Planned funding includes local funds for PE ($100,000), RW ($550,000), and CN ($1,820,000). **Total Project Cost: $2,470,000.**

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 2020-2023 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 2020-2023 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 2020-2023 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 2020-2023 M/RTIP:

1. The addition of this project into the 2020-2023 M/RTIP is neutral to the reduction of particulate matter (PM₁₀) in the Yakima Valley PM₁₀ Maintenance Area; and,

2. The 2020-2023 M/RTIP need not implement transportation control measures for PM₁₀ as none are

*January 2020 MTIP Amendment Res 2020-01  2  Adopted January 15, 2020\*  
*Determination of Air Quality Conformity*
currently identified in the approved 2004 Limited Maintenance Plan for Yakima Valley; and,

3. The 2020-2023 M/RTIP as amended by the addition of this project continues to conform to the current Washington SIP and to the 2001 Yakima Valley Area Limited Maintenance Plan for CO.

NOW, THEREFORE, BE IT RESOLVED, the Yakima Valley Transportation Policy Board, finding the quantitative analysis of transportation-related PM$_{10}$ emissions for the 2020-2023 Metropolitan and Regional Transportation Improvement Programs (M/RTIP) modeled scenarios for the amended 2020-2023 MTIP yield far less PM$_{10}$ than the 1994 budget of 927 tons, declares that the 2020-2023 MTIP, as amended, meets the requirements of both state and federal air quality conformity rules (WAC 173-420 and 40 USC Part 51 respectively) for PM$_{10}$ and is in conformity with the Clean Air Act Amendments of 1990, Interim Phase II -- Conformity Guidelines for PM$_{10}$, and 40 CFR Part 41.

Adopted by the Yakima Valley Transportation Policy Board this 15th day of January 2020.

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James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

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Christina Wickenhagen, Executive Director
Yakima Valley Conference of Governments
Resolution 2020-02

2020-2023 Yakima Valley Metropolitan and Regional Transportation Improvement Program
January 15, 2020 AMENDMENT – FINDINGS

A RESOLUTION of the Yakima Valley Transportation Policy Board affirming the findings of the January 2020 Amendment to the 2020-2023 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 2020-2023 M/RTIP –

FORMAL amendments to the 2020-2023 M/RTIP for JANUARY 2020 are:

[UNION GAP]

ADDITION / CORRECTION -- Main Street Reconstruction – Phase 1 (2nd Street to W. Franklin St.). Reconstruct existing 4-lane roadway to a 5-lane section with center two-way lane, by removal of existing asphalt overlay and existing cement concrete pavement, curb & gutter, construct new widened area; new curb & gutter, sidewalks, storm drainage, illumination, traffic signal, and HMA pavement. Secured funds include: 2020 Federal STP Funds for CN ($1,802,600) and HIP Funds for CN ($228,758), State TIB Funds for CN ($1,614,789) and local funds for CN ($179,533). Total Project Cost: $4,348,355. -- [NOTE: Main Street Phase II was erroneously entered into STIP. Amendment correctly includes construction phase to compete 2nd Street to W. Franklin St. section].

[YAKIMA COUNTY]

ADDITION – Ahlanum Road – S. 26th Avenue (vic.) to S. 52nd Avenue (vic). Reconstruct existing two-lane rural roadway to 3 lanes with curbs, gutters, and multi-purpose pedestrian/bicycle facilities. Secured funds include: 2020 State (TIB) funds for RW ($125,000) and CN ($2,159,900) Phases and local funds for PE ($490,000), RW ($125,000), and PE ($3,475,100). Total Project Cost: $6,375,000.

ADDITION – Ahlanum Road – S. 52nd Avenue (vic.) to S. 90th Avenue (vic.). Reconstruct existing two-lane rural roadway to 3 lanes with curbs gutters, pedestrian facilities, and on-road bicycle facilities. Planned funds include: Local funds for PE ($180,000). Total Project Cost: $4,060,000.

ADDITION – Beaudry Road / Norman Road (vicinity). Construct new bridge crossing to intersect with Bittern/Wendy Roads. Planned funds include: Federal STP funds for RW ($799,000) and PE ($7,093,000) and Local funds for PE ($200,000), RW ($121,000), and CN ($1,107,000). Total Project Cost: $9,300,000.

ADDITION – Butterfield Road (Terrace Heights Drive to Hartford Road (vic.). Reconstruct two lane roadway to 3 lanes with curbs, gutters, sidewalks and illumination. Secured Funds Include: Local funds for PE ($220,000). Planned funding includes: State (TIB) funds for RW ($220,000) and local funds for CN ($640,000). Total Project Cost: $1,720,000.

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ADDITION – Countywide Traffic Operations and Signal Installation – Various Locations. 
Install/upgrade traffic signals at various locations and/or traffic operation improvements. Secured funds 
Include: Local funds for PE ($60,000) and CN ($330,000). **Total Project Cost: $390,000.**

ADDITION – East/West Corridor - I-82 Turbbacks to End of N. Keys Road. Construct new arterial 
connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima 
Mill Site. Secured Funding Includes: State (CWA, TIB and “other”) funds for CN ($54,394,000) and Local 
funds for PE ($1,562,000), RW ($3,019,000), and CN ($10,957,800). **Total Project Cost: $69,932,800.**

ADDITION – Mapleway Road – Selah Heights Road to Old Naches Hwy – Reconstruct existing two-lane 
rural roadway to 3 lanes with curbs, gutters, pedestrian facilities, and on-road bicycle facilities. Planned 
funding includes local funds for PE ($125,000), RW ($400,000), and CN ($2,384,000). **Total Project Cost: 
$2,909,000.**

ADDITION – Old Naches Highway – SR 12 to Maple Way Road. Reconstruct existing two-lane rural 
roadway to 3 lanes with curbs, gutters, pedestrian facilities, and on-road bicycle facilities. Planned 
funding includes local funds for PE ($100,000), RW ($550,000), and CN ($1,820,000). **Total Project Cost: 
$2,470,000.**

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 
2020-2023 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 2020-2023 
MTIP, formally adopted on January 15, 2020:

1. Finds the amended projects contained in this formal amendment to the 2020-2023 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 2020-2023 M/RTIP to be consistent with regional goals, objectives, and 
policies; and,

3. Finds that the projects listed in this formal amendment to the 2020-2023 M/RTIP be financially feasible and,

4. Based on these findings, approves the projects submitted by Yakima Transit to be amended into the 2020-2023 
M/RTIP and STIP as Secured.

NOW, THEREFORE, BE IT RESOLVED, that the Yakima Valley Transportation Policy Board adopts the 
January 2020 amendment to the 2020-2023 Metropolitan and Regional Transportation Improvement Program; and,

BE IT FURTHER RESOLVED, that the amended projects listed in this resolution be added to the 2020-2023 
Metropolitan and Regional Transportation Improvement Program and transmitted to the appropriate state and 
federal agencies for review, approval, and inclusion in the 2020-2023 State Transportation Improvement Program 
(STIP).

Approved by the Yakima Valley Transportation Policy Board this 15th day of January 2020.

*January 2020 M/RTIP Amendment Res 2020-02*  
*Adopted January 15, 2020*
James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

Christina Wickenhagen, Executive Director
Yakima Valley Conference of Governments