

**March 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

City of Union Gap

City of Yakima (Yakima Transit)

**Policy Board approval on
March 16, 2020**

Table of Contents

	PAGE
Membership and Staff Rosters	3
Findings	4
Appendix A – Maps	7
- MPO Planning Area	
- PM ₁₀ and CO Maintenance Areas	8
Appendix B – STIP Reports	9
Appendix C – Resolutions	10

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
Norm Childress, 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 Schumacker, 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**

2020 - 2023

**Metropolitan and Regional Transportation Improvement Program
March 2020 Amendment**

FINDINGS

TIME FRAME

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

METROPOLITAN AND REGIONAL PROJECTS INCLUDED

The March 2020 Amendment adds:

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

[City of Union Gap]

REVISION – Regional Beltway Connector Phase 2 – South Union Gap (SR97 to Regional Beltway Phase 1). Project will construct a new four lane arterial from the Main Street Intersection with US 97 to Longfibre Road and serve as the east/west freight corridor; constructed in two stages. Stage 2A (Longfibre Road to the North boundary of Fullbright Park) includes all roadway work, roundabouts at intersections, joint bike/pedestrian pathways, and other work to complete the stage. Stage 2B (North boundary of Fullbright Park to the Main Street intersection) includes roadwork, a bridge over the BNSF railway, a roundabout at the Main Street intersection, joint bike/pedestrian pathways and other work to complete the stage. Stage 2B (estimated cost \$8,765,000) remains unfunded (planned). Stage 2A's PE Phase is funded through [secured] Federal NHFP Funds (\$1,000,000) and local funds (\$135,000), Stage 2A's CN Phase is funded through [secured] Federal INFRA Funds (6,660,000). **Total Project Cost: \$22,220,000.**

[Yakima Transit]

ADDITION – 2019 FTA 5307 (Operating Assistance) – Carryover from FY 2019 TIP. Program funds facilitate Yakima Transit's annual [Fixed Route] Transit services within the boundaries of the city. Program is funded with Federal FFY 2019 [FTA 5307] funds (\$2,168,815) and local funds (\$2,168,815). **Total Program Cost: \$4,337,630**

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 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 March 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.

Cumulative 2020 -2023 M/RTIP Summary - Secured Funding Projects					
	Projects	Federal Funds	State Funds	Local Funds	Total Funds
MPO/RTPO	45	\$39,166,192	\$78,228,409	\$ 23,599,077	\$140,993,678
MPO/RTPO February Amendments	1	\$9,828,815	\$0	\$2,303,815	\$12,132,630
February Administrative Modifications					\$0
Total Projects	46	\$48,995,007	\$78,228,409	\$25,902,892	\$153,126,308

COOPERATION

YVCOG developed the March 2020 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 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 March 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 March 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.

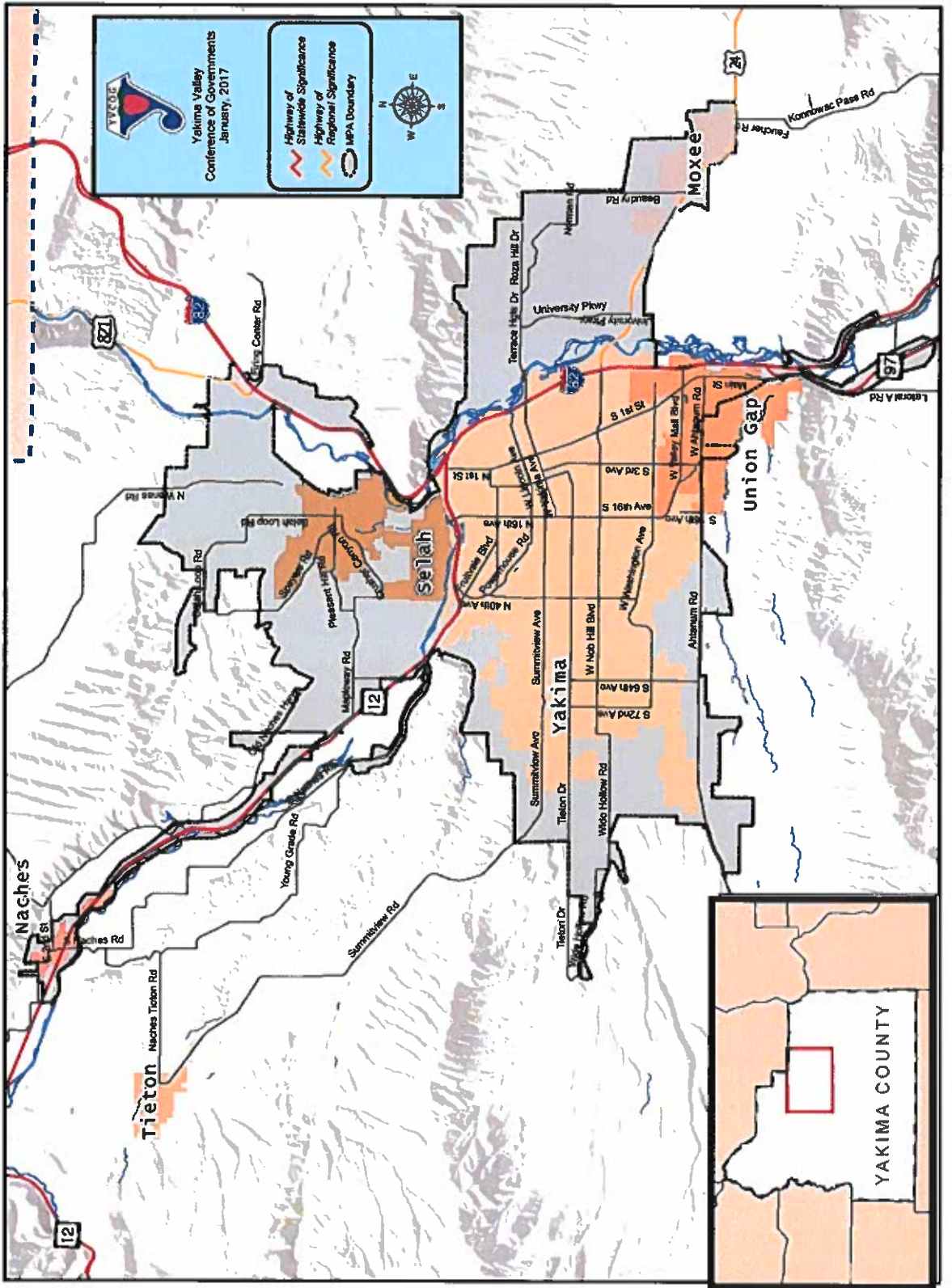
To guide freight investments and improve freight system performance in Washington, WSDOT developed the 2017 Washington State Freight Investment Plan by engaging various freight partners and stakeholders, including MPOs and RTPOs. The Freight Investment Plan identified freight priority projects and described 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.

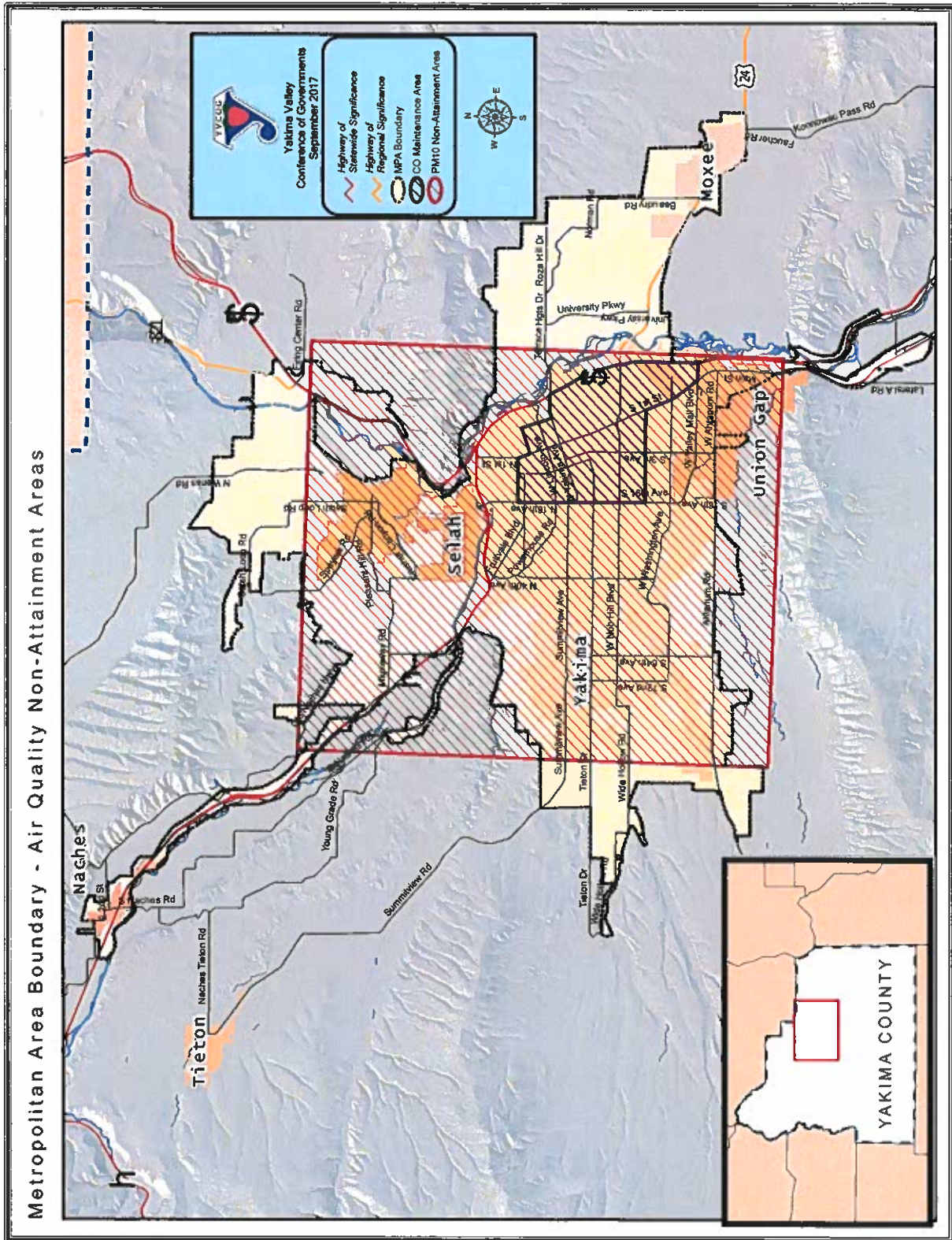
Over the coming years WSDOT and its partners will further align planning and programming with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets.

CONCLUSION

After review and analysis of the Yakima Valley Conference of Governments' M/RTIP amendment for March 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.**

Metropolitan and Regional Transportation Planning Organization Boundary - Planning Area





Appendix B: STIP Report

Space reserved for STIP Reports

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 - February 21, 2020

Selection Criteria (from SEARCH panel - if any)

Agency	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 Submit to WSDOT
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

Fund Code	Description	Funds (To Nearest Dollar)			Total
		Federal	State	Local	
5307	2020 Obligation Costs	2,168,815		2,168,815	4,337,630
	5307 Obligation Totals	2,168,815		2,168,815	4,337,630
NHFP	2020 Obligation Costs	1,000,000		135,000	1,135,000
	NHFP Obligation Totals	1,000,000		135,000	1,135,000
INFRA	2022 Obligation Costs	6,660,000			6,660,000
	INFRA Obligation Totals	6,660,000			6,660,000
	Grand Total All Fund Codes	9,828,815		2,303,815	12,132,630

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 - February 21, 2020

Selection Criteria (from SEARCH panel - if any)

Agency	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	Submit to WSDOT
Title	Approved as of Date
STIP ID	Federal Fund Code
	State Fund Code

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		
5307	ALL	Yakima Transit 2019 FTA 5307 - Operating Assistance 2019 FTA Operating Assistance - Fixed Route				2,168,815		2,168,815	4,337,630	
				Total 5307		2,168,815		2,168,815	4,337,630	
NHFP										
	RW	Union Gap REGIONAL BELTWAY CONNECTOR PHASE 2 - SOUTH UNION GAP Stage 2A: Beltway Phase 1 to Fullbright Park Stage 2B: Fullbright Park to Main Street/US97	4561001	SR-97	REGIONAL BELTWAY PHASE 1:	1,000,000		135,000		1,135,000
		<p>This project will construct a new four lane arterial from the Main Street Intersection with US 97 to Longfibre Road and serve as the east/west freight corridor. Project will be constructed in two stages.</p> <p>Stage 2A will be from Longfibre Road to the north boundary of Fullbright Park and include all roadway work, roundabouts at the intersections, joint bike/pedestrian pathways, and other work to complete the stage.</p> <p>Stage 2B will be from the north boundary of Fullbright Park to the Main Street intersection and include the roadway, a bridge over the BNSF railway, a roundabout at the Main Street intersection, joint bike/pedestrian pathways and other work to complete the stage.</p>								
				Total NHFP		1,000,000		135,000		1,135,000
				2020 - Total All Fund Codes		3,168,815		2,303,815		5,472,630

Financial Feasibility of Federal Aid Projects by Year 2022

Fund Code	Phase	Agency Project Title Project Description	Project No.	Begin Termini	End Termini	Funds (To Nearest Dollar)				Total
						Federal	State	Local		
INFRA	CN	<p>Union Gap REGIONAL BELTWAY CONNECTOR PHASE 2 - SOUTH UNION GAP Stage 2A: Beltway Phase 1 to Fullbright Park Stage 2B: Fullbright Park to Main Street/US97</p> <p>This project will construct a new four lane arterial from the Main Street Intersection with US 97 to Longfibre Road and serve as the east/west freight corridor. Project will be constructed in two stages.</p> <p>Stage 2A will be from Longfibre Road to the north boundary of Fullbright Park and include all roadway work, roundabouts at the intersections, joint bike/pedestrian pathways, and other work to complete the stage.</p> <p>Stage 2B will be from the north boundary of Fullbright Park to the Main Street intersection and include the roadwork, a bridge over the BNSF railway, a roundabout at the Main Street intersection, joint bike/pedestrian pathways and other work to complete the stage.</p>	4561001	SR-97	REGIONAL BELTWAY PHASE 1:	6,660,000				6,660,000
				Total INFRA		6,660,000				6,660,000
					2022 - Total All Fund Codes	6,660,000				6,660,000
					Grand Total for All Years	9,828,815		2,303,815		12,132,630

Appendix C: March 2020 Amendment Resolutions and Checklist

*Space reserved for
March 2020 M/RTIP Amendment Resolutions and Checklist*

Resolution 2020-07

2020-2023 Yakima Valley Metropolitan and Regional Transportation Improvement Program

March 16, 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 March 2020 are:

[City of Union Gap]

REVISION – Regional Beltway Connector Phase 2 – South Union Gap (SR97 to Regional Beltway Phase 1). Project will construct a new four lane arterial from the Main Street Intersection with US 97 to Longfibre Road and serve as the east/west freight corridor; constructed in two stages. Stage 2A (Longfibre Road to the North boundary of Fullbright Park) includes all roadway work, roundabouts at intersections, joint bike/pedestrian pathways, and other work to complete the stage. Stage 2B (North boundary of Fullbright Park to the Main Street intersection) includes roadwork, a bridge over the BNSF railway, a roundabout at the Main Street intersection, joint bike/pedestrian pathways and other work to complete the stage. Stage 2B (estimated cost \$8,765,000) remains unfunded (planned). Stage 2A's PE Phase is funded through [secured] Federal NHFP Funds (\$1,000,000) and local funds (\$135,000), Stage 2A's CN Phase is funded through [secured] Federal INFRA Funds (6,660,000). **Total Project Cost: \$22,220,000.**

[Yakima Transit]

ADDITION – 2019 FTA 5307 (Operating Assistance) – Carryover from FY 2019 TIP. Program funds facilitate Yakima Transit's annual [Fixed Route] Transit services within the boundaries of the city. Program is funded with Federal FFY 2019 [FTA 5307] funds (\$2,168,815) and local funds (\$2,168,815). **Total Program Cost: \$4,337,630**

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 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 PM₁₀ emissions for the 2020-2023 Metropolitan and Regional Transportation Improvement Programs (M/RTIP) modeled scenarios for the amended 2020-2023 MTIP yield far less PM₁₀ 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 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 16th day of March 2020.

James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

Christina Wickenhagen, Executive Director
Yakima Valley Conference of Governments

Resolution 2020-08

2020-2023 Yakima Valley Metropolitan and Regional Transportation Improvement Program
March 16, 2020 AMENDMENT – FINDINGS

A *RESOLUTION* of the Yakima Valley Transportation Policy Board affirming the findings of the February 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 March 2020 are:

[City of Union Gap]

REVISION – Regional Beltway Connector Phase 2 – South Union Gap (SR97 to Regional Beltway Phase 1). Project will construct a new four lane arterial from the Main Street Intersection with US 97 to Longfibre Road and serve as the east/west freight corridor; constructed in two stages. Stage 2A (Longfibre Road to the North boundary of Fullbright Park) includes all roadway work, roundabouts at intersections, joint bike/pedestrian pathways, and other work to complete the stage. Stage 2B (North boundary of Fullbright Park to the Main Street intersection) includes roadwork, a bridge over the BNSF railway, a roundabout at the Main Street intersection, joint bike/pedestrian pathways and other work to complete the stage. Stage 2B (estimated cost \$8,765,000) remains unfunded (planned). Stage 2A's PE Phase is funded through [secured] Federal NHFP Funds (\$1,000,000) and local funds (\$135,000), Stage 2A's CN Phase is funded through [secured] Federal INFRA Funds (6,660,000). **Total Project Cost: \$22,220,000.**

[Yakima Transit]

ADDITION – 2019 FTA 5307 (Operating Assistance) – Carryover from FY 2019 TIP. Program funds facilitate Yakima Transit's annual [Fixed Route] Transit services within the boundaries of the city. Program is funded with Federal FFY 2019 [FTA 5307] funds (\$2,168,815) and local funds (\$2,168,815). **Total Program Cost: \$4,337,630**

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 March 16, 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 March 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).

Adopted by the Yakima Valley Transportation Policy Board this 16th day of March 2020.

James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

Christina Wickenhagen, Executive Director
Yakima Valley Conference of Governments

Date

TIP Amendment Checklist

Yakima Valley Conference of Governments (YVCOG)

2020-2023 Transportation Improvement Program

March 2020

March 16, 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)

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