CY 2019 Metropolitan and Regional Obligation and Closure Report

Prepared by
YAKIMA VALLEY CONFERENCE OF GOVERNMENTS
A Metropolitan and Regional Transportation Planning Organization
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Introduction

The Yakima Valley Metropolitan Planning Organization (MPO):

The Yakima Valley Conference of Governments (YVCOG) is the federally designated Metropolitan Planning Organization (MPO) in Yakima County, Washington. The purpose of the MPO is to “carry out a continuing, cooperative, and comprehensive (3C) multimodal transportation planning process for the Metropolitan Planning Area (MPA) that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution…” (23 USC Section 134)

Lead planning agencies receive dedicated Federal Highway Funds known as Title 23 USC Planning Funds (PL) and transit planning funds known as Title 49 USC Section 53 Planning Funds (5303) to carry out their transportation programs. Reporting requirements for Federal Highway Funds are explained in 23 CFR 420.111. Funding is allocated through the state department of transportation based on a formula as described in 23 CFR 450.308 and is distributed on an annual basis tied to each MPO’s annual Unified Planning Work Program (UPWP).

Agencies participating as members of the MPO include the cities of Moxee, Selah, Union Gap, Yakima, and the Town of Naches; Yakima County; Selah Transit, Union Gap Transit, and Yakima Transit; and the Washington State Department of Transportation (WSDOT).

Regional Transportation Planning Organization (RTPO):

YVCOG is also the state-designated Regional Transportation Planning Organization (RTPO) formed via the interlocal agreement of local governments within Yakima County. One of the purposes of an RTPO is to see that provisions of the Washington State Growth Management Act (RCW 47.80.023), as further defined under Washington Administrative Code (WAC) Section 468.86, are met.

The RTPO performs tasks similar to the MPO, but unlike the MPO, the RTPO includes rural and small urban areas outside of the greater metropolitan area. Often a MPO and a RTPO are combined to make transportation planning a coordinated and comprehensive process, as is the case in the Yakima Valley. Early on, the YVCOG member jurisdictions recognized the need, the desirability, and the regional benefits that result from a collaborative forum for transportation planning and decision-making. One of the duties described in this regulation is the responsibility of RTPO to certify that the transportation elements of comprehensive plans adopted by the counties, cities, and towns within their respective regions conform to the requirements of RCW 36.70A.070. RTPOs also certify that the transportation elements of comprehensive plans adopted by counties, cities and towns within each region are consistent with the regional transportation plans adopted by their organization.

Funding for the RTPO is appropriated directly from the Washington State Department of Transportation and is used to carry out the regional transportation planning program. All products generated as an outcome of the work program shall go directly to the Washington State Department of Transportation. The planning efforts will be carried out by YVCOG staff in accordance with the UPWP.

Agencies participating in the RTPO include those members of the MPO along with the cities and towns of Grandview, Granger, Harrah, Mabton, Sunnyside, Tieton, Toppenish, Wapato, and Zillah.
YVCOG is required by federal and state regulations to develop Transportation Improvement Programs (TIPs) for the region’s Metropolitan and Regional Transportation Planning Organizations (MPO/RTPO) which span a four-year period and are updated annually. The combined M/RTIP functions as a financial plan that identifies prioritized, regionally significant transportation projects and projects using federal funds.

The M/RTIP also aids in the coordination and cooperation of transportation planning in the region. The M/RTIP provides the public, elected officials, state and local staffs, transit providers, tribes, and other interested parties the opportunity to review regional projects for consistency with regional and local plans, goals and policies. The M/RTIP requires approval by the Transportation Policy Board, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Washington State Department of Transportation (WSDOT), and the Washington Governor’s Office.

Approved regional TIPs are then included in the Statewide Transportation Improvement Program (STIP). WSDOT is responsible for the statewide coordination of the STIP. Once local agency projects are programmed, WSDOT manages the local portion of the federal highway funds on a fiscally restrained basis. Following federal approval of the STIP, local jurisdictions may begin obligating federal funds for their projects.

**M/RTIP Development Process**

The YVCOG, on behalf of member jurisdictions and agencies, uses a continuous, comprehensive, and cooperative planning process with jurisdictions and agencies as we develop the M/RTIP.

The YVCOG M/RTIP development schedule is created each year to guide its members in submitting their transportation projects successful into the STIP. The schedule is based on the calendar year.

Review and refinement occurs continuously throughout the process to arrive at a program of improvements that is both consistent with the YVCOG regional transportation plan and provides a show of financial feasibility. Steps in the development of the M/RTIP include:

- Preparation and submission of the local six-year programs to the YVCOG MPO/RTPO, and
- Project review by YVCOG staff ensuring that:
  1. All projects scheduled for federal funding are included in the TIP,
  2. All projects are fiscally constrained by showing for this M/RTIP a four-year implementation schedule and funding source by program,
  3. The 2020-2023 M/RTIP was discussed during the Unified Planning Work Program (UPWP) interagency consultation,
  4. The public and interested parties were afforded a reasonable opportunity to comment on the 2020-2023 M/RTIP,
  5. The 2020-2023 M/RTIP exhibited consistency with YVCOG’s 2016-2040 Regional/Metropolitan Transportation Plan,
  6. The 2020-2023 M/RTIP was fiscally constrained,
  7. Opportunities for developing an intermodal transportation system were provided, and
  8. All projects in the 2020-2023 M/RTIP were consistent with Title VI of the Civil Rights Act.
Project Funding Sources

The 2020-2023 M/RTIP was funded from a variety of federal sources. The sources from which the funds were programmed are listed below. Not all state and local funds have to be programmed in the M/RTIP. However, if these funds are used to match federal dollars described below, or if they are used for projects that require federal approval or other formal federal action, they must be included in the M/RTIP.

The following are descriptions of fund sources- Table 1

<table>
<thead>
<tr>
<th>ARRA</th>
<th>American Recovery &amp; Reinvestment Act</th>
<th>SRTS</th>
<th>Safe Routes to School</th>
</tr>
</thead>
<tbody>
<tr>
<td>BIA</td>
<td>Bureau of Indian Affairs</td>
<td>STBG</td>
<td>Surface Transportation Block Grant (WSDOT only)</td>
</tr>
<tr>
<td>BR</td>
<td>Bridge Replacement or Rehabilitation</td>
<td>STP</td>
<td>Surface Transportation Program</td>
</tr>
<tr>
<td>CDBG</td>
<td>Community Development Block Grant</td>
<td>STP(C)</td>
<td>STP Statewide Competitive Program</td>
</tr>
<tr>
<td>CMAQ</td>
<td>Congestion Mitigation Air Quality</td>
<td>STP(E)</td>
<td>STP Transportation Enhancement</td>
</tr>
<tr>
<td>DEMO</td>
<td>TEA-21 Demonstration or High Priority Projects</td>
<td>STP(R)</td>
<td>STP Rural Regionally Selected</td>
</tr>
<tr>
<td></td>
<td>Discretionary Ferry Boat Discretionary, Public Highway Lands, Scenic Byways, and Other</td>
<td>STP(S)</td>
<td>STP Safety including hazard elimination and railroad crossing improvements</td>
</tr>
<tr>
<td>DOD</td>
<td>Department of Defense</td>
<td>STP(U)</td>
<td>STP Urban Regionally Selected</td>
</tr>
<tr>
<td>HIP</td>
<td>Highway Improvement Program</td>
<td>3037</td>
<td>FTA Job Access/Reverse Commute</td>
</tr>
<tr>
<td>HSP</td>
<td>Highway Safety Improvement Program</td>
<td>5307</td>
<td>FTA Urban Areas</td>
</tr>
<tr>
<td>HES</td>
<td>Hazard Elimination Program</td>
<td>5309</td>
<td>FTA Bus (Bus)</td>
</tr>
<tr>
<td>IC</td>
<td>Interstate Construction</td>
<td>5309</td>
<td>FTA New Starts (NS)</td>
</tr>
<tr>
<td>IM</td>
<td>Interstate Maintenance</td>
<td>5310</td>
<td>FTA Elderly/Disabled Persons</td>
</tr>
<tr>
<td>NHS</td>
<td>National Highway System</td>
<td>5311</td>
<td>FTA Rural Areas</td>
</tr>
<tr>
<td>REV</td>
<td>Rural Economic Vitality (STP funded)</td>
<td>5316</td>
<td>JOB Access and Reserve Commute</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5317</td>
<td>New Freedom</td>
</tr>
</tbody>
</table>

The table covers just a small portion of the available federal funding sources available to the MPO/RTPO members but addresses all the funding sources identified in the obligation table. For a more comprehensive list please visit the WSDOT website at:

Explanation of Table Headers and Obligation Report Table

**Agency** - Name of the agency that is administering the project (signatory to the local agency agreement)

**Project Name** - Title of project.

**STIP ID** - Unique project identifier from the Statewide Transportation Improvement Program.

**Project Number** - The part of the federal aid number that uniquely identifies the project.

**Type of Work** - General description of project intent (i.e. Safety, reconstruction, maintenance, etc.)

**Termini** - Beginning and ending of terminus of project.

**Length** - Length of project (in miles)

**Obligation Date** – Date jurisdiction’s obligation request was approved by FHWA.

**TIP Federal Request Amount** – Amount jurisdiction formal requests of their total authorized funding award. May be, but not required to be total amount. Jurisdiction may obligate partial available funding to complete specific phases or tasks (Preliminary Design, Right of Way, Construction).

**Obligated** - Change in amount of federal funds (Current Federal Minus Previous Federal) within the noted Fund Program and Phase that were obligated (made available to an agency).

**Federal Funding Remaining** – The total federal funds that are obligated within the noted Fund Program and Phase as of the Approved Date

**Phase** - The portion of the project where the obligated/de-obligated funds are being utilized.

   PE=Preliminary Engineering    RW=Right of Way; and    CN=Construction

**Fund Type** - Source of funds that were obligated/de-obligated.

**Deobligated** – Change in amount of federal funds (Current Federal Minus Previous Federal) within the noted Fund Program and Phase that were de-obligated (reduced from an agency’s available funding).

**Approved** - Date the obligation/de-obligation activity was approved by FHWA.

**Closure Date** - Date of the Administrative Review letter, if applicable. If blank, no AR letter had been sent as of the last date of the report.

Notes:

1) The obligation report is only meant to show actual changes in obligation amounts that occur within the report’s timeframe. For the 2019 Obligation Report, the time period is January 1, 2019 through December 31, 2019 and will not necessarily show all funds obligated on a project.

2) A single project can show up multiple times in the same report. This may be due to obligation activity occurring within different phases (PE, RW, CN) on the same date, multiple transactions (either a supplement to the local agency agreement or a final voucher adjustment) occurring within the report timeframe, and/or multiple fund programs on a single project.
Yakima Valley Conference of Governments

**Member Agencies**

- **City of Grandview**
- **City of Granger**
- **Town of Harrah**
- **City of Mabton**
- **City of Moxee**
- **City of Selah**
- **City of Sunnyside**
- **City of Tieton**
- **City of Wapato**
- **City of Union Gap**
- **City of Yakima**
- **Yakima County**

**YVCOG Executive Committee**

- James A. Restucci, Council Member, City of Sunnyside (Chair)
- John Hodkinson, Council Member, City of Union Gap - Area 1 Representative (Vice-Chair)
- Janice Gonzales, Council Member, City of Zillah - Area 2 Representative
- Bill Moore, Council Member, City of Grandview - Area 3 Representative
- Brad Hill, Council Member, City of Yakima
- Norm Childress, Commissioner, Yakima County
- Sherry Raymond, Mayor, City of Selah (Member-At-Large)

**YVCOG Transportation Policy Board**

Same as YVCOG Executive Committee with the addition of:
- Todd Trepanier, Regional Administrator, WSDOT SCR
- Madelyn Carlson, CEO, People for People
- Jon Smith, President/CEO, YCDA New Vision

**Transportation Technical Advisory Committee**

- **City of Grandview**
- **City of Granger**
- **Town of Harrah**
- **City of Mabton**
- **City of Moxee**
- **City of Selah**
- **City of Sunnyside**
- **City of Tieton**
- **City of Toppenish**
- **City of Union Gap**
- **City of Wapato**
- **City of Yakima**
- **Yakima County**
- **WSDOT SCR**
- **Yakima Transit**
- **Yakama Nation**
- **Airport/ McAllister Field**

- Cus Arteaga, City Manager
- Jodie Luke, Public Works Director
- Barbara Harrer, Mayor
- Laura Vazquez, Mayor
- Byron Adams, City Services Administrator
- Jeff Ranger, Town Administrator
- Joe Henne, Public Works Director
- Shane Fisher, Public Works
- Mike Henderson, Public Works Director
- Lance Hoyt, City Manager – **TAC Chair**
- Rocky Wallace, Public Works Superintendent
- Dennis Henne, Public Works Director – **TAC Vice-Chair**
- Jeff Schumacker, Public Works Supervisor
- (Vacant) City Engineer
- Bob Desgroiselle, Sr. Engineer
- Ardele Steele, Planning and Community Development Director
- Matt Pietrusiewicz, County Road Engineer
- Jase Testerman, Sr. Transportation Planner
- Bill Preston, Local Programs Manager
- Alvie Maxey, Transit Manager
- Al Pinkham, Planning Engineer
- Robert Patterson, (City of Yakima) Airport Director

*MPO Jurisdiction

**SFY 2018 YVCOG MPO/RTPO Staff**

- Christina Wickenhagen, Executive Director, Yakima Valley Conference of Governments (YVCOG)
- Alan Adolf, Transportation Program Manager
- Mike Shuttleworth, CTR/CMAQ Program Coordinator & Planning Program Manager
### Table 1: WSDOT MPO Region Obligations in 2019

<table>
<thead>
<tr>
<th>Agency</th>
<th>Project</th>
<th>STIP ID</th>
<th>Federal Project Number</th>
<th>Type of Work</th>
<th>Termini</th>
<th>Length (Miles)</th>
<th>Obligation Date</th>
<th>TIP Federal Request Amount</th>
<th>Obligated</th>
<th>Federal Funding Remaining</th>
<th>Phase</th>
<th>Fund Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Naches</td>
<td>Naches Trail Link &amp; Lighting</td>
<td>WA-09990</td>
<td>0835(004)</td>
<td>Trail Enhancement</td>
<td>Naches Ave to Shafer Ave</td>
<td>0.25</td>
<td>27-Mar-19</td>
<td>$230,642.00</td>
<td>$230,642.00</td>
<td>$0.00</td>
<td>CN</td>
<td>TAP</td>
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<tr>
<td>Selah</td>
<td>Valleyview Ave / S.Third St./Southern Ave</td>
<td>WA-00192</td>
<td>4709(001)</td>
<td>Road Reconstruction</td>
<td>Valleyview/1st Street to Southern Ave/1st Street</td>
<td>0.65</td>
<td>14-May-19</td>
<td>$30,967.00</td>
<td>$30,967.00</td>
<td>$0.00</td>
<td>PE</td>
<td>HIP</td>
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<tr>
<td>Selah</td>
<td>East Goodlander Road</td>
<td>WA-00185</td>
<td>4710(001)</td>
<td>Road Reconstruction</td>
<td>North First Street to North Wenas Road</td>
<td>0.40</td>
<td>15-Apr-19</td>
<td>$25,950.00</td>
<td>$25,950.00</td>
<td>$0.00</td>
<td>PE</td>
<td>HIP</td>
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<tr>
<td>Selah</td>
<td>East Goodlander Road</td>
<td>WA-00185</td>
<td>4710(001)</td>
<td>Road Reconstruction</td>
<td>North First Street to North Wenas Road</td>
<td>0.40</td>
<td>18-Jun-19</td>
<td>$1,146,817.00</td>
<td>$1,146,817.00</td>
<td>$0.00</td>
<td>CN</td>
<td>STP-U</td>
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<tr>
<td>Union Gap</td>
<td>Alhmanum Rd Resurfacing</td>
<td>UG21</td>
<td>4550(005)</td>
<td>Road Maintenance / Repaving</td>
<td>Goodman Road to S. 16th Ave (vic.)</td>
<td>1.17</td>
<td>14-May-19</td>
<td>$23,442.00</td>
<td>$23,442.00</td>
<td>$0.00</td>
<td>PE</td>
<td>HIP</td>
</tr>
<tr>
<td>Union Gap</td>
<td>Main Street Reconstruction Phase 1</td>
<td>UG07</td>
<td>4579(012)</td>
<td>Road Reconstruction</td>
<td>2nd Street to West Franklin Street</td>
<td>0.40</td>
<td>18-Apr-19</td>
<td>$67,556.00</td>
<td>$67,556.00</td>
<td>$0.00</td>
<td>RW</td>
<td>STP-U</td>
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<tr>
<td>Union Gap</td>
<td>Main Street Reconstruction Phase 1</td>
<td>UG07</td>
<td>4579(012)</td>
<td>Road Reconstruction</td>
<td>2nd Street to West Franklin Street</td>
<td>0.40</td>
<td>06-Feb-19</td>
<td>$48,613.00</td>
<td>$48,613.00</td>
<td>$0.00</td>
<td>PE</td>
<td>HIP</td>
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<tr>
<td>Union Gap</td>
<td>Regional Beltway Phase 2</td>
<td>UG03</td>
<td>4561(001)</td>
<td>New Road Construction</td>
<td>Longfibre Road to Main Street</td>
<td>1.75</td>
<td>11-Sep-19</td>
<td>$1,990,000.00</td>
<td>$990,000.00</td>
<td>$1,000,000.00</td>
<td>PE</td>
<td>NHFP</td>
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<tr>
<td>SCR (SCR)</td>
<td>SCR Region-Wide - Mitigate Redirectional Landforms and Upgrade Median Cable Barrier</td>
<td>WA-508209V</td>
<td>9999(629)</td>
<td>Roadway Safety</td>
<td>Varies</td>
<td>N/A</td>
<td>26-Apr-2019 &amp; 3-Jul-2019</td>
<td>$71,788.00</td>
<td>$71,788.00</td>
<td>$0.00</td>
<td>CN</td>
<td>HSIP</td>
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<td>SCR (SCR)</td>
<td>US 12 et al / 2020 SCR Region-Wide Chip Seal</td>
<td>WA-522501E</td>
<td>9999(833)</td>
<td>Road Maintenance</td>
<td>Varies</td>
<td>N/A</td>
<td>26-Feb-2019</td>
<td>$24,966.00</td>
<td>$24,966.00</td>
<td>$0.00</td>
<td>PE</td>
<td>STP Flex</td>
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<td>SCR (SCR)</td>
<td>US 12 et al / 2020 SCR Region-Wide Chip Seal &amp; Pavement Preservation</td>
<td>WA-509705S</td>
<td>9999(849)</td>
<td>Road Maintenance</td>
<td>Varies</td>
<td>N/A</td>
<td>26-12-2019</td>
<td>$277,058.00</td>
<td>$277,058.00</td>
<td>$0.00</td>
<td>CN</td>
<td>HIP</td>
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### Table 2: WSDOT MPO Region Closures & Deobligations in 2019

<table>
<thead>
<tr>
<th>Agency</th>
<th>Project</th>
<th>STIP ID</th>
<th>Project Number</th>
<th>Type of Work</th>
<th>Termini</th>
<th>Length (Miles)</th>
<th>Obligation Date</th>
<th>Deobligated</th>
<th>Phase</th>
<th>Fund Type</th>
<th>Closure Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moxee</td>
<td>Morrier Lane/SR24 Intersection &amp; Improvements</td>
<td>WA-01518</td>
<td>9939(023)</td>
<td>New Intersection Improvements</td>
<td>SR 24 &amp; Morrier Lane Intersection (Vic.)</td>
<td>0.70</td>
<td>N/A</td>
<td>$342,497.85</td>
<td>PE</td>
<td>STP [R]</td>
<td>6/13/2019</td>
</tr>
<tr>
<td>Moxee</td>
<td>Morrier Lane/SR24 Intersection &amp; Improvements</td>
<td>WA-01518</td>
<td>9939(023)</td>
<td>New Intersection Improvements</td>
<td>SR 24 &amp; Morrier Lane Intersection (Vic.)</td>
<td>0.70</td>
<td>N/A</td>
<td>$1,069,774.06</td>
<td>RW</td>
<td>STP [R]</td>
<td>6/13/2019</td>
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<tr>
<td>Moxee</td>
<td>Morrier Lane/SR24 Intersection &amp; Improvements</td>
<td>WA-01518</td>
<td>9939(023)</td>
<td>New Intersection Improvements</td>
<td>SR 24 &amp; Morrier Lane Intersection (Vic.)</td>
<td>0.70</td>
<td>N/A</td>
<td>$3,162,968.14</td>
<td>CN</td>
<td>STP [R]</td>
<td>6/13/2019</td>
</tr>
<tr>
<td>SCR (SCR)</td>
<td>US 12 / Naches to Yakima Corridor Intersection Safety</td>
<td>WA-501214L</td>
<td>0012(213)</td>
<td>Intersection Improvements and Safety</td>
<td>US 12 - City of Naches to City of Yakima (Vic.)</td>
<td>N/A</td>
<td>N/A</td>
<td>$(155,772.88)</td>
<td>PE</td>
<td>NHS</td>
<td>1/11/2019</td>
</tr>
<tr>
<td>SCR (SCR)</td>
<td>SR 82 / South Union Gap Interchange</td>
<td>WA-508201S</td>
<td>0822(124)</td>
<td>Roadway Construction</td>
<td>SR 82 (Exit 38 Vicinity)</td>
<td>N/A</td>
<td>N/A</td>
<td>$(1,746.80)</td>
<td>PE</td>
<td>HP &amp; Discretionary</td>
<td>1/8/2019</td>
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