

January 2021 AMENDMENT

To the

**YAKIMA VALLEY 2021 - 2024
METROPOLITAN AND REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM**

Prepared by

The Yakima Valley Conference of Governments

On Behalf of

City of Toppenish

City of Union Gap

City of Yakima (Transit)

Yakima County

Policy Board approval on
January 20, 2021

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Yakima Valley Conference of Governments

<u>Member Agencies</u>		
<u>City of Grandview</u>	<u>Town of Naches *</u>	<u>City of Union Gap *</u>
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

<u>YVCOG Executive Committee</u>	
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
Ron Anderson	Commissioner, Yakima County
Sherry Raymond	Member at Large, Mayor, City of Selah

<u>YVCOG Transportation Policy Board</u> (Same as Executive Committee with the additional of:)	
Todd Trepanier	Regional Administrator, WSDOT – South Central Region
Madelyn Carlson	CEO, People for People Community Services
Jonathan Smith	CEO, Yakima County Development Association / New Vision

<u>MPO / RTPO Technical Advisory Committee</u>	
City of Grandview	Cus Arteaga, City Administrator & Public Works Director
City of Granger	Jodie Luke, 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 Director
City of Tieton	Frank Brewer, Public Works Director
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, Public Works Director
City of Yakima *	Bill Preston, City Engineer Bob Desgrosellier, Senior Engineer
City of Zillah	Ardele Steele, Planning & Community Development Director
Yakima County *	Matt Pietrusiewicz, County Road Engineer Jase Testerman, Senior Transportation Planner
WSDOT – SCR *	Randy Giles, Regional Planning Engineer (Highways & Local Programs) Paul Gonseth, Regional Planning Manager
Yakima Transit *	Alvie Maxey, Transit Manager
Yakama Nation	Al Pinkham, Planning Engineer
Yakima Airport / McAllister Field *	Robert Peterson, Airport Manager

[*] – MPO Jurisdiction

**Yakima Valley Conference of Governments
 A Metropolitan Planning Organization**

**2021 - 2024
 Metropolitan and Regional Transportation Improvement Program
 January 2021 Amendment**

FINDINGS

TIME FRAME

The Yakima Valley Conference of Governments’ (YVCOG) Metropolitan and Regional Transportation Improvement Program (M/RTIP) amendment for January 2021 includes years 2021 through 2024.

METROPOLITAN AND REGIONAL PROJECTS

The January 2021 Amendment of the 2021 - 2024 M/RTIP include:

Toppenish	Train Depot Roof Rehabilitation
REVISION	Project removes and replaces the depot roof to preserve and rehabilitate the historic train depot. PE phase (\$57,100 in Federal Transportation Alternatives funds) were previously obligated and removed from 2021 STIP. Construction phase (\$297,900 in Federal TA funds) to begin in 2021.
Total Project Cost:	
\$ 355,000.00	

Yakima County	East-West Corridor – I-82 Turn backs Limits to End of N. Keys Road
ADDITION	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. PE phase (Secured): \$3,000,000 in Local funds. RW phase (Secured): \$2,000,000 in Local Funds. CN phase (Secured): \$1,350,000 in State (Other) Funds, \$1,500,000 in State (TIB) Funds, \$50,053,000 in State (CWA) Funds and \$3,950,000 in Local Funds.
Total Project Cost:	
\$ 61,853,000.00	

Yakima County	Ahtanum Road – S. 26th Ave. (vic.) to S. 52nd Ave. (vic.)
ADDITION	Reconstruct existing two-lane rural roadway to 3 lanes w/ curbs, gutters, and multi-purpose pedestrian/bicycle facilities. CN phase (Secured): \$2,200,000 in State (TIB) funds and \$3,300,000 in Local Funds
Total Project Cost:	
\$ 6,375,000.00	

City of Union Gap	Regional Beltway Connector Phase 2 – South Union Gap Interchange to Longfiber Road (Stages 2A & 2B)
ADDITION	Stage 2A will be from Longfiber Road to the north boundary of Fulbright Park and include all roadway work, roundabouts at the intersections, joint bike/pedestrian pathways, and other work to complete the stage. Stage 2A RW phase (Secured): \$1,000,000 in Federal HNFP funds and \$410,000 in Local funds. Stage 2A CN phase (Secured): \$6,600,000 in Federal INFRA funding. Total State 2A Cost: \$8,010,000. Stage 2B CN phase projected in 2025.
Total Project Cost:	
\$ 22,220,000.00	

Yakima Transit	Annual Carryover 5339 Funding – Bus and Bus Facilities
ADDITION	Bus and facility equipment and upgrades for Yakima Transits fixed route services. Project (Secured): \$260,000 in Federal 5339 (FTA) funds and \$65,000 in local funds.
Total Project Cost:	
\$ 325,000.00	

Yakima Transit	Fixed Route Bus Improvement
ADDITION	Purchase of 19 Thermo King engine heaters and 19 Solar Panels for battery charging for Fixed route buses in our fleet. Project (Secured): \$89,760 in Federal 5339 (FTA) funds and \$22,420 in Local funds.
Total Project Cost:	
\$ 112,180.00	

Yakima Transit	FY 2020 FTA 5307 – Operating Assistance
ADDITION	2020 FTA Operating Assistance funding for Yakima Transit’s fixed route bus service. Program (Secured): \$2,213,697 in Federal 5307 (FTA) funds and \$2,213,697 in Local funds.
Total Project Cost:	
\$ 4,427,394.00	

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 Yakima MPA Region in January 2021 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 2021 - 2024 M/RTIP indicates the TIP can be implemented and the funds programmed do not exceed estimated revenues.

WSDOT will review the January 2021 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 2021 -2024 M/RTIP Summary - Secured Funding Projects					
	Projects	Federal Funds	State Funds	Local Funds	Total Funds
MPO/RTPO	42	\$69,432,579	\$82,891,120	\$3,586,701	\$155,910,400
MPO/RTPO January Amendments	6	\$2,506,357	\$62,703,000	\$6,011,117	\$80,058,294
January Administrative Modifications	n/a	\$0	\$0	\$0	\$0
Total Projects	48	\$71,938,936	\$145,594,120	\$9,597,818	\$235,968,694

COOPERATION

YVCOG developed the January 2021 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 2021 - 2024 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. Since April 2020, due to the Governor of Washington's "Shelter-At-Home" decree and resulting closure of public libraries and offices statewide, printed copies of the March 2021 Amendment document will not be available.

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 2021 - 2024 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 2021 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 2021 - 2024 M/RTIP is in Appendix E of the M/RTP.

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY

The project included in the January 2021 amendment is consistent with the goals of the *Yakima Valley Metropolitan and Regional Transportation Plan 2020-2045* 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.

Public Transportation Agency Safety Plan (PTASP)

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 C.F.R. Part 673, requires covered public transportation providers and State Departments of Transportation (DOT) to establish safety performance targets (SPTs) to address the safety performance measures (SPMs) identified in the National Public Transportation Safety Plan (49 C.F.R. § 673.11(a)(3)).

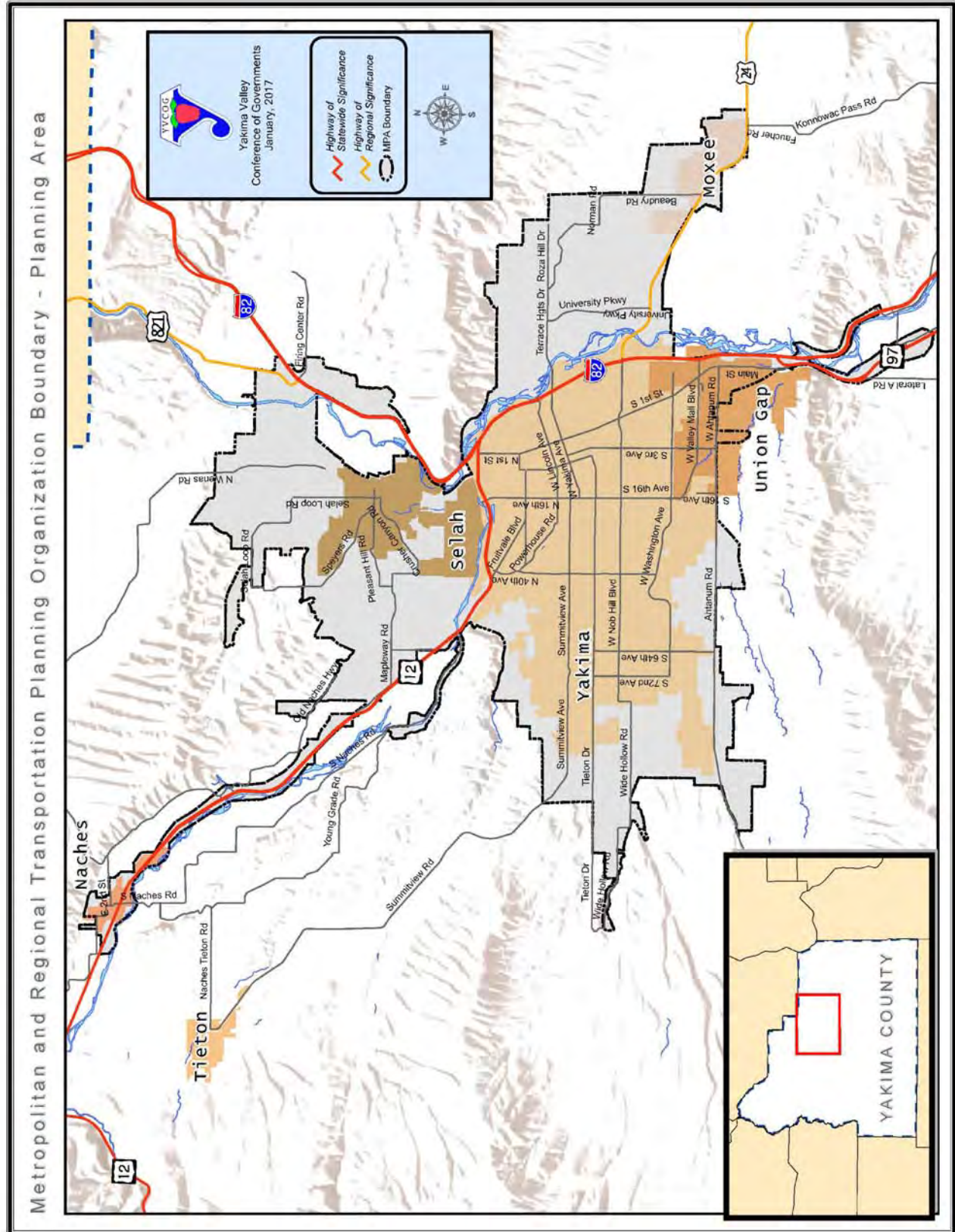
A safety performance target is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities to be achieved within a set time period (§ 673.5). A safety performance measure is a quantifiable indicator of performance or condition that is used to establish targets related to safety management activities, and to assess progress toward meeting the established targets (§ 673.5). Transit providers may choose to establish additional targets for the purpose of safety performance monitoring and measurement.

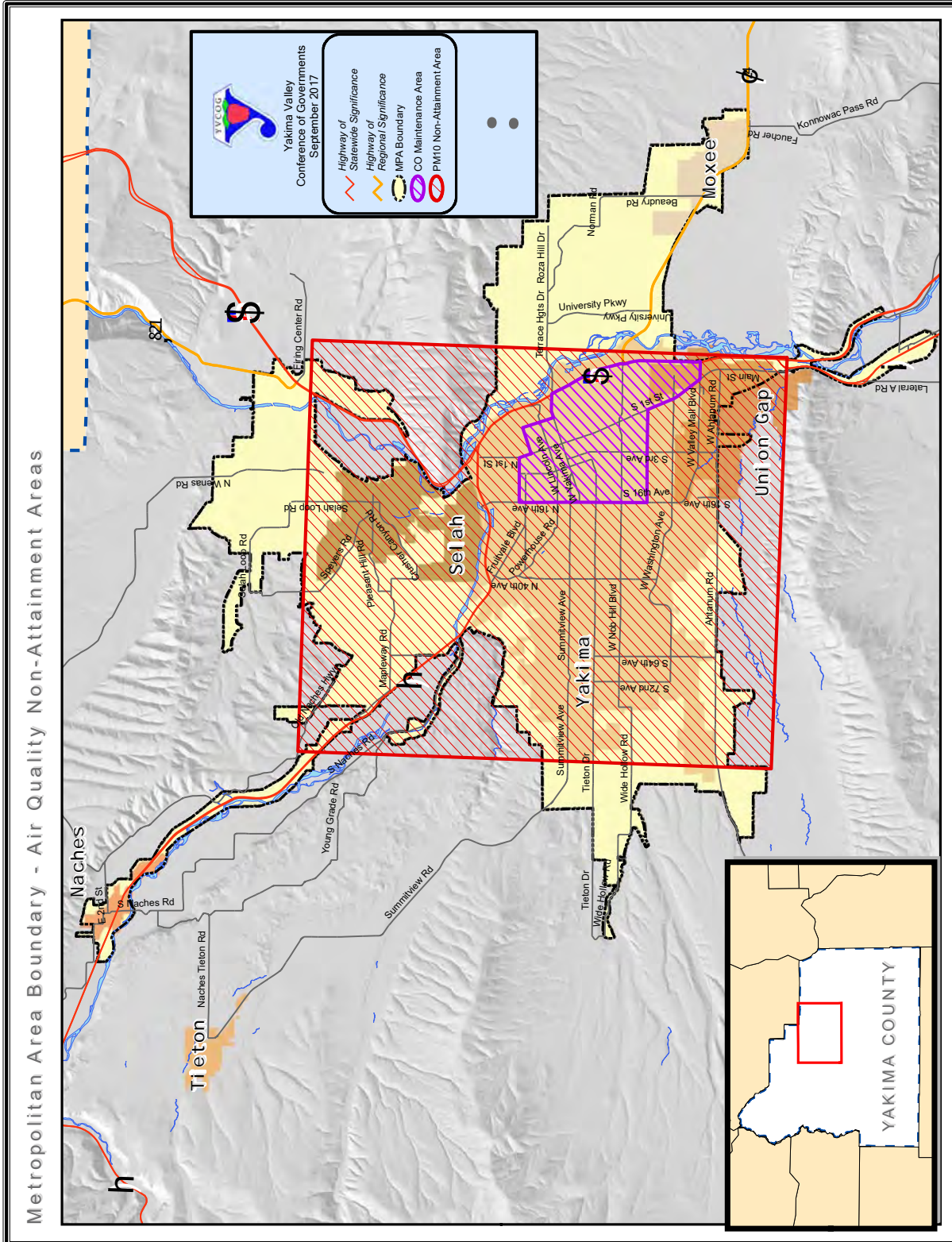
This guide provides information to help transit providers develop SPTs based on the SPMs in FTA’s National Public Transportation Safety Plan (NSP).

In September 2020, the Yakima City Council adopted the Yakima Transit Safety Plan and approved a revision of the plan in November 2020.

CONCLUSION

After review and analysis of the Yakima Valley Conference of Governments’ M/RTIP amendment for January 2021, and as set forth in the above findings, the Yakima Valley Conference of Governments finds the January 2021 amendment to the Greater Yakima Area 2021 - 2024 M/RTIP in compliance with the requirements of **Sec. 134, Title 23 U.S.C.**





Appendix B: January 2021 Amendment Resolutions

Resolution 2021-01

2021-2024 Yakima Valley Metropolitan and Regional Transportation Improvement Program

January 20, 2021 AMENDMENT – DETERMINATION OF AIR QUALITY CONFORMITY

A *RESOLUTION* of the Yakima Valley Transportation Policy Board affirming the conformity of the 2021-2024 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 2021-2024 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 2020-2045 Yakima Valley Metropolitan & Regional Transportation Plan, hereafter referred to as the MTP, was adopted by the Yakima Valley Transportation Policy Board on March 16, 2020 and provides the long-range transportation plan guiding the development of transportation improvements for the metropolitan and rural areas of the Yakima Valley region; and

WHEREAS, it is necessary to amend the 2021-2024 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 2021 - 2024 M/RTIP for January 2021 are:

Toppenish	Train Depot Roof Rehabilitation
REVISION	Project removes and replaces the depot roof to preserve and rehabilitate the historic train depot. PE phase (\$57,100 in Federal Transportation Alternatives funds) were previously obligated and removed from 2021 STIP. Construction phase (\$297,900 in Federal TA funds) to begin in 2021.
Total Project Cost:	
\$ 355,000.00	

Yakima County	East-West Corridor – I-82 Turn backs Limits to End of N. Keys Road
ADDITION	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. PE phase (Secured): \$3,000,000 in Local funds. RW phase (Secured): \$2,000,000 in Local Funds. CN phase (Secured): \$1,350,000 in State (Other) Funds, \$1,500,000 in State (TIB) Funds, \$50,053,000 in State (CWA) Funds and \$3,950,000 in Local Funds.
Total Project Cost:	
\$ 61,853,000.00	

Yakima County	Ahtanum Road – S. 26 th Ave. (vic.) to S. 52 nd Ave. (vic.)
ADDITION	Reconstruct existing two-lane rural roadway to 3 lanes w/ curbs, gutters, and multi-purpose

	pedestrian/bicycle facilities. CN phase (Secured): \$2,200,000 in State (TIB) funds and \$3,300,000 in Local Funds
Total Project Cost:	
\$ 6,375,000.00	

City of Union Gap	Regional Beltway Connector Phase 2 – South Union Gap Interchange to Longfiber Road (Stages 2A & 2B)
ADDITION	Stage 2A will be from Longfiber Road to the north boundary of Fulbright Park and include all roadway work, roundabouts at the intersections, joint bike/pedestrian pathways, and other work to complete the stage. Stage 2A RW phase (Secured): \$1,000,000 in Federal HNFP funds and \$410,000 in Local funds. Stage 2A CN phase (Secured): \$6,600,000 in Federal INFRA funding. Total State 2A Cost: \$8,010,000. Stage 2B CN phase projected in 2025.
Total Project Cost:	
\$ 22,220,000.00	

Yakima Transit	Annual Carryover 5339 Funding – Bus and Bus Facilities
ADDITION	Bus and facility equipment and upgrades for Yakima Transits fixed route services. Project (Secured): \$260,000 in Federal 5339 (FTA) funds and \$65,000 in local funds.
Total Project Cost:	
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Yakima Transit	{Project Name}
ADDITION	Purchase of 19 Thermo King engine heaters and 19 Solar Panels for battery charging for Fixed route buses in our fleet. Project (Secured): \$89,760 in Federal 5339 (FTA) funds and \$22,420 in Local funds.
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Yakima Transit	FY 2020 FTA 5307 – Operating Assistance
ADDITION	2020 FTA Operating Assistance funding for Yakima Transit’s fixed route bus service. Program (Secured): \$2,213,697 in Federal 5307 (FTA) funds and \$2,213,697 in Local funds.
Total Project Cost:	
\$ 4,427,394.00	

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 2020-2045 MTP and any amendments to the 2021-2024 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 2021-2024 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 2021-2024 M/RTIP has assessed PM₁₀ mobile source emissions in full compliance with current federal statutes and regulations; and,

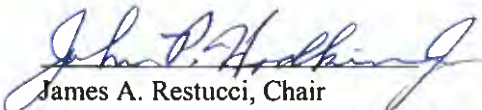
WHEREAS, in preparing the assessment for this amendment, YVCOG used the most recent estimates of existing and future population, employment, travel demand characteristics, system capacities on the modeled transportation system, as well as mobile source emission factors provided by the Washington State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

WHEREAS, this Determination of Conformity demonstrates the following regarding the amended 2021-2024 M/RTIP:

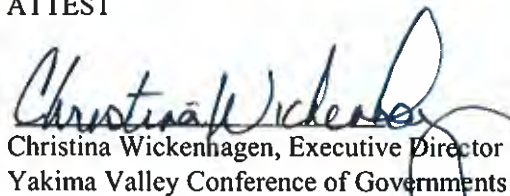
1. The addition of this project into the 2021-2024 M/RTIP is neutral to the reduction of particulate matter (PM₁₀) in the Yakima Valley PM₁₀ Maintenance Area; and,
2. The 2021-2024 M/RTIP need not implement transportation control measures for PM₁₀ as none are currently identified in the approved 2004 Limited Maintenance Plan for Yakima Valley; and,
3. The 2021-2024 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 2021-2023 Metropolitan and Regional Transportation Improvement Programs (M/RTIP) modeled scenarios for the amended 2021-2024 MTIP yield far less PM₁₀ than the 1994 budget of 927 tons, declares that the 2021-2024 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 20th day of January 2021.


James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST


Christina Wickenhagen, Executive Director
Yakima Valley Conference of Governments

Resolution 2021-02

2021-2024 Yakima Valley Metropolitan and Regional Transportation Improvement Program
January 20, 2021 AMENDMENT – FINDINGS

A *RESOLUTION* of the Yakima Valley Transportation Policy Board affirming the findings of the January 2021 Amendment to the 2021-2024 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 2021-2024 M/RTIP –

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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 2021-2024 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 2021-2024 MTIP, formally adopted on January 20, 2021:

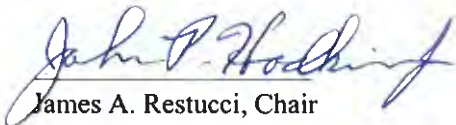
1. Finds the amended projects contained in this formal amendment to the 2021-2024 M/RTIP to be a realistic program of projects to be implemented by local jurisdictions as secured: and,

2. Finds the projects contained in the 2021-2024 M/RTIP to be consistent with regional goals, objectives, and policies: and,
3. Finds that the projects listed in this formal amendment to the 2021-2024 M/RTIP be financially feasible and,
4. Based on these findings, approves the projects submitted by Yakima Transit to be amended into the 2021-2024 M/RTIP and STIP as Secured.

NOW, THEREFORE, BE IT RESOLVED, that the Yakima Valley Transportation Policy Board adopts the January 2021 amendment to the 2021-2024 Metropolitan and Regional Transportation Improvement Program; and,

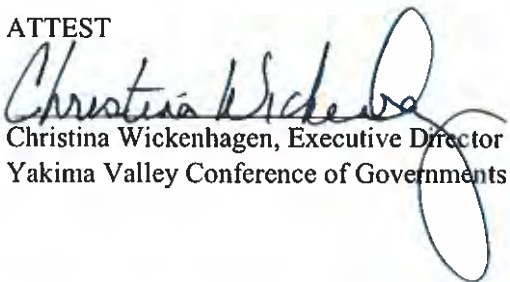
BE IT FURTHER RESOLVED that the amended projects listed in this resolution be added to the 2021-2024 Metropolitan and Regional Transportation Improvement Program and transmitted to the appropriate state and federal agencies for review, approval, and inclusion in the 2021-2024 State Transportation Improvement Program (STIP).

Adopted by the Yakima Valley Transportation Policy Board this 20th day of January 2021.



James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST



Christina Wickenhagen, Executive Director
Yakima Valley Conference of Governments

Appendix C: STIP Reports & Checklist

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

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

totals for years 2021 thru 2024

Report Date - December 28, 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)			
		Federal	State	Local	Total
5307					
	2021 Obligation Costs	2,213,697		2,213,697	4,427,394
	5307 Obligation Totals	2,213,697		2,213,697	4,427,394
5339					
	2021 Obligation Costs	349,760		87,420	437,180
	5339 Obligation Totals	349,760		87,420	437,180
NHFP					
	2021 Obligation Costs	1,000,000		410,000	1,410,000
	NHFP Obligation Totals	1,000,000		410,000	1,410,000
State/Local					
	2021 Obligation Costs		10,849,000	11,300,000	22,149,000
	2023 Obligation Costs		26,989,000		26,989,000
	State/Local Obligation Totals		37,838,000	11,300,000	49,138,000
INFRA					
	2022 Obligation Costs	6,660,000			6,660,000
	INFRA Obligation Totals	6,660,000			6,660,000
	Grand Total All Fund Codes	10,223,457	37,838,000	14,011,117	62,072,574

Financial Feasibility of Federal Aid Projects by Year

Washington State S. T. I. P.

2021 to 2024

(Project Funds to Nearest Dollar)

totals for years 2021 thru 2024

Report Date - December 28, 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 of Federal Aid Projects by Year 2021

Fund Code	Phase	Agency Project Title Project Description	Project No.	Begin Termini	End Termini	Funds (To Nearest Dollar)			Total
						Federal	State	Local	
State/Local									
	RW	Yakima Co. East-West Corridor -- I-82 Turnbacks Limits to End of N. Keys Rd. Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. Multi year project spanning through the 2025-27 fiscal biennium		I-82 Turnback Limits	End of N. Keys Rd.			2,000,000	2,000,000
	CN	Yakima Co. East-West Corridor -- I-82 Turnbacks Limits to End of N. Keys Rd. Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. Multi year project spanning through the 2025-27 fiscal biennium		I-82 Turnback Limits	End of N. Keys Rd.		1,350,000		1,350,000
	CN	Yakima Co. East-West Corridor -- I-82 Turnbacks Limits to End of N. Keys Rd. Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. Multi year project spanning through the 2025-27 fiscal biennium		I-82 Turnback Limits	End of N. Keys Rd.		1,500,000	3,000,000	4,500,000
	CN	Yakima Co. East-West Corridor -- I-82 Turnbacks Limits to End of N. Keys Rd. Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. Multi year project spanning through the 2025-27 fiscal biennium		I-82 Turnback Limits	End of N. Keys Rd.		5,799,000		5,799,000

Financial Feasibility of Federal Aid Projects by Year 2021

Fund Code	Phase	Agency Project Title Project Description	Project No.	Begin Termini	End Termini	Funds (To Nearest Dollar)			Total
						Federal	State	Local	
State/Local									
	PE	Yakima Co. East-West Corridor -- I-82 Turnbacks Limits to End of N. Keys Rd. Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. Multi year project spanning through the 2025-27 fiscal biennium		I-82 Turnback Limits	End of N. Keys Rd.			3,000,000	3,000,000
	CN	Yakima Co. Ahtanum Road -- S. 26th Ave (vic.) to S. 52nd Ave. (vic.) Reconstruct existing two lane rural roadway to 3 lanes w/ curbs, gutters, and multi-purpose ped./bicycle facilities.		3.42	5.04		2,200,000	3,300,000	5,500,000
				Total State/Local			10,849,000	11,300,000	22,149,000
5307									
	ALL	Yakima Transit 2020 FTA 5307 - Operating Assistance 2020 FTA Operating Assistance - Fixed Route		N/A		2,213,697		2,213,697	4,427,394
				Total 5307		2,213,697		2,213,697	4,427,394

Financial Feasibility of Federal Aid Projects by Year 2021

Fund Code	Phase	Agency				Funds (To Nearest Dollar)			
		Project Title Project Description	Project No.	Begin Termini	End Termini	Federal	State	Local	Total
NHFP									
	RW	Union Gap REGIONAL BELTWAY CONNECTOR PHASE 2 - SOUTH UNION GAP Stage 2A: Longfibre Road to Fullbright Park Stage 2B: Fullbright Park to Main Street/US97 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. 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. 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.	4561001	Main St I/S/US 97	Longfibre Rd	1,000,000		410,000	1,410,000
				Total NHFP		1,000,000		410,000	1,410,000
5339									
	ALL	Yakima Transit Annual Carryover 5339 funding-bus and bus facilities Bus and facility equipment and upgrades for Yakima Transits fixed route services				260,000		65,000	325,000

Financial Feasibility of Federal Aid Projects by Year 2021

Fund Code	Phase	Agency Project Title Project Description	Project No.	Begin Termini	End Termini	Funds (To Nearest Dollar)			Total
						Federal	State	Local	
5339	ALL	Yakima Transit Fixed Route Bus Improvements Purchase of 19 Thermo King engine heaters and 19 Solar Panels for battery charging for Fixed route buses in our fleet.		N/A	N/A	89,760		22,420	112,180
				Total 5339		349,760		87,420	437,180
				2021 - Total All Fund Codes		3,563,457	10,849,000	14,011,117	28,423,574

Financial Feasibility of Federal Aid Projects by Year 2022

Fund Code	Phase	Agency				Funds (To Nearest Dollar)			Total
		Project Title Project Description	Project No.	Begin Termini	End Termini	Federal	State	Local	
INFRA									
	CN	Union Gap REGIONAL BELTWAY CONNECTOR PHASE 2 - SOUTH UNION GAP Stage 2A: Longfibre Road to Fullbright Park Stage 2B: Fullbright Park to Main Street/US97 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. 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. 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.	4561001	Main St I/S/US 97	Longfibre Rd	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

Financial Feasibility of Federal Aid Projects by Year 2023

Fund Code	Phase	Agency	Project No.	Begin Termini	End Termini	Funds (To Nearest Dollar)			Total
		Project Title Project Description				Federal	State	Local	
State/Local									
	CN	Yakima Co. East-West Corridor -- I-82 Turnbacks Limits to End of N. Keys Rd. Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. Multi year project spanning through the 2025-27 fiscal biennium		I-82 Turnback Limits	End of N. Keys Rd.		26,989,000		26,989,000
				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		10,223,457	37,838,000	14,011,117	62,072,574

Date

TIP Amendment Checklist

January 2021 TIP Amendment

2021-2024 Transportation Improvement Program

January 2021

Jan 20, 2021

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 Jan 20, 2021

Reviewed By:

WSDOT Signature

Title

Date