April 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 Mabton,

City of Moxee,

City of Yakima

&

Yakima Valley Conference of Governments

Policy Board approval on
April 19, 2021

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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 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

YVCOG Transportation Policy Board (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

MPO / RTPO Technical Advisory Committee	
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)
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
April 2021 Amendment

FINDINGS

TIME FRAME

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

METROPOLITAN AND REGIONAL PROJECTS

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

City of Mabton	**Main Street Reconstruction**	
Addition	Reconstruct existing roadway and sidewalk, realigning intersection at Washington Avenue and Main Street. Add median and illumination, revise storm drainage collection and install pedestrian crossing and intersection improvement at intersection of Main street and SR 22. Project's PE Phase revised from "Planned" to "Secured" with addition of $65,898 in Federal [HIP] funds and $10,285 in local funds. Total Project Cost: $2,380,583	
	Total Project Cost:	**$2,380,583**

City of Moxee	**SR 24 Pathway Extension**	
Correction	Project will develop a multi-use pathway construction and safety fencing. PE and RW funding levels corrected to match original award levels. PE Phase increased from $129,400 to $152,000 in Federal [TAP-US] funds. RW Phase decreased from $141,300 to $128,000 for a PE/RW total of $280,000. Amendment corrects awarded funding levels. CN Phase remains unfunded.	
	Total Project Cost:	**$1,287,400**

City of Yakima	**E Nob Hill Blvd & Fair Avenue Intersection Improvements**	
Revision	Project widens Nob Hill Boulevard through the intersection, construct left turn lane, curb, gutter, sidewalk, street lighting and drainage. Upgrade signal, including mast arm structures. Project's PE Phase revised to include $43,250 in (Secured) Federal [STP-US] funds and $6,750 in local funds. Project's RW Phase revised to include $200,581 in (Secured) [STP-US] funds. Total awarded STP-US funds totaling $1,460,158 are "reasonably expected" for FFY 2024.	
	Total Project Cost:	**$1,656,739**

YVCOG	2022 UPWP Planning Program	
Revision	Supports local transportation planning tasks outlined in YVCOG's UPWP during the 2022 UPWP year, including the regional traffic count, modeling, and acquisition and archiving programs. Federal STP(US) (Secured) funds increased from $299,567 to $423,382 and local (secured) funds increased from $46,753 to $57,170,	
	Total Project Cost:	**$1,287,400**

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 April 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 April 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	*49*	*$72,312,190*	*$145,594,120*	*$9,598,932*		*$227,505,242*
MPO/RTPO April Amendments	*1 (new)*	*$197,013*	*$0*	*$20,702*	-	*$374,368*
April Administrative Modifications	*n/a*	*$0*	*$0*	*$0*		*$0*
Total Projects	*50*	*$72,509,203*	*$145,594,120*	*$9,619,634*	-	*$227,722,957*

COOPERATION

YVCOG developed the April 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 or Washington's "Shelter-At-Home" decree and resulting closure of public libraries and offices statewide, printed copies of the April 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 PM_{10}. All projects in the 2021 - 2024 M/RTIP demonstrated that CO and PM_{10} levels do not exceed thresholds established for conformity and for attaining and maintaining healthful air quality standards.

This April 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 April 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)).

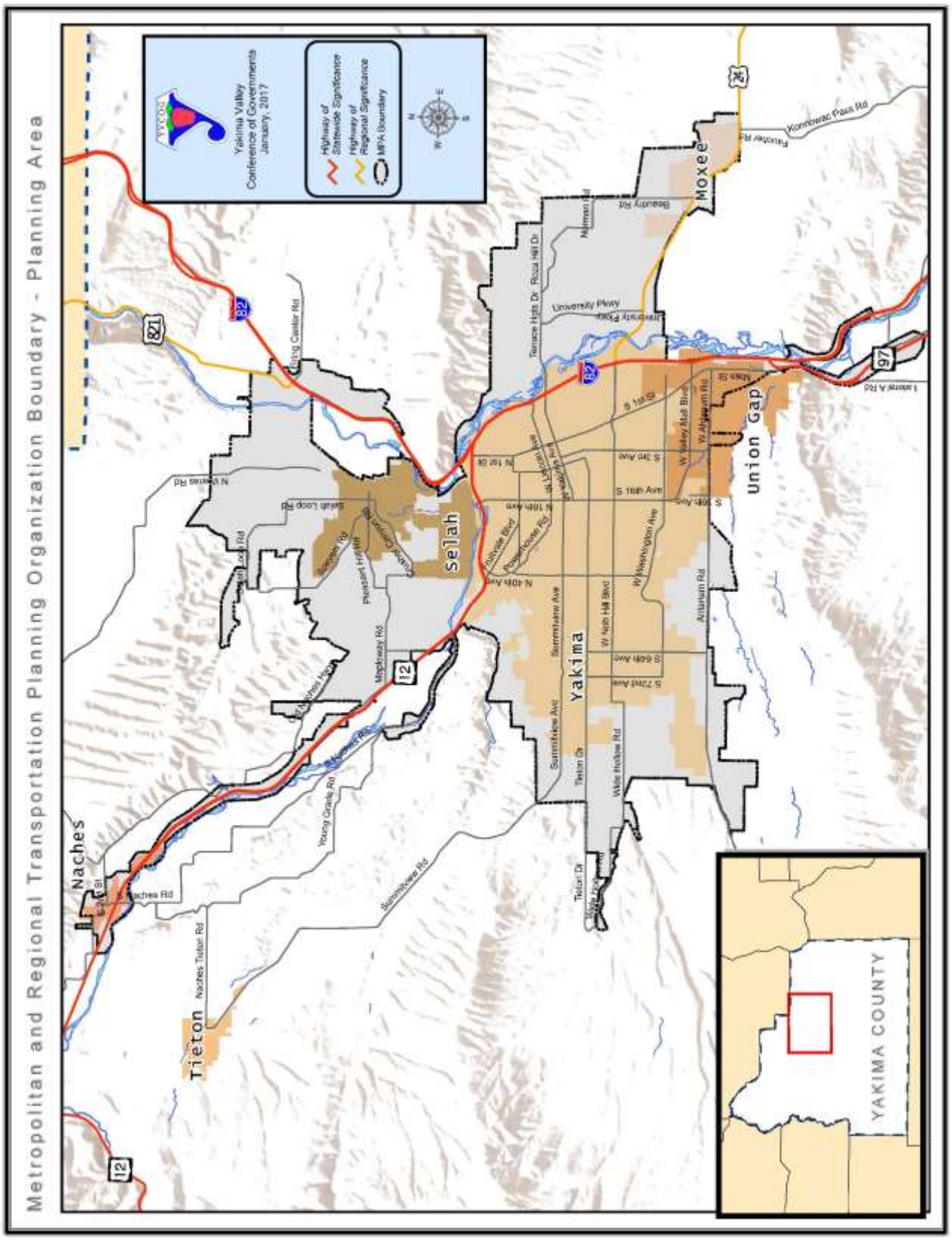
A safety performance target is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities to be achieved within a set time period (§ 673.5). A safety performance measure is a quantifiable indicator of performance or condition that is 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.

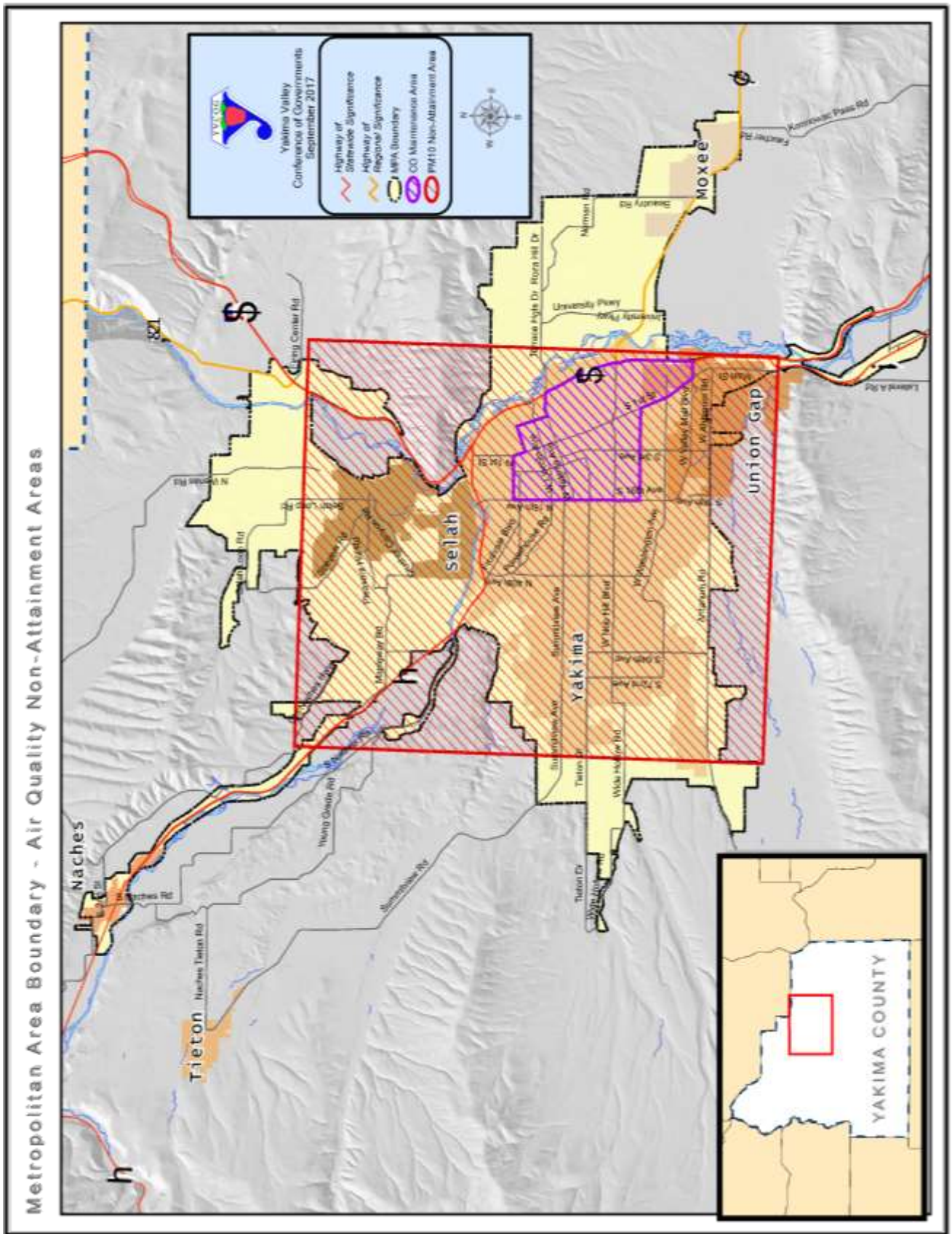
This guide provides information to help transit providers develop SPTs based on the SPMs in FTA's National Public Transportation Safety Plan (NSP).

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


Metropolitan and Regional Transportation Planning Organization Boundary - Planning Area
Yakima Valley Conference of Governments January, 2017
Highway of Statewide Significance
Highway of Regional Significance
MPA (boundary
Naches
Tieton
Selah
Yakima
Union Gap
Moxee
YAKIMA COUNTY


Metropolitan Area Boundary - Air Quality Non-Attainment Areas
Yakima Valley
Conference of Governments
September 2017
Highway of Statewide Significance
Highway of Regional Significance
MPA Boundary
CO Maintenance Area
PM10 Non-Attainment Area
Naches
Tieton
Selah
Yakima
Union Gap
Moxee
YAKIMA COUNTY

Appendix B: April 2021 Amendment Resolutions & Checklist

Space reserved for
April 2021 M/RTIP Amendment Resolutions and Checklist

Resolution 2021-06

2021-2024 Yakima Valley Metropolitan and Regional Transportation Improvement Program
April 19, 2021 AMENDMENT – FINDINGS

A RESOLUTION of the Yakima Valley Transportation Policy Board affirming the findings of the April 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 –

FORMAL amendments to the 2021 - 2024 M/RTIP for April 2021 are:

City of Mabton	**Main Street Reconstruction**	
Addition	Reconstruct existing roadway and sidewalk, realigning intersection at Washington Avenue and Main Street. Add median and illumination, revise storm drainage collection and install pedestrian crossing and intersection improvement at intersection of Main street and SR 22. Project's PE Phase revised from "Planned" to "Secured" with addition of $65,898 in Federal [HIP] funds and $10,285 in local funds. Total Project Cost: $2,380,583	
	Total Project Cost:	**$2,380,583**

City of Moxee	**SR 24 Pathway Extension**	
Correction	Project will develop a multi-use pathway construction and safety fencing. PE and RW funding levels corrected to match original award levels. PE Phase increased from $129,400 to $152,000 in Federal [TAP-US] funds. RW Phase decreased from $141,300 to $128,000 for a PE/RW total of $280,000. Amendment corrects awarded funding levels. CN Phase remains unfunded.	
	Total Project Cost:	**$1,287,400**

City of Yakima	**E Nob Hill Blvd & Fair Avenue Intersection Improvements**
Revision	Project widens Nob Hill Boulevard through the intersection, construct left turn lane, curb, gutter, sidewalk, street lighting and drainage. Upgrade signal, including mast arm structures. Project's PE Phase revised to include $43,250 in (Secured) Federal [STP-US] funds and $6,750 in local funds. Project's RW Phase revised to include

	$200,581 in (Secured) [STP-US] funds. Total awarded STP-US funds totaling $1,460,158 are "reasonably expected" for FFY 2024.	
	Total Project Cost:	**$1,656,739**

YVCOG	**2022 UPWP Planning Program**	
Revision	Supports local transportation planning tasks outlined in YVCOG's UPWP during the 2022 UPWP year, including the regional traffic count, modeling, and acquisition and archiving programs. Federal STP(US) (Secured) funds increased from $299,567 to $423,382 and local (secured) funds increased from $46,753 to $57,170,	
	Total Project Cost:	**$1,287,400**

.

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 April 19, 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 March 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 19th day of April 2021.

James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

Christina Wickenhagen, Executive Director
Yakima Valley Conference of Governments

Resolution 2021-07

2021-2024 Yakima Valley Metropolitan and Regional Transportation Improvement Program

April 19, 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 April 2021 are:

City of Mabton	**Main Street Reconstruction**	
Addition	Reconstruct existing roadway and sidewalk, realigning intersection at Washington Avenue and Main Street. Add median and illumination, revise storm drainage collection and install pedestrian crossing and intersection improvement at intersection of Main street and SR 22. Project's PE Phase revised from "Planned" to "Secured" with addition of $65,898 in Federal [HIP] funds and $10,285 in local funds. Total Project Cost: $2,380,583	
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	Total Project Cost:	**$1,287,400**

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 PM_{10} as identified in the SIP for the Yakima Valley PM_{10} 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 PM_{10} 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 (PM_{10}) in the Yakima Valley PM_{10} Maintenance Area; and,

2. The 2021-2024 M/RTIP need not implement transportation control measures for PM_{10} 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 PM_{10} emissions for the 2021-2023 Metropolitan and Regional Transportation Improvement Programs (M/RTIP) modeled scenarios for the amended 2021-2024 MTIP yield far less PM_{10} 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 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 19th day of April 2021.

James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

Christina Wickenhagen, Executive Director
Yakima Valley Conference of Governments

Date 3/22/21

TIP Amendment Checklist

April 2021 TIP Amendment

2021-2024 Transportation Improvement Program

April 2021

Apr 19, 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 Apr 19, 2021

Reviewed By:

WSDOT Signature Title Date

Print Form Reset Form

Appendix C: STIP Reports

Space reserved for

STIP Fiscal Feasibility Summary

and

Fiscal Feasibility By Year

Reports

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 - March 22, 2021

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	
Envrionmental 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

		Funds (To Nearest Dollar)			
Fund Code	**Description**	**Federal**	**State**	**Local**	**Total**
HIP(R)					
	2021 Obligation Costs	65,898		10,285	76,183
	HIP(R) Obligation Totals	**65,898**		**10,285**	**76,183**
STP(US)					
	2021 Obligation Costs	667,213		63,907	731,120
	2022 Obligation Costs	423,382		57,157	480,539
	2023 Obligation Costs	423,382		57,157	480,539
	2024 Obligation Costs	1,639,709		246,988	1,886,697
	STP(US) Obligation Totals	**3,153,686**		**425,209**	**3,578,895**
TAP(US)					
	2021 Obligation Costs	280,000			280,000
	TAP(US) Obligation Totals	**280,000**			**280,000**
	Grand Total All Fund Codes	**3,499,584**		**435,494**	**3,935,078**

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 - March 22, 2021

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	
Envrionmental 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) Federal	State	Local	Total
STP(US)									
	PL	YVCOG YVCOG Annual UPWP Planning Program This program will support regional transportation planning tasks outlined in YVCOG's Annual SFY (July-June) Unified Planning Work Program (UPWP); including YVCOG's regional traffic counter, traffic modeling, and Traffic data acquisition and archiving programs.		0	0	423,382		57,157	480,539
	PE	Yakima E Nob Hill Blvd & Fair Ave I/S Improvements Widen Nob Hill Boulevard through the intersection, construct left-turn lane, curb, gutter, sidewalk, street lighting and drainage. Upgrade signal, including mast arm structures.	4566007	E Nob Hill Blvd	Fair Ave	43,250		6,750	50,000
	RW	Yakima E Nob Hill Blvd & Fair Ave I/S Improvements Widen Nob Hill Boulevard through the intersection, construct left-turn lane, curb, gutter, sidewalk, street lighting and drainage. Upgrade signal, including mast arm structures.	4566007	E Nob Hill Blvd	Fair Ave	200,581			200,581
				Total STP(US)		**667,213**		**63,907**	**731,120**
TAP(US)									
	PE	Moxee SR 24 Pathway Extension Multi-use pathway construction and safety fencing.		University Parkway	Morrier Lane	152,000			152,000
	RW	Moxee SR 24 Pathway Extension Multi-use pathway construction and safety fencing.		University Parkway	Morrier Lane	128,000			128,000
				Total TAP(US)		**280,000**			**280,000**

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) Federal	State	Local	Total
HIP(R)									
	PE	Mabton Main Street Reconstruction STPR-K390 (002) The proposed improvements will reconstruct the existing roadway and sidewalk. The project will: realign the intersection at Washington Avenue and Main Street, add a median, add additional illumination, revise storm drainage collection, install a pedestrian crossing and intersection improvement at the intersection of Main Street and State Route 22.		Washington Avenue	State Route 22	65,898		10,285	76,183
				Total HIP(R)		**65,898**		**10,285**	**76,183**
				2021 - Total All Fund Codes		**1,013,111**		**74,192**	**1,087,303**

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) Federal	State	Local	Total
STP(US)									
	PL	YVCOG YVCOG Annual UPWP Planning Program This program will support regional transportation planning tasks outlined in YVCOG's Annual SFY (July-June) Unified Planning Work Program (UPWP); including YVCOG's regional traffic counter, traffic modeling, and Traffic data acquisition and archiving programs.		0	0	423,382		57,157	480,539
				Total STP(US)		**423,382**		**57,157**	**480,539**
				2022 - Total All Fund Codes		**423,382**		**57,157**	**480,539**

Financial Feasibility of Federal Aid Projects by Year 2023

Fund Code	Phase	Agency Project Title Project Description	Project No.	Begin Termini	End Termini	Funds (To Nearest Dollar) Federal	State	Local	Total
STP(US)									
	PL	YVCOG YVCOG Annual UPWP Planning Program This program will support regional transportation planning tasks outlined in YVCOG's Annual SFY (July-June) Unified Planning Work Program (UPWP); including YVCOG's regional traffic counter, traffic modeling, and Traffic data acquisition and archiving programs.		0	0	423,382		57,157	480,539
				Total STP(US)		**423,382**		**57,157**	**480,539**
				2023 - Total All Fund Codes		**423,382**		**57,157**	**480,539**

Financial Feasibility of Federal Aid Projects by Year 2024

Fund Code	Phase	Agency Project Title Project Description	Project No.	Begin Termini	End Termini	Funds (To Nearest Dollar) Federal	State	Local	Total
STP(US)									
	PL	YVCOG YVCOG Annual UPWP Planning Program This program will support regional transportation planning tasks outlined in YVCOG's Annual SFY (July-June) Unified Planning Work Program (UPWP); including YVCOG's regional traffic counter, traffic modeling, and Traffic data acquisition and archiving programs.		0	0	423,382		57,157	480,539
	CN	Yakima E Nob Hill Blvd & Fair Ave I/S Improvements Widen Nob Hill Boulevard through the intersection, construct left-turn lane, curb, gutter, sidewalk, street lighting and drainage. Upgrade signal, including mast arm structures.	4566007	E Nob Hill Blvd	Fair Ave	1,216,327		189,831	1,406,158
				Total STP(US)		**1,639,709**		**246,988**	**1,886,697**
				2024 - Total All Fund Codes		**1,639,709**		**246,988**	**1,886,697**
				Grand Total for All Years		**3,499,584**		**435,494**	**3,935,078**

COMMENT FORM

Review period for the 2021-2024 MTIP April 2021 Amendment begins **Wednesday, March 24, 2021 and runs through Noon, Wednesday April 7, 2021**. Record your comments in the space below and leave it in the envelope provided, or send it to:

Alan Adolf, Transportation Program Manager
Yakima Valley Conference of Governments
311 North 4th Street, Suite 204
Yakima, WA 98901
FAX (509) 574-1551, Email: alan.adolf@yvcog.org

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Thank you for your participation!

YVCOG fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, see https://www.yvcog.org/title-vi/ or call (509) 574-1550.

El Formulario de Comentarios

A partir del **miércoles 24 de marzo de 2021 hasta el mediodía del miércoles 7 de abril de 2021** estará disponible para revisión pública la modificación del MTIP (por sus siglas en inglés) de abril 2021. Por favor, deje sus comentarios en el sobre dado aquí or mándelos a:

Alan Adolf, Transportation Program Manager
Yakima Valley Conference of Governments
311 North 4th Street, Suite 204
Yakima, WA 98901
FAX (509) 574-1551 / Email: alan.adolf@yvcog.org

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YVCOG cumple con el Título VI del Acta de Los Derechos Civiles de 1964 además con todas las reglas y leyes pertinentes a cada uno de nuestros programas y actividades. Para más información, o para conseguir una forma de reclamación de Título VI, favor de visitar a nuestra página web https://www.yvcog.org/title-vi/