

May 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

Washington State Department of Transportation

Policy Board approval on
May 17, 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)
Yakima Transit	Alvie Maxey, Transit Manager Greg Story, Asst. Transit Manager
Yakama Nation	Al Pinkham, Planning Engineer
Yakima Airport / McAllister Field	Robert Peterson, Airport Manager

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

2021 - 2024

Metropolitan and Regional Transportation Improvement Program
May 2021 Amendment

FINDINGS

TIME FRAME

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

METROPOLITAN AND REGIONAL PROJECTS

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

WSDOT	SR 24/Bell Road Intersection – Intersection Safety	
Addition	Project will construct compact roundabout. The SR 24 and Bell Rd intersection in Moxee has a potential for collisions. This project will construct a compact roundabout to reduce the risk of collisions. PE Phase funded through \$143,286 in (secured) Federal [HSIP] funds and \$5,971 in local funds. CN Phase funded through \$614,586 in (secured) Federal [HSIP] funds and \$12,542 in local funds. No RW anticipated for project	
	Total Project Cost:	\$776,385

WSDOT	US 12/Gordon Rd. Bridge WB – Deck Rehabilitation	
Addition	Bridge Deck Rehabilitation - Bridge deck on Gordon Rd Bridge (#12/346N) is showing signs of fatigue. Project will repair and resurface the existing bridge deck to maintain the structural integrity, continue safe operation of the highway and extend the life of the bridge. CN includes a detour so bridge deck can be rehabilitated free of traffic. PE Phase funded through \$172,502 in (secured) 2021 Federal [NHPP] funds and \$7,188 in local funds. CN Phase funded through \$1,670,724 in (secured) 2023 Federal [NHPP] funds and \$34,096 in local funds.	
	Total Project Cost:	\$1,884,510

WSDOT	US 12/Gordon Rd. Bridge EB – Deck Rehabilitation	
Addition	Bridge Deck Rehabilitation - Bridge deck on Gordon Rd Bridge (#12/346S) is showing signs of fatigue. Project will repair and resurface the existing bridge deck to maintain the structural integrity, continue safe operation of the highway and extend the life of the bridge. CN includes a detour so bridge deck can be rehabilitated free of traffic. PE Phase funded through \$172,502 in (secured) 2021 Federal [NHPP] funds and \$7,188 in local funds. CN Phase funded through \$1,776,466 in (secured) 2023 Federal [NHPP] funds and \$36,254 in local funds.	
	Total Project Cost:	\$1,992,410

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 May 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 May 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	50	\$72,509,203	\$145,594,120	\$9,619,634	\$227,722,957
MPO/RTPO May Amendments	3 (new)	\$4,550,066	\$0	\$103,239	\$4,653,305
May Administrative Modifications	n/a	\$0	\$0	\$0	\$0
Total Projects	53	\$77,059,269	\$145,594,120	\$9,722,873	\$232,376,262

COOPERATION

YVCOG developed the May 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 May 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 May 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 May 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 May 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

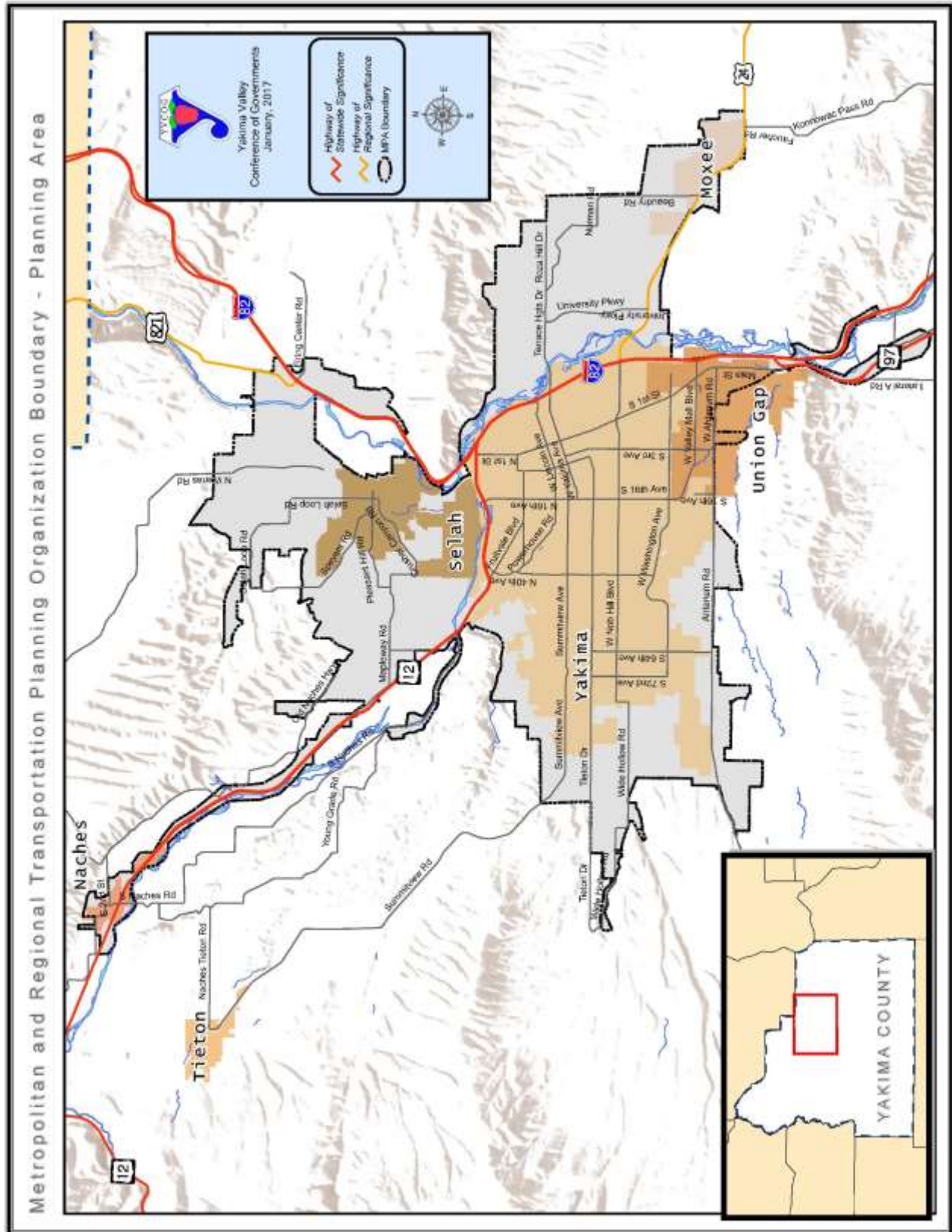
condition that is used to establish targets related to safety management activities, and to assess progress toward meeting the established targets (§ 673.5). Transit providers may choose to establish additional targets for the purpose of safety performance monitoring and measurement.

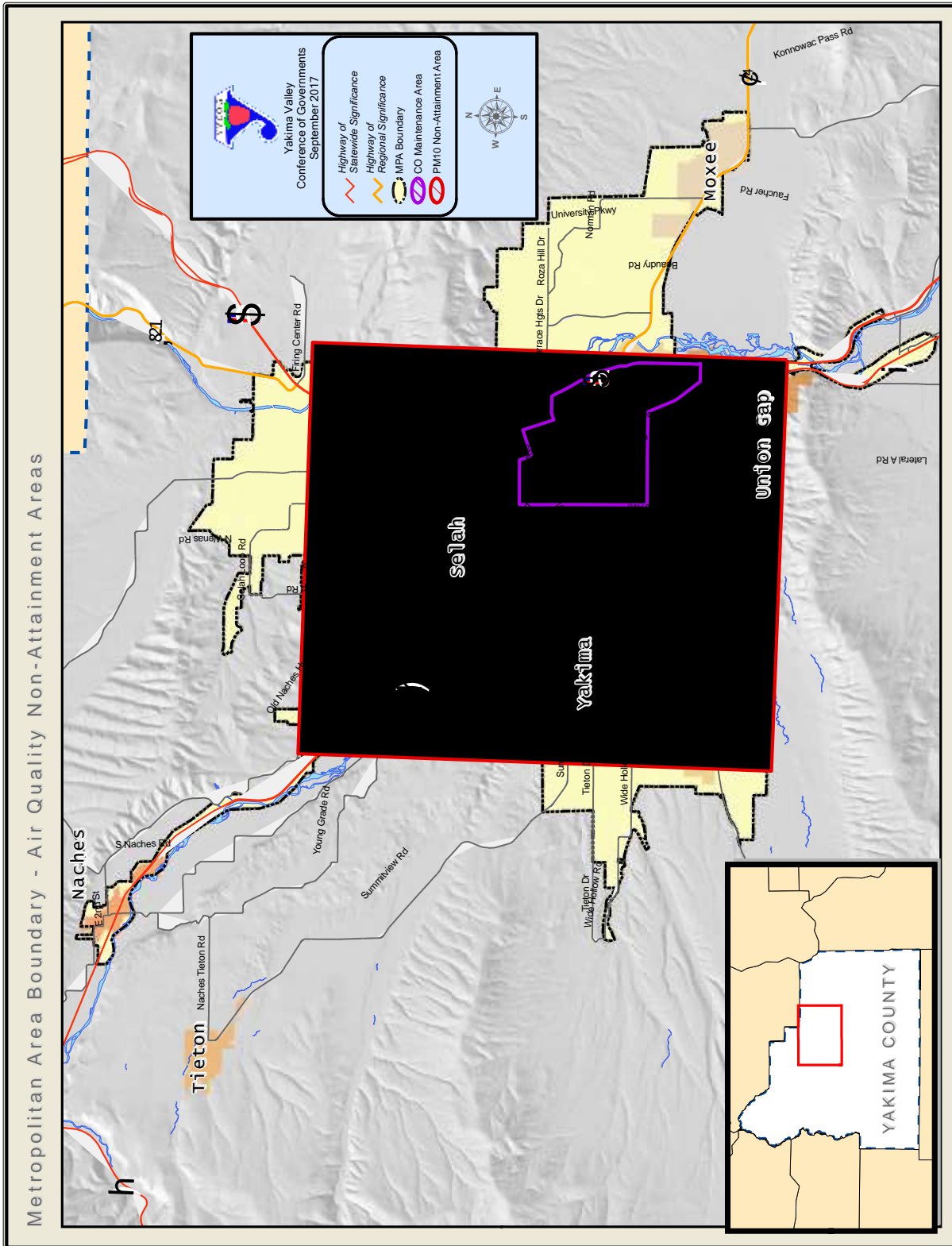
This guide provides information to help transit providers develop SPTs based on the SPMs in FTA’s National Public Transportation Safety Plan (NSP).

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 May 2021, and as set forth in the above findings, the Yakima Valley Conference of Governments finds the May 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: May 2021 Amendment Resolutions & Checklist

*Space reserved for
May 2021 M/RTIP Amendment Resolutions and Checklist*

Resolution 2021-12

2021-2024 Yakima Valley Metropolitan and Regional Transportation Improvement Program

June 21, 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 amendment(s) to the 2021 - 2024 M/RTIP for June 2021 are:

WSDOT	SR 22 Et Al/Yakima & Kittitas County - Bridge Deck Repair	
Addition	Repair deck patches on bridges on SR 22, SR 24, SR 97, and I-82. Project will remove and replace the existing patches to extend the life of the bridge decks. This record represents the portion of the project that is within Yakima County. PE Phase funded through \$54,864 in local funds. CN Phase funded through \$1,457,111 in (secured) Federal [STP] funds and \$29,737 in local funds. No RW anticipated for project.	
Total Project Cost:		\$1,541,712

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 21st day of June 2021.

Hon. James A. Restucci
Digitally signed by Hon.
James A. Restucci
Date: 2021.06.23 16:39:48
-07'00'

James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

JS for Chris Wickenhagen
Digitally signed by JS for Chris Wickenhagen
DN: cn=JS for Chris Wickenhagen, o=YVCOG, ou,
email=Jodi.Smith@yvco.org, c=US
Date: 2021.07.14 14:48:03 -07'00'

Christina Wickenhagen, Executive Director
Yakima Valley Conference of Governments

Resolution 2021-12

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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 amendment(s) to the 2021 - 2024 M/RTIP for June 2021 are:

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Total Project Cost:		\$1,541,712

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 21st day of June 2021.

Hon. James A. Restucci
Digitally signed by Hon.
James A. Restucci
Date: 2021.06.23 16:39:48
-07'00'

James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

JS for Chris Wickenhagen
Digitally signed by JS for Chris Wickenhagen
DN: cn=JS for Chris Wickenhagen, o=YVCOG, ou,
email=Jodi.Smith@yvco.org, c=US
Date: 2021.07.14 14:48:03 -07'00'

Christina Wickenhagen, Executive Director
Yakima Valley Conference of Governments

Date

TIP Amendment Checklist

June 2021 TIP Amendment

+

2021-2024 Transportation Improvement Program

June 2021

+

Jun 21, 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.

Hon. James A. Restucci

Digitally signed by Hon. James A. Restucci
Date: 2021.06.23 16:40:46 -07'00'

MPO Signature

Title

Date Jun 21, 2021

Reviewed By:

WSDOT Signature

Title

Date

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 - May 24, 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
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

		Funds (To Nearest Dollar)			
Fund Code	Description	Federal	State	Local	Total
State/Local					
	2021 Obligation Costs			54,864	54,864
	State/Local Obligation Totals			54,864	54,864
STP					
	2022 Obligation Costs	1,457,111		29,737	1,486,848
	STP Obligation Totals	1,457,111		29,737	1,486,848
	Grand Total All Fund Codes	1,457,111		84,601	1,541,712

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 - May 24, 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
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									
	PE	WSDOT - SC SR 22 Et Al/Yakima & Kittitas County - Bridge Deck Repair Repair deck patches; Bridges on SR 22, SR 24, I-82, US 97. The existing bridge deck patches on multiple bridges in Yakima and Kittitas County are deteriorated and need to be replaced. This project will remove and replace the existing patches to extend the life of the bridge decks. This STIP record represents the portion of the project that is within Yakima County.		Various	Various			54,864	54,864
				Total State/Local				54,864	54,864
				2021 - Total All Fund Codes				54,864	54,864

Financial Feasibility of Federal Aid Projects by Year 2022

Fund Code	Phase	Agency Project Title Project Description	Project No.	Begin Termini	End Termini	Funds (To Nearest Dollar)			Total
						Federal	State	Local	
STP	CN	WSDOT - SC SR 22 Et Al/Yakima & Kittitas County - Bridge Deck Repair Repair deck patches; Bridges on SR 22, SR 24, I-82, US 97. The existing bridge deck patches on multiple bridges in Yakima and Kittitas County are deteriorated and need to be replaced. This project will remove and replace the existing patches to extend the life of the bridge decks. This STIP record represents the portion of the project that is within Yakima County.		Various	Various	1,457,111		29,737	1,486,848
				Total STP		1,457,111		29,737	1,486,848
				2022 - Total All Fund Codes		1,457,111		29,737	1,486,848
				Grand Total for All Years		1,457,111		84,601	1,541,712