

**October 2021 AMENDMENT**

**To the**

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

**Prepared by**

***The Yakima Valley Conference of Governments***

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*On Behalf of*

*Yakima County*

*Washington State Department of Transportation*

Policy Board approval on  
October 18, 2021

## **TABLE OF CONTENTS**

	PAGE
Membership and Staff Rosters	<a href="#"><u>3</u></a>
Findings	<a href="#"><u>4</u></a>
Appendix A – MPO and MPA Map	<a href="#"><u>10</u></a>
Appendix B – Resolutions	<a href="#"><u>11</u></a>
Appendix C – STIP Reports	<a href="#"><u>20</u></a>

### Yakima Valley Conference of Governments

<u>Member Agencies</u>		
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

<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, City Manager Rocky Wallace, 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 & <b>TAC Chair</b> Shawn Burgess, Public Works Supervisor
City of Union Gap	Dennis Henne, Public Works Director & <b>TAC Vice-Chair</b>
City of Wapato	Jeff Schumacker, Public Works Director
City of Yakima	Bill Preston, City Engineer Robert Peterson, Airport Manager – Yakima Airport/McAllister Field
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 Valley Conference of Governments  
 A Metropolitan Planning Organization**

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

**FINDINGS**

**TIME FRAME**

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

**METROPOLITAN AND REGIONAL PROJECTS**

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

<b>Yakima County</b>	<b>North Fork Road Bridge #105</b>
Addition	Project will replace/reconstruct existing timber bridge with new concrete structure. Project status updated from “planned” to “secured”. PE Phase funded by \$190,000 (secured) in Federal STP(BR) and \$30,000 in local funds in 2021. RW Phase funded by \$65,000 (secured) in Federal STP (BR) and \$10,000 in local funds in 2022. CN Phase funded by \$1,203,600 (secured) in Federal STP (BR) funds in 2022.
<b>Total Project Cost:</b>	
<b>\$1,498,600</b>	

<b>Yakima County</b>	<b>North Fork Bridge #109</b>
Addition	Project will reconstruct existing bridge. Project status updated from “planned” to “secured”. PE Phase funded by \$173,000 (secured) in Federal STP(BR) and \$27,000 local funds in 2021. CN Phase funded by \$1,362,700 (secured) in Federal STP (BR) funds in 2023.
<b>Total Project Cost:</b>	
<b>\$1,562,700</b>	

<b>Yakima County</b>	<b>S. Naches Road Bridge #35</b>
Addition	Project will replace existing bridge deck. Project status updated from “planned” to “secured”. PE Phase funded by \$172,000 (secured) in Federal STP(BR) and \$27,000 in local funds in 2021. RW Phase funded by \$8,650 (secured) in Federal STP (BR) and \$10,400 in local funds in 2022. CN Phase funded by \$1,204,950 (secured) in Federal STP (BR) funds in 2023.
<b>Total Project Cost:</b>	
<b>\$1,423,000</b>	

<b>WSDOT</b>	<b>I-82/Selah Creek Bridge WB - Bridge Deck Preservation &amp; Joint Repair</b>
Revision	Bridge deck paving and joint repair - Bridge 82/102N. Existing asphalt pavement and bridge joints on the westbound I-82 Selah Creek Bridge west of Yakima are deteriorating due to normal wear and tear. Project will remove existing asphalt pavement, repair bridge joints at Piers 8 and 9, and repave bridge deck with asphalt to preserve bridge and provide a smoother driving surface. PE Phase, funded through \$15,716 in Federal NHPP funding (secured) was increased by \$59,988 to 75,704 and \$655 in local (secured) funds were increased by \$2,469 to \$3,124. CN Phase, funded through \$250,105 in Federal NHPP funding (secured) was increased by \$366,001 to \$616,106 and \$5,105 in local funds was increased by \$7,469 to \$12,574. Total Project Cost increased from \$271,581 to \$707,538.
<b>Total Project Cost:</b>	
<b>\$707,538</b>	

### 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 October 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 October 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.

<b>Cumulative 2021 -2024 M/RTIP Summary - Secured Funding Projects</b>					
	<b>Projects</b>	<b>Federal Funds</b>	<b>State Funds</b>	<b>Local Funds</b>	<b>Total Funds</b>
MPO/RTPO	58	\$ 84,790,052	\$147,094,012	\$ 18,232,758	\$250,116,930
MPO/RTPO October Amendments	3 (new) 1 (Revised)	\$4,805,889	\$0	\$ 114,338	\$4,920,227
October Administrative Modifications	1	\$57,000	\$0	\$0	\$57,000
<b>Total Projects</b>	<b>61</b>	<b>\$89,652,941</b>	<b>\$147,094,012</b>	<b>\$18,347,096</b>	<b>\$255,094,157</b>

### COOPERATION

YVCOG developed the October 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.

*Note: Effective June 30, 2021, the Governor of Washington's COVID-19 public safety restrictions were lifted. In addition to online access, [hard] copies of the M/RTIP Amendment Document are again available at the City of Sunnyside (southern county) and City of Yakima Downtown Library Branches for public review and comment.*

## **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<sub>10</sub>. All projects in the 2021 - 2024 M/RTIP demonstrated that CO and PM<sub>10</sub> levels do not exceed thresholds established for conformity and for attaining and maintaining healthful air quality standards.

This October 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 October 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.

## **ADVANCING EQUITY IN REGIONAL TRANSPORTATION PLANNING**

Regional planning agencies make decisions that shape transportation, land use, and the built environment. The Yakima Valley Conference of Governments strives to advance, implement, and maintain equitable transportation planning and outreach efforts in our MPO/RTPO regular operations, and work to bring our region's agencies together to learn about equity and transportation planning in their communities.

## **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 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.

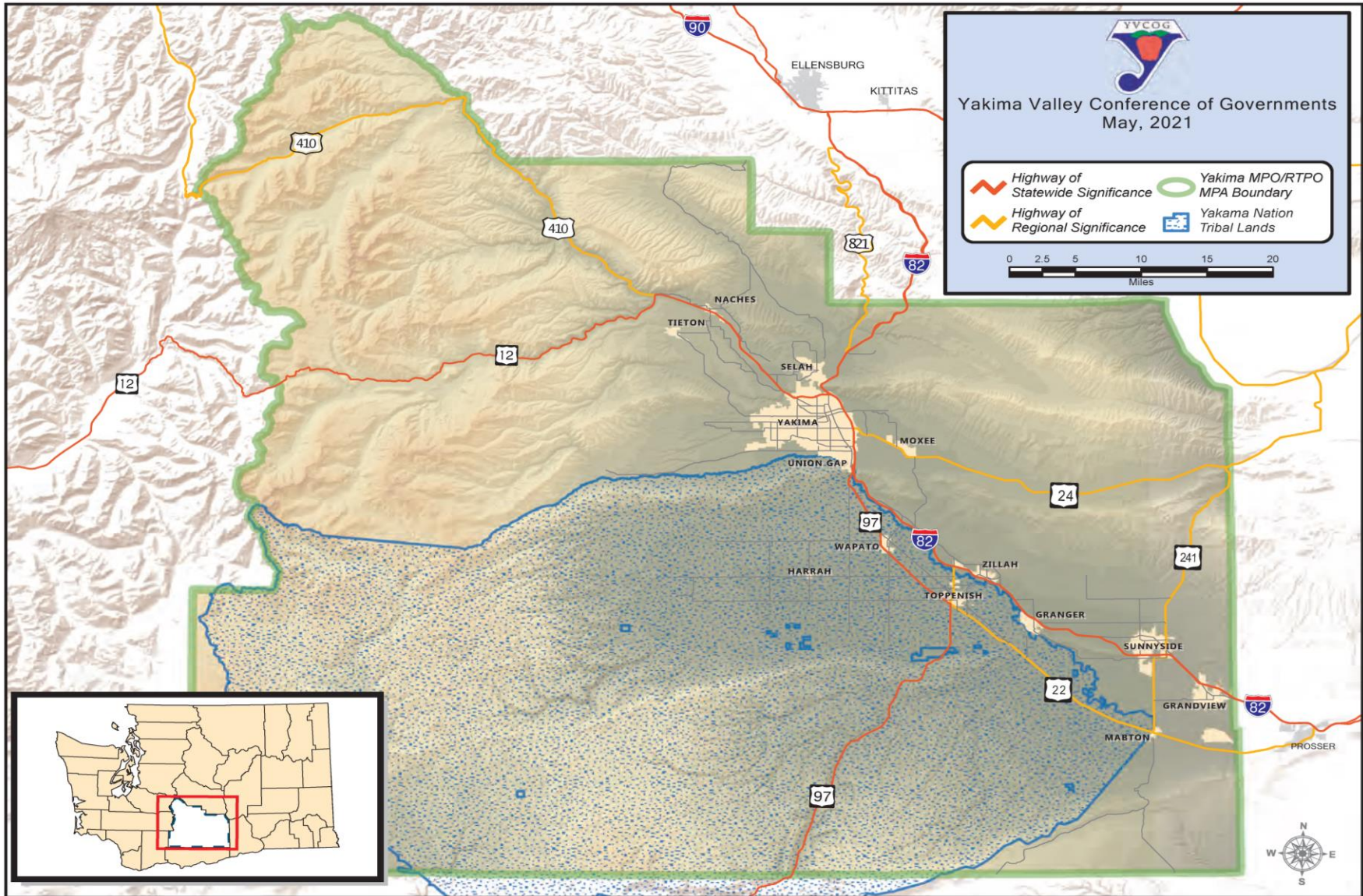


**CONCLUSION**

After review and analysis of the Yakima Valley Conference of Governments' M/RTIP amendment for October 2021, and as set forth in the above findings, the Yakima Valley Conference of Governments finds the October 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 A

#### Metropolitan and Regional Transportation Planning Organization Boundary (MPO) - Metropolitan Planning Area (MPA)



**Appendix B: October 2021 Amendment Resolutions & Checklist**

Resolution 2021-xx

2021-2024 Yakima Valley Metropolitan and Regional Transportation Improvement Program  
October 18, 2021 AMENDMENT – FINDINGS

A *RESOLUTION* of the Yakima Valley Transportation Policy Board affirming the findings of the October 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 amendment(s) to the 2021 - 2024 M/RTIP for October 2021 are:**

<b>Yakima County</b>	<b>North Fork Road Bridge #105</b>	
Addition	Project will replace/reconstruct existing timber bridge with new concrete structure. Project status updated from “planned” to “secured”. PE Phase funded by \$190,000 (secured) in Federal STP(BR) and \$30,000 in local funds in 2021. RW Phase funded by \$65,000 (secured) in Federal STP (BR) and \$10,000 in local funds in 2022. CN Phase funded by \$1,203,600 (secured) in Federal STP (BR) funds in 2022.	
<b>Total Project Cost:</b>		<b>\$1,498,600</b>

<b>Yakima County</b>	<b>North Fork Bridge #109</b>	
Addition	Project will reconstruct existing bridge. Project status updated from “planned” to “secured”. PE Phase funded by \$173,000 (secured) in Federal STP(BR) and \$27,000 local funds in 2021. CN Phase funded by \$1,362,700 (secured) in Federal STP (BR) funds in 2023.	
<b>Total Project Cost:</b>		<b>\$1,562,700</b>

<b>Yakima County</b>	<b>S. Naches Road Bridge #35</b>	
Addition	Project will replace existing bridge deck. Project status updated from “planned” to “secured”. PE Phase funded by \$172,000 (secured) in Federal STP(BR) and \$27,000 in local funds in 2021. RW Phase funded by \$8,650 (secured) in Federal STP (BR) and \$10,400 in local funds in 2022. CN Phase funded by \$1,204,950 (secured) in Federal STP (BR) funds in 2023.	
<b>Total Project Cost:</b>		<b>\$1,423,000</b>

WSDOT	I-82/Selah Creek Bridge WB - Bridge Deck Preservation & Joint Repair	
Revision	Bridge deck paving and joint repair - Bridge 82/102N. Existing asphalt pavement and bridge joints on the westbound I-82 Selah Creek Bridge west of Yakima are deteriorating due to normal wear and tear. Project will remove existing asphalt pavement, repair bridge joints at Piers 8 and 9, and repave bridge deck with asphalt to preserve bridge and provide a smoother driving surface. PE Phase, funded through \$15,716 in Federal NHPP funding (secured) was increased by \$59,988 to 75,704 and \$655 in local (secured) funds were increased by \$2,469 to \$3,124. CN Phase, funded though \$250,105 in Federal NHPP funding (secured) was increased by \$366,001 to \$616,106 and \$5,105 in local funds was increased by \$7,469 to \$12,574. Total Project Cost increased from \$271,581 to \$707,538.	
<b>Total Project Cost:</b>		<b>\$707,538</b>

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 October 18, 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 October 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 18th day of October 2021.

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James A. Restucci, Chair  
Yakima Valley Transportation Policy Board

ATTEST

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Christina Wickenhagen, Executive Director  
Yakima Valley Conference of Governments

Resolution 2021-xx

2021-2024 Yakima Valley Metropolitan and Regional Transportation Improvement Program

October 18, 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 October 2021 are:**

<b>Yakima County</b>	<b>North Fork Road Bridge #105</b>
Addition	Project will replace/reconstruct existing timber bridge with new concrete structure. Project status updated from “planned” to “secured”. PE Phase funded by \$190,000 (secured) in Federal STP(BR) and \$30,000 in local funds in 2021. RW Phase funded by \$65,000 (secured) in Federal STP (BR) and \$10,000 in local funds in 2022. CN Phase funded by \$1,203,600 (secured) in Federal STP (BR) funds in 2022.
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Revision	Bridge deck paving and joint repair - Bridge 82/102N. Existing asphalt pavement and bridge joints on the westbound I-82 Selah Creek Bridge west of Yakima are deteriorating due to normal wear and tear. Project will remove existing asphalt pavement, repair bridge joints at Piers 8 and 9, and repave bridge deck with asphalt to preserve bridge and provide a smoother driving surface. PE Phase, funded through \$15,716 in Federal NHPP funding (secured) was increased by \$59,988 to 75,704 and \$655 in local (secured) funds were increased by \$2,469 to \$3,124. CN Phase, funded through \$250,105 in Federal NHPP funding (secured) was increased by \$366,001 to \$616,106 and \$5,105 in local funds was increased by \$7,469 to \$12,574. Total Project Cost increased from \$271,581 to \$707,538.	
<b>Total Project Cost:</b>		<b>\$707,538</b>

*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<sub>10</sub> as identified in the SIP for the Yakima Valley PM<sub>10</sub> 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<sub>10</sub> 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<sub>10</sub>) in the Yakima Valley PM<sub>10</sub> Maintenance Area; and,
2. The 2021-2024 M/RTIP need not implement transportation control measures for PM<sub>10</sub> 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<sub>10</sub> emissions for the 2021-2024 Metropolitan and Regional Transportation Improvement Programs (M/RTIP) modeled scenarios for the amended 2021-2024 MTIP yield far less PM<sub>10</sub> 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<sub>10</sub>, and is in conformity with the Clean Air Act Amendments of 1990, Interim Phase II -- Conformity Guidelines for PM<sub>10</sub>, and **40 CFR Part 41**.

Adopted by the Yakima Valley Transportation Policy Board this 18<sup>th</sup> day of October 2021.

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James A. Restucci, Chair  
Yakima Valley Transportation Policy Board

ATTEST

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Christina Wickenhagen, Executive Director  
Yakima Valley Conference of Governments

**Appendix C: STIP Reports**

# 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 - September 27, 2021

Selection Criteria (from SEARCH panel - if any)

Agency	MPO Project ID
County	Agency Project ID
MPO	Secured <b>Y</b>
Inside MPO	Planned
Region	Amended
Amendment Number	Is New
Environmental Classification	Current Action
Priority Number	Future Action <b>Submit to WSDOT</b>
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	
<b>STP(BR)</b>									
	PE	Yakima Co. North Fork Rd. Bridge # 105 Replace/Reconstruct existing timber bridge with new concrete structure.		8.43	8.43	190,000		30,000	220,000
	PE	Yakima Co. S. Naches Rd. Bridge #35 Replace existing bridge deck		9.840	9.840	172,000		27,000	199,000
	PE	Yakima Co. North Fork Bridge # 109 Reconstruct existing bridge		5.62	5.62	173,000		27,000	200,000
				<b>Total STP(BR)</b>		<b>535,000</b>		<b>84,000</b>	<b>619,000</b>
<b>NHPP</b>									
	PE	WSDOT - SC I-82/Selah Creek Bridge WB - Bridge Deck Preservation & Joint Repair Bridge deck paving and joint repair - Bridge 82/102N. The existing asphalt pavement and bridge joints on the westbound I-82 Selah Creek Bridge west of Yakima are deteriorating due to normal wear and tear. This project will remove the existing asphalt pavement, repair the bridge joints at Piers 8 and 9, and repave the bridge deck with asphalt to preserve the bridge and provide a smoother driving surface.		23.89	24.14	75,704		3,154	78,858
				<b>Total NHPP</b>		<b>75,704</b>		<b>3,154</b>	<b>78,858</b>
				<b>2021 - Total All Fund Codes</b>		<b>610,704</b>		<b>87,154</b>	<b>697,858</b>

## 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	
<b>NHPP</b>									
	CN	WSDOT - SC I-82/Selah Creek Bridge WB - Bridge Deck Preservation & Joint Repair Bridge deck paving and joint repair - Bridge 82/102N. The existing asphalt pavement and bridge joints on the westbound I-82 Selah Creek Bridge west of Yakima are deteriorating due to normal wear and tear. This project will remove the existing asphalt pavement, repair the bridge joints at Piers 8 and 9, and repave the bridge deck with asphalt to preserve the bridge and provide a smoother driving surface.		23.89	24.14	616,106		12,574	628,680
				<b>Total NHPP</b>		<b>616,106</b>		<b>12,574</b>	<b>628,680</b>
<b>STP(BR)</b>									
	RW	Yakima Co. S. Naches Rd. Bridge #35 Replace existing bridge deck		9.840	9.840	8,650		10,400	19,050
	RW	Yakima Co. North Fork Rd. Bridge # 105 Replace/Reconstruct existing timber bridge with new concrete structure.		8.43	8.43	65,000		10,000	75,000
	CN	Yakima Co. North Fork Rd. Bridge # 105 Replace/Reconstruct existing timber bridge with new concrete structure.		8.43	8.43	1,203,600			1,203,600
				<b>Total STP(BR)</b>		<b>1,277,250</b>		<b>20,400</b>	<b>1,297,650</b>
				<b>2022 - Total All Fund Codes</b>		<b>1,893,356</b>		<b>32,974</b>	<b>1,926,330</b>

## 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	
<b>STP(BR)</b>										
	CN	Yakima Co.	S. Naches Rd. Bridge #35		9.840	9.840	1,204,950			1,204,950
			Replace existing bridge deck							
	CN	Yakima Co.	North Fork Bridge # 109		5.62	5.62	1,362,700			1,362,700
			Reconstruct existing bridge							
					<b>Total STP(BR)</b>		<b>2,567,650</b>			<b>2,567,650</b>
					<b>2023 - Total All Fund Codes</b>		<b>2,567,650</b>			<b>2,567,650</b>
					<b>Grand Total for All Years</b>		<b>5,071,710</b>		<b>120,128</b>	<b>5,191,838</b>

# 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 - September 27, 2021

Selection Criteria (from SEARCH panel - if any)

Agency	MPO Project ID
County	Agency Project ID
MPO	Secured <b>Y</b>
Inside MPO	Planned
Region	Amended
Amendment Number	Is New
Environmental Classification	Current Action
Priority Number	Future Action <b>Submit to WSDOT</b>
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
NHPP					
	2021 Obligation Costs	75,704		3,154	78,858
	2022 Obligation Costs	616,106		12,574	628,680
	<b>NHPP Obligation Totals</b>	<b>691,810</b>		<b>15,728</b>	<b>707,538</b>
STP(BR)					
	2021 Obligation Costs	535,000		84,000	619,000
	2022 Obligation Costs	1,277,250		20,400	1,297,650
	2023 Obligation Costs	2,567,650			2,567,650
	<b>STP(BR) Obligation Totals</b>	<b>4,379,900</b>		<b>104,400</b>	<b>4,484,300</b>
	<b>Grand Total All Fund Codes</b>	<b>5,071,710</b>		<b>120,128</b>	<b>5,191,838</b>



**COMMENT FORM**

Review period for the 2021-2024 MTIP October 2021 Amendment begins **Wednesday, September 29, 2021 and runs through Noon, Wednesday October 13, 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 4<sup>th</sup> Street, Suite 204  
Yakima, WA 98901  
FAX (509) 574-1551, Email: [alan.adolf@yvcog.org](mailto: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 29 de septiembre de 2021 hasta el mediodía del miércoles 13 de octubre de 2021** estará disponible para revisión pública la modificación del MTIP (por sus siglas en inglés) de octubre de 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 4<sup>th</sup> Street, Suite 204  
Yakima, WA 98901  
FAX (509) 574-1551 / Email: [alan.adolf@yvcog.org](mailto: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/>