



**YAKIMA VALLEY
TRANSPORTATION POLICY BOARD
AGENDA**

Monday, March 16, 2020
1:30 p.m.

The 300 Building
311 N. 4th St, Ste 204, Yakima, WA

TRANSPORTATION POLICY BOARD:

James Restucci, Council Member, City of Sunnyside, Chair
John Hodkinson, Council Member, City of Union Gap, Vice Chair
Janice Gonzales, Council Member, City of Zillah
Brad Hill, Council Member, City of Yakima
Bill Moore, Council Member, City of Grandview
Norm Childress, Commissioner, Yakima County
Sherry Raymond, Mayor, City of Selah (Member at Large)
Todd Trepanier, Region Administrator, WSDOT SCR
Jon Smith, President/CEO, YCDA
Madelyn Carlson, CEO, People for People

13th District:

Sen. Judy Wamick
Rep. Tom Dent
Rep. Alex Ybarra

15th District:

Senator Jim Honeyford
Representative Bruce Chandler
Representative Jeremie Dufault

14th District:

Senator Curtis King
Representative Chris Corry
Representative Gina Mosbrucker

CALL TO ORDER

The March 16, 2020 meeting of the Transportation Policy Board will come to order at ____ p.m.

- I. INTRODUCTIONS**
- II. ROLL CALL**
- III. APPROVAL OF MINUTES** – February 19, 2020 Policy Board Meeting *pgs. 3-5*

PUBLIC COMMENT POLICY – *It is the policy of the Transportation Policy Board to accept public comment on agenda items at the time the item is being discussed. Public comments regarding items not on the agenda will be heard at the end of the meeting.*

IV. OLD BUSINESS

- 1. MPO's / WSDOT Federal Funding Obligation Authority Discussion and Internal Policy Update *P. 6*
Christina Wickenhagen, Executive Director
 - Ongoing WSDOT & Statewide MPOs OA Discussions*Action: Discussion*

V. NEW BUSINESS

- 1. March 2020 Metropolitan / Regional Transportation Improvement Program (M/RTIP) Amendment *pgs. 7-11*
Alan Adolf, Transportation Program Manager
 - Public comment period from February 26 – March 11, 2020. *(Table copies)*
 - Technical Advisory Committee (TAC) recommended on March 12, 2020 following review and discussion of public comments.*Action 1a: Adopt Resolution 2020- 07 for Determination of Air Quality and authorize Chair to sign Resolution 2020- 07.*
Action 1b: Adopt Resolution 2020- 08 for Findings and authorize Chair to sign Resolution 2020-08.

Action 1c: Approval of the 2020-2023 M/RTIP March Amendment and authorize Chair to sign TIP Amendment Checklist
"I move to authorize the Chair to sign Resolutions 2020- 07, 2020- 08 and the March 2020 TIP Amendment Checklist."

- 2. 2020 – 2045 Metropolitan & Regional Transportation Plan (Long Range Plan) *pgs. 12-13*
Alan Adolf, Transportation Program Manager

- Public Comment (February 5 - March 5, 2020)
 - SEPA Public Comment (February 5 - 19, 2020)
 - TAC Recommendation March 12th, State/Fed Conformity Review March 13th
- Action: 1a: Adopt Resolution 2020- 09 for Determination of Air Quality (Yakima Valley Metropolitan and Regional Transportation Plan 2020-2045) and authorize Chair to sign Resolution 2020- 09.*
- Action 1b: Adopt Resolution 2020- 10 for Adoption of the Yakima Valley Metropolitan and Regional Transportation Plan for 2020-2045 and authorize Chair to sign Resolution 2020-10.*
- "I move to authorize the Chair to sign Resolutions 2020- 09 "Determination of Air Quality" and 2020-10." Adoption of the Yakima Valley Metropolitan and Regional Transportation Plan 2020-2045"*

3. 2020-2023 Metropolitan & Regional Transportation Improvement Programs (M/RTIP) Update to Conform to 2020-2045 Metropolitan and Regional Transportation Plan

Alan Adolf, Transportation Program Manager

pgs. 14-17

- 2020-2023 MRTIP conformed to 2016-2040 MRTP when approved in October 2019.
- Action: 1a: Adopt Resolution 2020-11 for Determination of Air Quality (2020-23 MRTIP to Yakima Valley Metropolitan and Regional Transportation Plan 2020-2045) and authorize Chair to sign Resolution 2020- 11.*
- Action 1b: Adopt Resolution 2020- 12 for Adoption of the 2020-2023 MRTIP to the Yakima Valley Metropolitan and Regional Transportation Plan for 2020-2045 and authorize Chair to sign Resolution 2020-12.*

"I move to authorize the Chair to sign Resolutions 2020- 11 "Determination of Air Quality for the 2020-2023 MRTIP to the 2020-2045 MRTP" and 2020-12." Adoption of the 2020-2023 MRTIP to the Yakima Valley Metropolitan and Regional Transportation Plan 2020-2045"

4. CY 2019 Metropolitan & Regional Obligation & Closure Report

Alan Adolf, Transportation Program Manager

Table copies

- Calendar Year 2019 Obligations, De-obligations, and Closures in YVCOG Region
- Action: Discuss and authorize Executive Director to submit report to WSDOT*
- "I move to authorize the Executive Director to submit the Calendar Year 2019 Metropolitan & Regional Obligation and Closure Report to WSDOT"*

5. Yakama Nation Heritage Connectivity Trail Program

Alan Adolf, Transportation Program Manager

pgs. 18-20

- Project Talking Points.

Action: Information

VI. WSDOT STATE & REGIONAL UPDATE

Todd Trepanier, WSDOT South Central Regional Administrator

Action: Information

OTHER BUSINESS

PUBLIC COMMENT

ADJOURN at _____ p.m.

YVCOG ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin, or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding YVCOG's Title VI Program, you may contact the Title VI Coordinator at 509.574.1550.

If you need special accommodations to participate in this meeting, please call us at 509.574.1550 by 10:00 a.m. three days prior to the meeting. For TDD users, please use the state's toll-free relay service, 800.833.6388 and ask the operator to dial 509.574.1550.

YVCOG TRANSPORTATION POLICY BOARD
MEETING MINUTES
February 20, 2020

CALL TO ORDER

Vice Chair John Hodkinson called the February 20, 2020 meeting of the Transportation Policy Board to order at 1:30 p.m. A quorum was present.

PUBLIC COMMENT
POLICY

It is the policy of the Transportation Policy Board to accept public comment on agenda items at the time the item is being discussed. Public comments regarding items not on the agenda will be heard at the end of the meeting.

ROLL CALL &
INTRODUCTIONS

Members present: John Hodkinson, Norm Childress, Bill Moore, Janice Gonzales, Jonathan Smith, Todd Trepanier, and Madelyn Carlson
Members present via teleconference: n/a
Members Absent: Jim Restucci, Brad Hill, Sherry Raymond
YVCOG staff present: Alan Adolf, Chris Wickenhagen, Mike Shuttleworth, Shane Andreas, and Tami Hayward
Others present: **Indicates notice of absence received prior to meeting.*

APPROVAL OF MINUTES*

Norm Childress moved to approve the minutes from January 15, 2020. Jonathan Smith seconded. The motion carried.

PUBLIC COMMENT

None.

OLD BUSINESS

2020-2045 LONG RANGE
PLAN UPDATE

Alan Adolf provided an update on the status of the Long Range Plan. 307 pages. It has been out for public comment since February 5th. The SEPA portion wraps up today (2/19/2020), and we have received one comment. We have received about 6 responses to the Long Range Plan, so far. Accepting comments until March 5th. Will be presented to the Policy Board for approval on March 16, 2020. We will then forward the resolution to the feds to make sure we are certified for another 4 years as meeting air quality requirements. Our plan estimates that we will still be below our 2% per year threshold in 2045.

We have had 265 responses to our transportation survey. All responses were in English. We will continue to work on our public outreach.

NEW BUSINESS

FEBRUARY 2020
METROPOLITAN /
REGIONAL
TRANSPORTATION
IMPROVEMENT PROGRAM
AMENDMENT (M/RTIP)

Alan Adolf presented the February M/RTIP Amendment. The TAC recommended Policy Board approval at their February 13th meeting.

Only one addition: YVCOG is utilizing \$228,758.00 of STP funds to use for transportation planning activities, and will require \$35,703.00 of local matching funds, for a total of \$264,467.00.

No public comments were received.

Action: Bill Moore moved to authorize the Chair to sign Resolutions 2020-04, 2020-05, and the February 2020 TIP Amendment Checklist. Jon Smith seconded the motion. The motion carried.

2020 TITLE VI ANNUAL REPORT

Mr. Adolf presented the 2020 Tile VI Annual Report, covering February 2, 2019 to February 1, 2020. The only revisions were names of staff members and trainings. No Title VI complaints were submitted.

Action: Norm Childress moved to authorize the Executive Director to sign the Title VI Policy Statement and adopt the 2020 Title VI Annual Report and submit to WSDOT. Bill Moore seconded. The motion carried.

MPO / WSDOT FEDERAL FUNDING OBLIGATION AUTHORITY (OA) DISCUSSION

Chris Wickenhagen, Executive Director, updated the Policy Board on the federal funds obligation policy status. It has been preliminarily agreed by the MPO's that if an MPO does not meet its obligation requirements for 2 years, they will be sanctioned. Obligation authority target date is August 1st. Discussion on creation of internal policy – Commissioner Childress suggested the policy be a collaborative effort between YVCOG staff and the TAC. It was agreed that YVCOG staff will create a draft policy with options and TAC will then review and finalize the policy, and recommend adoption by the Policy Board.

Action: Discussion.

FEDERAL FISCAL YEAR 2020 STP PLANNING PROGRAM

Ms. Wickenhagen explained that this is the typical STP Set-Aside Funds agreement we receive each year from WSDOT. These funds will be used to perform Countywide Transportation Planning activities through December 31, 2021.

Action: Janice Gonzales moved to approve the chair to sign WSDOT Form 140-039 (Local Agency Agreement) and Form 140-101 (Local Agency Federal Aid Project Prospectus) for the FFY 2020 STP Planning Program and submit to WSDOT. Bill Moore seconded. Motion carried.

REQUEST GOVERNOR'S ACTION TO EXPAND THE YVCOG METROPOLITAN PLANNING AREA (MPA) BOUNDARY

Ms. Wickenhagen explained the benefits of expanding the MPA boundary to include the entire county. We would receive a little more planning money, and we are already structured that way with TAC and Policy Board.

Action: Janice Gonzales moved to authorize the Chair to sign Resolutions 2020-6, and direct the Executive Director to submit a request letter to the governor to expand the YVCOG's Metropolitan Planning Area (MPA) Boundary to encompass all of Yakima County. Bill Moore seconded the motion. The motion carried.

WSDOT STATE & REGIONAL UPDATE

Todd Trepanier asked that everyone take the time to read the letter from the Secretary of Transportation to the four corners of the Legislature.

There is a change happening because of funding shortages, due to I-976.

Preservation and safety have been underfunded in the last few funding packages. Some want to drop the 6 original policy goals in the RCW – economic vitality, preservation, safety, mobility, environment, and stewardship, and replace them with accessibility, environment and climate, health, and equity and environmental justice. WSDOT did not intend to drop

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the original goals, they want to add them to the original goals. WSDOT is asking jurisdictions to go to a planning organization, instead of lobbyists. The planning organization should present your project to the Legislature.

How do we want to move transportation forward? As a group, planning things out, using data, or to continue lobbying? WSDOT recommends using data.

Ms. Gonzales stated that it would be nice if it would work that way, but she isn't sure if it is realistic.

Discussion of SCR flooding disasters. The large disasters are eligible for federal reimbursement. Yakima County has been declared a disaster county because of Hwy 410 flooding.

Action: Information

OTHER BUSINESS

Mr. Adolf mentioned FAST Act II, and Moving America and the Environment Forward.

PUBLIC COMMENT

None

ADJOURN

With no other business, Vice Chair Hodkinson adjourned the meeting at 2:45 p.m.

Respectfully submitted,

James A. Restucci
YVCOG Transportation Policy Board Chair

Date signed

ATTEST:

Tamara Hayward, Financial Specialist

Date signed



Effective Date:

Cancels:

See Also:

POLICY

Approved by:

POL -XXX Regional Projects to Obligate Federal Funds

This policy applies to all YVCOG approved regional projects utilizing federal funds.

The Transportation Policy Board will approve with obligation dates for all projects awarded with federal funds

The Transportation Policy Board will redistribute federal funding not obligated by the first Monday in April to the approved project on the approved prioritized list

If Cities, Towns, or Yakima County have projects that are to obligate funding by the first Monday of April will have one opportunity to request an extension from the Policy Board to obligate by the first Monday in July.

The Technical Advisory Committee will maintain a list of projects allowed to obligate funding in the place of a project unable to obligate by the first Monday of April if no other approved projects on the prioritized list are able to obligate

The Project that was to obligate by the first Monday of April who did not obligate will drop to the bottom of the prioritized list of approved projects for federal funding.

Projects that did not obligate within the federal window required to obligate due to the lack of ability is not the responsibility of the TPB. Therefore, if federal funds need to be returned to the federal government because projects did not move forward; it is the City, Town or County responsibility to repay those federal funds.

Resolution 2020-07

2020-2023 Yakima Valley Metropolitan and Regional Transportation Improvement Program

March 16, 2020 AMENDMENT – DETERMINATION OF AIR QUALITY CONFORMITY

A *RESOLUTION* of the Yakima Valley Transportation Policy Board affirming the conformity of the 2020-2023 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 2020-2023 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 2016-2040 Yakima Valley Metropolitan Transportation Plan, hereafter referred to as the MTP, was adopted by the Yakima Valley Transportation Policy Board on March 21, 2016 and provides the long-range transportation plan guiding the development of transportation improvements for the metropolitan area of the Yakima Valley; and

WHEREAS, it is necessary to amend the 2020-2023 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 2020-2023 M/RTIP for March 2020 are:

[City of Union Gap]

REVISION – Regional Beltway Connector Phase 2 – South Union Gap (SR97 to Regional Beltway Phase 1). Project will construct a new four lane arterial from the Main Street Intersection with US 97 to Longfibre Road and serve as the east/west freight corridor; constructed in two stages. Stage 2A (Longfibre Road to the North boundary of Fullbright Park) includes all roadway work, roundabouts at intersections, joint bike/pedestrian pathways, and other work to complete the stage. Stage 2B (North boundary of Fullbright Park to the Main Street intersection) includes roadwork, a bridge over the BNSF railway, a roundabout at the Main Street intersection, joint bike/pedestrian pathways and other work to complete the stage. Stage 2B (estimated cost \$8,765,000) remains unfunded (planned). Stage 2A's PE Phase is funded through [secured] Federal NHFP Funds (\$1,000,000) and local funds (\$135,000), Stage 2A's CN Phase is funded through [secured] Federal INFRA Funds (6,660,000). **Total Project Cost: \$22,220,000.**

[Yakima Transit]

ADDITION – 2019 FTA 5307 (Operating Assistance) – Carryover from FY 2019 TIP. Program funds facilitate Yakima Transit's annual [Fixed Route] Transit services within the boundaries of the city. Program is funded with Federal FFY 2019 [FTA 5307] funds (\$2,168,815) and local funds (\$2,168,815). **Total Program Cost: \$4,337,630**

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 2016-2040 MTP and any amendments to the 2020-2023 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 2020-2023 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 2020-2023 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 2020-2023 M/RTIP:

1. The addition of this project into the 2020-2023 M/RTIP is neutral to the reduction of particulate matter (PM₁₀) in the Yakima Valley PM₁₀ Maintenance Area; and,
2. The 2020-2023 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 2020-2023 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 2020-2023 Metropolitan and Regional Transportation Improvement Programs (M/RTIP) modeled scenarios for the amended 2020-2023 MTIP yield far less PM₁₀ than the 1994 budget of 927 tons, declares that the 2020-2023 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 16th day of March 2020.

James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

Christina Wickenhagen, Executive Director
Yakima Valley Conference of Governments

Resolution 2020-08

2020-2023 Yakima Valley Metropolitan and Regional Transportation Improvement Program
March 16, 2020 AMENDMENT – FINDINGS

A RESOLUTION of the Yakima Valley Transportation Policy Board affirming the findings of the February 2020 Amendment to the 2020-2023 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 2020-2023 M/RTIP –

FORMAL amendments to the 2020-2023 M/RTIP for March 2020 are:

[City of Union Gap]

REVISION – Regional Beltway Connector Phase 2 – South Union Gap (SR97 to Regional Beltway Phase 1). Project will construct a new four lane arterial from the Main Street Intersection with US 97 to Longfibre Road and serve as the east/west freight corridor; constructed in two stages. Stage 2A (Longfibre Road to the North boundary of Fullbright Park) includes all roadway work, roundabouts at intersections, joint bike/pedestrian pathways, and other work to complete the stage. Stage 2B (North boundary of Fullbright Park to the Main Street intersection) includes roadwork, a bridge over the BNSF railway, a roundabout at the Main Street intersection, joint bike/pedestrian pathways and other work to complete the stage. Stage 2B (estimated cost \$8,765,000) remains unfunded (planned). Stage 2A's PE Phase is funded through [secured] Federal NHFP Funds (\$1,000,000) and local funds (\$135,000), Stage 2A's CN Phase is funded through [secured] Federal INFRA Funds (6,660,000). **Total Project Cost: \$22,220,000.**

[Yakima Transit]

ADDITION – 2019 FTA 5307 (Operating Assistance) – Carryover from FY 2019 TIP. Program funds facilitate Yakima Transit's annual [Fixed Route] Transit services within the boundaries of the city. Program is funded with Federal FFY 2019 [FTA 5307] funds (\$2,168,815) and local funds (\$2,168,815). **Total Program Cost: \$4,337,630**

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 2020-2023 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 2020-2023 MTIP, formally adopted on March 16, 2020:

1. Finds the amended projects contained in this formal amendment to the 2020-2023 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 2020-2023 M/RTIP to be consistent with regional goals, objectives, and policies; and,
3. Finds that the projects listed in this formal amendment to the 2020-2023 M/RTIP be financially feasible and,
4. Based on these findings, approves the projects submitted by Yakima Transit to be amended into the 2020-2023 M/RTIP and STIP as Secured.

NOW, THEREFORE, BE IT RESOLVED, that the Yakima Valley Transportation Policy Board adopts the March 2020 amendment to the 2020-2023 Metropolitan and Regional Transportation Improvement Program; and,

BE IT FURTHER RESOLVED, that the amended projects listed in this resolution be added to the 2020-2023 Metropolitan and Regional Transportation Improvement Program and transmitted to the appropriate state and federal agencies for review, approval, and inclusion in the 2020-2023 State Transportation Improvement Program (STIP).

Adopted by the Yakima Valley Transportation Policy Board this 16th day of March 2020.

James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

Christina Wickenhagen, Executive Director
Yakima Valley Conference of Governments

Date

TIP Amendment Checklist

Yakima Valley Conference of Governments (YVCOG)

2020-2023 Transportation Improvement Program

March 2020

March 16, 2020

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 3/16/2020

Reviewed By:

WSDOT Signature

Title

Date

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Resolution 2020-09

***YAKIMA VALLEY METROPOLITAN AND REGIONAL
TRANSPORTATION PLAN 2020-2045
DETERMINATION OF AIR QUALITY CONFORMITY***

WHEREAS, Yakima Valley Conference of Governments (YVCOG) serves as the designated Metropolitan Planning Organization (MPO) for the greater Yakima Metropolitan Area; and

WHEREAS, the Yakima Valley Metropolitan and Regional Transportation Plan 2020-2045 (M/RTP) identifies transportation facilities, programs, and services for the MPO and the greater Yakima County region; and

WHEREAS, the M/RTP 2020-2045 was developed in accordance with federal metropolitan planning process requirements, as prescribed in Title 23, Code of Federal Regulations, Part 450 (23 CFR 450) and other relevant regulations, including requirements for interagency consultation, financial constraint, and public participation; and

WHEREAS, an analysis of air quality impacts for both carbon monoxide (CO) and particulate matter 10 microns or less in diameter (PM₁₀) of the planned transportation improvements within the MPO over the 25-year period has been completed and demonstrates conformity in accordance with 40CFR 93.109(l) and the State Maintenance Plans for both CO and PM₁₀; and

WHEREAS, the MPO/RTPO Policy Board is responsible for local approval of the Transportation Conformity for the M/RTP.

NOW, THEREFORE, BE IT RESOLVED, the Yakima Valley MPO Policy Board that the *Yakima Valley Metropolitan and Regional Transportation Plan 2020-2045* conforms with the State Maintenance Plans for the Yakima CO and PM₁₀ maintenance areas.

Adopted by the Yakima Valley MPO/RTPO Policy Board this 16th day of March 2020.

James A. Restucci, Chair
Yakima Valley Metropolitan Transportation Planning Organization
Policy Board

ATTEST:

Christina Wickenhagen
Executive Director
Yakima Valley Conference of Governments

RESOLUTION NO. 2020-10

**ADOPTION OF THE YAKIMA VALLEY METROPOLITAN AND REGIONAL
TRANSPORTATION PLAN FOR 2020-2045**

WHEREAS, the Yakima Valley Conference of Governments (YVCOG) has the responsibility for coordinating the metropolitan and regional transportation planning process as set forth in Title 23 U.S.C. Section 134, and RCW 47.80.030; and

WHEREAS, the YVCOG has been certified by the USDOT and WSDOT as fulfilling the requirements necessary to conduct the regional transportation planning program and serves as the designated Metropolitan Planning Organization (MPO) for the Yakima Metropolitan Area and the Regional Transportation Planning Organization (RTPO) for the Yakima Valley Region encompassing all of Yakima County; and

WHEREAS, an analysis of air quality impacts for both carbon monoxide (CO) and particulate matter 10 microns or less in diameter (PM₁₀) of the planned transportation improvements over the 20-year period has been completed and demonstrates conformity in accordance with 40 CFR 93.109(l); and

WHEREAS, a 30-day public comment period ending on March 5, 2020 was advertised and made available through direct mailing to reviewing agencies, on display at the Yakima Regional Library, Sunnyside Library, Naches Town Hall, Tieton City Hall, Granger City Hall, YVCOG Office, and posted on the Yakima Valley Conference of Government's website in order to solicit comments on the draft plan; and

WHEREAS, an environmental checklist was completed and a Determination of Nonsignificance (DNS) was issued on March 3, 2020 in accordance with RCW 43.21C, the State Environmental Policy Act (SEPA), with a comment period ending on February 19, 2020; and

WHEREAS, any comments received on the public review draft and the DNS by March 5, 2020 were incorporated into the recommendations for the MPO/RTPO Policy Board approval.

NOW, THEREFORE, BE IT RESOLVED that the Yakima Valley Metropolitan and Regional Transportation Planning Organization (MPO/RTPO) Policy Board adopts the *2020-2045 Yakima Valley Metropolitan and Regional Transportation Plan*; and

BE IT FURTHER RESOLVED that the approved Yakima Valley Region and Metropolitan Area Transportation Plan for 2020-2045 be transmitted to the appropriate state and federal agencies for review and approval.

Signed this 16th day of March 2020.

James A. Restucci, Policy Board Chair
Yakima Valley Metropolitan and Regional Transportation Planning Organization

ATTEST:
Christina Wickenhagen, Executive Director
Yakima Valley Conference of Governments

Resolution 2020-11

2020-2023

***Yakima Valley Metropolitan and Regional Transportation Improvement Program
DETERMINATION OF AIR QUALITY CONFORMITY to the 2020-2045 MRTIP***

A RESOLUTION of the Yakima Valley Metropolitan and Regional Transportation Planning Organization (MPO/RTPO) Policy Board affirming the conformity of the 2020-2023 Yakima Metropolitan Area Transportation Improvement Program (MTIP), with the Washington State Implementation Plan (SIP) for Air Quality.

WHEREAS, YVCOG serves as the designated Metropolitan Planning Organization (MPO) for the Yakima Metropolitan Area; and

WHEREAS, YVCOG's Metropolitan Transportation Improvement Program, hereafter referred to as the MTIP, is the basis for distributing federal transportation funds within the Yakima Metropolitan area; and

WHEREAS, the 2020-2045 Yakima Valley Metropolitan and Regional Transportation Plan, hereafter referred to as the M/RTP, was adopted by YVCOG on March 16, 2020 and provides the long-range transportation plan guiding the development of transportation improvements for the Yakima Metropolitan area; and

WHEREAS, the Federal Clean Air Act Amendments of 1990 and the Rule on Air Quality for Transportation Plans, Programs, and Projects require the Yakima Valley Conference of Governments, as the MPO, and the U.S. Department of Transportation to determine that the 2020-2045 M/RTP and the 2020-2023 M/RTIP conform to the Washington State Implementation Plan for Air Quality, hereafter referred to as the State Implementation Plan (SIP), and support the SIP intent to achieve and maintain the National Ambient Air Quality Standards; 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 2020-2023 M/RTIP not contradict or adversely impact implementation of transportation control measures identified in the State Implementation Plan (SIP) for the Yakima nonattainment area; and

WHEREAS, the Yakima Valley Metropolitan Area is in conformity for CO and PM₁₀; and

WHEREAS, the 2020-2023 Yakima Valley Metropolitan Transportation Improvement Program (MTIP) has been determined to achieve and maintain the NAAQS as required by the Clean Air Act Amendments of 1990, and to meet the requirements set forth in WAC 173-420, and the Yakima Limited Maintenance Plans for both CO and PM₁₀

NOW, THEREFORE, BE IT RESOLVED, the Yakima Valley Transportation Policy Board finding the quantitative analysis of transportation-related PM₁₀ emissions for the 2020-2023 *Metropolitan and Regional Transportation Improvement Programs (M/RTIP)* modeled scenarios do not cause any violations of

the National Ambient Air Quality Standards (NAAQS), declares that the 2020-2023 MTIP 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 16th day of March 2020.

James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST:

Christina Wickenhagen
Executive Director
Yakima Valley Conference of Governments

Resolution No. 2020 - 12

*Adoption of
THE 2020-2023 YAKIMA VALLEY METROPOLITAN AND REGIONAL
TRANSPORTATION IMPROVEMENT PROGRAMS to the 2020-2045 MRTIP*

WHEREAS, the Yakima Valley Conference of Governments (YVCOG), as the federal-designated Metropolitan Planning Organization (MPO) and state-designated Regional Transportation Planning Organization (RTPO), has the responsibility for developing and adopting a Transportation Improvement Program (TIP) for each organization: and,

WHEREAS, local jurisdictions and state agencies have submitted projects for inclusion in the 2020-2023 Metropolitan and Regional Transportation Improvement Program (M/RTIP), which are based on reasonably available financial resources; and,

WHEREAS, transportation improvement projects must be included in the M/RTIP to be eligible for federal assistance under Federal Transit Administration and Federal Highway Administration funding programs; and,

WHEREAS, a public comment period for review of the proposed 2020-2023 M/RTIP was held between September 10, 2019 and October 9, 2019; and,

WHEREAS, Yakima Valley Conference of Governments certifies that the requirements of 23 USC, Section 134 are met. Certification is a joint MPO/WSDOT statement concerning the planning process and is updated every year; and,

WHEREAS, the new 2020-2045 M/RTP was adopted on March 16, 2020 and requires the M/RTIP to reference the new M/RTP; and,

WHEREAS, the Policy Board of the Yakima Valley MPO/RTPO, in its review of the 2020-2023 Metropolitan and Regional Transportation Improvement Programs (M/RTIP) on March 16, 2020 finds:

1. The projects contained in the 2020-2023 M/RTIP to be a realistic program of projects to be implemented by local jurisdictions, transit agencies and the state Department of Transportation;
2. The 2020-2023 M/RTIP to be financially constrained;
3. The development of the 2020-2023 M/RTIP to have involved public input;
4. The projects contained in the 2020-2023 M/RTIP to be consistent with regional goals, policies and recommendations as set forth in the *2020-2045 Yakima Valley Metropolitan and Regional Transportation Plan*; and
5. The 2020-2023 M/RTIP meets air quality conformity as referenced in Yakima Valley Conference of Governments *Resolution 2019-11*.

NOW, THEREFORE, BE IT RESOLVED, that the Yakima Valley MPO/RTPO Policy Board adopts the 2020-2023 Yakima Valley Metropolitan and Regional Transportation Improvement Programs (M/RTIP); and

1. Acknowledges and accepts them for the purposes of planning and information; and
2. Approves the projects listed in the 2020-2023 MTIP/RTIP to receive federal funds.

BE IT FURTHER RESOLVED, that the Yakima Valley 2020-2023 Metropolitan and Regional Transportation Improvement Programs be transmitted to the appropriate state and federal agencies to continue inclusion in the STIP after March 16, 2020.

Signed this 16th day of March 2020.

James A. Restucci, Chair
Yakima Valley MPO/RTPO Policy Board

ATTEST:

Christina Wickenhagen, Executive Director
Yakima Valley Conference of Governments

Talking Points – Heritage Connectivity Trails

How did the Heritage Connectivity Trails Idea come about?

Ninety percent of tribal members and people living throughout the Yakama Nation feel that pedestrian safety is their highest priority according to a 2019 transportation survey conducted by the Tribal Traffic Safety Committee (TTSC). The Yakama Nation is leading efforts to support these concerns with support from dozens of project partners.

State data reflects the need for safety improvement; The Yakama Nation has the highest number of pedestrian fatalities in the state. In the past 10 years, there have been 350 injury collisions and 22 reported fatalities on US 97 between Union Gap and Satus Pass. In response to the survey, the Yakama Nation formed the TTSC to develop an initial safety plan, which was approved in August 2019.

The Heritage Connectivity Trails project is in direct response to the community's concerns surrounding pedestrian safety and broader transportation connectivity throughout the region.

Heritage Connectivity Trails

A trails plan will be created to improve multimodal transportation and pedestrian safety throughout the Yakama Nation. Preliminary concepts includes over 150 miles of trails south of Union Gap, WA. National Parks Service (NPS) is currently assisting with the planning process and facilitating discussions amongst the dozens of project partners. A lot of good inventory and analysis has been accomplished already.

In addition to providing safer walking paths throughout the valley, the Heritage Connectivity Trails aims to strengthen cultural ties throughout the communities by providing educational elements that will include interpretive signs and exhibits designed to teach the history and values of not only the Yakama Nation, but also the entire Yakima Valley. Community groups will be encouraged to adopt portions of the trails for this purpose. Furthermore, the trails will promote healthy lifestyles, encourage positive economic benefits through tourism, and connect to other area trails.

Desired Routes

The Heritage Connectivity Trails will extend south from the Yakima Greenway connecting Union Gap to White Swan. The path will start in Union Gap, follow the Yakima Valley Highway to Donald/Parker, branch southeast on US 97 to Mabton, then head south to Goldendale, and finally west from Toppenish to Fort Simcoe. Map attached.

Trails planning is organized in five segments. Planning and development of these sections will be based on collision data.

Segment 1: Union Gap to Parker (orange)

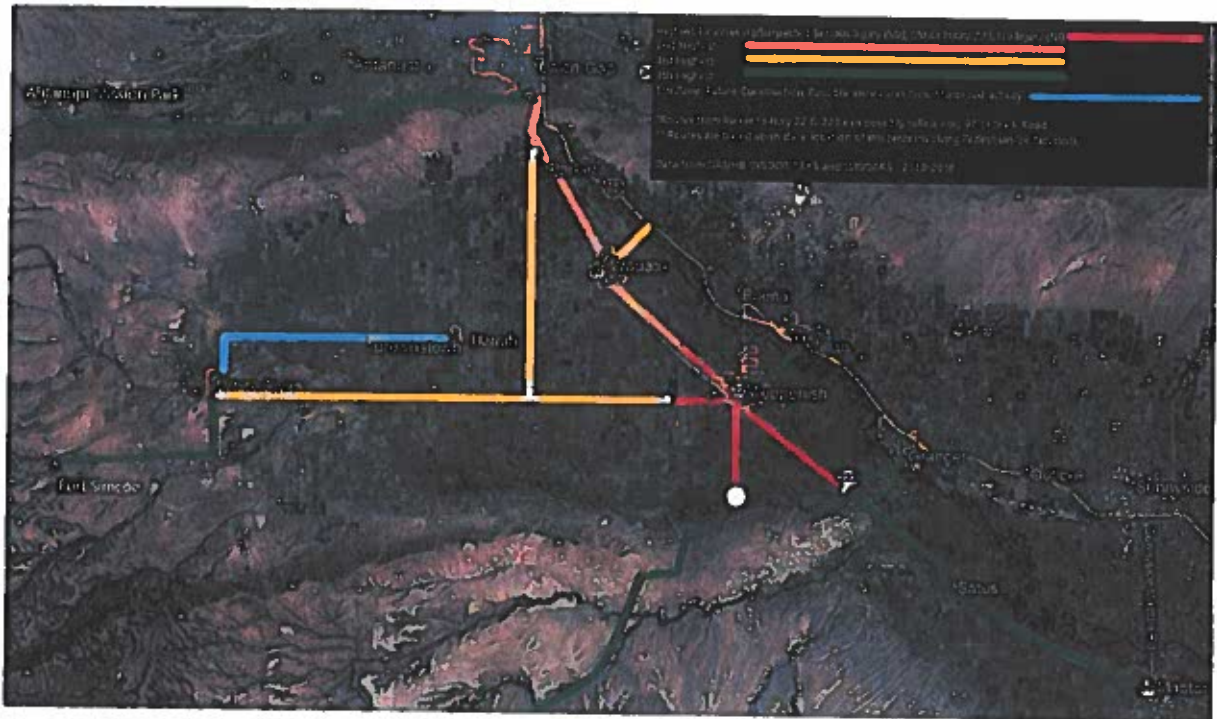
Segment 2: Parker to Wapato (yellow)

Segment 3: Wapato to Toppenish (orange and red)

Segment 4: Toppenish to White Swan and White Swan to Fort Simcoe (red and yellow)

Segment 5: Other trail options as they become available

See map – next page.



What is happening now?

TTSC is leading discussions and planning efforts to coordinate trail routes and safety needs with planned road construction throughout the county. An initial priority for TTSC is to coordinate trail design with WSDOT planning for the roundabout construction taking place at US 97 and McDonald Road in 2021.

Who supports this project?

The following list of entities have demonstrated or pledged support for all or parts of the HCT:

- Yakama Nation
- DRYVE and TRANS-action
- City of Toppenish
- City of Union Gap
- Cowiche Canyon Conservancy
- Eastern Washington University
- Northwest Portland Area Indian Health Board
- TRANS-action and DRYVE
- Washington State Department of Transportation
- Washington Traffic Safety Commission
- William O. Douglas Trail Foundation
- Yakima Bikes and Walks!

What are the pedestrian traffic concerns in the Lower Valley?

Ninety percent of tribal members and people living throughout the Yakama Nation feel that pedestrian safety is their highest priority according to a 2019 transportation survey conducted by the Tribal Traffic Safety Committee (TTSC).

State data reflects the need for safety improvement; The Yakama Nation has the highest number of pedestrian fatalities in the state. In the past 10 years, there have been 350 injury collisions and 22 reported fatalities on US 97 between Union Gap and Satus Pass.

There is a lack of sidewalks and lighting, lack of roadway shoulders, areas of the roadway where guardrail pinch points push pedestrians to the road, and areas of thick vegetation that obstruct walkways.

How will this project improve canal safety?

Yakama DNR Engineering is working to map serious collision and fatality data throughout the region and partner with WIP. This partnership is exploring possibilities to pipe existing irrigation canals that are adjacent to or in close proximity to schools and residential communities that pose hazards for pedestrians/cyclists. This will assist in prioritizing prevention measures.

Organizing a team

The Yakama Nation DNR engineering team have been and will continue to give presentations about the HCT locally, regionally and nationally.

There is a core planning team and an advisory committee comprised of various stakeholders and community members. In the future, specific subcommittees and workgroups will assist in specific parts of the project such as grant development, right-of-way acquisition, route development and others.

Cost & Timeline

We are in the planning phase of the HTC. This project is dependent on community support and input. Estimates on cost and timeline will be determined after the planning phase is completed, which will include multiple opportunities for members of the public to express opinions about the trail as well as volunteer and be a part of HCT trail committees.