

OCTOBER 2022 AMENDMENT

To the

**YAKIMA VALLEY 2022 - 2025
METROPOLITAN AND REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM**

Prepared by

The Yakima Valley Conference of Governments

On Behalf of

City of Yakima

Policy Board approval on
October 17, 2022

TABLE OF CONTENTS

	PAGE
Membership and Staff Rosters	<u>3</u>
Findings	<u>4</u>
Appendix A – MPO and MPA Map	<u>9</u>
Appendix B – Resolutions	<u>11</u>
Appendix C – STIP Reports	<u>17</u>

*YVCOG 2022 – 2025 M/RTIP
October 2022 Amendment
October 17, 2022*

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	Deputy Mayor, City of Sunnyside – Chair
John Hodkinson	Mayor, City of Union Gap – Area 1 Representative – Vice Chair
Janice Gonzales	Council Member, City of Zillah – Area 2 Representative
Jose Trevino	Mayor, City of Granger – Area 3 Representative
Patricia Byers	Council Member, City of Yakima
Ron Anderson	Commissioner, Yakima County
Sherry Raymond	Mayor, City of Selah - Member at Large,

<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	Rachel Ruelas, Mayor
City of Moxee	Jeff Burkett, 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	Elizabeth Alba, City Manager TAC Vice Chair Shane Fisher, Public Works Director
City of Tieton	Frank Brewer, Public Works Director
City of Toppenish	Debbie Zabell, City Manager Dan Ford, Assistant City Manager
City of Union Gap	Dennis Henne, Public Works Director & TAC Chair
City of Wapato	Jeff Schumacker, Public Works Director
City of Yakima	Bill Preston, City Engineer Robert Washabaugh, Supervising Traffic 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	Dwayne Valentine, Engineer

A Metropolitan Planning Organization**2022 - 2025****Metropolitan and Regional Transportation Improvement Program
October 2022 Amendment****FINDINGS****TIME FRAME**

The Yakima Valley Conference of Governments' (YVCOG) Metropolitan and Regional Transportation Improvement Program (M/RTIP) amendment for October 2022 includes years 2022 through 2025.

METROPOLITAN AND REGIONAL PROJECTS

The **October** 2022 Amendments of the 2022 - 2025 M/RTIP include:

Yakima	34th Avenue & Fruitvale Blvd, and 34th Avenue & River Road Roundabouts
Amendment	Improve the intersections of River Road & Fruitvale Boulevard, and N. 34th Avenue and River Road by installing roundabouts. The amendment is to add \$228,000 in NHFP funds and \$111,290 in HSIP (both Federal) from \$788,308 to \$889,598; add State funding in the amount of \$1,000,000; increase the \$52,562 local funds from \$257,840 to \$310,402. Total project cost increases from \$1,200,000 to \$2,800,000
PIN: YAK44	
Total Project Cost:	
2,800,000	

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 2022 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 2022 - 2025 M/RTIP indicates the TIP can be implemented and the funds programmed do not exceed estimated revenues.

WSDOT will review the October 2022 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.

YVCOG 2022 – 2025 M/RTIP
October 2022 Amendment
October 17, 2022

Cumulative 2022-2025 M/RTIP Summary - Secured Funding Projects					
	Projects	Federal Funds	State Funds	Local Funds	Total Funds
MPO/RTPO	64	\$125,937,773	\$149,508,597	\$24,837,979	\$300,284,349
MPO/RTPO October Amendments	0	\$ 339,290	\$ 1,000,000	\$52,562	\$ 1,292,102
October Administrative Modifications	0	\$0	\$0	\$0	\$0
Total Projects	64	\$126,277,063	\$150,508,597	\$24,890,541	\$301,676,201

COOPERATION

YVCOG developed the October 2022 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 2022 - 2025 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 PM₁₀. All projects in the 2022 - 2025 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 October 2022 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 2022 - 2025 M/RTIP is in Appendix E of the M/RTP.

The Environmental Protection Agency (EPA) re-designated both the Yakima carbon monoxide (CO) nonattainment area and the PM₁₀ nonattainment area to "attainment" for the National Ambient Air Quality Standards (NAAQS) and approved a limited maintenance plan (LMP) effective December 31, 2002, for CO and March 10, 2005 for PM₁₀ for a period of 20 years. The LMP requirement will expire for CO on December 31, 2022 and PM₁₀ on March 10, 2025, respectively.

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY

The project included in the October 2022 amendment is consistent with the goals of the *Yakima Valley Metropolitan & 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 & IIJA ACTS PERFORMANCE MEASUREMENTS REQUIREMENTS

In 2017, as required in 2015's *Fixing America's Surface Transportation* (FAST) Act, 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. These requirements are continued through 2021's *Infrastructure Investment & Jobs* (IIJA) Act. The 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 align funding decisions more fully 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).

*YVCOG 2022 – 2025 M/RTIP
October 2022 Amendment
October 17, 2022*

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 2022, and as set forth in the above findings, the Yakima Valley Conference of Governments finds the October 2022 amendment to the Greater Yakima Area 2022 - 2025 M/RTIP in compliance with the requirements of **Sec. 134, Title 23 U.S.C.**

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



Appendix B: October 2022 Amendment Resolutions & Checklist

Resolution 2022-20

2022-2025 Yakima Valley Metropolitan and Regional Transportation Improvement Program

OCTOBER 2022 AMENDMENT – DETERMINATION OF AIR QUALITY CONFORMITY

A *RESOLUTION* of the Yakima Valley Transportation Policy Board affirming the conformity of the 2022-2025 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 2022-2025 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 2022-2025 M/RTIP 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 2022 - 2025 M/RTIP for October 2022 are:

Yakima	34th Avenue & Fruitvale Blvd, and 34th Avenue & River Road Roundabouts	
Amendment	Improve the intersections of River Road & Fruitvale Boulevard, and N. 34th Avenue and River Road by installing roundabouts. The amendment is to add \$228,000 in NHFP funds and \$111,290 in HSIP (both Federal) from \$788,308 to \$889,598; add State funding in the amount of \$1,000,000; increase the \$52,562 local funds from \$257,840 to \$310,402. Total project cost increases from \$1,200,000 to \$2,800,000	
PIN: YAK44		
Total Project Cost:		2,800,000

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 2022-2025 M/RTIP 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 2022-2025 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 2022-2025 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 2022-2025 M/RTIP:

1. The addition of this project into the 2022-2025 M/RTIP is neutral to the reduction of particulate matter (PM₁₀) in the Yakima Valley PM₁₀ Maintenance Area; and,
2. The 2022-2025 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 2022-2025 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 2022-2025 Metropolitan and Regional Transportation Improvement Programs (M/RTIP) modeled scenarios for the amended 2022-2025 M/RTIP yield far less PM₁₀ than the 1994 budget of 927 tons, declares that the 2022-2025 M/RTIP, 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 17th day of October, 2022.

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James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

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Tamara Hayward, Financial Specialist
Yakima Valley Conference of Governments

Resolution 2022-21

2022-2025 Yakima Valley Metropolitan and Regional Transportation Improvement Program
OCTOBER 2022 AMENDMENT – FINDINGS

A *RESOLUTION* of the Yakima Valley Transportation Policy Board affirming the findings of the October 2022 Amendment to the 2022-2025 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 2022-2025 M/RTIP –

Yakima	34th Avenue & Fruitvale Blvd, and 34th Avenue & River Road Roundabouts	
Amendment	Improve the intersections of River Road & Fruitvale Boulevard, and N. 34th Avenue and River Road by installing roundabouts. The amendment is to add \$228,000 in NHFP funds and \$111,290 in HSIP (both Federal) from \$788,308 to \$889,598; add State funding in the amount of \$1,000,000; increase the \$52,562 local funds from \$257,840 to \$310,402. Total project cost increases from \$1,200,000 to \$2,800,000	
PIN: YAK44		
Total Project Cost:		2,800,000

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 2022-2025 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 2022-2025 M/RTIP, formally adopted on October 17, 2022:

1. Finds the amended projects contained in this formal amendment to the 2022-2025 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 2022-2025 M/RTIP to be consistent with regional goals, objectives, and policies; and,
3. Finds that the projects listed in this formal amendment to the 2022-2025 M/RTIP be financially feasible and,
4. Based on these findings, approves the projects submitted by Yakima Valley Conference of Governments to be amended into the 2022-2025 M/RTIP and STIP as Secured.

NOW, THEREFORE, BE IT RESOLVED, that the Yakima Valley Transportation Policy Board adopts the October 2022 amendment to the 2022-2025 Metropolitan and Regional Transportation Improvement Program; and,

BE IT FURTHER RESOLVED that the amended projects listed in this resolution be added to the 2022-2025 Metropolitan and Regional Transportation Improvement Program and transmitted to the appropriate state and federal agencies for review, approval, and inclusion in the 2022-2025 State Transportation Improvement Program (STIP).

Adopted by the Yakima Valley Transportation Policy Board this 17th day of October 2022.

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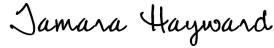
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James A. Restucci, Chair

Yakima Valley Transportation Policy Board

ATTEST

DocuSigned by:



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Tamara Hayward, Financial Specialist

Yakima Valley Conference of Governments

Date

TIP Amendment Checklist**YVCOG****2022-2025 Transportation Improvement Program****10/2022****Sep 27, 2022**☒ **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.

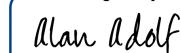
Yes ☒ No ☐**AIR QUALITY CONFORMITY – [40 CFR Part 93](#)**

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.

DocuSigned by:



MPO Signature

Regional Transportation Manager

Title

Date 10/25/2022

Reviewed By:

DocuSigned by:



WSDOT Signature

Regional Coordinator

Title

Date 10/25/2022

Appendix C: STIP Reports

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

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

totals for years 2022 thru 2025

Report Date - October 09, 2022

Selection Criteria (from SEARCH panel - if any)

Agency	MPO Project ID
County	Agency Project ID
MPO	Secured Y
Inside MPO	Planned
Region	Amended
Amendment Number	Is New
Envrionmental Classification	Current Action
Priority Number	Future Action Submit to WSDOT
PIN	Approved as of Date
Title	Federal Fund Code
STIP ID	State Fund Code

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

		Funds (To Nearest Dollar)			
Fund Code	Description	Federal	State	Local	Total
State/Local					
	2022 Obligation Costs		398,600		398,600
	State/Local Obligation Totals		398,600		398,600
HSIP					
	2023 Obligation Costs	889,598	601,400	310,402	1,801,400
	HSIP Obligation Totals	889,598	601,400	310,402	1,801,400
NHFP					
	2023 Obligation Costs	228,000			228,000
	NHFP Obligation Totals	228,000			228,000
	Grand Total All Fund Codes	1,117,598	1,000,000	310,402	2,428,000

Financial Feasibility of Federal Aid Projects by Year

Washington State S. T. I. P.

2022 to 2025

(Project Funds to Nearest Dollar)

totals for years 2022 thru 2025

Report Date - October 09, 2022

Selection Criteria (from SEARCH panel - if any)

Agency	MPO Project ID
County	Agency Project ID
MPO	Secured Y
Inside MPO	Planned
Region	Amended
Amendment Number	Is New
Envrionmental Classification	Current Action
Priority Number	Future Action Submit to WSDOT
PIN	Approved as of Date
Title	Federal Fund Code
STIP ID	State Fund Code

Financial Feasibility of Federal Aid Projects by Year 2022

Agency		Funds (To Nearest Dollar)							
Fund Code	Phase	Project Title Project Description	Project No.	Begin Termini	End Termini	Federal	State	Local	Total
State/Local									
	PE	Yakima 34th Avenue & Fruitvale Boulevard, and 34th Avenue and River Road Roundabouts Improve the intersections of River Road & Fruitvale Boulevard, and N. 34th Avenue and River Road by installing roundabouts.	000S473	River Road	Fruitvale Boulevard		398,600		398,600
				Total State/Local			398,600		398,600
				2022 - Total All Fund Codes			398,600		398,600

Financial Feasibility of Federal Aid Projects by Year 2023

Agency		Funds (To Nearest Dollar)							
Fund Code	Phase	Project Title Project Description	Project No.	Begin Termini	End Termini	Federal	State	Local	Total
NHFP									
	CN	Yakima 34th Avenue & Fruitvale Boulevard, and 34th Avenue and River Road Roundabouts Improve the intersections of River Road & Fruitvale Boulevard, and N. 34th Avenue and River Road by installing roundabouts.	000S473	River Road	Fruitvale Boulevard	228,000			228,000
				Total NHFP		228,000			228,000
HSIP									
	CN	Yakima 34th Avenue & Fruitvale Boulevard, and 34th Avenue and River Road Roundabouts Improve the intersections of River Road & Fruitvale Boulevard, and N. 34th Avenue and River Road by installing roundabouts.	000S473	River Road	Fruitvale Boulevard	889,598	601,400	310,402	1,801,400
				Total HSIP		889,598	601,400	310,402	1,801,400
				2023 - Total All Fund Codes		1,117,598	601,400	310,402	2,029,400
				Grand Total for All Years		1,117,598	1,000,000	310,402	2,428,000