

JANUARY 2023 AMENDMENT

To the

**YAKIMA VALLEY 2023 - 2026
METROPOLITAN AND REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM**

Prepared by

The Yakima Valley Conference of Governments

On Behalf of

*City of Yakima
Yakima County
WSDOT
Town of Naches
City of Grandview*

Policy Board approval on
January 18, 2023

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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
Vacant	Commissioner, Yakima County
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
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 Vacant , 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

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

**2023 - 2026
Metropolitan and Regional Transportation Improvement Program
January 2023 Amendments**

FINDINGS

TIME FRAME

The Yakima Valley Conference of Governments' (YVCOG) Metropolitan and Regional Transportation Improvement Program (M/RTIP) Amendments for January 2023 includes years 2023 through 2026.

METROPOLITAN AND REGIONAL PROJECTS

The **January** 2023 Amendments of the 2023 - 2026 M/RTIP include:

Grandview	Old Inland Empire Highway Improvements	
Revision	Reconstruct roadway including widening, excavation, gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, etc. The amendment is to add \$1,082,200 in STGB funds \$1,811,200 to \$2,979,900; increase local funding in the amount of \$182,400; Forward project cost increases from \$ 2,193,900 to \$ 3,545,000	
STIP ID: WA-05178		
Total Estimated Project Cost:		\$3,545,000

Naches	Naches Community Pavilion	
Addition	Construction of community pavilion adjacent to existing, historic rail depot. The amendment is to add the project which will use \$37,500 in TAP(R) funds for planning and engineering and \$351,880 in TAP(R) funds for construction, for a total forward project cost of \$389,380.	
STIP ID: WA-12642		
Total Estimated Project Cost:		\$389,380

Yakima	Systemic Pedestrian Safety Improvements	
Addition	Signal Upgrades; Curb Extensions at 5th Ave. and 'D' St. The amendment is to add this project which includes \$45,000 in HSIP funds for planning an engineering and \$272,290 in HSIP for construction. Total forward project cost is \$317,000	
STIP ID: YAK115		
Total Estimated Project Cost:		\$317,000

Yakima	Systemic Pedestrian and Bicycle Data Collection	
Addition	Collect pedestrian and bicycle counts at city street intersections to develop future local road safety plans. The amendment is to add this project which includes \$260,000 in HSIP funds for planning an engineering. Total forward project cost is \$260,000	
STIP ID: WA-14324		
Total Estimated Project Cost:		\$2,600,000

Yakima County	S. Naches Rd. Bridge #35
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Addition	Rehabilitate existing bridge deck. The amendment is to add this project which includes \$173,000 in STP (BR) funds for planning an engineering and \$1,212,600 in STP (BR) funds for construction Total forward project cost is \$1,412,600	
STIP ID: YkCo20150D		
Total Estimated Project Cost:		\$1,423,600

Yakima County	North Fork Rd. Bridge # 105	
Addition	Replace/Reconstruct existing timber bridge with new concrete structure. The amendment is to add this project which includes \$64,100 in STP (BR) funds and \$10,000 in local funds for planning an engineering and \$1,202,300 in STP (BR) funds for construction Total forward project cost is \$1,412,600	
STIP ID: YkCo30000B		
Total Estimated Project Cost:		\$1,498,600

Yakima County	North Fork Rd. Bridge # 109	
Addition	Reconstruct existing bridge. The amendment is to add this project which includes \$64,100 in STP (BR) funds and \$10,000 in local funds for planning an engineering and \$1,370,500 in STP (BR) funds for construction Total forward project cost is \$1,380,500	
STIP ID: YakCo109B		
Total Estimated Project Cost:		\$1,602,700

Yakima County	East-West Corridor -- I-82 Turnbacks Limits to End of N. Keys Rd.	
Addition	Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. The amendment is to add this project which includes \$2,000,000 in local funds for planning an engineering and \$59,144,000 in CWA funds; \$2,500,000 in STP(US) funds; and \$4,000,000 in local funds for construction. Total forward project cost is \$67,644,000.	
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Total Estimated Project Cost:		\$87,644,000

WSDOT	US 12/White Pass Vicinity - Major Drainage Phase 3B	
Revision	This project will restore drainage system features and repair erosion at select locations to maintain culvert flow and prevent deterioration and erosion. The amendment is to change B-Term from 138.60 to 159.16, E-Term from 165.20 to 159.34 and the total project length from 26.60 to 0.18. The location of this project has changed to only focus on the Andy Creek location. This project is no longer split with SWW. Project total and CN phase total have been updated to account for 100% of funds for this record. The forward total cost of this project changed from \$1,141,680 to \$1,407,498 in CWA funds.	
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Revision	Repair and resurface the existing bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge. The amendment is to increase Federal NHPP construction amount \$1,554,089 from
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	\$1,571,911 to \$3,126,200 and State MVA construction amount \$31,720 from \$32,080 to \$63,800; total project cost was increased \$1,586,009 from \$1,755,288 to \$3,190,000. The increase changed B-Term from 0.17 to 0.16, E-Term from 0.31 to 0.32, and the total project length from 0.14 to 0.16.
Total Estimated Project Cost:	
	\$3,341,297

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 January 2023 M/RTIP amendments 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 2023 - 2026 M/RTIP indicates the TIP can be implemented and the funds programmed do not exceed estimated revenues.

WSDOT will review the January 2023 amendments to the M/RTIP to determine if the M/RTIP amendments are financially constrained. Only SECURED funding amounts are included in the amendment lines in the table below.

Cumulative 2023-2026 M/RTIP Summary - Secured Funding Projects					
	Projects	Federal Funds	State Funds	Local Funds	Total Funds
MPO/RTPO	53	\$109,226,641	\$95,906,003	\$8,503,030	\$213,635,674
MPO/RTPO January Amendments	7	\$10,969,809	\$51,691,538	\$7,484,600	\$68,294,120
January Administrative Modifications	0	-\$2,447,609	-\$49,951	\$0	-\$2,497,560
Total Projects	60	\$117,748,841	\$147,547,590	\$15,987,630	\$279,432,234

COOPERATION

YVCOG developed the January 2023 amendments 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 2023 - 2026 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 these TIP amendments 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 2023 - 2026 M/RTIP demonstrated that CO and PM₁₀ levels do not exceed thresholds established for conformity and for attaining and maintaining healthful air quality standards.

These January 2023 amendments to the Greater Yakima Area M/RTIP have neutral air quality impacts and are found to be in conformance with federal air quality standards. The conformity determination for the 2023 - 2026 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 CO expired on December 31, 2022 and will expire for PM₁₀ on March 10, 2025, respectively.

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY

The projects included in the January 2023 amendments are 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 also known as the "Bipartisan Infrastructure Law" (BIL). 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 2022-2026 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).

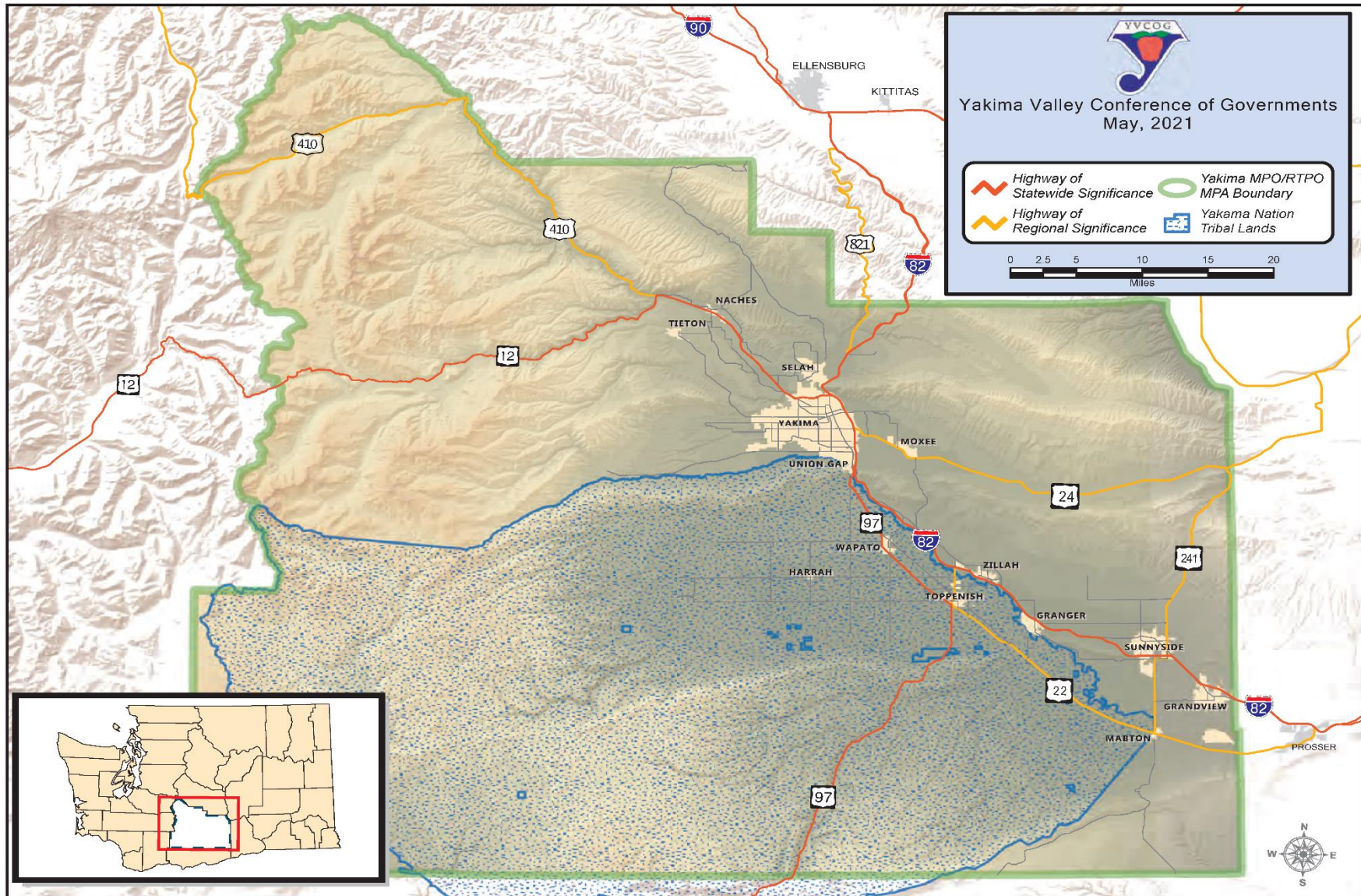
On December 15, 2022, the Yakima City Council adopted its 2022 Yakima Transit Safety Plan.

CONCLUSION

After review and analysis of the Yakima Valley Conference of Governments' M/RTIP amendments for January 2023, and as set forth in the above findings, the Yakima Valley Conference of Governments finds the January 2023 amendments to the Greater Yakima Area 2023 - 2026 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: January 2023 Amendments Resolutions & Checklist

Resolution 2023-01

2023-2026 Yakima Valley Metropolitan and Regional Transportation Improvement Program
January 2023 AMENDMENTS – FINDINGS

A *RESOLUTION* of the Yakima Valley Transportation Policy Board affirming the findings of the January 2023 Amendments to the 2023-2026 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 2023-2026 M/RTIP –

Grandview	Old Inland Empire Highway Improvements	
Revision	Reconstruct roadway including widening, excavation, gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, etc. The amendment is to add \$1,082,200 in STGB funds \$1,811,200 to \$2,979,900; increase local funding in the amount of \$182,400; Forward project cost increases from \$ 2,193,900 to \$ 3,545,000	
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Addition	Construction of community pavilion adjacent to existing, historic rail depot. The amendment is to add the project which will use \$37,500 in TAP(R) funds for planning and engineering and \$351,880 in TAP(R) funds for construction, for a total forward project cost of \$389,380.	
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Addition	Signal Upgrades; Curb Extensions at 5th Ave. and 'D' St. The amendment is to add this project which includes \$45,000 in HSIP funds for planning an engineering and \$272,290 in HSIP for construction. Total forward project cost is \$317,000	
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STIP ID: 508210A39		
Total Estimated Project Cost:		\$3,341,297

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 2023-2026 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 2023-2026 M/RTIP, formally adopted on January 17, 2023:

1. Finds the amended projects contained in this formal amendment to the 2023-2026 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 2023-2026 M/RTIP to be consistent with regional goals, objectives, and policies: and,
3. Finds that the projects listed in this formal amendment to the 2023-2026 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 2023-2026 M/RTIP and STIP as Secured.

NOW, THEREFORE, BE IT RESOLVED, that the Yakima Valley Transportation Policy Board adopts the January 2023 amendments to the 2023-2026 Metropolitan and Regional Transportation Improvement Program; and,

BE IT FURTHER RESOLVED that the amended projects listed in this resolution be added to the 2023-2026 Metropolitan and Regional Transportation Improvement Program and transmitted to the appropriate state and federal agencies for review, approval, and inclusion in the 2023-2026 State Transportation Improvement Program (STIP).

Adopted by the Yakima Valley Transportation Policy Board this 18th day of January 2023.

James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

Tamara Hayward, Financial Specialist
Yakima Valley Conference of Governments

Resolution 2023-02

2023-2026 Yakima Valley Metropolitan and Regional Transportation Improvement Program

JANUARY 2023 AMENDMENTS – DETERMINATION OF AIR QUALITY CONFORMITY

A *RESOLUTION* of the Yakima Valley Transportation Policy Board affirming the conformity of the 2023-2026 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 2023-2026 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 2023-2026 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 2023 - 2025 M/RTIP for January 2023 are:

Grandview	Old Inland Empire Highway Improvements	
Revision	Reconstruct roadway including widening, excavation, gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, etc. The amendment is to add \$1,082,200 in STGB funds \$1,811,200 to \$2,979,900; increase local funding in the amount of \$182,400; Forward project cost increases from \$ 2,193,900 to \$ 3,545,000	
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STIP ID: YakCo109B		
Total Estimated Project Cost:		\$1,602,700

Yakima County	East-West Corridor -- I-82 Turnbacks Limits to End of N. Keys Rd.	
Addition	Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. The amendment is to add this project which includes \$2,000,000 in local funds for planning an engineering and \$59,144,000 in CWA funds; \$2,500,000 in STP(US) funds; and \$4,000,000 in local funds for construction. Total forward project cost is \$67,644,000.	
STIP ID: YkCo45200A		
Total Estimated Project Cost:		\$87,644,000

WSDOT	US 12/White Pass Vicinity - Major Drainage Phase 3B	
Revision	This project will restore drainage system features and repair erosion at select locations to maintain culvert flow and prevent deterioration and erosion. The amendment is to change B-Term from 138.60 to 159.16, E-Term from 165.20 to 159.34 and the total project length from 26.60 to 0.18. The location of this project has changed to only focus on the Andy Creek location. This project is no longer split with SWW. Project total and CN phase total have been updated to account for 100% of funds for this record. The forward total cost of this project changed from \$1,141,680 to \$1,407,498 in CWA funds.	
STIP ID: 501219K-39		
Total Estimated Project Cost:		\$21,824,798

WSDOT	I-82/W-S Ramp Over I-82 - Deck Rehabilitation	
Revision	Repair and resurface the existing bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge. The amendment is to increase Federal NHPP construction amount \$1,554,089 from \$1,571,911 to \$3,126,200 and State MVA construction amount \$31,720 from \$32,080 to \$63,800; total project cost was increased \$1,586,009 from \$1,755,288 to \$3,190,000. The increase changed B-Term from 0.17 to 0.16, E-Term from 0.31 to 0.32, and the total project length from 0.14 to 0.16.	
STIP ID: 508210A39		
Total Estimated Project Cost:		\$3,341,297

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 2023-2026 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 2023-2026 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 2023-2026 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 2023-2026 M/RTIP:

1. The addition of this project into the 2023-2026 M/RTIP is neutral to the reduction of particulate matter (PM₁₀) in the Yakima Valley PM₁₀ Maintenance Area; and,
2. The 2023-2026 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 2023-2026 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 2023-2026 Metropolitan and Regional Transportation Improvement Programs (M/RTIP) modeled scenarios for the amended 2023-2026 M/RTIP yield far less PM₁₀ than the 1994 budget of 927 tons, declares that the 2023-2026 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 18th day of January, 2023.

James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

Tamara Hayward, Financial Specialist
Yakima Valley Conference of Governments

Date

TIP Amendment Checklist

YVCOG

2023-2026 Transportation Improvement Program

1/2023

Jan 18, 2023

☒ **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

Reviewed By:

WSDOT Signature

Title

Date

Appendix C: STIP Reports

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

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

totals for years 2023 thru 2026

Report Date - December 27, 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
HSIP					
	2023 Obligation Costs	5,891,247	108,454		5,999,701
	HSIP Obligation Totals	5,891,247	108,454		5,999,701
NHPP					
	2023 Obligation Costs	14,019,880	286,120		14,306,000
	NHPP Obligation Totals	14,019,880	286,120		14,306,000
State/Local					
	2023 Obligation Costs		60,551,498	6,000,000	66,551,498
	State/Local Obligation Totals		60,551,498	6,000,000	66,551,498
STBG(US)					
	2023 Obligation Costs	3,066,400		478,600	3,545,000
	STBG(US) Obligation Totals	3,066,400		478,600	3,545,000
STP(BR)					
	2023 Obligation Costs	237,100		37,000	274,100
	2024 Obligation Costs	1,276,700		10,000	1,286,700
	2025 Obligation Costs	2,508,700			2,508,700
	STP(BR) Obligation Totals	4,022,500		47,000	4,069,500
TA(R)					
	2023 Obligation Costs	351,880			351,880
	TA(R) Obligation Totals	351,880			351,880
TAP(R)					
	2023 Obligation Costs	37,500			37,500
	TAP(R) Obligation Totals	37,500			37,500
	Grand Total All Fund Codes	27,389,407	60,946,072	6,525,600	94,861,079

Financial Feasibility of Federal Aid Projects by Year

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

totals for years 2023 thru 2026

Report Date - December 27, 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 2023

Fund Code	Phase	Agency	Project No.	Begin Termini	End Termini	Funds (To Nearest Dollar)			Total
		Project Title Project Description				Federal	State	Local	
HSIP									
	PE	Yakima 2023 City Safety - Systemic Pedestrian Safety Improvements, Signal Upgrades; Curb Extensions at 5th Ave. and 'D' St. I/S Upgrade signal controllers at 10 intersections to allow for leading pedestrian intervals. Install curb extensions at the intersection of 5th Avenue and 'D' St. to improve pedestrian safety.		Lincoln Ave	Cherry Ave	45,000			45,000
	CN	Yakima 2023 City Safety - Systemic Pedestrian Safety Improvements, Signal Upgrades; Curb Extensions at 5th Ave. and 'D' St. I/S Upgrade signal controllers at 10 intersections to allow for leading pedestrian intervals. Install curb extensions at the intersection of 5th Avenue and 'D' St. to improve pedestrian safety.		Lincoln Ave	Cherry Ave	272,000			272,000
	PE	Yakima 2023 City Safety - Systemic Pedestrian and Bicycle Data Collection Collect pedestrian and bicycle counts at city street intersections to develop future local road safety plans.				260,000			260,000
	CN	WSDOT - SC US 97/Jones Rd - Intersection Improvements Construct roundabout. The Jones Road Intersection on US 97 has experienced a history of collisions. This project will construct a two-lane roundabout for US 97. Installing roundabout will reduce conflicts and the risk of collisions.	0097193	70.00	70.30	5,314,247	108,454		5,422,701
				Total HSIP		5,891,247	108,454		5,999,701

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
TAP(R)									
	PE	Naches Naches Community Pavilion Phase 1 of 2 will demolish existing 5,000 SF building including haul, and waste handling and disposal plan. Phase 2 will construct a community pavilion adjacent to existing, historic rail depot.		Vicinity of Orchard Street	Vicinity of Orchard Street	37,500			37,500
				Total TAP(R)		37,500			37,500
TA(R)									
	CN	Naches Naches Community Pavilion Phase 1 of 2 will demolish existing 5,000 SF building including haul, and waste handling and disposal plan. Phase 2 will construct a community pavilion adjacent to existing, historic rail depot.		Vicinity of Orchard Street	Vicinity of Orchard Street	351,880			351,880
				Total TA(R)		351,880			351,880
STBG(US)									
	CN	Grandview Old Inland Empire Highway Improvements Reconstruct roadway including widening, excavation, gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, storm drainage improvements, landscaping, and street lights. Procure right-of-way to accommodate new roadway design.	8052003	Grandridge Avenue	Elm Street	2,979,900		465,100	3,445,000

Financial Feasibility of Federal Aid Projects by Year 2023

Fund Code	Phase	Agency	Project Title Project Description	Project No.	Begin Termini	End Termini	Funds (To Nearest Dollar)			
		Federal					State	Local	Total	
STBG(US)										
	RW	Grandview Old Inland Empire Highway Improvements Reconstruct roadway including widening, excavation, gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, storm drainage improvements, landscaping, and street lights. Procure right-of-way to accommodate new roadway design.	8052003	Grandridge Avenue	Elm Street	86,500		13,500	100,000	
				Total STBG(US)		3,066,400		478,600	3,545,000	
NHPP										
	CN	WSDOT - SC I-82/W-S Ramp Over I-82 - Deck Rehabilitation Scarify and overlay bridge deck on Bridge 82/118W-S. The bridge deck on the westbound W-S Ramp Over I-82 is showing signs of deterioration due to normal wear. Repair and resurface the existing bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.	0012257	0.16	0.32	3,126,200	63,800		3,190,000	
	CN	WSDOT - SC US 12/Gordon Rd Bridge EB - Deck Rehabilitation Bridge Deck Rehabilitation - Bridge #12/346S. The bridge deck is showing signs of fatigue. Repair and resurface the existing bridge deck to maintain the structural integrity, continue safe operation of the highway, and extend the life of the bridge.	0012257	202.11	202.20	6,279,840	128,160		6,408,000	

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	
NHPP									
	CN	WSDOT - SC US 12/Gordon Rd Bridge WB - Deck Rehabilitation Bridge Deck Rehabilitation - Bridge #12/346N. The bridge deck on Gordon Rd Bridge is showing signs of fatigue. Repair and resurface the existing bridge deck to maintain the structural integrity, continue safe operation of the highway and extend the life of the bridge.	0012257	202.11	202.20	4,613,840	94,160		4,708,000
				Total NHPP		14,019,880	286,120		14,306,000
State/Local									
	CN	WSDOT - SC US 12/White Pass Vicinity - Major Drainage Phase 3B Restore drainage systems and repair erosion. The existing drainage systems within the project limits are deteriorating and causing erosion that is threatening the structural integrity of the roadway. This project will restore drainage system features and repair erosion at select locations to maintain culvert flow and prevent deterioration and erosion. Drainage system work may include lining, repairing, replacing, or adding culverts, replacing or adding inlets as needed, re-establishing ditches, and repairing eroded areas.		159.16	159.34		1,407,498		1,407,498
	RW	Yakima Co. East-West Corridor -- I-82 Turnbacks Limits to End of N. Keys Rd. Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. Multi year project spanning through the 2025-27 fiscal biennium		I-82 Turnback Limits	End of N. Keys Rd.			2,000,000	2,000,000

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
State/Local									
	CN	Yakima Co. East-West Corridor -- I-82 Turnbacks Limits to End of N. Keys Rd. Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. Multi year project spanning through the 2025-27 fiscal biennium		I-82 Turnback Limits	End of N. Keys Rd.			4,000,000	4,000,000
	CN	Yakima Co. East-West Corridor -- I-82 Turnbacks Limits to End of N. Keys Rd. Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. Multi year project spanning through the 2025-27 fiscal biennium		I-82 Turnback Limits	End of N. Keys Rd.		59,144,000		59,144,000
				Total State/Local			60,551,498	6,000,000	66,551,498
STP(BR)									
	RW	Yakima Co. North Fork Rd. Bridge # 105 Replace/Reconstruct existing timber bridge with new concrete structure.		008.35	008.50	64,100		10,000	74,100
	PE	Yakima Co. S. Naches Rd. Bridge #35 Rehabilitate existing bridge deck.		10.00	10.02	173,000		27,000	200,000
				Total STP(BR)		237,100		37,000	274,100
				2023 - Total All Fund Codes		23,604,007	60,946,072	6,515,600	91,065,679

Financial Feasibility of Federal Aid Projects by Year 2024

Fund Code	Phase	Agency	Project No.	Begin Termini	End Termini	Funds (To Nearest Dollar)			
		Project Title Project Description				Federal	State	Local	Total
STP(BR)									
	CN	Yakima Co. S. Naches Rd. Bridge #35 Rehabilitate existing bridge deck.		10.00	10.02	1,212,600			1,212,600
	RW	Yakima Co. North Fork Bridge # 109 Reconstruct existing bridge	39EA001	5.54	5.77	64,100		10,000	74,100
				Total STP(BR)		1,276,700		10,000	1,286,700
				2024 - Total All Fund Codes		1,276,700		10,000	1,286,700

Financial Feasibility of Federal Aid Projects by Year 2025

Fund Code	Phase	Agency	Project No.	Begin Termini	End Termini	Funds (To Nearest Dollar)			
		Project Title Project Description				Federal	State	Local	Total
STP(BR)									
	CN	Yakima Co. North Fork Bridge # 109 Reconstruct existing bridge	39EA001	5.54	5.77	1,306,400			1,306,400
	CN	Yakima Co. North Fork Rd. Bridge # 105 Replace/Reconstruct existing timber bridge with new concrete structure.		008.35	008.50	1,202,300			1,202,300
				Total STP(BR)		2,508,700			2,508,700
				2025 - Total All Fund Codes		2,508,700			2,508,700
				Grand Total for All Years		27,389,407	60,946,072	6,525,600	94,861,079