

**OCTOBER 2023 AMENDMENT**

**To the**

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

**Prepared by**

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

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*On Behalf of*

*Washington State Department of Transportation*

Policy Board approval on  
October 16, 2023

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*YVCOG 2023 – 2026 M/RTIP  
October 2023 Amendments  
October 16, 2023*

### **Yakima Valley Conference of Governments**

#### **Member Agencies**

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

#### **YVCOG Executive Committee**

James A. Restucci	Deputy Mayor, City of Sunnyside – Chair
John Hodkinson	Mayor, City of Union Gap – Area 1 Representative – Vice Chair
LaDon Linde	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,

#### **YVCOG Transportation Policy Board**

**(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

#### **MPO / RTPO Technical Advisory Committee**

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 <b>TAC Vice Chair</b> 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 & <b>TAC Chair</b>
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 Jamie West, Senior Transportation Planner
WSDOT – SCR	Randy Giles, Regional Planning Engineer (Highways & Local Programs)
Yakima Transit	Alvie Maxey, Transit Manager Greg Story, Asst. Transit Manager
Yakima Nation	Dwayne Valentine, Engineer

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

**2023 - 2026**

***Metropolitan and Regional Transportation Improvement Program  
 October 2023 Amendments***

**FINDINGS**

**TIME FRAME**

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

**METROPOLITAN AND REGIONAL PROJECTS**

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

WSDOT	US 12/White Pass Vicinity - Major Drainage Phase 4A	
Amendment	Install culvert lining and repair erosion. Existing culverts within the project limits are deteriorating and have erosion issues. This project will install culvert linings and repair erosion to maintain culvert flow and prevent deterioration and erosion. This project is split equally between Lewis and Yakima counties. This record is for the Yakima county portion of the project. PIN total increased \$107,187 from \$393,628 to \$500,815. PE increased \$32,935 from \$64,440 to \$97,375. CN increased \$74,252 from \$329,188 to \$403,440. CN phase is unprogrammed. Project is split 50/50 with SWW.	
STIP ID: 501208I39		
Total Estimated Project Cost:		\$403,440

WSDOT	US 12/Rimrock Lake Vicinity - Major Drainage Phase 4B	
Amendment	Install culvert lining and repair erosion. Existing culverts within the project limits are deteriorating and have erosion issues. This project will install culvert linings and repair erosion to maintain culvert flow and prevent deterioration and erosion. PIN total increased \$273,485 from \$688,785 to \$962,270. PE increased \$65,870 from \$128,880 to \$194,750. CN increased \$207,615 from \$559,905 to \$767,520. CN phase is unprogrammed.	
STIP ID: 501208Z39		
Total Estimated Project Cost:		\$962,270

WSDOT	US 12/Eschbach Rd - Intersection Safety Improvements	
Amendment	Construct intersection improvements. The intersection of Eschbach Road and US 12 west of Yakima has the potential for collisions involving left turns onto US 12. This project will construct an eastbound left turn acceleration lane on US 12 to prevent freight and passenger vehicle collisions at this intersection. PIN total increased \$2,596,691 from \$805,181 to \$2,693,925. PE increased \$225,191 from \$69,353 to \$294,544. CN increased \$2,371,500 from \$735,828 to \$2,399,381.	
STIP ID: 501216X39		
Total Estimated Project Cost:		\$2.693.925

## 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 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 October 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	58	\$106,706,065	\$148,121,178	\$15,987,630	\$270,814,873
MPO/RTPO October Amendments	0	\$ 2,201,815	\$ 67,602	\$0	\$ 2,269,417
October Administrative Modifications	0	\$0	\$0	\$0	\$0
<b>Total Projects</b>	<b>58</b>	<b>\$108,907,880</b>	<b>\$148,188,780</b>	<b>\$15,987,630</b>	<b>\$273,084,290</b>

## COOPERATION

YVCOG developed the October 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 PM<sub>10</sub>. All projects in the 2023 - 2026 M/RTIP demonstrated that CO and PM<sub>10</sub> levels do not exceed thresholds established for conformity and for attaining and maintaining healthful air quality standards.

These October 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 PM<sub>10</sub> 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 PM<sub>10</sub> for a period of 20 years. The LMP requirement CO expired on December 31, 2022 and will expire for PM<sub>10</sub> on March 10, 2025, respectively.

## **METROPOLITAN TRANSPORTATION PLAN CONSISTENCY**

The projects included in the October 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.

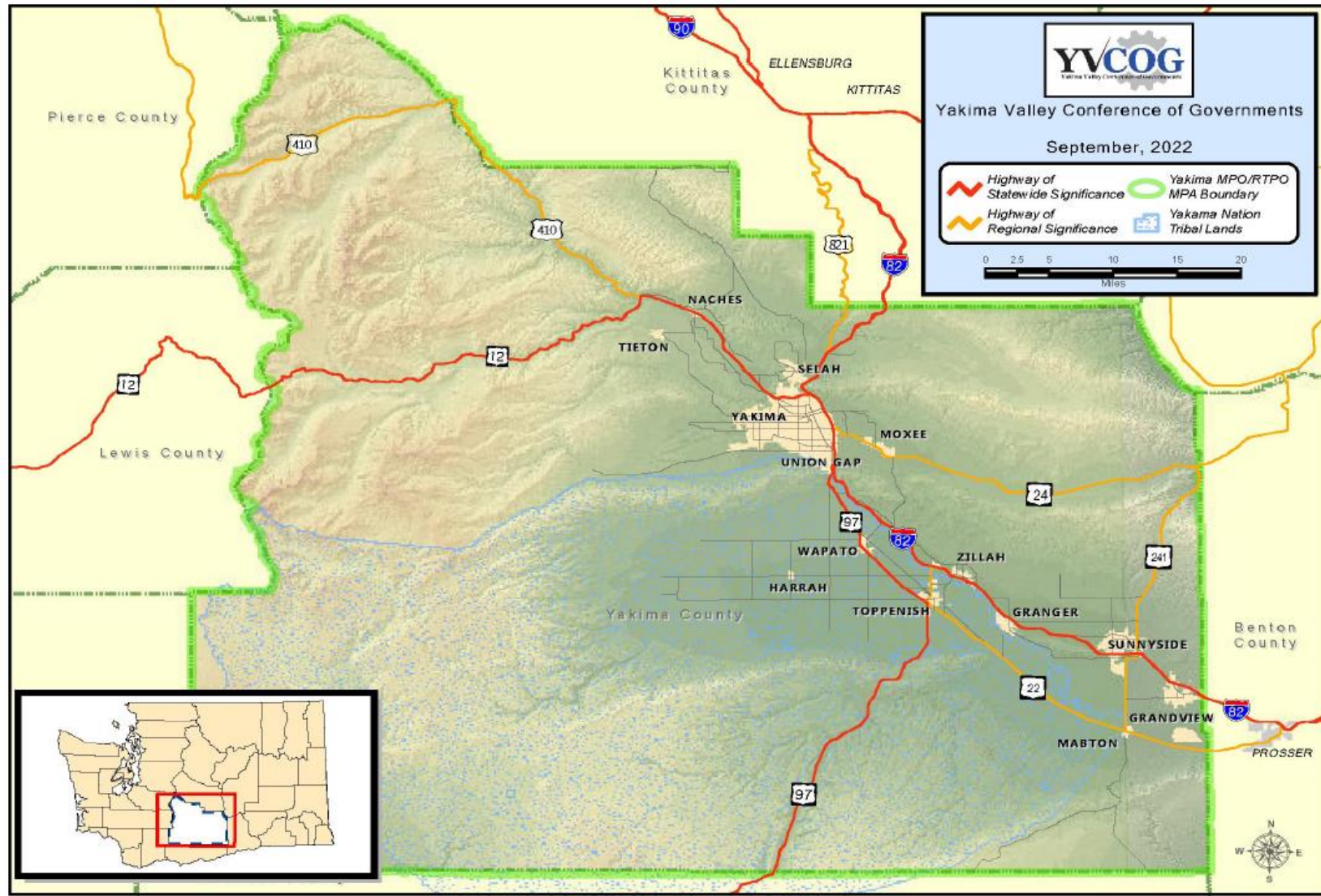
### **CONCLUSION**

After review and analysis of the Yakima Valley Conference of Governments' M/RTIP amendments for October 2023, and as set forth in the above findings, the Yakima Valley Conference of Governments finds the October 2023 amendments to the Greater Yakima Area 2023 - 2026 M/RTIP in compliance with the requirements of **Sec. 134, Title 23 U**



## Appendix A

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



**Appendix B: STIP Reports**

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 - September 26, 2023

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

		Agency	Funds (To Nearest Dollar)						
Fund Code	Phase	Project Title Project Description	Project No.	Begin Termini	End Termini	Federal	State	Local	Total
HSIP									
	PE	WSDOT - SC US 12/Eschbach Rd - Intersection Safety Improvements Construct intersection improvements. The intersection of Eschbach Road and US 12 west of Yakima has the potential for collisions involving left turns onto US 12. This project will construct an eastbound left turn acceleration lane on US 12 to prevent freight and passenger vehicle collisions at this intersection.		195.27	195.67	270,980	23,564		294,544
	CN	WSDOT - SC US 12/Eschbach Rd - Intersection Safety Improvements Construct intersection improvements. The intersection of Eschbach Road and US 12 west of Yakima has the potential for collisions involving left turns onto US 12. This project will construct an eastbound left turn acceleration lane on US 12 to prevent freight and passenger vehicle collisions at this intersection.		195.27	195.67	2,351,394	47,987		2,399,381
				Total HSIP		2,622,374	71,551		2,693,925
NHPP									
	PE	WSDOT - SC US 12/Rimrock Lake Vicinity - Major Drainage Phase 4B Install culvert lining and repair erosion. Existing culverts within the project limits are deteriorating and have erosion issues. This project will install culvert linings and repair erosion to maintain culvert flow and prevent deterioration and erosion.		160.00	166.00	179,170	15,580		194,750

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
NHPP									
	PE	WSDOT - SC US 12/White Pass Vicinity - Major Drainage Phase 4A Install culvert lining and repair erosion. Existing culverts within the project limits are deteriorating and have erosion issues. This project will install culvert linings and repair erosion to maintain culvert flow and prevent deterioration and erosion. This project is split equally between Lewis and Yakima counties. This record is for the Yakima county portion of the project.		148.00	160.00	89,585	7,790		97,375
				Total NHPP		268,755	23,370		292,125
				2023 - Total All Fund Codes		2,891,129	94,921		2,986,050
				Grand Total for All Years		2,891,129	94,921		2,986,050

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 - September 26, 2023

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 <b>Submit to WSDOT</b>
PIN	Approved as of Date
Title	Federal Fund Code
STIP ID	State Fund Code

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

		Funds (To Nearest Dollar)			
Fund Code	Description	Federal	State	Local	Total
HSIP					
	2023 Obligation Costs	2,622,374	71,551		2,693,925
	HSIP Obligation Totals	2,622,374	71,551		2,693,925
NHPP					
	2023 Obligation Costs	268,755	23,370		292,125
	NHPP Obligation Totals	268,755	23,370		292,125
	Grand Total All Fund Codes	2,891,129	94,921		2,986,050

**Appendix C: October 2023 Amendments Resolutions & Checklist**



*Resolution 2023-24*

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

A *RESOLUTION* of the Yakima Valley Transportation Policy Board affirming the findings of the October 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 –

<b>WSDOT</b>	<b>US 12/White Pass Vicinity - Major Drainage Phase 4A</b>	
Amendment	Install culvert lining and repair erosion. Existing culverts within the project limits are deteriorating and have erosion issues. This project will install culvert linings and repair erosion to maintain culvert flow and prevent deterioration and erosion. This project is split equally between Lewis and Yakima counties. This record is for the Yakima county portion of the project. PIN total increased \$107,187 from \$393,628 to \$500,815. PE increased \$32,935 from \$64,440 to \$97,375. CN increased \$74,252 from \$329,188 to \$403,440. CN phase is unprogrammed. Project is split 50/50 with SWW.	
STIP ID: 501208I39		
<b>Total Estimated Project Cost:</b>		<b>\$403,440</b>

<b>WSDOT</b>	<b>US 12/Rimrock Lake Vicinity - Major Drainage Phase 4B</b>	
Amendment	Install culvert lining and repair erosion. Existing culverts within the project limits are deteriorating and have erosion issues. This project will install culvert linings and repair erosion to maintain culvert flow and prevent deterioration and erosion. PIN total increased \$273,485 from \$688,785 to \$962,270. PE increased \$65,870 from \$128,880 to \$194,750. CN increased \$207,615 from \$559,905 to \$767,520. CN phase is unprogrammed.	
STIP ID: 501208Z39		
<b>Total Estimated Project Cost:</b>		<b>\$962,270</b>

<b>WSDOT</b>	<b>US 12/Eschbach Rd - Intersection Safety Improvements</b>	
Amendment	Construct intersection improvements. The intersection of Eschbach Road and US 12 west of Yakima has the potential for collisions involving left turns onto US 12. This project will construct an eastbound left turn acceleration lane on US 12 to prevent freight and passenger vehicle collisions at this intersection. PIN total	
STIP ID: 501216X39		

	increased \$2,596,691 from \$805,181 to \$2,693,925. PE increased \$225,191 from \$69,353 to \$294,544. CN increased \$2,371,500 from \$735,828 to \$2,399,381.
<b>Total Estimated Project Cost:</b>	
	<b>\$2,693,925</b>

*WHEREAS*, the projects are based on reasonably available financial resources; and,

*WHEREAS*, transportation improvement projects within the Yakima Metropolitan Area must be included in the 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 October 18, 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
2. local jurisdictions as secured; and,
3. Finds the projects contained in the 2023-2026 M/RTIP to be consistent with regional goals, objectives, and policies; and,
4. Finds that the projects listed in this formal amendment to the 2023-2026 M/RTIP be financially feasible and,
5. 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 October 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 16<sup>th</sup> day of October 2023.

DocuSigned by:  
  
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James A. Restucci, Chair  
 Yakima Valley Transportation Policy Board

ATTEST

DocuSigned by:

*Tamara Hayward*

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Tamara Hayward, Financial Specialist  
Yakima Valley Conference of Governments

Resolution 2023-25

## 2023-2026 Yakima Valley Metropolitan and Regional Transportation Improvement Program

## OCTOBER 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 - 2026 M/RTIP for October 2023 are:**

WSDOT	US 12/White Pass Vicinity - Major Drainage Phase 4A	
Amendment	Install culvert lining and repair erosion. Existing culverts within the project limits are deteriorating and have erosion issues. This project will install culvert linings and repair erosion to maintain culvert flow and prevent deterioration and erosion. This project is split equally between Lewis and Yakima counties. This record is for the Yakima county portion of the project. PIN total increased \$107,187 from \$393,628 to \$500,815. PE increased \$32,935 from \$64,440 to \$97,375. CN increased \$74,252 from \$329,188 to \$403,440. CN phase is unprogrammed. Project is split 50/50 with SWW.	
STIP ID: 501208I39		
<b>Total Estimated Project Cost:</b>		<b>\$403,440</b>

WSDOT	US 12/Rimrock Lake Vicinity - Major Drainage Phase 4B	
Amendment	Install culvert lining and repair erosion. Existing culverts within the project limits are deteriorating and have erosion issues. This project will install culvert linings and repair erosion to maintain culvert flow and prevent deterioration and erosion. PIN total increased \$273,485 from \$688,785 to \$962,270. PE increased \$65,870 from \$128,880 to \$194,750. CN increased \$207,615 from \$559,905 to \$767,520. CN phase is unprogrammed.	
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WSDOT	US 12/Eschbach Rd - Intersection Safety Improvements	
Amendment	Construct intersection improvements. The intersection of Eschbach Road and US 12 west of Yakima has the potential for collisions involving left turns onto US 12. This project will construct an eastbound left turn acceleration lane on US 12 to prevent freight and passenger vehicle collisions at this intersection. PIN total increased \$2,596,691 from \$805,181 to \$2,693,925. PE increased \$225,191 from \$69,353 to \$294,544. CN increased \$2,371,500 from \$735,828 to \$2,399,381.	
STIP ID:  501216X39		
Total Estimated Project Cost:		\$2,693,925

*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 PM<sub>10</sub> as identified in the SIP for the Yakima Valley PM<sub>10</sub> maintenance area; and

*WHEREAS*, the Yakima Valley metropolitan area is in conformity for CO as of December 31, 2002, and has further determined that the levels set for CO will not be exceeded by these amended projects; and,

*WHEREAS*, YVCOG, in amending this project from the 2023-2026 M/RTIP has assessed PM<sub>10</sub> mobile source emissions in full compliance with current federal statutes and regulations; and,

*WHEREAS*, in preparing the assessment for this amendment, YVCOG used the most recent estimates of existing and future population, employment, travel demand characteristics, system capacities on the modeled transportation system, as well as mobile source emission factors provided by the Washington State Department of Ecology; and,

*WHEREAS*, this Determination of Conformity demonstrates the following regarding the amended 2023-2026 M/RTIP:

1. The amendment of these projects into the 2023-2026 M/RTIP is neutral to the reduction of particulate matter (PM<sub>10</sub>) in the Yakima Valley PM<sub>10</sub> Maintenance Area; and,
2. The 2023-2026 M/RTIP need not implement transportation control measures for PM<sub>10</sub> as none are currently identified in the approved 2004 Limited Maintenance Plan for Yakima Valley; and,
3. The 2023-2026 M/RTIP as amended by the amendment of these projects continues to conform to the current Washington SIP and to the 2001 Yakima Valley Area Limited Maintenance Plan for CO.

*NOW, THEREFORE, BE IT RESOLVED*, the Yakima Valley Transportation Policy Board, finding the quantitative analysis of transportation-related PM<sub>10</sub> emissions for the 2023-2026 Metropolitan and Regional Transportation Improvement Programs (M/RTIP) modeled scenarios for the amended 2023-2026 M/RTIP yield far less PM<sub>10</sub> 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 PM<sub>10</sub>, and is in conformity with the Clean Air Act Amendments of 1990, Interim Phase II -- Conformity Guidelines for PM<sub>10</sub>, and **40 CFR Part 41**.

Adopted by the Yakima Valley Transportation Policy Board this 16<sup>th</sup> day of October 2023.

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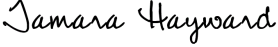
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James A. Restucci, Chair

Yakima Valley Transportation Policy Board

ATTEST

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Tamara Hayward, Financial Specialist

Yakima Valley Conference of Governments

Date

**TIP Amendment Checklist****YVCOG****2023-2026 Transportation Improvement Program****10/16/2023****Oct 16, 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.

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MPO Signature

MPO/RTPO Transportation  
Program Manager

Title

Date **Oct 16, 2023**

Reviewed By:

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WSDOT Signature

WSDOT Tribal and Regional  
Integrated Planning  
Regional Coordinator

Title

Date **Oct 16, 2023**