



**February 2024 AMENDMENT**

**To the**

**YAKIMA VALLEY 2024 - 2027  
METROPOLITAN AND REGIONAL TRANSPORTATION IMPROVEMENT  
PROGRAM**

---

*On Behalf of*

*Washington State Department of Transportation*

***DRAFT***

Policy Board approval on  
February 21, 2024

## **TABLE OF CONTENTS**

	<b>PAGE</b>
Membership and Staff Rosters	<a href="#"><u>3</u></a>
Findings	<a href="#"><u>4</u></a>
Appendix A – MPO and MPA Map	<a href="#"><u>8</u></a>
Appendix B – Resolutions and Amendment Checklist	<a href="#"><u>9</u></a>
Appendix C – STIP Reports	<a href="#"><u>15</u></a>

## Yakima Valley Conference of Governments

<b><u>Member Agencies</u></b>		
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

<b><u>YVCOG Executive Committee</u></b>	
	– 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
TBD	Vacant – Area 3 Representative
Patricia Byers	Council Member, City of Yakima
James A. Restucci	Member at Large – Vice Chair – Washington State Transportation Commission

<b><u>YVCOG Transportation Policy Board</u></b> (Same as Executive Committee with the additional of:)	
Brian White	Regional Administrator, WSDOT – South Central Region
Madelyn Carlson	CEO, People for People Community Services
Jonathan Smith	CEO, Yakima County Development Association / New Vision

<b><u>MPO / RTPO Technical Advisory Committee</u></b>	
City of Grandview	Shane Fisher, City Administrator Hector Mejia, Public Works Director
City of Granger	Francisco Tijerina, Public Works Director
Town of Harrah	Sarah Hovis, Clerk
City of Mabton	Rachel Ruelas, Mayor
City of Moxee	Jeff Burkett, City Services Administrator
Town of Naches	David Mullen, Town Administrator ( <i>Interim</i> )
City of Selah	Rocky Wallace, Public Works Director & TAC Chair
City of Sunnyside	Raul Sanchez, Public Works Director Elizabeth Alba, City Manager
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
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, WSDOT So. Central Region - Local Programs Engineer Paul Gonseth, WSDOT S. Central Region – Regional Planning Manger
Yakima Transit	Alvie Maxey, Transit Manager Greg Story, Asst. Transit Manager
Yakima Airport	Robert Hodgman, Airport Director
Yakama Nation	Dwayne Valentine, Engineer Portia Shields, DNR Engineering

**Yakima Valley Conference of Governments**  
**A Metropolitan Planning Organization**  
**2024 - 2027**  
***Metropolitan and Regional Transportation Improvement Program***  
**February 2024 Amendments**

**FINDINGS**

**TIME FRAME**

The Yakima Valley Conference of Governments' (YVCOG) Metropolitan and Regional Transportation Improvement Program (M/RTIP) Amendments for February 2024 includes the years 2024 through 2027.

**METROPOLITAN AND REGIONAL PROJECTS**

The February 2024 Amendments of the 2024 - 2027 M/RTIP include:

WSDOT	I-82/Yakima River Bridge N of Yakima WB – Joint Repair	
Revision	Repair expansion joints. – Bridge 82/114N. Project will replace disintegrating joints to provide a smoother ride and preserve integrity of the bridge. PE phase decreased by \$99,756 in (secured) Federal HSIP funds and \$144 in State (MVA) funds from \$196,200 to \$96,300. CN phase defunded in a 2023 amendment.	
508210L39		
Total Estimated Project Cost:		\$726,180

**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 February 2024 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 2024 - 2024 M/RTIP indicates the TIP can be implemented and the funds programmed do not exceed estimated revenues.

WSDOT will review the February 2024 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 2024-2027 M/RTIP Summary - Secured Funding Projects					
	Projects	Federal Funds	State Funds	Local Funds	Total Funds
MPO/RTPO	64	\$79,275,181	\$147,824,510	\$12,610,030	\$239,752,429
February MPO/RTPO Formal Amendment(s)	0	\$(99,759)	\$(144)	\$ 0	\$(99,900)
February Administrative Modifications	0	\$ 256,943	\$ 26,610	\$ 0	\$283,553
Total Projects	64	\$79,432,386	\$147,850,976	\$12,610,030	\$239,936,034

## COOPERATION

YVCOG developed the **February** 2024 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 2024 - 2027 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: In addition to online access, [hard] copies of the M/RTIP Amendment Document are 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 PM<sub>10</sub>. All projects in the 2024 - 2027 M/RTIP demonstrated that PM<sub>10</sub> levels do not exceed thresholds established for conformity and for attaining and maintaining healthful air quality standards.

These **February** 2024 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 2024 - 2027 M/RTIP is in Appendix E of the M/RTP.

The Environmental Protection Agency (EPA) re-designated the Yakima PM<sub>10</sub> nonattainment area to "attainment" for the National Ambient Air Quality Standards (NAAQS) and approved a limited maintenance plan (LMP) effective March 10, 2005, for PM<sub>10</sub> for a period of 20 years. The LMP will expire for PM<sub>10</sub> on March 10, 2025.

## METROPOLITAN TRANSPORTATION PLAN CONSISTENCY

The projects included in the **February** 2024 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.

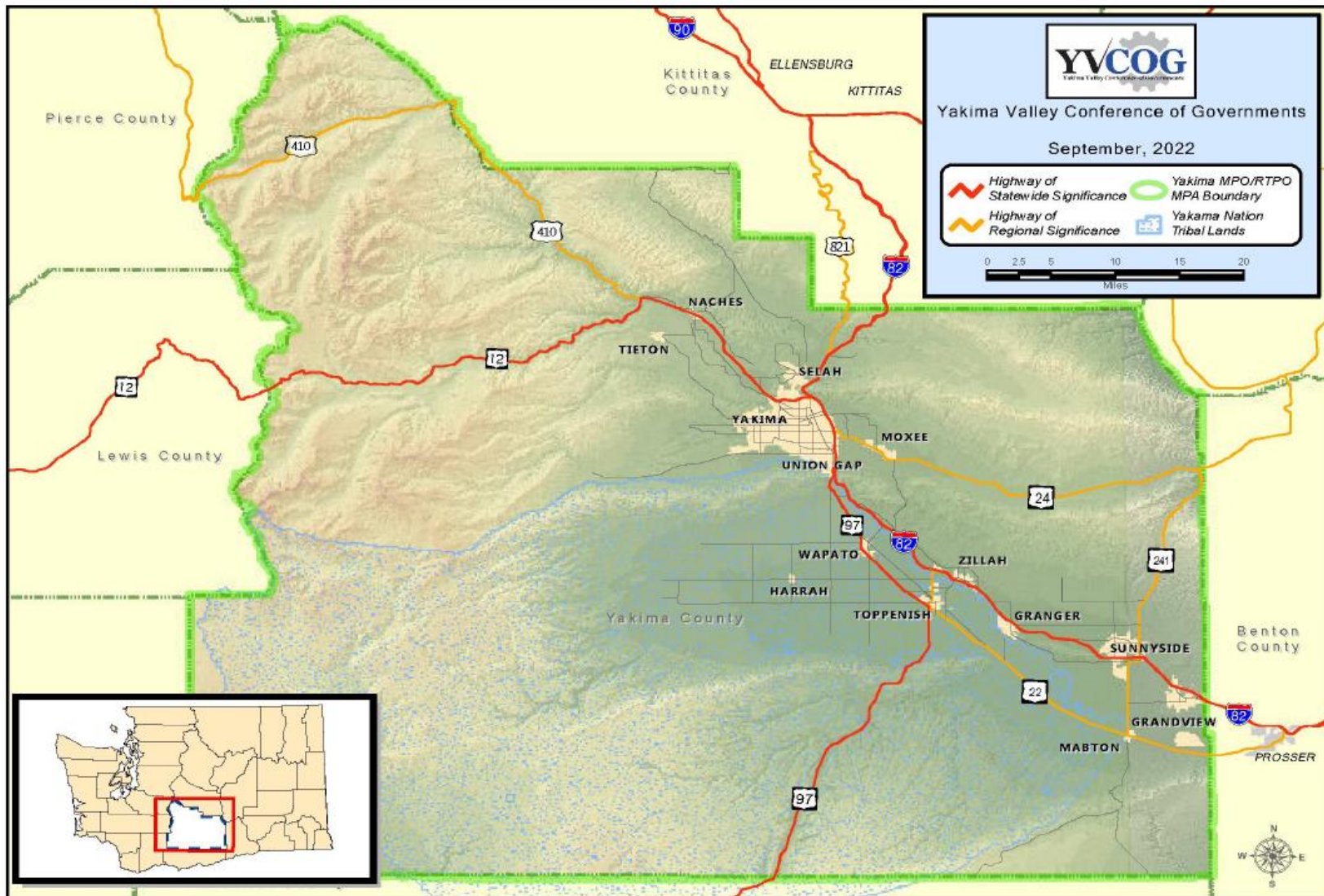
## **CONCLUSION**

After review and analysis of the Yakima Valley Conference of Governments' M/RTIP amendments for **February** 2024, and as set forth in the above findings, the Yakima Valley Conference of Governments finds the **February** 2024 amendments to the Greater Yakima Area 2024 - 2027 M/RTIP in compliance with the requirements of **Sec. 134, Title 23 USC**



## Appendix A

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





**Appendix B: February 2024 Resolutions and Checklist STIP Reports**

*Resolution 2024-0x*

2024-2027 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 **February** 2024 Amendments to the 2024-2027 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 2024-2027 M/RTIP –

WSDOT	I-82/Yakima River Bridge N of Yakima WB – Joint Repair	
Revision	Repair expansion joints. – Bridge 82/114N. Project will replace disintegrating joints to provide a smoother ride and preserve integrity of the bridge. PE phase decreased by \$99,756 in (secured) Federal HSIP funds and \$144 in State (MVA) funds from \$196,200 to \$96,300. CN phase defunded in a 2023 amendment.	
508210L39		
Total Estimated Project Cost:		\$726,180

*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 2024-2027 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 2024-2027 M/RTIP, formally adopted on **February 21**, 2024:

1. Finds the amended projects contained in this formal amendment to the 2024-2027 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 2024-2027 M/RTIP to be consistent with regional goals, objectives, and policies; and,
4. Finds that the projects listed in this formal amendment to the 2024-2027 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 2024-2027 M/RTIP and STIP as Secured.

NOW, THEREFORE, BE IT RESOLVED, that the Yakima Valley Transportation Policy Board adopts the **February** 2024 amendments to the 2024-2027 Metropolitan and Regional Transportation Improvement Program; and,

BE IT FURTHER RESOLVED that the amended projects listed in this resolution be added to the 2024-2027 Metropolitan and Regional Transportation Improvement Program and transmitted to the appropriate state and federal agencies for review, approval, and inclusion in the 2024-2027 State Transportation Improvement Program (STIP).

Adopted by the Yakima Valley Transportation Policy Board this 21<sup>st</sup> day of February 2024.

---

James A. Restucci, Chair  
Yakima Valley Transportation Policy Board

ATTEST

---

Tamara Hayward, Financial Specialist  
Yakima Valley Conference of Governments

*Resolution 2024-02*

2024-2027 Yakima Valley Metropolitan and Regional Transportation Improvement Program

**JANUARY 2024 AMENDMENTS – DETERMINATION OF AIR QUALITY CONFORMITY**

A *RESOLUTION* of the Yakima Valley Transportation Policy Board affirming the conformity of the 2024-2027 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 2024-2027 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 2024-2027 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 2024 - 2027 M/RTIP for February 2024 are:**

WSDOT	I-82/Yakima River Bridge N of Yakima WB – Joint Repair	
Revision	Repair expansion joints. – Bridge 82/114N. Project will replace disintegrating joints to provide a smoother ride and preserve integrity of the bridge. PE phase decreased by \$99,756 in (secured) Federal HSIP funds and \$144 in State (MVA) funds from \$196,200 to \$96,300. CN phase defunded in a 2023 amendment.	
508210L39		
Total Estimated Project Cost:		\$726,180

*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 2024-2027 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 2024-2027 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*, YVCOG, in amending this project from the 2024-2027 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 2024-2027 M/RTIP:

1. The amendment of these projects into the 2024-2027 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 2024-2027 M/RTIP need not implement transportation control measures for PM<sub>10</sub> as none are currently identified in the approved 2005 Limited Maintenance Plan for Yakima Valley; and,

*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 2024-2027 Metropolitan and Regional Transportation Improvement Programs (M/RTIP) modeled scenarios for the amended 2024-2027 M/RTIP yield far less PM<sub>10</sub> than the 1994 budget of 927 tons, declares that the 2024-2027 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 17<sup>th</sup> day of **February** 2024.

---

James A. Restucci, Chair  
Yakima Valley Transportation Policy Board

ATTEST

---

Tamara Hayward, Financial Specialist  
Yakima Valley Conference of Governments



## **FEBRUARY 2024 TIP Amendment Checklist**

### **Yakima Valley Conference of Governments 2024-2027 Transportation Improvement Program February 21, 2024**

☒ **TIME FRAME – 23CFR450.324(a)**

The TIP covers a period no less than four years.

☒ **PROJECTS INCLUDED – 23CFR450.324 (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. 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 Amendments as required by § 450.316(a).

☒ **PRIORITY OF PROJECTS – 23 CFR 450.324(l)(l)**

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 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.

Regional Transportation Manager

January 17, 2024

MPO Signature

Title

Date

Reviewed By:

WSDOT Tribal & Regional  
Integrated Planning

January 17, 2024

WSDOT Signature

Title

Date

**Appendix C: February 2024 STIP Reports**

## Financial Feasibility of Federal Aid Projects by Year

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

totals for years 2024 thru 2027

Report Date - January 22, 2024

Selection Criteria (from SEARCH panel - if any)

Agency	<b>WSDOT - SC</b>	MPO Project ID	
County		Agency Project ID	
MPO		Secured	<b>Y</b>
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 of Federal Aid Projects by Year 2024

		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 I-82/Yakima River Bridge N of Yakima WB - Joint Repair Repair expansion joints - Bridge 82/114N. The bridge joints on the westbound I-82 Yakima River Bridge just north of Yakima are deteriorating and need to be repaired. This project will replace the existing joints to provide a smoother ride and preserve the structural integrity of the bridge.		30.78	30.84	88,596	7,704		96,300
				Total NHPP		88,596	7,704		96,300
				2024 - Total All Fund Codes		88,596	7,704		96,300
				Grand Total for All Years		88,596	7,704		96,300

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

Washington State S. T. I. P.

2024 to 2027

(Project Funds to Nearest Dollar)

totals for years 2024 thru 2027

Report Date - January 22, 2024

Selection Criteria (from SEARCH panel - if any)

Agency	<b>WSDOT - SC</b>	MPO Project ID	
County		Agency Project ID	
MPO		Secured	<b>Y</b>
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
NHPP					
	2024 Obligation Costs	88,596	7,704		96,300
	NHPP Obligation Totals	88,596	7,704		96,300
	Grand Total All Fund Codes	88,596	7,704		96,300