

**YAKIMA VALLEY CONFERENCE OF GOVERNMENTS**



**MPO/RTPO  
UNIFIED PLANNING WORK PROGRAM**

**FOR**

**STATE FISCAL YEARS 2012-2013**

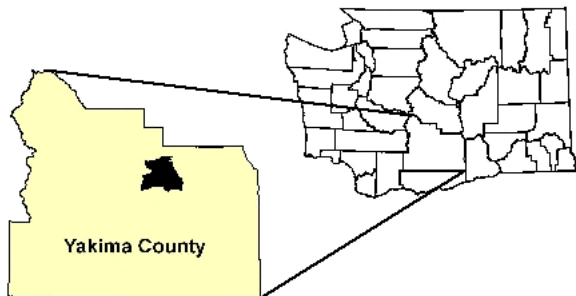
**JULY 1, 2011 TO JUNE 30, 2013**

**DRAFT – 4/14/2011**

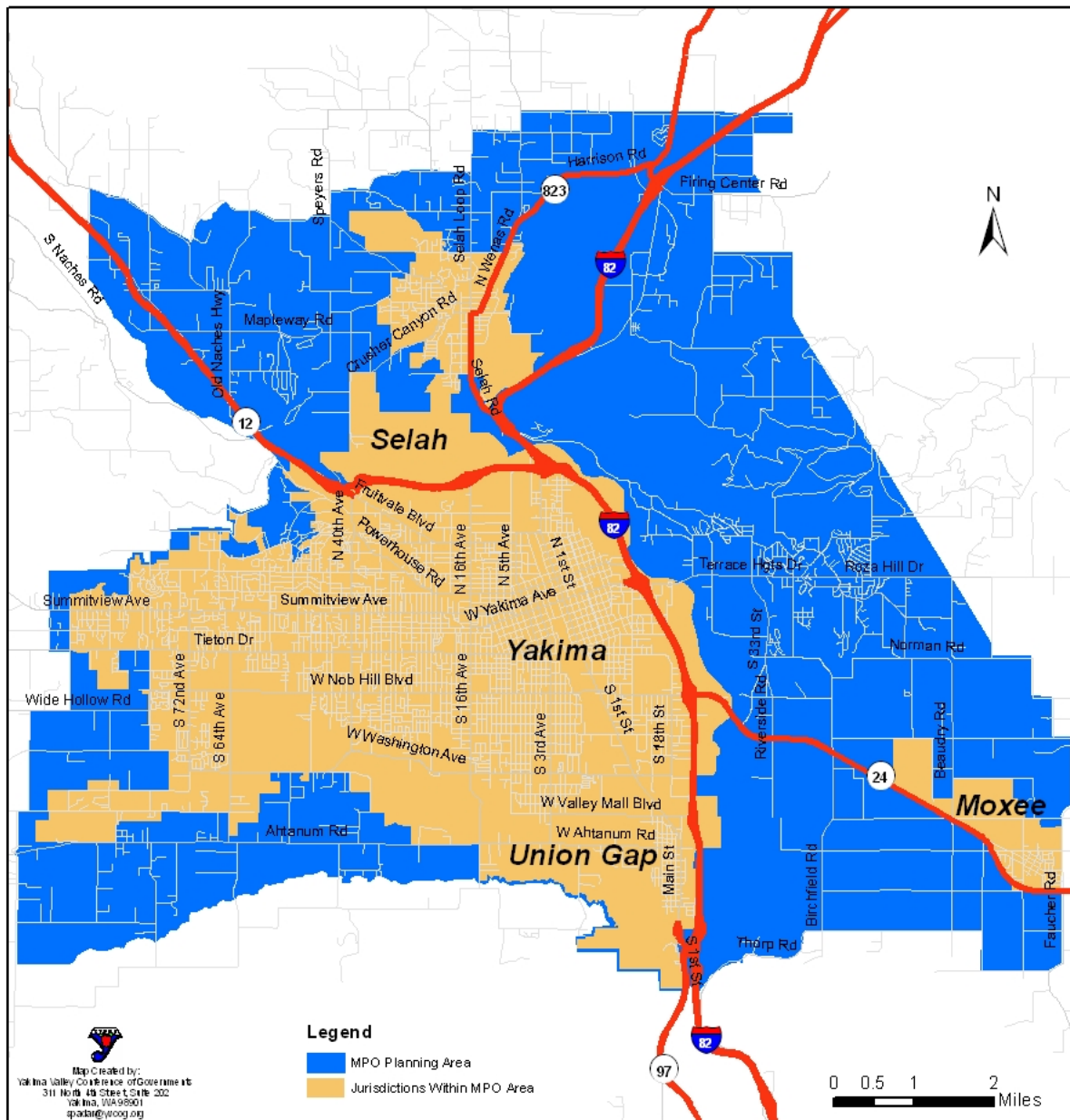
The Yakima Valley Regional Transportation Planning Organization and Metropolitan Planning Organization is jointly funded by the Washington State Department of Transportation, Federal Highway Administration, Federal Transit Administration, Yakima County, and the cities/towns of Grandview, Granger, Harrah, Mabton, Moxee, Naches, Selah, Sunnyside, Tieton, Toppenish, Union Gap, Wapato, Yakima, and Zillah.

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**Yakima Valley**  
**Metropolitan Planning**  
**Organization**  
**Planning Area**



## INTRODUCTION

### Background and Purpose

The Yakima Valley Conference of Governments (YVCOG) is the lead planning agency for the federally designated Yakima Valley Metropolitan Planning Organization (MPO). The purpose of the YVCOG is to implement [23 USC Section 134](#) which requires that an MPO be designated for each urbanized area over 50,000 population. This ensures that metropolitan area planning and programming processes incorporate all transportation modes, support community development, and respect societal goals.

The YVCOG is also the lead planning agency for the state-designated Yakima Valley Regional Transportation Planning Organization (RTPO). One of the purposes of an RTPO is to see that provisions of the Washington State Growth Management Act ([RCW 47.80.20](#)), as further defined under Washington Administrative Code ([WAC Section 468-86](#)), are met.

The RTPO performs tasks similar to the MPO, but unlike the MPO, the RTPO includes rural and small urban areas outside of the greater metropolitan area. Often a MPO and a RTPO are combined to make transportation planning a coordinated and comprehensive process, as is the case in the Yakima Valley. Early on, the YVCOG member jurisdictions recognized the need, the desirability, and the regional benefits that result from a collaborative forum for transportation planning and decision-making.

The Unified Planning Work Program (UPWP) is developed locally, then submitted for state and federal approval in the third quarter of each state fiscal year for implementation at the beginning of the next state fiscal year. The purpose of this combined MPO/RTPO UPWP is to identify and describe transportation planning activities that will take place throughout the Yakima Metropolitan area and the Yakima Valley RTPO planning area during State Fiscal Years 2012 and 2013 (July 1, 2011 through June 30, 2013). The bi-annual UPWP is a required statement of how state and federal funds will be used by the MPO/RTPO for transportation planning purposes.

The UPWP is based on state and federal transportation planning requirements, regional priorities, and bi-annual emphasis areas. The intent of the work program is to provide an overview of general work elements, anticipated work products, and an estimated budget for the fiscal years of 2012 and 2013. The state and federal grant amounts shown are based on WSDOT estimates provided to each MPO/RTPO.

## Integrated Planning

The planning and programming efforts of both the Yakima Valley MPO and the RTPO intersect in planning tasks fulfilling federal urban transportation planning and state regional transportation planning requirements. Metropolitan transportation planning requirements must be fulfilled in order for transportation projects and programs to remain eligible for federal transportation funding.

The UPWP is the tool used to direct these continuous, cooperative, and comprehensive planning efforts.

The UPWP provides the YVCOG with guidance in performing transportation-related tasks necessary to meet MPO and RTPO planning requirements. It lists all major work tasks to be completed in any given fiscal year.

## Air Quality

Portions of the Yakima Valley are designated by the U.S. Environmental Protection Agency (EPA) as being in limited maintenance status for air pollutants carbon monoxide (CO) and particulate matter with a diameter less than or equal to 10 microns (PM<sub>10</sub>). The EPA redesignated the Yakima CO nonattainment area to attainment and approved a limited maintenance plan, effective December 31, 2002. Similarly, the EPA redesignated the Yakima PM<sub>10</sub> nonattainment area to attainment for PM<sub>10</sub> and approved a limited maintenance plan, effective February 8, 2005. Also on February 8, 2005, the EPA approved an adjustment to the PM<sub>10</sub> border that excludes lands within the maintenance area subject to Yakama Nation control.

The limited maintenance plan for CO and PM<sub>10</sub> requires YVCOG to make a determination of conformity for transportation projects appearing in plans and programs that, singly or together, will not cause or contribute to any new violation of the federal National Ambient Air Quality Standards (NAAQS) for CO or PM<sub>10</sub>.

Since conformity guidelines do not define how to make conformity determinations for every situation, the YVCOG takes part in an interagency consultation process to arrive at consensus as how to best demonstrate conformity in our maintenance areas. The YVCOG has consulted with WSDOT, FHWA, FTA, EPA, and the DOE to determine that reporting vehicle miles traveled (VMTs) and annual growth rates is sufficient to demonstrate conformity for Yakima Valley Metropolitan Area transportation plans and programs. It is anticipated this process will continue to be followed for SFYs 2012 and 2013.

YVCOG recognizes the need to create, validate and prepare to use the EPA's MOVES2010a air quality model in the near future and has started exploring the MOVES2010a software, attended initial training in 2011 and will begin gathering the inputs for this transition. YVCOG is intending to migrate to a more qualitative and detailed air quality analysis tool to continue evaluating CO and PM<sub>10</sub> and prepare for emerging PM<sub>2.5</sub> and Greenhouse Gas policies.

## MPO/RTPO Structure

As the designated MPO and lead planning agency for the Yakima Valley RTPO, the MPO/RTPO program is administered and staffed by the YVCOG. The YVCOG transportation planners are responsible for carrying out most of the regional transportation planning activities. The transportation planners receive direction from the Yakima Valley MPO/RTPO Technical Advisory Committee (TAC). The TAC consists of transportation and planning representatives from local jurisdictions and agencies.

General YVCOG business is the responsibility of the seven-member YVCOG Executive Committee composed of one:

- Yakima County Commissioner
- Yakima City Council member
- Sunnyside City Council member
- Area 1 City Council member (Moxee, Naches, Selah, Tieton, Union Gap)
- Area 2 City Council member (Harrah, Toppenish, Wapato, Zillah,)
- Area 3 City Council member (Grandview, Granger, Mabton)
- Member at-large

Transportation policy matters are the responsibility of the Yakima Valley MPO/RTPO Executive Committee. The ten-member MPO/RTPO Executive Committee includes the seven YVCOG Executive Committee members with the addition of representatives from:

- WSDOT South Central Region (SCR)
- Yakima County Development Association / New Vision
- People For People

A list of committee membership is found in the appendices.

## UPWP Required Elements

### A. Federal Funding and Requirements

SAFETEA-LU expired September 30, 2009, and has been extended through September 30, 2011. New federal funding may be subject to continuing resolutions, rescissions, and a new transportation act. WSDOT notes the possibility of a new six-year bill or new federal transportation planning regulations in guidance dated January 20, 2011. The 2012-2013 UPWP has been drafted assuming no changes in federal transportation planning regulations. If major program or funding changes occur during the 2012-2013 biennium, YVCOG will expect to amend this UPWP.

#### A-1. Required Elements of the Unified Planning Work Program

All required elements are [highlighted in blue](#) throughout this report. Selected elements are described in greater detail.

#### A-2. Federal Emphasis Areas

The FHWA and the FTA have not issued new formal guidance for planning emphasis areas. As a MPO, YVCOG is required to complete our work programs according to regulations in [23 CFR 450 Part C](#) and [23 CFR 420 Subpart A](#).

FHWA Washington Division and FTA Region 10 suggest addressing the following emerging federal planning initiatives:

- Greenhouse Gas Reduction/Climate Change
- Sustainable Communities/Livability Initiative
- Objective-driven, Performance-based Planning Approach

### A-3. Tribal Consultation under Federal Law

Tribal coordination and consultation is required under federal law and is increasingly becoming a focus of transportation planning work in Washington State; see [23 CFR 450.316\(C\)](#).

## B. State Funding and Requirements

### B-1. General

No significant changes to state law or rule regarding RTPO duties have been introduced since the mid-1990s. The 2011 Legislative Session began January 11, 2011 and is scheduled to end on April 24, 2011. WSDOT cautions that overall RTPO state funding may be reduced. Additionally, RTPO allocations are subject to reallocation based on population changes since last year.

### B-2. RTPO Tasks

RTPO duties are defined in [RCW 47.80.023](#). This law provides the basis for the RTPO UPWP. In addition, each RTPO has a Metropolitan/Regional Transportation Planning Organization Agreement with WSDOT that further details mutual expectations. The significant RTPO duties are paraphrased below:

- Prepare and periodically update a transportation strategy for the region;
- Prepare a regional transportation plan;
- Where appropriate, certify that county-wide planning policies and the regional transportation plan are consistent;
- Develop a six-year regional Transportation Improvement Program (TIP) in cooperation with WSDOT, public transportation providers, and local governments in the region;
- Designate a lead planning agency to coordinate preparation of the regional transportation plan and to carry out the other duties of the RTPO;
- Review level of service methodologies used by cities and counties to promote consistent regional evaluation of transportation facilities and corridors;
- Work with cities, counties, transit agencies, WSDOT, and others to develop level of service standards or alternative transportation performance measures;
- Every four years update the Human Service Transportation Plan, and every two years, submit a prioritized regional human service and transportation list to the Agency Council on Coordinated Transportation (ACCT); and
- As a good business practice, RTPOs should continue to coordinate with the tribal agencies in their area. Tribal coordination should include as a minimum: invitation to RTPO meetings, encouragement to include tribal transportation projects in the RTPO TIP, supportive involvement in the Tribal Transportation Planning Organization (TTPO), discussion and cooperation on areas of mutual interest.

### B-3. RTPO Duties and Local Comprehensive Plans

RTPO duties in [RCW 47.080.023\(3\)](#) required RTPOs to certify by December 31, 1996 the transportation elements of comprehensive plans adopted by counties, cities, and towns within the region reflected the guidelines and principles developed by the RTPO and were consistent with the adopted regional transportation plan. Although the initial certification was in 1996, WSDOT still desires consistency be maintained between comprehensive plans and the regional transportation plan.

### B-5. Incorporation of the Six State Transportation Policy Goals

WSDOT requests that each UPWP describe the work programmed to support and address the six legislative transportation system policy goals of [RCW 47.04.280](#). These goals are:

- **Economic Vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy;
- **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;
- **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system;
- **Mobility:** To improve the predictable movement of goods and people throughout Washington state;
- **Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and
- **Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

WSDOT themes for SFY 2012 UPWPs include:

- **Involvement in Statewide Planning activities**
  - Statewide Freight and Rail Plans
  - Highway System Plan
  - Various other modal technical studies
  - Incorporation of pertinent aspects of statewide transportation plans into your RTP/MTP if being updated in this timeframe.
- **Involvement in WSDOT Region planning activities**
  - Respond to requests for involvement from WSDOT Regions in Corridor Planning Studies and assist in identifying proposed corridor studies to be conducted during the next six years.
- **Involvement in State and National legislative activity**
  - Comments on state legislative actions
  - Federal transportation, livability, climate change and performance measures legislation and planning regulations, and any interim funding situations; commenting and reporting back on actions of national interest groups.

- Involvement in Statewide Climate Change activities
  - During the next biennium, WSDOT encourages all RTPOs to stay abreast of the climate change dialog in case of new developments that could affect them.

### C. Key Administrative Issues

#### **Unfunded Tasks**

As recommended by WSDOT, YVCOG continues to include a list of priority unfunded transportation planning tasks and projects in the UPWP. This list is included in the appendices.

#### YVCOG Transportation Planning Priorities

The planning priorities for YVCOG in SFYs 2012 - 2013 encompass federal, state, and self-directed values as outlined above. In order to provide a comprehensive program for our member jurisdictions, these values are integrated throughout the entire planning process as follows:

#### Planning Level

- Participate in the implementation of the WTP and other statewide planning efforts when there is opportunity to add local value to this process.
- Ensure environmental considerations are incorporated, where appropriate, early in the planning process and with anticipation of emerging GHG policies and PM<sub>2.5</sub> regulations and thresholds.
- Ensure issues of safety and related concerns are addressed early in the planning process especially with regard to safety in school zones and at-grade railroad crossings.
- Ensure equity and environmental justice issues are addressed early in the planning process.
- Promote efficient system management and operations.
- Enhance the efficiency, integration, and connectivity of the transportation system, across and between modes, for people and freight to promote livability and sustainability principles.
- Increase the safety and security of the transportation system for motorized and non-motorized users.
- Emphasize preservation of the existing transportation system.
- Address limited English proficiency (LEP) concerns as part of all public participation plans.
- Ensure the *Yakima Valley Metropolitan and Regional Transportation Plan 2010-2030*, and member jurisdictions' GMA plans are consistent with each other, as required in [RCW 47.80.023](#) and [RCW 47.80.030](#).
- Ensure comprehensive multi-modal and non-motorized transportation planning is integrated throughout the planning and programming process.
- Actively promote public transit and other Transportation Demand Management (TDM) transportation options.

#### Programming Level

- Encourage strategic thinking among the membership by actively incorporating the values embodied within our strategic planning emphasis areas (outlined above) into programmed transportation projects.
- Provide a venue and policy context for collaborative policy formation and needs identification with local officials and partnering agencies to meld interdisciplinary interests.

- Actively seek partnership opportunities with WSDOT's SCR.
- Support the integration of environmental streamlining and the programming activities of the YVCOG on behalf of its member jurisdictions.
- Ensure that Title VI considerations such as access, environmental justice, and LEP concerns are addressed at the program level.
- Ensure consistent regional evaluation of transportation facilities and recognized regional corridors, [RCW 36.70A](#).
- Ensure state and tribal government-to-government guidelines are incorporated into both planning and programming activities.
- Ensure safety and security issues relevant to regional transportation facilities are addressed early during the planning phase and implemented on a project-by-project basis where applicable, especially with regard to safety in school zones, and railroad at-grade crossings.
- Ensure LOS methodologies and other performance measures are developed and used and coordinated by cities and the county to provide regional consistency.
- Monitor impacts to state highways and local roadway systems resulting from land use changes initiated by member jurisdictions.
- Use best available data and methodology to identify mobile deficiencies on our transportation network.

These priorities will allow the YVCOG to provide a planning process for the MPO/RTPO that supports the projects and strategies necessary to meet the needs and service expectations of the region, the metropolitan area, and our individual members.

## DESCRIPTION OF WORK ELEMENTS

### **Program Administration – Work Element I**

To provide the administrative support required to manage and coordinate the overall MPO/RTPO program. The activities include office management, personnel activities, training, conferences, clerical support, administrative documents, record keeping, and coordination of activities.

### **Regional Planning – Work Element II**

Regional Planning is composed of three elements; short-range planning, long-range planning, and data management and forecasting.

- Short-range planning functions support activities within approximately a six-year time horizon. Examples of short-range planning activities include metropolitan and regional transportation improvement programs and amendments; STP Regional, STP Enhancement and Congestion Mitigation / Air Quality (CMAQ) prioritization procedures; biennial UPWP development and amendments; coordination with public transportation providers; grant applications; and reviewing current development proposals for transportation impacts.
- Long-range planning functions support activities focused toward long-term transportation issues. Examples of long-range planning functions include development and updates of regional and metropolitan area transportation plans; consistency reviews of local comprehensive plans; coordinating transportation system performance measurements; reviewing local and regional plans for consistency with the WTP and HSP; making recommendations for integrating WTP plan elements; and general alignment of regional planning policies and activities with state policies and activities.
- Data management and forecasting functions support the long-range and short-range planning functions. Examples of data management activities include collecting and maintaining current and historical demographic information; GIS mapping; inventory of regional transportation facilities and services; functional classification amendments and mapping; as well as collection of traffic counts and collision information. Forecasting activities will primarily be related to travel demand modeling and modeling for air quality determinations.

## DESCRIPTION OF FUNDING SOURCES

YVCOG received correspondence from WSDOT on January 4, 2011 with two sets of forecasts for SFY2012. For FHWA Planning and FTA funding purposes, YVCOG has decided to go with WSDOT's forecast from November 2010 since it is more conservative. The RTPo funding estimate used for this UPWP assumes the 5% reduction following direction given to WSDOT. YVCOG is also changing to a two-year UPWP from SFY2012 onward.

### FHWA Planning Grant (PL)

Federal Highway Administration (FHWA) funding to metropolitan planning organizations (MPOs) for transportation planning activities. The local match ratio is 13.5%.

Estimated PL funding for SFYs 2012 and 2013(low).....	\$403,560
Estimated PL carry-forward from SFY 2011 .....	<u>\$100,000</u>

**TOTAL Estimated FHWA PL funds available for SFYs 2012 and 2013 .....\$503,560**

### FTA Planning Grant (Section 5303)

Federal Transit Administration (FTA) funding to metropolitan planning organizations (MPOs) for transportation planning activities. The local match ratio is 20%.

Total Estimated FTA 5303 funding for **SFYs 2012 and 2013** .....**\$99,020**

### State RTPo Planning Grant

The state planning funds are distributed to each of the 14 RTPOs based on population. The state funds are intended for planning and coordination activities required under RCW 47.80. There is no local match requirement for this grant.

Total Estimated State RTPo funding for **SFYs 2012 and 2013**.....**\$186,668**

### STP Regional Planning funds

In 1999, an agreement was reached locally that allowed for an annual planning set-aside of 5% of anticipated STP Regional funds. In 2007, the STP Regional funding distribution process changed to only allow funding for selected regional priority projects – including planning projects. Regional transportation planning projects requesting STP Regional funds must be presented, prioritized and selected for funding. These funds are to be made available only for special regional planning projects which are endorsed by the MPO/RTPo Technical Advisory Committee and/or to cover MPO/RTPo expenses when all other funding sources have been exhausted. Local match requirement for STP funds is 13.5%.

Estimated STP Regional planning funds for **SFYs 2012 and 2013** ....**\$90,000**

## Non-Federal Match

Federal funding sources usually require that non-federal funds be used to match federal grants. Different funding programs require different match percentages. YVCOG's local matching funds come from an annual assessment of both MPO and RTPO member jurisdictions. The assessment is based on a combination of population and STP Regional funding distribution. Yakima Transit contributes \$3,000 annually toward the local match of FTA Section 5303 funding.

Estimated non-federal match for <b>SFYs 2012 and 2013</b> :	
FHWA (PL) 13.5% match.....	\$67,981
FTA (5303) 20% match .....	\$19,804
STP Regional match 13.5% .....	<u>\$12,150</u>
<b>TOTAL</b> Estimated non-federal match needed for <b>SFYs 2012 and 2013</b>	<b>\$99,935</b>

*\* Note: Some of these non-federal matching funds will be local funds from YVCOG membership assessments. If necessary, the remaining match requirement may be fulfilled using State RTPO Planning Grant funds. See Financial Summary on page 22.*

## SFYs 2012 and 2013 WORK ELEMENTS

### I. Program Administration – Work Element I

**A. Purpose:** To provide the administrative support needed to manage and coordinate the MPO/RTPO transportation planning program.

**B. Work Tasks:** Core functions that are typically performed under this work element include, but are not limited to:

- General management of the MPO/RTPO program, office, and staff.
- Supervision of YVCOG staff and contracted services.
- Prepare and maintain required administrative documentation and records.
- General clerical support including correspondence, meeting agendas, minutes.
- Prepare contracts and work agreements for contracted services, projects, and funding.
- Development of staff training resources for Title VI in collaboration with WSDOT's Office of Equal Opportunity.

In order to perform these functions, YVCOG must also perform the following associated tasks:

- Coordinate activities between YVCOG, supporting agencies, local participating agencies, and other agencies and organizations.
- Attend staff meetings, public hearings, local council meetings, conferences, and training activities.
- Participate in state and national committees and organizations to monitor pending legislation or regulatory changes.
- The Executive Director, as YVCOG Title VI Coordinator, will monitor and annually review YVCOG Title VI responsibilities as part of its annual report.
- The Executive Director, as YVCOG Title VI Coordinator, will take reasonable action to ensure member jurisdictions comply and implement Title VI provisions in the development of their Transportation Improvement Programs (TIP).
- Update computer hardware, software, and communications technology.

**C. Anticipated Products:** The basic product will be the documents and support services, which are necessary to continue a forum for cooperative decision making in the Yakima Valley region. Specific products may include, but are not limited to:

- Calendar year budget.
- Annual Title VI Report and Update Questionnaire.
- Agendas, notices, and other meeting materials for Technical Advisory Committee, YVCOG MPO and RTPO Executive Committee, and special subcommittee meetings.
- Monthly newsletter.
- Mailing/emailing distribution lists.
- Updated web pages.
- Monthly billings and accounting summaries.
- Annual indirect cost plan.
- Contribute to a combined WA state response to prospective legislation.

**D. Agency Responsibilities:** YVCOG provides office space, accounting, payroll, and support services to complete the tasks in these work elements.

Work Element I - PROGRAM ADMINISTRATION ESTIMATED COST AND FUNDING SOURCES	
FHWA Planning Grant (PL)	\$251,780
FTA Planning Grant (Section 5303)	\$49,510
State RTPO Planning Grant	\$93,334
STP Regional Planning	\$0
Local match	\$43,892
<b>Total Cost Estimate</b>	<b>\$438,516</b>

## Regional Planning – Work Element II

### Short-Range Planning

- E. Purpose:** To participate in the process of development, review, and approval of various short-range (within six years) planning activities necessary to maintain a continuing, comprehensive, and cooperative transportation planning process.
- F. Work Tasks:** Core functions which are typically performed under this work element include, but are not limited to:
- Prepare Unified Planning Work Program (UPWP) and its amendments.
  - Prepare fiscally constrained Metropolitan and Regional Transportation Improvement Programs (MTIP/RTIP) and amendments that include Year of Expenditure (YOE) estimates.
  - Continue to work with cities, counties, transit agencies and WSDOT to develop level of service (LOS) standards or alternative transportation performance measures.
  - Perform consistency review of member jurisdictions' LOS methodologies and standards as required by RCW 47.80.023.
  - Prepare documentation for MPO certification.
  - Respond to emerging current transportation issues and provide public participation venues in response to these issues.
  - Complete four-year update of the regional transportation section of the *Yakima Valley Metropolitan and Regional Transportation Plan 2010-2030*.
  - Administer Surface Transportation Program (STP) Regional funding distribution processes.
  - Administer STP Enhancement funding application and prioritization process.
  - Administer the CMAQ application, prioritization, and selection process.
  - Continue to provide STP, STP Enhancement and CMAQ project selection summary reports to WSDOT regarding regional prioritization processes, additional project selections and project benefits.
  - Continue to incorporate considerations for freight mobility in transportation planning projects and competitive regional project prioritization processes.
  - Participate in economic development forums and/or training opportunities addressing such issues as freight mobility, supply chain management and system security as they are made available.
  - Continue to support transit participation in planning process through membership on the MPO/RTPO Technical Advisory Committee (TAC).
  - Support the efforts of the transit system management/operations team in their efforts to increase ridership, service area, system efficiencies, and access.
  - Work in cooperation with the Special Needs Coalition to identify needs and solutions for community human service-based transportation.
  - Assist Yakima Transit with their triennial Title VI documentation and self-certification.

In order to perform these tasks, YVCOG must also perform the following associated tasks:

- Development and monitoring of the UPWP.
- Update and disseminate year of expenditure (YOE) cost estimation spreadsheet for MTIP/RTIP development.
- Staff support for Executive Committees, TAC, and subcommittees.

- Ongoing public outreach efforts.
- Responses to public and agency inquiries.
- Inter- and intra-regional coordination.
- Coordination with the Yakama Nation on short-range planning projects and possible funding opportunities.
- Attendance at training sessions.
- Responses to emerging issues.
- Miscellaneous grant application assistance.

**G. Anticipated Products:** Work products for SFYs 2012 and 2013 may include, but are not limited to:

- SFYs 2014-2015 Unified Planning Work Program.
- Annual Reports.
- 2011-2014 Metropolitan & Regional Transportation Improvement Programs (MTIP/RTIP) and amendments implementing YOE estimates.
- Air quality conformity determinations for the MTIP and amendments.
- Updated regional priorities for the 2013-2015 Consolidated State and Federal Public Transportation Grant Program.
- Competitive STP Regional funding distribution process.
- Competitive CMAQ application and project prioritization.
- Transportation and related air quality impact analysis reviews of local development proposals and land use actions.
- Member jurisdictions LOS consistency reviews.

**H. Agency Responsibilities:** YVCOG staff has the primary responsibility for the development, review, and revision of regional planning documents. Yakima County jurisdictions, WSDOT, and transit service providers submit copies of the Six-Year Transportation Improvement Programs to YVCOG in order to facilitate development of the overall metropolitan and regional TIPs. Document approval authority lies with YVCOG and RTPO Executive Committee, WSDOT, the Governor, FHWA, and FTA.

### **Long-Range Planning**

**A. Purpose:** To perform work related to long-range (beyond six years) planning for future development, transportation systems, and air quality.

**B. Work Tasks:** Core functions typically performed under this work element include, but are not limited to:

- Update and maintain a 20-year Metropolitan and Regional Transportation Plan (MTP/RTP).
- Amend the MTP/RTP where appropriate to facilitate local agency formation of Transportation Benefit Districts (TBD) authorized under RCW 36.73.
- Participate in Corridor Planning Studies that are consistent with the adopted MTP/RTP.
- Monitor, facilitate and certify compliance among member jurisdictions with GMA requirements relative to transportation and capital facilities.
- Certify that the *Yakima Valley Metropolitan and Regional Transportation Plan 2010-2030*, and member jurisdictions' GMA plans are consistent with each other, as required in RCW 47.80.023 and 47.80.030.

- Continue to incorporate Freight and Goods Transportation System mapping into updates of the MTP/RTP and review of local agency GMA comprehensive plans.
- Ensure that transportation facilities and services of statewide significance (RCW 47.04.140) are included in member jurisdictions' GMA plans and the regional transportation plan.
- Certify that the updated county-wide planning policies and the updated regional transportation plan are consistent.
- Develop and utilize public outreach venues and opportunities for long-range planning public involvement.
- Provide support for local and regional long-range travel demand management programs.
- Research and analyze issues identified in the updated MPO/RTPO Transportation Plan in light of emerging economic, environmental, and land use issues.
- Participate in the update and review of the WTP, HSP and other modal plans as appropriate. The YVCOG, on behalf of member jurisdictions and agencies, will work with the WSDOT's Strategic Planning & Programming Division and the SCR's Planning Office in this endeavor. Tasks may include, but are not limited to, the following:
  1. Participation in project prioritization workshops.
  2. Review draft and final 10-year investment plan(s).
  3. Participation in development of performance measures to track plan accomplishments.
  4. Coordination of the Yakima Valley MPO/RTPO transportation plan during its periodic update to ensure its consistency with the themes, schedules, and programs identified in the WTP and HSP.
  5. Communicate with and educate legislators and other decision-makers in the Yakima Valley region on transportation issues and priorities.
- Identify and incorporate regional and local corridor needs, along with associated goals and objectives, into the long-range regional transportation plan update.
- Participate with WSDOT and other MPOs and RTPOs around the state in an effort to be involved in, and help shape climate change, livability and sustainability policy development related to transportation policy and funding priorities.

In order to perform these functions, YVCOG must also perform the following associated tasks:

- Ongoing public outreach and education programs.
- Staff support for Executive Committees, TAC, and subcommittees.
- Responses to public and agency inquiries.
- Inter- and intra-regional coordination. Coordinate with local agencies for comprehensive plan consistency reviews.
- Ensure comprehensive and continuous coordination with the Yakama Nation on long-range transportation planning projects.
- Attendance at training sessions, regional meetings, and conferences.
- Coordinate with local bicycle, pedestrian, transit, and freight transportation stakeholders.
- Expand cooperation and notification of efforts to include interdisciplinary groups such as Department of Ecology, Yakima Clean Air Agency, Department of Social and Health Services, Environmental Protection Agency, and Housing and Urban Development.

**C. Anticipated Products:** Work products for SFYs 2012 and 2013 may include, but are not limited to:

- Certification that the transportation elements of comprehensive plans adopted by Yakima County and cities within Yakima County reflect the guidelines and principles developed pursuant to RCW 47.80.06, are consistent with the adopted regional transportation plan, and conform to the GMA.
- Updated LEP strategies related to long-range planning and public involvement.
- Title VI user/beneficiaries analysis and findings.

**D. Agency Responsibilities:** YVCOG staff will be responsible for production of most documents, but the MPO/RTPO Technical Advisory Committee (TAC) will provide advisory recommendations to the MPO/RTPO Executive Committee.

### **Data Management and Forecasting**

**A. Purpose:** To conduct data collection and forecasting activities which support transportation planning functions.

**B. Work Tasks:** Core functions which are typically performed under this work element include, but are not limited to:

- Data collection, analysis and management, and technical support for coordination and collaboration with planning partners and member jurisdictions.
- Development, application, maintenance and updates to the regional travel demand model.
- Support of technical capabilities through on-going equipment purchase and maintenance.
- Combine and update the metropolitan and regional transportation demand models.
- Update the travel demand model and GIS data to reflect updates to the Freight and Goods Transportation System and the transit systems.
- Research and develop air quality data in support of the MTP/RTP, MTIP/RTIP and the CMAQ program.
- Research, gather data for and develop a Yakima Valley MOVES2010a Air Quality model for quantitative analysis of CO, PM, and other GHGs.
- Creation of a demographic profile for Environmental Justice (EJ) purposes.
- Development of a database that will allow creation of LEP outreach strategies.
- Development of a user/beneficiaries analysis in compliance with the provisions of YVCOG's Title VI Implementation Plan whenever public participation is involved.
- Expansion and refinement of GIS capabilities and related analysis tools.
- Maintenance of databases related to the travel demand model and supporting Environmental Systems Research Institute (ESRI) GIS systems.
- Standardization of database collection and management and improvement of methods of analysis.
- Collect traffic counts as needed.
- Utilize the integrative capabilities of GIS to analyze the relationships between, and effects of, land use on the regional transportation system of Yakima County.

In order to perform these functions, YVCOG must also perform the following associated tasks:

- Calibrate base and forecast years for the transportation model to use in assessing current and long-range transportation and land use issues and opportunities.
- Restructuring of regional traffic analysis zones (TAZs) as needed.
- Utilize Census data or most recent forecasts from the state Office of Financial Management (OFM) for demographic and socioeconomic analysis.
- Research and evaluate other sources of model input data for analysis purposes.
- Purchase and maintain hardware and software required to perform technical tasks.
- Research and provide regional travel projections in support of local transportation planning efforts.
- Attend technical training sessions, conferences, and regional meetings.
- Coordinate with federal, state, local and tribal agencies and private consultants to ensure consistency of data and travel model.

**C. Anticipated Products:** Work products for SFYs 2012 and 2013 may include, but are not limited to:

- Thematic maps for transportation and land use planning.
- Transportation model plots for various planning scenarios.
- Demographic data reports and analyses.
- Develop air quality data in support of the MTP/RTP, MTIP/RTIP and the CMAQ program.
- Scheduled transportation model creation and documentation.
- Transportation data and metadata structures including, but not limited to, travel demand, congestion relief, and air quality modeling.
- Traffic projections for various transportation alternatives developed as part of selected corridor study efforts in partnership with WSDOT's SCR.
- Demographic profile.
- Title VI service area maps for City of Yakima Transit.
- Memoranda and correspondence supporting local use of the region-wide transportation model as needed.

**D. Agency Responsibilities:** YVCOG staff has the primary responsibility for carrying out this task and coordinating any activities involving other agencies. WSDOT will provide a limited level of technical assistance as needed. NOTE: Additional staff resources may be required through consultant contracts to provide technical expertise in modeling, GIS, data collection and related data management tasks.

Work Element II - REGIONAL PLANNING ESTIMATED COST AND FUNDING SOURCES	
FHWA Planning Grant (PL)	\$251,780
FTA Planning Grant (Section 5303)	\$49,510
State RTPO Planning Grant	\$93,334
STP Regional Planning	\$90,000
Local match	\$56,043
<b>Total Cost Estimate</b>	<b>\$540,667</b>

## FINANCIAL SUMMARY

### Funding Sources by Work Element for SFYs 2012 and 2013 (ESTIMATES)

Funding Source	Program Administration - Work Element I	Regional Planning - Work Element II	TOTAL
FHWA Planning Grant (PL)	\$251,780	\$251,780	<b>\$503,560</b>
FTA Planning Grant (Section 5303)	\$49,510	\$49,510	<b>\$99,020</b>
State RTPO Planning Grant	\$93,334	\$93,334	<b>\$186,668</b>
STP Regional Planning funds	\$0	\$90,000	<b>\$90,000</b>
Local match	\$43,892	\$56,043	<b>\$99,935</b>
<b>Totals</b>	<b>\$438,516</b>	<b>\$540,667</b>	<b>\$979,183</b>

*\*Note: This local match figure represents 100% of the total non-federal match required for FHWA Planning Grant, FTA Planning Grant and STP Regional Planning Set-Aside for this Work Element. State RTPO Planning grant funds may be used for a portion of the non-federal match for Work Element II if local match sources (member jurisdictions) are unable to support the total local match burden. This will be determined as part of YVCOG's annual budget process beginning in August 2009.*

## UPWP AMENDMENT PROCESS

Amendments to the UPWP are required when any of the following four criteria occur:

- There is a change to the product of the work element.
- A consultant is used to buy equipment not previously included in the work element.
- There is a 20 percent change in the work element cost.
- There is a total 10 percent change in the total UPWP cost.

Work element changes in excess of the 20 percent threshold cited above requires the following documentation to accompany it:

- Identify the budget element(s).
- Present a revised scope of work for that element.
- Justify the need for the proposed amendment.

All amendments requiring a program change must be approved by the YVCOG MPO/RTPO Executive Committee and processed through the WSDOT's Policy Development and Regional Coordination Branch. Amendments involving federal funds may need to be reviewed and approved by FHWA and FTA.

## APPENDICES

## 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

Jim Restucci, Council Member, City of Sunnyside (Chair)  
Loren Belton, Council Member, City of Toppenish (Vice-Chair)  
Dan Olson, Council Member, City of Union Gap - Area 1 Representative  
Angel Reyna, Mayor, City of Mabton - Area 3 Representative  
Rick Ensey, Council Member, City of Yakima  
Kevin Bouchey, Commissioner, Yakima County  
John Hodkinson, Member-At-Large

### YVCOG MPO/RTPO Executive Committee

Same as YVCOG Executive Committee with the addition of:  
Don Whitehouse, Region Administrator, WSDOT SCR  
Madelyn Carlson, CEO, People For People  
David McFadden, President, YCDA New Vision

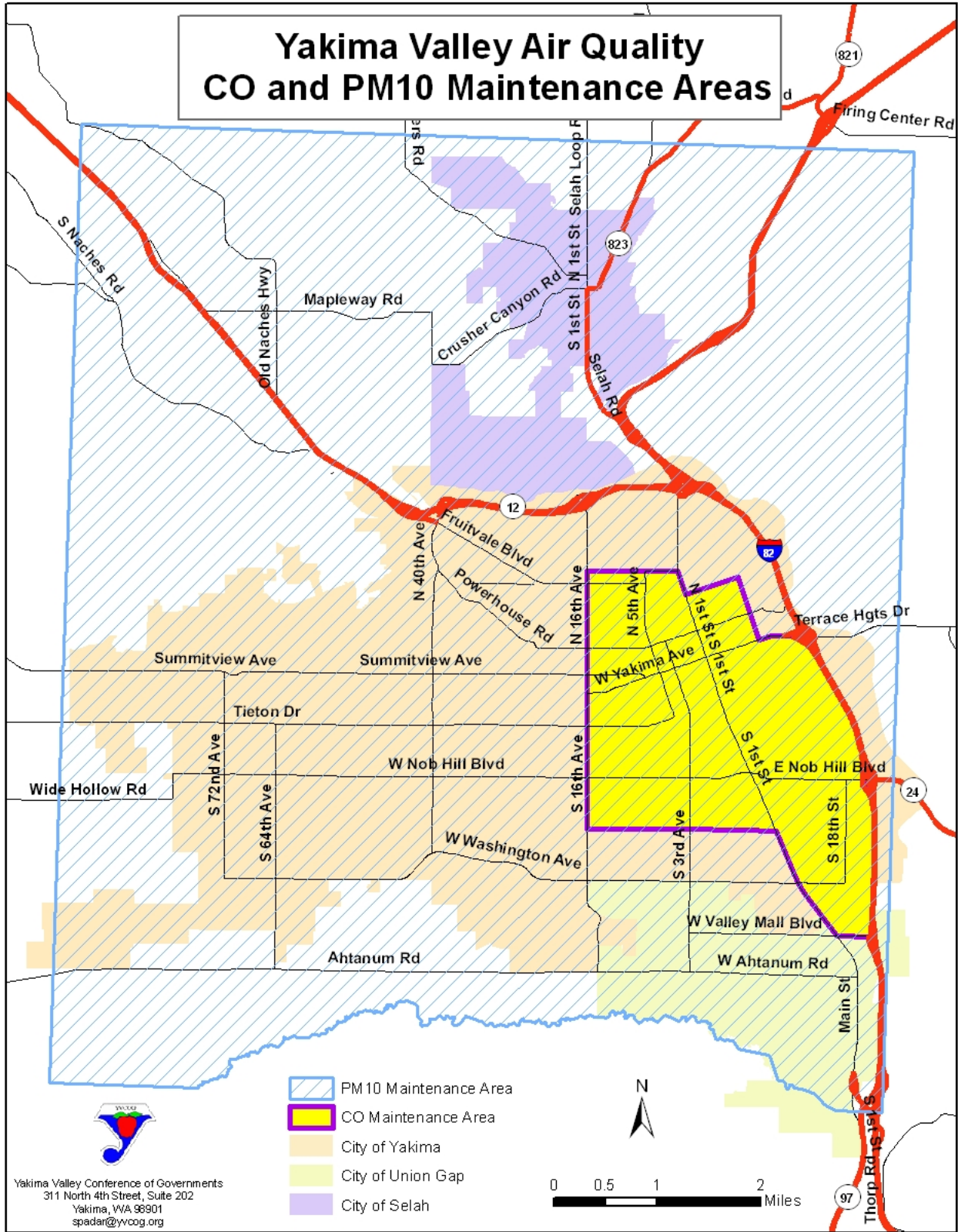
### MPO/RTPO TECHNICAL ADVISORY COMMITTEE

City of Grandview	Cus Arteaga, City Administrator and Public Works Director
City of Granger	Jack Burnes, Public Works Director
Town of Harrah	Garry Decker, Public Works Director
City of Mabton	(vacant), City Administrator
City of Moxee*	Byron Adams, City Services Administrator
Town of Naches	Jeff Ranger, Town Administrator
City of Selah*	Joe Henne, Public Works Director, & TAC Chair
City of Sunnyside	Jim Bridges, Public Works Director
City of Tieton	Rich Olson, Public Works Director
City of Toppenish	Lance Hoyt, Public Works Director
City of Union Gap*	Dennis Henne, Public Works Director
City of Wapato	Gary Potter, Public Works Director
City of Yakima*	Brett Sheffield, City Engineer
City of Zillah	Tim Tilley, Public Works Director
Yakima County*	Gary Ekstedt, Asst. Dir., Public Services & TAC Vice Chair
Yakima County*	Alan Adolf, Senior Transportation Planner
WSDOT SCR*	Paul Gonseth, Regional Planning Engineer
Yakima Transit*	Ken Mehin, Transit Manager
Yakama Nation	Al Pinkham, Planning Engineer
Airport/ McAllister Field	Manager

\*MPO Jurisdiction



# Yakima Valley Air Quality CO and PM10 Maintenance Areas



## SFY 2011 ACCOMPLISHMENTS

The Yakima Valley Conference of Governments met all federal and state administrative requirements in SFY 2011. Additionally, the YVCOG met and successfully accomplished all routine tasks set out under the work elements of the **2011 Unified Planning Work Program (UPWP)**. Of special note are the following accomplishments:

- 2009-2012 Metropolitan and Regional Transportation Improvement Programs (MTIP/RTIP) amendments
  - o The 2009-2012 MTIP/RTIP amendments were developed with input from local jurisdictions and citizens through their elected and appointed officials serving on Yakima Valley Metropolitan and Regional Transportation Planning Organizations (MPO/RTPO) Executive Committee, and the MPO/RTPO Technical Advisory Committee (TAC). The 2009-2012 MTIP/RTIP amendments met all state and federal requirements, including air quality conformity, for inclusion into the Washington State Transportation Improvement Program (STIP).
  - o YVCOG processed amendments to the 2009-2012 MTIP for July, and August.
  
- 2011-2014 Metropolitan and Regional Transportation Improvement Programs (MTIP/RTIP) and amendments
  - o The 2010-2014 MTIP/RTIP and amendments were developed with input from local jurisdictions and citizens through their elected and appointed officials serving on Yakima Valley Metropolitan and Regional Transportation Planning Organizations (MPO/RTPO) Executive Committee, and the MPO/RTPO Technical Advisory Committee (TAC).
  - o The 2010-2014 MTIP/RTIP and amendments met all state and federal requirements, including air quality conformity, for inclusion into the Washington State Transportation Improvement Program (STIP).
  
- Yakima Valley Metropolitan and Regional Transportation Plan 2010-2030
  - o With assistance from the local jurisdictions and citizens through their elected and appointed officials serving on Yakima Valley Metropolitan and Regional Transportation Planning Organizations (MPO/RTPO) Executive Committee, the MPO/RTPO Technical Advisory Committee (TAC), and Washington State Department of Transportation (WSDOT), YVCOG completed the four-year update to the M/RTIP.
  
- Coordinated Public Transit – Human Services Transportation Plan 2010
  - o With assistance from the Yakima County Special Transportation Needs Coalition, YVCOG completed the four-year update to the HSTP, including selecting and ranking the Yakima County Region Consolidated Grant Projects.
  
- Air Quality Conformity Determinations
  - o Performed detailed project level air quality analysis for 2010-2011 CMAQ funding applicants.
  
- STP Regional, STP Enhancement and CMAQ
  - o Successfully implemented prioritization criteria for funding programs YVCOG manages.

- Used multi-year STP, STP Enhancement, and CMAQ strategy and was able to select 15 projects and award \$6,948,724 in the region for projects and programs.
  - One Yakima Transit unfunded project identified in the 2011 UPWP, received CMAQ funding and is being implemented – Yakima Transit’s Sunday Bus Service.
  
- Cooperation with the WSTC
  - With assistance from the TAC and the WSDOT SCR Local Programs Staff, YVCOG facilitated the selection of this region’s Top 20 Transportation Projects/Programs and the next 10 years of preservation needs to WSTC.
  - Coordinated and hosted one of the WSTC Listening Sessions – September 14, 2011.
  
- Local & Regional CTR Plans
  - Worked with local jurisdictions to implement CTR plans.
  - In cooperation with Washington State Rideshare Organization (WSRO), coordinated/promoted local fall and spring Wheel Options as well as Rideshare Online contests.
  - Awarded a three year CMAQ grant in the amount of \$228,000.00 for enhancement of the local CTR program. The grant has allowed us to bring on an intern to assist with the program. The funding provided an opportunity for outreach to the community through presence at events such as the Central Washington State Fair and The Greater Yakima Chamber of Commerce Business Expo. These funds are also being used to develop both a vanpool incentive program as well as a public transit bus pass incentive program.

## UNFUNDED NEEDS FOR SFYs 2012 & 2013

### **Westside Connector Alignment Study**

- A. Purpose:** Study will define alternatives and establish a preferred alignment for a Westside Connector arterial. The Westside Connector is a proposed arterial connection between the South Union Gap interchange at I-82 through the developing West Valley neighborhood of the greater Yakima metropolitan area that will ultimately connect to US 12. Access to I-82 and US 12 will be more direct, thus eliminating the circuitous route that trucks must use on existing arterials in order to access the industries and commercial businesses in the West Valley. This alignment study will define alternatives and establish a preferred alignment for a north-south arterial in the West Valley neighborhood so that right-of-way can be preserved for future construction of this facility.
- B. Work Tasks:** Core functions which are anticipated to be performed under this work element include, but are not limited to:
- o Defining alternative alignments.
  - o Identifying and prioritizing improvement projects along existing facilities (e.g. Ahtanum Road).
  - o Public outreach – community meetings, public forums.
  - o Public information materials (folios, maps, brochures, web pages, press releases).
  - o Identifying and assessing potential environmental mitigation issues.
  - o Selecting a preferred alternative alignment that can be adopted by affected jurisdictions to begin preserving right-of-way as the corridor develops.
- C. Anticipated Products:** Work products for SFYs 2012 and 2013 may include, but are not limited to:
- Proposed Westside Connector Map – a comprehensive map of the proposed alignment to be distributed to local agencies and developers.
  - A Land Acquisitions Plan.
  - Westside Connector Alignment Study with alternatives.
- D. Agency Responsibilities:** YVCOG will be responsible for developing a scope of work, RFP, managing a consultant contract, and reporting findings. TAC assistance will be needed to develop the scope of work, RFP, and reviewing proposals. The TAC will also provide guidance on when, where, and how the study results will be used. Any contracts will need to be approved by the MPR/RTPO Executive Committee.
- E. Estimated Cost:** \$350,000.
- A. Relationship to Other Work Elements:** This planning activity relates to Work Element II, Regional Planning, long range-planning activities. This study will guide future economic development and spur investment in the region by addressing the uncertainty that has been looming over the location of a future north-south arterial. If not funded, development will continue to be held up pending the resolution of this alignment which will now be addressed as a preferred alternative for local jurisdictions to use to preserve future right-of-way and direct development.

## UNFUNDED NEEDS FOR SFYs 2012 and 2013

### **Regional CTR Planning**

- A. Purpose:** To update and maintain a regional commute trip reduction plan with regional goals and to participate in state CTR Board activities.
- B. Work Tasks:** Core functions which are anticipated to be performed under this work element include, but are not limited to:
- Update and maintain a Regional CTR plan that includes:
    - o Regional program goals for commute trip reduction in affected urban growth areas,
    - o A description of strategies for achieving the goals,
    - o A sustainable financial plan describing projected revenues and expenditures to meet the goals,
    - o A description of the way in which progress toward meeting the goals will be measured,
    - o Minimum criteria for growth and transportation efficiency centers (GTECs); and
    - o Is consistent with the Metropolitan and Regional Transportation Plan (MTP/RTP).
  - Review proposals from local jurisdictions to designate GTECs and determine whether proposed GTECs are consistent with the established criteria.
  - Perform consistency review of affected jurisdictions' CTR plans and ordinances when they are due to be updated.
  - Respond to emerging CTR issues and provide participation venues in response to these issues.
- C. Anticipated Products:** Work products for SFY 2011 may include, but are not limited to:
- Updates to the Regional CTR Plan.
  - Certification reports of local CTR plans and ordinances.
  - Annual reports.
  - Expanded promotional activities.
- D. Agency Responsibilities:** YVCOG staff has the primary responsibility for the development, review, and revision of the Regional CTR Plan. Yakima County jurisdictions, WSDOT, transit service providers and affected employers will participate in the plan maintenance and updates. Document approval authority lies with the MPO/RTPO Executive Committee and the State CTR Board.
- E. Estimated Cost:** \$95,000 (annually).
- F. Relationship to Other Work Elements:** This planning activity relates to Work Element II, Regional Planning, long range-planning activities. If not funded, the region will not be able to fully participate in CTR planning activities and the burden of compliance with state CTR planning laws will fall to local YVCOG member jurisdictions.

## UNFUNDED NEEDS FOR SFYs 2012 and 2013

### Yakima Valley Short Line Rail & Trans-load Facility Feasibility Study

- A. Purpose:** To analyze potential multi-modal freight trans-load facilities along Yakima County's Short Line Rail Systems (White Swan Branch Line and Gibbon-Granger Branch Line) relating to location, economic development and environmental impacts.
- B. Work Tasks:** Core functions which are anticipated to be performed under this work element include, but are not limited to:
- Defining potential facility types and locations along Yakima County's Short Line Rail System.
  - Identifying and estimating the economic benefits of permitting various potential interstate and international distribution facilities.
  - Assessing how potential facilities can benefit and support the freight mobility efficiencies for local agriculture and industry, the Ports of Seattle and Tacoma, Washington State's Rail and Interstate Highway Systems.
  - Public outreach – community meetings, public forums.
  - Public information materials (folios, maps, brochures, web pages, press releases).
  - Identifying and assessing potential environmental mitigation issues.

In order to perform these tasks, YVCOG staff must also perform the following associated tasks:

- Review current plans and data.
- Staff support for Executive Committees, TAC, and subcommittees.
- Ongoing public outreach efforts.
- Responses to public and agency inquiries.
- Inter- and intra-regional coordination.
- Responses to emerging issues.
- Miscellaneous grant application assistance.

- C. Anticipated Products:** Work products for SFYs 2012 and 2013 may include, but are not limited to:

Proposed study area map – a comprehensive map of the proposed alignment to be distributed to local agencies and developers.

Yakima Valley Short Line Rail & Trans-load Facility Feasibility Study with findings and recommendations

- D. Agency Responsibilities:** YVCOG will be responsible for developing a scope of work, RFP, managing a consultant contract, and reporting findings. TAC assistance will be needed to develop the scope of work, RFP, and reviewing proposals. The TAC will also provide guidance on when, where, and how the study results will be used. Any contracts will need to be approved by the MPR/RTPO Executive Committee.

- E. Estimated Cost:** \$300,000.

- F. Relationship to Other Work Elements:** This planning activity relates to Work Element II, Regional Planning, long range-planning activities. This study will guide future economic

development and spur investment in the region by addressing the potential benefits for permitting various facility types at various locations along Yakima County's Short Line Rail System. If not funded, underutilization of this rail system may cause undue capacity limitations, decrease the efficiencies of the regional rail and highway systems, and degrade freight mobility.

## UNFUNDED NEEDS FOR SFYs 2012 and 2013

### **Freight and Rail Mobility Study**

- A. Purpose:** To determine the Yakima Valley's freight and rail mobility needs and develop a prioritized list of projects and strategies to enhance the region's competitiveness.
- B. Work Tasks:** Core functions anticipated for this project include, but are not limited to:
- Determine scope of work and develop an RFP.
  - Advertise RFP and select consultant services.
  - Award contract and monitor throughout project.
  - Analyze survey data results to determine freight movement behavior and characteristics.
  - Utilize results to update regional investment strategies and transportation plans.
- C. Anticipated Products:** Work products for this project may include, but are not limited to:
- Commercial vehicle origin and destination (O&D) study
  - Findings and recommendations
  - Policy formation guidance leading to the development of a region-wide transportation freight and rail mobility plan.
- D. Agency Responsibilities:** YVCOG will be responsible for developing a scope of work, RFP, managing a consultant contract, and reporting results. TAC assistance will be needed to develop the scope of work, RFP, and reviewing proposals. The TAC will also provide guidance on when, where, and how the survey results will be used. Any contracts will need to be approved by the Executive Committee.
- E. Estimated Cost:** \$250,000 (including equipment/software purchases if needed).
- F. Relationship to Other Work Elements:** This is primarily related to Regional Planning—both its long-range and data management/forecasting components. If not funded, future funding for freight and rail infrastructure maintenance and improvements in the region may be negatively impacted.

## UNFUNDED NEEDS FOR SFYs 2012 and 2013

### US 12 Scenic Byway

**A. Purpose:** To allow YVCOG to participate in US 12 Scenic Byway regional planning efforts in order to represent the Yakima Valley RTPO's interests.

**B. Work Tasks:** Core functions which are anticipated for this ongoing project include, but are not limited to:

- Participation of the YVCOG Executive Director on the US 12 Scenic Corridor Steering Committee.
- Participation of the YVCOG Senior Transportation Planner on the Technical Committee.
- Additional staff participation on any current or future ad-hoc committees.

In order to perform these tasks, YVCOG must also perform the following associated tasks:

- Participate in corridor design charettes.
- Participate in public outreach activities sponsored by the US 12 Scenic Corridor Steering Committee, the US National Park Service, and the US Forest Service.

**C. Anticipated Products:** Work products which are anticipated as part of this project include, but are not limited to:

- A scenic corridor plan linking regional recreational and aesthetic resources.
- Strategies for achieving corridor plan goals.
- A corridor management plan.

**D. Agency Responsibilities:** YVCOG staff will be responsible for attendance at meetings, review of materials, research and development of discussion items, and reporting to the MPO/RTPO TAC, Executive Committee, WSDOT, and/or other MPOs/RTPOs as appropriate. Also, YVCOG staff will be expected to form positive working relationships with representatives from the National Park Service and the US Forest Service.

**E. Estimated Cost:** \$35,000.

**F. Relationship to Other Work Elements:** This planning activity related to Work Element II, Regional Planning, long range-planning activities. If not funded, the region will lose a valuable opportunity to participate in a broad inter-regional transportation planning effort that has the potential to yield valuable economic and resource development benefits to the Yakima region.

## UNFUNDED NEEDS FOR SFYs 2012 and 2013

### **State Committees and Task Forces**

- A. Purpose:** Participation on statewide or regional transportation committees and/or task forces, either standing or ad-hoc, representing the interests and perspectives of MPO/RTPOs or local agencies.
- B. Work Tasks:** Core functions which are anticipated for this ongoing project include, but are not limited to:
- Volunteering or accepting appointments to state or regional committees or task forces.
  - Participate in meeting discussions.
  - Review and prepare materials for meeting discussions.
  - Travel to/from meetings.
- C. Anticipated Products:** Work products for this project may include, but are not limited to:
- Committee mission statements.
  - Project timelines and meeting schedules.
  - Committee reports, findings, and/or implementation strategies.
- D. Agency Responsibilities:** YVCOG staff or representatives from the MPO/RTPO member agencies will be responsible for attendance at meetings, review of materials, research and development of discussion items, and reporting to the MPO/RTPO TAC, Executive Committee, WSDOT and/or other MPO/RTPOs.
- E. Estimated Cost:** \$25,000 (annually).
- F. Relationship to Other Work Elements:** The YVCOG's participation on statewide and/or regional committees and task forces is related to Work Element II, Regional Planning, short- and long-range planning. If YVCOG staff is not able to participate in these activities, the needs of the region will not receive adequate representation at the statewide or regional level.

## OTHER IDENTIFIED NEEDS FOR SFYs 2012 and 2013

- **Yakima Transit & Ellensburg - Ellensburg-Yakima Express Commuter**
- **Yakima Transit & City of Selah - Firing Center Extension**
- **Yakima Transit, Naches, & Tieton - Naches-Tieton Extension (Express Route)**
- **Yakima Transit - Terrace Heights-Moxee Extension**
- **Yakima Transit & Selah - Yakima-Selah Sunday Service**

- A. Purpose:** Start demonstration projects that would provide expanding services to population in urban and rural locations in Yakima County.
- B. Work Tasks:** Core functions are anticipated to be performed in order to clearly assess the function and efficiency of the route during the demonstration project. The following tasks will be performed:
- Yakima Transit will complete ridership surveys to determine how many people are using the service and find out what modifications could be made to increase ridership and make it more effective.
  - Public information and notice materials will be published or made available through the local newspapers, the Bus Book, Yakima Transit's website, the Yakima Transit Center, and the Yakima Public Works Facility.
- C. Anticipated Products:** Work products for this project may include, but are not limited to:
- Document outcomes of the proposed project include those listed in subsection B.
- D. Agency Responsibility:** Yakima Transit will be responsible for developing the route location; designating bus stops along with associated shelters, benches, & signage; assessing the route's effectiveness & efficiency; and, reporting any successes/failures of the project.
- E. Estimated Cost:**  
**\$24,300 - \$322,000** depending on which route and service package is initiated. Funding sources may also be available to provide as match in some route cases.
- F. Relationship to other Work Elements:** These planned routes will provide intra and inter county connections, which provide needed access for employees, college students, low income, elderly, and handicap residents. The routes are anticipated to increase ridership throughout the system as a whole and will provide access to transportation or alternative means of transportation. If not funded, potential commuters from all communities must rely on more expensive less efficient means of transportation.