



**YAKIMA VALLEY
TRANSPORTATION POLICY BOARD
AGENDA**

Monday, April 23, 2018
1:30 p.m.

The 300 Building
311 N. 4th St, Ste 204, Yakima, WA

TRANSPORTATION POLICY BOARD:

James Restucci, Council Member, City of Sunnyside, Chair
John Hodkinson, Council Member, City of Union Gap, Vice Chair
Janice Gonzales, Council Member, City of Zillah
Bill Moore, Council Member, City of Grandview
Brad Hill, Council Member, City of Yakima
Dan Olson, Member at Large
Mike Leita, Commissioner, Yakima County
Todd Trepanier, Region Administrator, WSDOT SCR
Jon Smith, President/CEO, YCDA
Madelyn Carlson, CEO, People for People

13th District:
Sen. Judy Warnick
Rep. Tom Dent
Rep. Matt Manweller

15th District:
Senator Jim Honeyford
Representative David Taylor
Representative Bruce Chandler

14th District:
Senator Curtis King
Representative Norm Johnson
Representative Gina McCabe

CALL TO ORDER

The April 23, 2018 meeting of the Transportation Policy Board will come to order at _____ p.m.

I. INTRODUCTIONS

II. ROLL CALL

III. APPROVAL OF MINUTES – March 19, 2018 pp 3-4

PUBLIC COMMENT POLICY – *It is the policy of the Transportation Policy Board to accept public comment on agenda items at the time the item is being discussed. Public comments regarding items not on the agenda will be heard at the end of the meeting.*

IV. OLD BUSINESS

- State Fiscal Year (SFY) 2019 Unified Planning Work Program (UPWP) Development *Table*
Larry Mattson, Executive Director & Alan Adolf, Transportation Program Manager
 - SFY 2019 UPWP Update Status*Action: Information*

V. NEW BUSINESS

- Federal Transit Administration (FTA) Fiscal Year Certifications and Assurances Agreement *Table + PP. 5-6*
Alan Adolf, Transportation Program Manager
 - Covers All FTA-administered transit funds received or administered by YVCOG (Annual FTA Planning Funding / HSTP)*Action: Authorize Chair to sign FTA Fiscal Year Certification and Assurances Agreement*
- Performance Measurements Phase 3 (PM#) – MAP 21 Washington State Proposed Targets for Review – Introduction to future action *PP. 7-10*
Alan Adolf, Transportation Program Manager
 - Federal transportation bill “Moving Ahead for Progress in the 21st Century” (MAP-21) requires various performance measures reporting at local and state levels in areas of safety, highway system performance, freight, and congestion mitigation and air quality (CMAQ).

- Policy Board concurrence on PMs required by October 1st, 2018.

Action: Information

3. Washington State Transportation Commission Meeting (Yakima – May 15th & 16th)
Larry Mattson, Executive Director & Alan Adolf, Transportation Program Manager

- Multi-site bus tour (15th) and agency/jurisdictional presentations (16th)

Action: Information

OTHER BUSINESS – Larry Mattson, Executive Director

PUBLIC COMMENT

ADJOURN at _____ p.m.

YVCOG ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin, or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding YVCOG's Title VI Program, you may contact the Title VI Coordinator at 509.574.1550.

If you need special accommodations to participate in this meeting, please call us at 509.574.1550 by 10:00 a.m. three days prior to the meeting. For TDD users, please use the state's toll-free relay service, 800.833.6388 and ask the operator to dial 509.574.1550.

YVCOG TRANSPORTATION POLICY BOARD
MEETING MINUTES
March 19, 2018

CALL TO ORDER

Vice Chair John Hodkinson called the March 19, 2018 meeting of the Transportation Policy Board to order at 1:31 p.m.

PUBLIC COMMENT
POLICY

It is the policy of the Transportation Policy Board to accept public comment on agenda items at the time the item is being discussed. Public comments regarding items not on the agenda will be heard at the end of the meeting.

ROLL CALL &
INTRODUCTIONS

Members present: John Hodkinson, Janice Gonzales, Brad Hill, Todd Trepanier, Bill Moore, Dan Olson, Mike Leita, Madelyn Carlson

Members Absent: Jim Restucci*, Jonathan Smith*

YVCOG staff present: Larry Mattson, Alan Adolf, Mike Shuttleworth and Jodi Smith

Others present: Sara Watkins, Lowel Krueger

**Indicates notice of absence received prior to meeting.*

APPROVAL OF MINUTES

Mr. Olson moved to approve the minutes from February 21, 2018. Ms. Gonzales seconded. The motion carried.

OLD BUSINESS

*State Fiscal Year (SFY) 2019
Unified Planning Work Program
(UPWP) Development**

Mr. Mattson presented information on the Unified Planning Work Program for 2019. The UPWP is the scope of work that YVCOG submits to WSDOT to administer the local Transportation Plan. Two options were developed from the Transportation Needs Assessment. One option is Develop a Catastrophic Transportation Plan. OR, Develop a Lower Yakima Valley Trail Feasibility Study. The Catastrophic plan would work on developing the inventory of primary, secondary and tertiary evacuation emergency routes. TAC did not provide much information other than to offer the opinion that the State should fund the catastrophic plan. Mr. Adolf stated that unused funds will be used to carry over to next project. Part of that could be used for Catastrophic or Trails options. These two options provide a financial fit. We cannot currently financially support both. Mr. Leita supports not getting involved with developing the catastrophic plan. Motion to support the Lower Valley Feasibility Trail study was made by Mr. Hill and seconded by Mr. Olson. Motion carried.

*2017 Metropolitan & Regional
Obligation/Closure Report*

Mr. Mattson presented on the Obligation/Closure report that includes a list of projects. These are catalogued and inventoried by calendar year described by what was promised and what was delivered, and the amount of dollars that were obligated. YVCOG is asking for approval to submit the 2017 Metropolitan & Regional Obligation/Closure Report to WSDOT. Mr. Olson moved to approve. Ms. Carlson seconded. Motion carried.

*Human Services Transportation
Plan (HSTP) Monthly Status
Update*

Mr. Shuttleworth reported that YVCOG has approximately 200 survey responses so far. Staff is working to update the Plan. Tentative results show that most residents want to drive. Comments from the survey included that improved sidewalks to transit may help increase usage, as well as routes on the weekends to recreation that are not currently available.

NEW BUSINESS

*February 2018
Metropolitan/Regional
Transportation Improvement
Program (M/RTIP) Amendment**

Mr. Adolf presented information on Resolution 2018-07, 2018-08 and 2018-2021 TIP Amendment for the March 2018 Checklist. In summary, Union Gap added \$1.99 million in funding for the Regional Beltway, Phase 2 project. They secured funding that allows this project to move forward. WSDOT revisions include: Region Wide Basic Safety Signing project, an I-82/Wine Country Road Interchange/ADA Compliance project, a US 12/Mapleway/McLaughlin Road Safety Improvements, Region Wide BCT Replacement for Interstate and Non-Interstate projects. Motion to Adopt Resolutions 2018-07, 2018-08, Approve the 2018-2021 February Amendment and Authorize the Chair to sign the TIP Amendment Checklist made by Mr. Olson. Seconded by Ms. Gonzales. Motion passed.

OTHER BUSINESS

None

PUBLIC COMMENT

None

ADJOURN

With no other business, Mr. Hodkinson adjourned the meeting at 1:58 p.m.

Respectfully submitted,

James A. Restucci
YVCOG Transportation Policy Board Chair

Date signed

ATTEST:

Jodi Smith, Office Specialist

Date signed

FTA FISCAL YEAR 2018 CERTIFICATIONS AND ASSURANCES

**FEDERAL FISCAL YEAR 2018 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

(Signature pages alternative to providing Certifications and Assurances in TrAMS)

Name of Applicant: Yakima Valley Conference of Governments

The Applicant agrees to comply with applicable provisions of Categories 01 – 21. X

OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	Required Certifications and Assurances for Each Applicant.	_____
02.	Lobbying.	_____
03.	Private Sector Protections.	_____
04.	Rolling Stock Reviews and Bus Testing.	_____
05.	Demand Responsive Service.	_____
06.	Intelligent Transportation Systems.	_____
07.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.	_____
08.	Transit Asset Management Plan, Public Transportation Safety Program, and State Safety Oversight Requirements.	_____
09.	Alcohol and Controlled Substances Testing.	_____
10.	Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity Improvement).	_____
11.	State of Good Repair Program.	_____
12.	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs.	_____
13.	Urbanized Area Formula Grants Programs and Passenger Ferry Grant Program.	_____
14.	Enhanced Mobility of Seniors and Individuals with Disabilities Programs.	_____
15.	Rural Areas and Appalachian Development Programs.	_____
16.	Tribal Transit Programs (Public Transportation on Indian Reservations Programs).	_____
17.	State Safety Oversight Grant Program.	_____
18.	Public Transportation Emergency Relief Program.	_____
19.	Expedited Project Delivery Pilot Program.	_____
20.	Infrastructure Finance Programs.	_____
21.	Construction Hiring Preferences.	_____

FTA FISCAL YEAR 2018 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2018 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for federal assistance to be awarded by FTA in FY 2018)

AFFIRMATION OF APPLICANT

Name of the Applicant: Yakima Valley Conference of Governments

Name and Relationship of the Authorized Representative: Larry Mattson, Executive Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2018, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2018.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature _____ Date: April 23, 2018

Name Larry Mattson, Executive Director
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Yakima Valley Conference of Governments

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature _____ Date: April 23, 2018

Name _____
Attorney or Board Chair for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

BRIEFING PAPER FOR MAP-21 – PM3

**Proposed targets and methodology for Highway System Performance,
Freight, and Congestion Mitigation & Air Quality performance measures**

MEETING DATE: April 30, 2018

MEETING TITLE: Executive Leadership Team (ELT) Meeting

PURPOSE: The purpose of this briefing paper is to brief ETL on the WSDOT/MPO staff proposed statewide targets for the Highway System Performance, Freight, and Congestion Mitigation and Air Quality (CMAQ) (also referred to as PM3) performance measures in 23 CFR on Washington National Highway System (NHS) roadways.

DECISION: Request WSDOT Executive Leadership Team approval of targets required by FHWA MAP-21 PM3:

- Percentage of person-miles traveled on the Interstate System that are reliable
- Percentage of person-miles traveled on the non-Interstate NHS that are reliable
- Truck travel time reliability index
- Annual hours of peak-hour excessive delay per capita
- Percent of non-Single Occupancy Vehicle travel
- Emission reductions from CMAQ funded projects

WSDOT/MPO COORDINATION:

Since the U.S. Department of Transportation approved the final PM3 rule on May 20, 2017, WSDOT and Metropolitan Planning Organizations (MPOs) have been working in concert to review options and use the best methods for target setting. WSDOT and MPOs collaborated to investigate the proper tools to measure and report highway system performance, freight, and CMAQ performance. Outreach and partnership efforts since June 2017 have included:

- *Framework group:* Quarterly meetings with the target-setting framework group (MPO and WSDOT directors) responsible for helping make final determinations.
- *Working group:* WSDOT MAP-21 working group meetings that include division director level staff were conducted on an as-needed basis.
- *WSDOT/MPO technical team:* Six meetings of the team responsible for agreeing on targets and developing consensus. This group joined the AASHTO Capacity Building Pool Fund Study – Task 4 to obtain access to a MAP-21 tool that helps in processing the required performance measures. Several demonstrations of the tool were part of the coordination efforts.
- *WSDOT technical team:* Five meetings of WSDOT’s team responsible for MAP-21 implementation (i.e. conducting technical analysis of metrics and measurement and developing targets).
- *CMAQ Emissions technical team:* Five meetings of the WSDOT/MPO team responsible for setting emissions reduction targets.

Tools and Resources:

A number of tools and resources were used to analyze required data for target setting including the MAP-21 web tool, WSDOT’s *Corridor Capacity Report*, Texas Transportation Institute measure calculation work (a pool fund study), data from the American Community Survey, and analysis of the state freight system plan and other modal plans.

Requirements related to data, thresholds, metrics, and measure calculation methods are stipulated by FHWA/USDOT. For target setting methodology, the WSDOT/MPO technical team used historic trend data and the average compound annual growth rate to set the 2-year and 4-year targets.

CONSEQUENCES OF NOT MAKING SIGNIFICANT PROGRESS TOWARD MAP-21 TARGETS:

Penalties for not showing significant progress toward the MAP-21 PM3 targets include documenting the actions that the state will take to achieve the targets. The Freight Movement target, if missed, requires WSDOT to provide additional documentation in the next performance target report, including inventory of truck bottlenecks and descriptions of funding allocation to improve bottlenecks.

PROPOSED TARGET RECOMMENDATIONS:

Approve the proposed PM3 MAP-21 targets as presented below.

Performance measures	2-year	4-year
Percent of person-miles traveled on the Interstate System that are reliable	70%	68%
Percent of person-miles traveled on the Non-Interstate NHS System that are reliable	N/A	61%
Truck Travel Time Reliability (TTTR) Index	1.70	1.75
Non-Single Occupancy Vehicle (SOV) travel in Seattle urbanized area (NHS)	32.8%	33.2%
Peak hours of Excessive Delay per capita in Seattle urbanized area (NHS)	N/A	28
All Pollutants (kg/day)	TBD	TBD
Carbon Monoxide (CO)	309.000	309.060
Particulate Matter less than 10 microns (PM ₁₀)	0.305	0.315
Particulate Matter less than 2.5 microns (PM _{2.5})	2.100	8.700
Nitrogen Oxides (NO _x)	TBD	TBD

BACKGROUND:

In 2012, President Obama signed the MAP-21 legislation designed to transition the federal aid highway program to a performance-based program. A series of three federal rulemakings have followed pertaining to transportation performance management, which define specific aspects and performance measures expected of state DOTs and other transportation entities. System Performance/ Freight/ Congestion Mitigation and Air Quality performance rule is the third rule in the series. As part of the performance management proposals included in this rule, recipients of federal aid transportation funds must make transportation investments showing progress toward national goals including:

- Congestion reduction – To achieve significant reduction in congestion on the National Highway System
- System reliability – To improve the efficiency of the surface transportation system
- Freight movement and economic vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Environmental sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment

Important dates for PM3 performance reporting

October 1, 2017	First Performance Period for Emissions Reduction Measure starts
January 1, 2018	Performance Period starts for 2018
May 20, 2018	States set Performance Targets for First Performance Period (2018-2021)
November 16, 2018	MPOs accept WSDOT targets or set own
October 1, 2018	Baseline Performance Period Report due (finalized targets are due?)
October 1, 2020	Mid-Performance Period Progress Report due (2-year); target adjustments due
March 31, 2021	MPOs target adjustments due
October 1, 2021	First Performance Period for Emissions Reduction Measure ends
October 1, 2022	Full-Performance Period Progress Report due (4-year)

For further information, contact:

Sreenath Gangula, Assistant Director Performance Management, OSAPA, (360) 705-6888

Karin Landsberg, Senior Policy Specialist – Air Quality and Energy, Environmental Services Office, (360) 705-7491

Prepared by: Joe Irwin

Date Submitted: April XX, 2018

Reviewed by: Sreenath Gangula, Wenjuan Zhao, Karin Landsberg,
Ming-Bang Shyu, Manouchehr Goudarzi, Matt Kunic

What measures are in the TPM 3 final rule?

Performance Measures	
Performance of the National Highway System (Subpart E)	<ul style="list-style-type: none"> Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable
Freight Movement on the Interstate System (Subpart F)	<ul style="list-style-type: none"> Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index
Measures to Assess the CMAQ Program – Traffic Congestion (Subpart G)	<ul style="list-style-type: none"> Peak Hour Excessive Delay (PHED) Measure: Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of Non-Single Occupancy Vehicle (SOV) Travel
Measure to Assess the CMAQ Program – On-Road Mobile Source Emissions (Subpart H)	<ul style="list-style-type: none"> Emissions Measure: Total Emissions Reduction

Note: Measures from Subpart E and F contribute to assessing the National Highway Performance Program (NHPP) and National Highway Freight Program (NHFP)

Summarize: Proposed PM3 Statewide Targets WSDOT

Performance measure	2-year	4-year
Percent of Person-Miles Traveled on the Interstate System that are Reliable	70%	68%
Percent of Person-Miles Traveled on the Non- Interstate NHS System that are Reliable	N/A	61%
Truck Travel Time Reliability (TTTR) Index	1.70	1.75
Non-Single Occupancy Vehicle (SOV) Travel in the Seattle urbanized area (NHS)	32.8%	33.2%
Peak Hours of Excessive Delay per capita in the Seattle urbanized area (NHS)	N/A	28
CO	309.000	309.060
PM ₁₀	0.305	0.315
PM _{2.5}	2.100	8.700
All Pollutants	311.405	318.075

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