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

TRANSPORTATION POLICY BOARD:
James Restucci, Council Member, City of Sunnyside, Chair
John Hodgkinson, Council Member, City of Union Gap, Vice Chair
Jancie Gonzalez, 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

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

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

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

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

V. NEW BUSINESS
1. Federal Transit Administration (FTA) Fiscal Year Certifications and Assurances Agreement
   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

   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.
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.

* Indicates documents included and available for meeting.
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

ATTEST:

Jodi Smith, Office Specialist

Date signed

Date signed

Transportation Policy Board Meeting Minutes
March 19, 2018
A recording of this meeting is available.

* Indicates documents included and available for meeting.
FEDERAL FISCAL YEAR 2018 CERTIFICATIONS AND ASSURANCES

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:

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>01.</td>
<td>Required Certifications and Assurances for Each Applicant.</td>
</tr>
<tr>
<td>02.</td>
<td>Lobbying.</td>
</tr>
<tr>
<td>03.</td>
<td>Private Sector Protections.</td>
</tr>
<tr>
<td>04.</td>
<td>Rolling Stock Reviews and Bus Testing.</td>
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<td>05.</td>
<td>Demand Responsive Service.</td>
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<td>06.</td>
<td>Intelligent Transportation Systems.</td>
</tr>
<tr>
<td>07.</td>
<td>Interest and Financing Costs and Acquisition of Capital Assets by Lease.</td>
</tr>
<tr>
<td>09.</td>
<td>Alcohol and Controlled Substances Testing.</td>
</tr>
<tr>
<td>11.</td>
<td>State of Good Repair Program.</td>
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<tr>
<td>12.</td>
<td>Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs.</td>
</tr>
<tr>
<td>13.</td>
<td>Urbanized Area Formula Grants Programs and Passenger Ferry Grant Program.</td>
</tr>
<tr>
<td>14.</td>
<td>Enhanced Mobility of Seniors and Individuals with Disabilities Programs.</td>
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<tr>
<td>15.</td>
<td>Rural Areas and Appalachian Development Programs.</td>
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<tr>
<td>16.</td>
<td>Tribal Transit Programs (Public Transportation on Indian Reservations Programs).</td>
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<tr>
<td>17.</td>
<td>State Safety Oversight Grant Program.</td>
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<tr>
<td>18.</td>
<td>Public Transportation Emergency Relief Program.</td>
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<tr>
<td>19.</td>
<td>Expedited Project Delivery Pilot Program.</td>
</tr>
<tr>
<td>20.</td>
<td>Infrastructure Finance Programs.</td>
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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

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 Trans, provided the Applicant has on file and uploaded to Trans this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.
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.

<table>
<thead>
<tr>
<th>Performance measures</th>
<th>2-year</th>
<th>4-year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of person-miles traveled on the Interstate System that are reliable</td>
<td>70%</td>
<td>68%</td>
</tr>
<tr>
<td>Percent of person-miles traveled on the Non-Interstate NHS System that are reliable</td>
<td>N/A</td>
<td>61%</td>
</tr>
<tr>
<td>Truck Travel Time Reliability (TTTR) Index</td>
<td>1.70</td>
<td>1.75</td>
</tr>
<tr>
<td>Non-Single Occupancy Vehicle (SOV) travel in Seattle urbanized area (NHS)</td>
<td>32.8%</td>
<td>33.2%</td>
</tr>
<tr>
<td>Peak hours of Excessive Delay per capita in Seattle urbanized area (NHS)</td>
<td>N/A</td>
<td>28</td>
</tr>
<tr>
<td>All Pollutants (kg/day)</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Carbon Monoxide (CO)</td>
<td>309,000</td>
<td>309,060</td>
</tr>
<tr>
<td>Particulate Matter less than 10 microns (PM_{10})</td>
<td>0.305</td>
<td>0.315</td>
</tr>
<tr>
<td>Particulate Matter less than 2.5 microns (PM_{2.5})</td>
<td>2.100</td>
<td>8.700</td>
</tr>
<tr>
<td>Nitrogen Oxides (NOx)</td>
<td>TBD</td>
<td>TBD</td>
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</table>

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

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

<table>
<thead>
<tr>
<th>Measure Area</th>
<th>Performance Measures</th>
</tr>
</thead>
</table>
| Performance of the National Highway System (Subpart E) | - **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) | - **Freight Reliability Measure:** Truck Travel Time Reliability (TTTR) Index |
| Measures to Assess the CMAQ Program – Traffic Congestion (Subpart G) | - **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) | - **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

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