



**YAKIMA VALLEY
TRANSPORTATION POLICY BOARD
AGENDA**

Wednesday, February 20, 2019
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 Hodgkinson, Council Member, City of Union Gap, Vice Chair
Janice Gonzales, Council Member, City of Zillah
Brad Hill, Council Member, City of Yakima
Bill Moore, Council Member, City of Grandview
Mike Leita, Commissioner, Yakima County
Sherry Raymond, Mayor, City of Selah (Member at Large)
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. Alex Ybarra

15th District:
Senator Jim Honeyford
Representative Bruce Chandler
Representative Jeremie Dufault

14th District:
Senator Curtis King
Representative Chris Corry
Representative Gina Mosbrucker

CALL TO ORDER

The February 20, 2019 meeting of the Transportation Policy Board will come to order at ____ p.m.

I. INTRODUCTIONS

II. ROLL CALL

III. APPROVAL OF MINUTES – January 14, 2019 pp. 4-5

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. 2019 Title VI

Larry Mattson, Executive Director & Alan Adolf, Transportation Program Manager

- Public Comment Period January 30, 2019 to February 13, 2019. Public Comment Meetings held February 6th at Zillah and February 7th at YVCOG Offices
- 2019 Annual Report
- 2019 Plan Update

Action: Authorize Executive Director to submit 2019 Title VI Plan Update and 2019 Title VI Annual Report to WSDOT.

2. 2020 Unified Planning Work Program (UPWP)

Alan Adolf, Transportation Program Manager.

- Development update for State Fiscal Year (SFY) 2020
- Follow up on “Unfunded/Unmet Needs”. Suggestions requested by February 1st

Action: Information

3. 2019 Traffic Counts / Policy Changes pp. 6-17

Larry Mattson, Executive Director & Alan Adolf, Transportation Program Manager

- Jurisdictional Rental and Contracted Services

Action: Discussion and approval of rental contract format.

V. NEW BUSINESS

1. Correspondence

Larry Mattson, Executive Director

- NARC (National Assoc. of Regional Councils) Transportation Infrastructure pp. 18-19

- HB 1584 – Restricting availability of state funds to regional transportation planning organizations p. 20
- I 976 – Motor Vehicle taxes and fees limit of \$30. pp. 21-28

2. Yakima Regional Clean Air Agency
Keith Hurley, Executive Director, YRCAA

- Small Cities Board Recruitment

Action: Information

3. February 2019 Metropolitan/Regional Transportation Improvement Program (M/RTIP) Amendment pp. 29-35
Alan Adolf, Transportation Program Manager

- Public comment period from January 30, 2019 – February 13, 2019 no comments received.
- Technical Advisory Committee (TAC) recommended on February 14, 2019 provided that no substantive comments are received that would cause process to delay in order to respond.
- Amendment Deadline: February 15th, (Submitted to WSDOT w/o PB Approval)

Action 1a: Adopt Resolution 2019- 03 for Determination of Air Quality and authorize Chair to sign Resolution 2019- 03.

Action 1b: Adopt Resolution 2019- 04 for Findings and authorize Chair to sign Resolution 2019-04.

Action 1c: Approval of the 2019-2022 M/RTIP February Amendment and authorize Chair to sign TIP Amendment Checklist

“I move to authorize the Chair to sign Resolutions 2019- 03, 2019- 04 and the February 2019 TIP Amendment Checklist.”

4. Surface Transportation Program (STP) Funding Advancement

Alan Adolf, Transportation Program Manager

- Obligation Authorization Update for Fiscal Year 2019 Funding Levels
- City of Moxee Right of Way (STP) funds advancement to 2019
- City of Toppenish conversion of Right of Way (STP) funds to Construction Phase

Action: Authorize YVCOG to sign letter to advance right of way funding for City of Moxee’s Morrier Lane Extension Project from Federal Fiscal Year 2021 to 2019; and sign letter to allow City of Toppenish to utilize unused right of way funding to construction for Lincoln/Dayton/Beech Project.

5. 2019 Safety Performance Measure & Targets Concurrence pp. 36-42

Alan Adolf, Transportation Program Manager

- Annual “Map-21/FAST Act” MPO “Target Zero” Safety Performance Goals

Action: Adopt and sign Resolution 2019-05 for 2019 Safety Performance Measures and Targets and authorize Executive Director to sign confirmation letter.

VI. WSDOT STATE & REGIONAL UPDATE

Todd Trepanier, WSDOT South Central Regional Administrator

Action: Information

OTHER BUSINESS

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
January 14, 2019

CALL TO ORDER John Hodkinson called the January 14, 2019 meeting of the Transportation Policy Board to order at 1:30 p.m. A quorum was present.

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, Bill Moore, Madelyn Carlson, Jonathan Smith, Sherry Raymond, Janice Gonzales, Todd Trepanier.
Members present via teleconference: Jim Restucci
Members Absent: Brad Hill, Mike Leita*
YVCOG staff present Larry Mattson, Alan Adolf, Jodi Smith, Brian Galloway
Others present:
**Indicates notice of absence received prior to meeting.*

APPROVAL OF MINUTES *Madelyn Carlson moved to approve the minutes from December 17, 2018. Janice Gonzales seconded. The motion carried.*

OLD BUSINESS None.

NEW BUSINESS
2019-2022 Metropolitan/Regional Transportation Improvement Program (M/RTIP) Amendment Alan Adolf presented information on the January 2019 amendment. 3 projects submitted: 2 from Union Gap and 1 from Yakima County that were obligated in 2018.

Action: Motion to authorize the Chair to sign Resolutions 2019- 01, 2019- 02 and the January 2019 TIP Amendment Checklist made by Jonathan Smith. Seconded by Bill Moore. Motion carried.

2019 Traffic Counter / Policy Changes Larry Mattson – 2019 Policy Change. We have been able to do traffic counts at no charge to member jurisdictions. For the last 3 years, approximately 25-40% of the cost has come from Transportation funding. Another data gathering task that has been added is the traffic modeling project. The cost of this data gathering has diminished our financial ability to do traffic counts at no charge. We will be proposing to loan/rent the counters to various jurisdictions/public works departments. A policy is being written for Policy Board review. YVCOG staff can be used on a Technical Assistance or Professional Services contract. Safety issues, such as flaggers, will be addressed in the policy. We currently use a WSDOT rental agreement. Details regarding training, set-up, etc., are being developed.
Action: Information.

2019 Title VI Annual Report & Title VI Plan Update Alan Adolf- provided information on Title VI reporting.
Action: Information.

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

Alan Adolf provided information on the 2019 UPWP update. Mr. Adolf invited all to submit information on unfunded projects for consideration by February 1st.
Action: Information.

WSDOT STATE & REGIONAL
UPDATE

Todd Trepanier provided a regional transportation update. Transportation planning should entail a unified vision. Taking care of what you have. Practical solutions. Different types of decision making. State Legislature looking at new revenue streams. Senator King supports moving auto sales tax from general fund to transportation funding. South Central Project list shared. \$\$ for preservation. \$\$ for projects. 3 tiers of priorities, in flux.
Action: Information

OTHER BUSINESS

None.

PUBLIC COMMENT

None

ADJOURN

With no other business, John Hodkinson adjourned the meeting at 2:20 p.m.

Respectfully submitted,

James A. Restucci
YVCOG Transportation Policy Board Chair

Date signed

ATTEST:

Jodi Smith, Office Specialist

Date signed



YVCOG MPO / RTPO Traffic Count Request Form

Jurisdiction:			
Date Range(s):		To	

Jurisdiction Intends To: (Check One)		Borrow Counter Equipment / Jurisdiction Performs Counts
		Contract with YVCOG to Perform Traffic Counts

Location(s): Provide a legible and descriptive map showing desired location(s). Include the following information:

	Counter Location (Street and Intersection Names)	Direction of Travel (N/S or E/W)	Street Width (Include shoulders, parking, etc.)	Number of Lanes	Existing Barriers (On Street Parking, Curbs, Driveways)
1					
2					
3					
4					
5					
6					
7					
8					

Expectations of Jurisdiction:

1. Must submit signed "YVCOG MetroCount Traffic Counter Equipment Loan Agreement" prior to receipt of rented counter equipment.
2. **Must** provide traffic control for counts on streets whether conducting counts themselves or contracting with YVCOG [*One flagger for 3-lane roads or less, two flaggers for 4-lanes or more*].
3. All city staff designated to install or recover counters must receive one hour of counter installation training with YVCOG staff prior to receipt of rented counter equipment.
4. All city staff designated to install or recover counters or provide traffic control must provide proof of a current "flagger card" before any work can begin.
5. Inform all necessary City/Town departments that Traffic Counters will be placed on the street and active during the time frame.
6. Ensure that no street construction or closures are scheduled during the time frame.
7. Send at least one staff person to perform daily checks on equipment. Inform YVCOG staff *immediately* of any issues or vandalism.

The jurisdiction is responsible for replacing any equipment due to vandalism or negligence.

Expectations of YVCOG:

1. For purposes of jurisdictional renting of counter equipment:
 - a. Will ensure counters and assessor equipment are in satisfactory working condition before jurisdictional rental or contracted services begin.
 - b. Will provide installation and recovery training to jurisdictional staff.



YVCOG MPO / RTPO Traffic Count Request Form

- c. Will prepare/program counter(s) for location-specific placement and download counter data as agreed upon by YVCOG and the jurisdiction.
 - d. Data will be made available to the jurisdiction within 10 days of pulling the counters.
2. For purposes of contracted counter services:
- a. Traffic counters will be placed in the morning of the 1st day and removed in the morning of the last day.
 - b. Data will be available to the jurisdiction within 10 days of pulling the counters.
 - c. All traffic counter materials (tubes, counter, nails, rope, etc.) will be removed from the Right-of-Way when the counters are picked up

Contact Person _____

Title _____

Signature _____

Date _____

For YVCOG Use:
_____ Traffic counters are available during the proposed dates
_____ Traffic counters are available from _____
Document Checklist
<input type="checkbox"/> – Counter Location Map included in application.
<input type="checkbox"/> – Flagger Card(s) of designated jurisdictional staff
<input type="checkbox"/> – Copy of Signed “YVCOG MetroCount Traffic Counter Equipment Loan Agreement

**YVCOG MetroCount Traffic Counter
Equipment Loan Agreement By: _____.**

Equipment Rental Without Operator Agreement	Renter Name:			
	Renter Billing Address:			
	Email:			
	Contact Name:		Contact Phone:	
Agreement #:		Federal Tax ID #:		
Item No:	Description of Item	Estimated Rental Period	Unit Price/Hr.	Estimated Amount:
Note: YVCOG administrative charge will be added to total when appropriate			Total:	

This Agreement is made and entered into by and between the Yakima Valley Conference of Governments, hereinafter the "YVCOG," and the above named public entity, hereinafter the "RENTER."

Whereas, the RENTER requires the use of YVCOG owned equipment, and

Whereas, YVCOG agrees to rent its equipment to RENTER at such time as it is available and not required by YVCOG.

Whereas, the Parties enter into this Agreement for the purpose of establishing the rental terms,

NOW, THEREFORE, Pursuant to chapter 39.34 RCW or RCW 47.28.140 and in consideration of the terms, conditions, covenants, and performances contained herein, or attached hereto and by this reference made a part of this Agreement, IT IS MUTUALLY AGREED AS FOLLOWS:

1. RENTAL TERMS

1.1 YVCOG agrees to rent to the RENTER the above listed equipment for use according to the terms of this Agreement, only when YVCOG does not have need of the equipment for scheduled or emergency work. The RENTER acknowledges and agrees that YVCOG's required use of its equipment takes precedence over the RENTER'S need or use of the equipment. WSDOT specifically reserves the right to recall the equipment when the use of the equipment is necessary to carry out YVCOG's responsibilities. In such case, YVCOG will arrange and pay for the equipment transportation. YVCOG will promptly return the equipment to the renter, if necessary, when YVCOG no longer needs the agreement.

1.2 The RENTER agrees to comply with the terms of this Agreement, including all equipment instructions attached hereto, if any, and all applicable Local, State and Federal Laws.

1.3 Term: The Parties agree that this Agreement will not become effective until such time as it has been signed by YVCOG's Regional Administrator (or designee) and the RENTER, and a copy of the fully executed Agreement is returned to the RENTER. The rental term of this Agreement shall be the dates upon which the equipment will be under the custody and control of the RENTER.

2. EQUIPMENT CONDITION AND REPAIRS

2.1 The Parties agree that a representative of each Party will perform a joint inspection of the equipment upon delivery of the equipment to the RENTER and record its condition. The Parties agree to perform a joint inspection of the equipment upon its return to the YVCOG and record its condition.

2.2 YVCOG agrees to repair the equipment for breakdowns due to normal wear and tear, and any preexisting conditions that are noted pursuant to section 2.1 or which are caused by WSDOT.

2.3 The RENTER agrees to reimburse the YVCOG for the cost of repairs for any damages to the equipment, other than normal wear and tear, that occur during RENTER use/possession and are identified by the return inspection performed pursuant to section 2.1.

2.4 The RENTER agrees to be responsible for and pay all repair costs of any breakdown of or damage to the equipment that occurs when the equipment is in the custody of or under the control of the RENTER. The RENTER must secure prior written approval from YVCOG before any equipment repairs are made. WSDOT may require the equipment to be repaired by YVCOG personnel or a designated vendor. In all cases, WSDOT and/or the designated vendor shall directly invoice the RENTER for the repair costs.

2.5 The RENTER agrees to immediately notify the YVCOG of any equipment failures, damages, or service needs.

3. YVCOG RESPONSIBILITIES

3.1 YVCOG agrees to provide specialized tools if necessary for the proper operation and maintenance of the equipment.

3.2 YVCOG agrees to provide necessary training on the proper use of the equipment.

3.3 YVCOG agrees to service and maintain the equipment, except for service and maintenance that is required to be performed by the operator on a daily basis, or as otherwise provided by in this Agreement.

4. RENTER RESPONSIBILITIES

4.1 RENTER agrees to provide an operator who meets YVCOG's ability and qualification criteria. YVCOG reserves the right to approve all operators.

4.2 RENTER agrees to perform and record daily inspections of the equipment, including daily usage. RENTER agrees to submit the inspection and usage sheets to the YVCOG as directed.

- 4.2.1 Must submit signed "YVCOG MetroCount Traffic Counter Equipment Loan Agreement" prior to receipt of rented counter equipment.
- 4.2.2 Must provide traffic control for counts on streets whether conducting counts themselves or contracting with YVCOG [*One flagger for 3-lane roads or less, two flaggers for 4-lanes or more*].
- 4.2.3 All city staff designated to install or recover counters must receive one hour of counter installation training with YVCOG staff prior to receipt of rented counter equipment.
- 4.2.4 All city staff designated to install or recover counters or provide traffic control must provide proof of a current "flagger card" before any work can begin.
- 4.2.5 Inform all necessary City/Town departments that traffic counters will be placed on the street and active during the time frame.
- 4.2.6 Ensure that no street construction or closures are scheduled during the time frame.
- 4.2.7 Send at least one staff person to perform daily checks on equipment. Inform YVCOG staff *immediately* of any issues or vandalism.

4.3 RENTER agrees to pay all costs of transporting the equipment from and to designated YVCOG locations.

4.4 RENTER agrees to pay for fuel, oil, grease, fluids and all other daily, periodic, or routine costs of operating the equipment.

4.5 RENTER will provide for security of the equipment and will be financially responsible for all equipment damages from vandalism or third-party actions while the equipment is in its possession. Repairs will be made in accordance with section 2.

5. PAYMENT

5.1 The RENTER agrees to pay YVCOG for the actual direct and related indirect costs associated with the training, use and transportation of the equipment.

5.1.1 Equipment will be billed for actual hours of usage but not less than 8 hours per day, at the rate specified above and effective during the rental term of this Agreement as defined under section 1.3, above.

5.1.2 Delivery and training costs will be billed at the YVCOG's employee classification and cost rate.

5.1.3 Associated travel costs (if applicable) will be billed at the current state travel reimbursement rates.

5.2 The RENTER agrees to make payment to YVCOG within thirty (30) days from receipt of an invoice.

5.3 The RENTER agrees that if it fails to make payment within thirty (30) days from receipt of YVCOG's invoice, the YVCOG shall charge interest in accordance with RCW 43.17.240 and may elect to send the outstanding invoice(s) to a state contracted collection agency which may result in the assessment of additional fees and/or costs.

6. GENERAL PROVISIONS

6.1 Independent Contractor. The **YVCOG**, its employees or agents, performing under the terms of this Agreement shall be deemed an independent contractor for all purposes and shall not be deemed employees or agents of the RENTER. The RENTER, its employees or agents, performing under the terms of this Agreement shall be deemed an independent contractor for all purposes and shall not be deemed employees or agents of **YVCOG**.

6.2 Assignment. This Agreement, and any claim arising under this Agreement, shall not be assignable or delegable by either Party, either in whole or in part.

6.3 Indemnification. The RENTER shall protect, defend, indemnify, and hold harmless the WSDOT, its officers, officials, employees, and agents, while acting within the scope of their employment as such, from any and all costs, claims, judgments, and/or awards of damages (both to persons and/or property), arising out of, or in any way resulting from, the RENTER's operation, maintenance and/or repair of the equipment pursuant to the provisions of this Agreement. The RENTER will not be required to indemnify, defend, or save harmless the **YVCOG** if the claim, suit, or action for injuries, death, or damages (both to persons and/or property) is caused by the sole negligence of the **YVCOG**. Where such claims, suits, or actions result from concurrent negligence of the Parties, the indemnity provisions provided herein shall be valid and enforceable only to the extent of each Party's own negligence. This indemnification will survive the termination of this Agreement.

6.4 Amendment. This Agreement may be amended by the mutual agreement of the Parties. Such amendments or modifications shall not be binding unless they are in writing and signed by persons authorized to bind each of the Parties.

6.5 Termination. Either Party may terminate this Agreement by providing written notice to the other of such termination and specifying the effective date thereof at least thirty (30) days before the effective date of such termination. The RENTER agrees to be liable for all equipment costs as defined herein up through the date the equipment is returned to the **YVCOG**, regardless of the termination date of this Agreement.

6.6 Disputes. In the event that a dispute arises under this Agreement which cannot be resolved between the Parties, the dispute will be settled in the following manner: Each Party will appoint a member to a dispute board. The members so appointed will jointly appoint a third member to the dispute board who is not employed by or affiliated in any way with either Party. The dispute board will evaluate the facts, contract terms, and applicable statutes and rules and make a determination of the dispute. The determination of the dispute board will be final and binding on the Parties. Any costs associated with appointing the third member will be equally shared between the Parties. Each Party shall be responsible for its own costs, including attorneys' fees.

6.7 Venue. The Parties agree that any legal action to enforce any right or obligation under this Agreement may only be brought in **Yakima** County Superior Court.

6.8 Records Retention. The RENTER and **YVCOG**, during the rental term and for a period of not less than three years from the date of final payment from the RENTER, shall retain the records and accounts pertaining to the equipment rental under this Agreement and accounting therefore, keeping them available for inspection and audit by the **YVCOG**, State Auditor, or RENTER and copies of all records, accounts, documents or other data pertaining to the Agreement will be furnished upon request. If any litigation, claim or audit is

commenced, the records and accounts along with supporting documentation shall be retained until all litigation, claim or audit finding has been resolved even though such litigation, claim or audit continues past the three-year retention period.

6.9 Complete Agreement. This Agreement contains all covenants, stipulations and provisions agreed by both Parties. No agent or representative of either Party has authority to make, and the Parties will not be bound by or be liable for, any statement, representation, promise or agreement not set forth herein.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the day, month and year last written below.

**Borrowing
Jurisdiction**

**Yakima Valley Conference
of Governments**

Jurisdiction: _____

Signature: _____

Printed: _____

Title: _____

Date: _____

Signature: _____

Printed: _____

Title: _____

Date: _____

Amendment to the Equipment Rental Without Operator Agreement
(Add as needed)

2019 Rented Traffic Counter Installation/Recovery Cost Estimate

<u>Action Items</u>	<u>Tasks</u>	<u>Cost</u>
<i>Prep Meeting and Initial File Setup</i>	Kick-off meeting, file setup, & Counter Loan Agreement w/ YVCOG	\$123.50
<i>Survey</i>	Coordinate Site selection and placement schedule	\$59.00
<i>Data Collection</i>	Counter install & retrieval, Download & process data	\$168.50
<i>Travel</i>	Install/retrieve counters, Potential on site inspection of sites w/ jurisdictions	\$48.72
<i>Maps</i>	Site Maps for data report	\$0.00
<i>Project Management</i>	Contract management, billing, reporting, record keeping, training	\$78.00
<i>Misc</i>	Mileage, Copies, Mailing	\$50.00
<i>Indirect</i>	Administration	\$52.77
Projected TOTAL (Per Set)		\$580

NOTES:

1. Hours for staff meetings include meeting preparation and travel to/from cities, agency offices, and meeting locations.
2. Cost estimates per task include benefits and indirect costs.
3. Data Collection Hours include initial installation supervision by COG staff of jurisdictional staff on first set of counters (Safety review).
4. YVCOG utilizes a set of 8 counters per scheduled trip. Cost is based on locating counters at eight sites within jurisdiction, requiring 2 total trips (1 install, 1 retrieval). Fewer sites will reduce "set" installation/retrieval times. Replacing damaged tubes or resetting erroneous reading sites may require extra trips and hours.
5. Partial sets will be billed at a prorated amount (i.e. 10 sets billed at 1.25 multiplier, 12 sets billed at 1.5 multiplier, etc.)
6. Estimate assumes no printing or distribution by YVCOG.

2019 Rented Traffic Counter Installation/Recovery Cost Estimate

City of [TBD] (8 Stations)	Tasks	Estimated Hours				Potential Staff Involved
		Staff Hours	Mgr Hours	GIS/Director	Est. Cost	
Prep Meeting and Initial File Setup	Prep meeting (Phone or In Person)	0.5	1		\$ 80.50	Alan / Brian / Jurisdiction
	Initial file setup - prepare document template(s) and review any current information	1	0		\$ 43.00	Brian
	Train Jurisdictional Staff on Installation/Retreaval Processes	1	0.5		\$ 72.50	Alan / Brian
	Complete Traffic Counter Agreement	0	2		\$ 118.00	Alan / Jurisdiction
	Subtotal Hours and Cost	2.5	3.5		\$ 123.50	
Survey	Coordinate Site selection and placement schedule	0	1		\$ 59.00	Alan
	Subtotal Hours and Cost	0	1		\$ 59.00	
Data Collection	Prep Bike Ped Counters Site Distribution (Per 8 counter set)	0.5	0		\$ 21.50	Brian
	Travel to / from Jurisdiction Counter Sites (2 hr. Max)	1			\$ 43.00	Jurisdiction
	Install / Retrieve 1 Set of Counters (Normally, 8 counters set per trip at 4 hrs. per trip, minimum)				\$ -	Jurisdiction
	Download Counter Data (Four Sets @ 1 hr. / set)	1	0		\$ 43.00	Brian
	Process Report of Data (1 hr/set)	0	0	1	\$ 61.00	John
	Multiplier per number of sets (per groups of 8)	1.00	1.00	1.00	1.00	
	Total Project Hours (groups of 8)	2.5	0	1	\$ 168.50	
Subtotal Hours and Cost	2.5	0	1	\$ 168.50		
Maps	Not Applicable	0	0	0	\$ -	Alan / John
	Subtotal Hours and Cost	0	0	0	\$ -	
TOTAL Hours and Cost		5	4.5	1	\$ 351.00	
Travel	Travel to Counter Site Locations for Initial Install Inspection (approved rate OFM) - per set of 8	84			\$ 48.72	Alan / Brian
	Travel to Counter Site Locations for Retrieval (approved rate OFM) - per set of 8				\$ -	Alan / Brian
	Multiplier per number of sets (per groups of 8)					
	Misc Meeting Travel to Jurisdiction (approved rate OFM), if needed	0			\$ -	Alan / Brian
	Subtotal Travel and Cost	84	0	0	\$ 48.72	
Project Management	Contract management, billing, reporting, record keeping, training	2			\$ 78.00	Tami
	Copies and Mailing				\$ 50.00	Staff
	Total Admin				\$ 128.00	
TOTAL HOURS, MILEAGE, AND ADMIN					\$527.72	
Indirect Admin					\$52.77	Larry / Chris / Jodi
Total Estimate					\$580.49	
NOTES:						
1. Hours for staff meetings include meeting preparation and travel to/from cities, agency offices, and meeting locations.						
2. Cost estimates per task include benefits and indirect costs.						
3. Data Collection Hours include initial installation supervision by COG staff of jurisdictional staff on first set of counters (Safety review).						
4. YVCOG utilizes a set of 8 counters per scheduled trip. Cost is based on locating counters at eight sites within jurisdiction, requiring 2 total trips (1 install, 1 retrieve). Fewer sites will reduce "set" installation/retrieval times. Replacing damaged tubes or resetting erroneous reading sites may require extra trips and hours.						
5. Partial sets will be billed at a prorated amount (i.e. 10 sets billed at 1.25 multiplier, 12 sets billed at 1.5 multiplier, etc.)						
6. Estimate assumes no printing or distribution by YVCOG.						

P.15

2019 Contacted YVCOG Traffic Counter Installation/Recovery Cost Estimate

<u>Action Items</u>	<u>Tasks</u>	<u>Cost</u>
<i>Prep Meeting and Initial File Setup</i>	Kick-off meeting, file setup, & Counter Loan Agreement w/ YVCOG	\$124
<i>Survey</i>	Coordinate Site selection and placement schedule	\$59
<i>Data Collection</i>	Counter install & retrieval, Download & process data	\$942
<i>Travel</i>	Install/retrieve counters,	\$103
<i>Maps</i>	Site Maps for data report	\$0
<i>Project Management</i>	Contract management, billing, reporting, record keeping, training	\$78
<i>Misc</i>	Mileage, Copies, Mailing	\$50
<i>Indirect</i>	Administration	\$136
Projected TOTAL (Per Set)		\$1,491

NOTES:

1. Hours for staff meetings include meeting preparation and travel to/from cities, agency offices, and meeting locations.
2. Cost estimates per task include benefits and indirect costs.
3. Data Collection hours based on prep and travel time to/from counter sites expected in fair weather.
4. YVCOG utilizes a set of 8 counters per scheduled trip. Cost is based on locating counters at eight sites within jurisdiction, requiring 2 total trips (1 install, 1 retrieve). Fewer sites will reduce "set" installation/retrieve times. Replacing damaged tubes or resetting erroneous reading sites may require extra trips and hours.
5. Partial sets will be billed at a prorated amount (i.e. 10 sets billed at 1.25 multiplier, 12 sets billed at 1.5 multiplier, etc.)
5. Estimate assumes no printing or distribution by YVCOG.

2019 Contracted YVCOG Traffic Counter Installation/Recovery Cost Estimate

City of [TBD] (8 Stations)	Tasks	Estimated Hours				Potential Staff Involved
		Staff Hours	Mgr Hours	GIS / Director	Est. Cost	
Prep Meeting and Initial File Setup	Prep meeting (Phone or In Person)	0.5	1		\$ 80.50	Alan / Brian / Jurisdiction
	Initial file setup - prepare document template(s) and review any current information	1	0		\$ 43.00	Brian
	Complete Traffic Counter Agreement	0	2		\$ 118.00	Alan / Jurisdiction
	Subtotal Hours and Cost	1.5	3		\$ 123.50	
Survey	Coordinate Site selection and placement schedule	0	1		\$ 59.00	Alan
	Subtotal Hours and Cost	0	1		\$ 59.00	
Data Collection	Prep Bike Ped Counters Site Distribution (Per 8 counter set)	0.5	0		\$ 21.50	Brian
	Travel to / from Jurisdiction Counter Sites (2 hr. Max)	1	1			Alan / Brian
	Install / Retrieve 1 Set of Counters (Normally, 8 counters set per trip at 4 hrs. per trip, minimum)	8	8		\$ 816.00	Alan / Brian
	Download Counter Data ("X" Sets @ 1 hr. / set)	1	0		\$ 43.00	Brian
	Process Report of Data (1 hr/set)	0	0	1	\$ 61.00	John
	Multiplier per number of sets (per groups of 8)	1.00	1.00	1.00	1.00	
	Total Project Hours (groups of 8)	10.5	9	1	\$ 941.50	
Subtotal Hours and Cost	10.5	9	1	\$ 941.50		
Maps	Not Applicable	0	0	0	\$ -	Alan / John
	Subtotal Hours and Cost	0	0	0	\$ -	
TOTAL Hours and Cost		12	13	1	\$ 1,124.00	
Travel	Travel to Counter Site Locations for Initial Install Inspection (approved rate OFM) - per set of 8	84			\$ 48.72	Alan / Brian
	Travel to Counter Site Locations for Retrieval (approved rate OFM) - per set of 8	84			\$ 48.72	Alan / Brian
	Multiplier per number of sets (per groups of 8)	1.00				
	Misc Meeting Travel to Jurisdiction (approved rate OFM) - per set of 8, if needed	10			\$ 5.80	Alan / Brian
	Subtotal Travel and Cost	178	0	0	\$ 103.24	
Project Management	Contract management, billing, reporting, record keeping, training (@ 10%)	2		0	\$ 78.00	Larry / Chris / Tam
	Copies and Mailing				\$ 50.00	Staff
	Total Admin				\$ 128.00	
TOTAL HOURS, MILEAGE, AND ADMIN					\$1,355	
Indirect Admin					\$136	
Total Estimate					\$1,491	

NOTES:

- Hours for staff meetings include meeting preparation and travel to/from cities, agency offices, and meeting locations.
- Cost estimates per task include benefits and indirect costs.
- Data Collection hours based on prep and travel time to/from counter sites expected in fair weather.
- YVCOG utilizes a set of 8 counters per scheduled trip. Cost is based on locating counters at eight sites within jurisdiction, requiring 2 total trips (1 install, 1 retrieval). Fewer sites will reduce "set" installation/retrieval times. Replacing damaged tubes or resetting erroneous reading sites may require extra trips and hours.
- Partial sets will be billed at a prorated amount (i.e. 10 sets billed at 1.25 multiplier, 12 sets billed at 1.5 multiplier, etc.)
- Estimate assumes no printing or distribution by YVCOG.



NARC

Building Regional Communities

National Association of Regional Councils



Issued: February 2019

TRANSPORTATION INFRASTRUCTURE



America needs a new transportation authorization bill in 2020. Transportation infrastructure is the nation's economic backbone – essential to job creation, competitiveness, and high quality of life. Maintaining and expanding the nation's system of highways and roads, bridges, transit systems, and bicycle and pedestrian facilities is essential for the well-being of all Americans. The federal fuel tax, which has not changed since 1993, covers only two-thirds of federal transportation expenditures.

Priorities for transportation reauthorization. To maintain global competitiveness and local quality of life, the next transportation reauthorization should:

- provide adequate, stable, and flexible funding so regions can choose the investments that work best for them across all modes;
- enhance the role Metropolitan Planning Organizations (MPOs) and Rural or Regional Transportation Planning Organizations (RTPOs) play to achieve increased mobility, access to opportunities, and economic prosperity, while addressing rapid shifts in innovative technology and data, demographics, and climate; and
- prioritize transportation safety and encourage the use of performance metrics to track success and shape future decisions.



Economies function at the regional scale and regional collaboration is vital to ensuring transportation investments spur economic growth and meet the needs of both employers and workers. MPOs and RTPOs are where cities and counties literally come together to set priorities for transportation investments, in collaboration with state DOTs, transit agencies, business, and other public and private stakeholders and taking into account where future homes and jobs are expected. MPOs and RTPOs use technical analysis, public engagement, and regional collaboration to coordinate decision making on infrastructure investments.



SUPPORT AND FUND TRANSPORTATION INFRASTRUCTURE

To support regional planning and local prioritization in an infrastructure package and in the upcoming transportation reauthorization, Congress should:



Dedicate additional revenue to ensure Highway Trust Fund solvency. Congress must close the existing funding gap and grow the program over the coming decade. Increasing and indexing existing federal fuel taxes can achieve near-term solvency. This will provide a window to identify, study, and implement a long-term solution such as a mile-based user fee.



Increase funding for transportation planning. Effective planning crafts solutions that address a variety of transportation needs. Additional funding can support the increasingly complex array of activities and analyses regional planners face.



Increase the portion of the Surface Transportation Block Grant Program (STBGP) provided to local areas through their MPO. STBGP is the most direct way to provide federal funding for local transportation priorities. Increasing the portion of the program provided for this purpose will enhance local authority.



Increase authority of and funding for non-metropolitan planning organizations to incentivize rural planning and urban-rural collaboration. Encouraging more states to create and support RTPOs would help rural communities compete economically.



Support multimodal investments and provide flexibility in the types of projects federal funding supports. Transit, rail, bike and pedestrian, safety, and other similar projects should remain federal priorities. Flexible funding allows communities to prioritize their federal funding in a manner that reflects local needs.

HOUSE BILL 1584

State of Washington

66th Legislature

2019 Regular Session

By Representatives Riccelli, Ormsby, Fey, Fitzgibbon, Lovick, Ramos, Stanford, and Leavitt

Read first time 01/24/19. Referred to Committee on State Government & Tribal Relations.

1 AN ACT Relating to restricting the availability of state funds to
2 regional transportation planning organizations that do not provide a
3 reasonable opportunity for voting membership to certain federally
4 recognized tribes; amending RCW 47.80.050; and providing an effective
5 date.

6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

7 **Sec. 1.** RCW 47.80.050 and 1990 1st ex.s. c 17 s 57 are each
8 amended to read as follows:

9 (1) Biennial appropriations to the department of transportation
10 to carry out the regional transportation planning program shall set
11 forth the amounts to be allocated as follows:

12 ~~((+1))~~ (a) A base amount per county for each county within each
13 regional transportation planning organization, to be distributed to
14 the lead planning agency;

15 ~~((+2))~~ (b) An amount to be distributed to each lead planning
16 agency on a per capita basis; and

17 ~~((+3))~~ (c) An amount to be administered by the department of
18 transportation as a discretionary grant program for special regional
19 planning projects, including grants to allow counties which have
20 significant transportation interests in common with an adjoining
21 region to also participate in that region's planning efforts.

1 (2) In order for a regional transportation planning organization
2 to be eligible to receive state funds that are appropriated for
3 regional transportation planning organizations, a regional
4 transportation planning organization must provide a reasonable
5 opportunity for voting membership to federally recognized tribes that
6 hold reservation or trust lands within the planning area of the
7 regional transportation planning organization.

8 NEW SECTION. **Sec. 2.** This act takes effect August 1, 2019.

--- END ---



Bob Ferguson
ATTORNEY GENERAL OF WASHINGTON
Administration Division
PO Box 40100 • Olympia WA 98504-0100 • (360) 753-6200

March 26, 2018

The Honorable Kim Wyman
Elections Division
ATTN: Initiative and Referendum
PO Box 40220
Olympia, WA 98504-0220

Re: Initiative No. 976

Dear Secretary Wyman:

Pursuant to RCW 29A.72.060, we supply herewith the ballot title and ballot measure summary for Initiative No. 976 to the Legislature (an act relating to limiting state and local taxes, fees, and other charges relating to vehicles).

BALLOT TITLE

Statement of Subject: Initiative Measure No. 976 concerns motor vehicle taxes and fees.

Concise Description: This measure would repeal, reduce, or remove authority to impose certain vehicle taxes and fees; limit annual motor-vehicle-license fees to \$30, except voter-approved charges; and base vehicle taxes on Kelley Blue Book value.

Should this measure be enacted into law? Yes [] No []

BALLOT MEASURE SUMMARY

This measure would repeal or remove authority to impose certain vehicle taxes and fees; limit state and local license fees to \$30 for motor vehicles weighing 10,000 pounds or less, except charges approved by voters after the measure's effective date; base vehicle taxes on Kelley Blue Book value; require regional transit authorities to retire bonds early where allowed; and either reduce or repeal taxes pledged to bonds depending on whether bonds are retired by 2020.

Sincerely,

Peter B. Gonick
for

PETER B. GONICK
Deputy Solicitor General
(360) 753-6245

Complete Chapter**Chapter 36.73 RCW****TRANSPORTATION BENEFIT DISTRICTS****Sections**

- 36.73.010** Intent.
- 36.73.015** Definitions.
- 36.73.020** Establishment of district by county or city—Participation by other jurisdictions.
- 36.73.030** Establishment of district by city.
- 36.73.040** General powers of district.
- 36.73.050** Establishment of district—Public hearing—Ordinance.
- 36.73.060** Authority to levy property tax.
- 36.73.065** Taxes, fees, charges, tolls, rebate program.
- 36.73.067** Vehicle fee rebate program—Low-income individuals—Report to legislature.
- 36.73.070** Authority to issue general obligation bonds, revenue bonds.
- 36.73.080** Local improvement districts authorized—Special assessments—Bonds.
- 36.73.090** Printing of bonds.
- 36.73.100** Use of bond proceeds.
- 36.73.110** Acceptance and use of gifts and grants.
- 36.73.120** Imposition of fees on building construction or land development.
- 36.73.130** Power of eminent domain.
- 36.73.140** Authority to contract for street and highway improvements.
- 36.73.150** Department of transportation, counties, cities, and other jurisdictions may fund transportation improvements.
- 36.73.160** Transportation improvement projects—Material change policy—Annual report.
- 36.73.170** Completion of transportation improvement—Termination of district operations—Termination of taxes, fees, charges, and tolls—Dissolution of district.
- 36.73.180** Supplemental transportation improvements.
- 36.73.900** Liberal construction.

NOTES:

Roads and bridges, service districts: Chapter 36.83 RCW.

RCW 36.73.010**Intent.**

The legislature finds that the citizens of the state can benefit by cooperation of the public and private sectors in addressing transportation needs. This cooperation can be fostered through enhanced capability for cities, towns, and counties to make and fund transportation improvements necessitated by economic development and to improve the performance of the transportation system.

It is the intent of the legislature to encourage joint efforts by the state, local governments, and the private sector to respond to the need for those transportation improvements on state highways, county roads, and city streets. This goal can be better achieved by allowing cities, towns, and counties to establish transportation benefit districts in order to respond to the special transportation needs and economic opportunities resulting from private sector development for the public good. The legislature also seeks to facilitate the equitable participation of private developers whose developments may generate the need for those improvements in the improvement costs.

[2005 c 336 § 2; 1987 c 327 § 1.]

NOTES:

Effective date—2005 c 336: See note following RCW 36.73.015.

RCW 36.73.020

Establishment of district by county or city—Participation by other jurisdictions.

(1) The legislative authority of a county or city may establish a transportation benefit district within the county or city area or within the area specified in subsection (2) of this section, for the purpose of acquiring, constructing, improving, providing, and funding a transportation improvement within the district that is consistent with any existing state, regional, or local transportation plans and necessitated by existing or reasonably foreseeable congestion levels. The transportation improvements shall be owned by the county of jurisdiction if located in an unincorporated area, by the city of jurisdiction if located in an incorporated area, or by the state in cases where the transportation improvement is or becomes a state highway. However, if deemed appropriate by the governing body of the transportation benefit district, a transportation improvement may be owned by a participating port district or transit district, unless otherwise prohibited by law. Transportation improvements shall be administered and maintained as other public streets, roads, highways, and transportation improvements. To the extent practicable, the district shall consider the following criteria when selecting transportation improvements:

- (a) Reduced risk of transportation facility failure and improved safety;
- (b) Improved travel time;
- (c) Improved air quality;
- (d) Increases in daily and peak period trip capacity;
- (e) Improved modal connectivity;
- (f) Improved freight mobility;
- (g) Cost-effectiveness of the investment;
- (h) Optimal performance of the system through time;
- (i) Improved accessibility for, or other benefits to, persons with special transportation needs as defined in *RCW 47.06B.012; and
- (j) Other criteria, as adopted by the governing body.

(2) Subject to subsection (6) of this section, the district may include area within more than one county, city, port district, county transportation authority, or public transportation benefit area, if the legislative authority of each participating jurisdiction has agreed to the inclusion as provided in an interlocal agreement adopted pursuant to chapter 39.34 RCW. However, the boundaries of the district need not include all territory within the boundaries of the participating jurisdictions comprising the district.

(3) The members of the legislative authority proposing to establish the district, acting ex officio and independently, shall constitute the governing body of the district: PROVIDED, That where a district includes area within more than one jurisdiction under subsection (2) of this section, the district shall be governed under an interlocal agreement adopted pursuant to chapter 39.34 RCW, with the governing body being composed of (a) at least five members including at least one elected official from the legislative authority of each participating jurisdiction or (b) the governing body of the metropolitan planning organization serving the district, but only if the district boundaries are identical to the boundaries of the metropolitan planning organization serving the district.

(4) The treasurer of the jurisdiction proposing to establish the district shall act as the ex officio treasurer of the district, unless an interlocal agreement states otherwise.

(5) The electors of the district shall all be registered voters residing within the district.

(6) Prior to December 1, 2007, the authority under this section, regarding the establishment of or the participation in a district, shall not apply to:

(a) Counties with a population greater than one million five hundred thousand persons and any adjoining counties with a population greater than five hundred thousand persons;

(b) Cities with any area within the counties under (a) of this subsection; and

(c) Other jurisdictions with any area within the counties under (a) of this subsection.

[2010 c 250 § 1; 2009 c 515 § 14; 2006 c 311 § 25; 2005 c 336 § 3; 1989 c 53 § 1; 1987 c 327 § 2.]

NOTES:

***Reviser's note:** RCW 47.06B.012 was repealed by 2011 c 60 § 51.

Findings—2006 c 311: See note following RCW 36.120.020.

Effective date—2005 c 336: See note following RCW 36.73.015.

Severability—1989 c 53: "If any provision of this act or its application to any person or circumstance is held invalid, the remainder of the act or the application of the provision to other persons or circumstances is not affected." [1989 c 53 § 5.]

Transportation benefit district tax authority: RCW 82.47.020.

RCW 36.73.065**Taxes, fees, charges, tolls, rebate program.**

(1) Except as provided in subsection (4) of this section, taxes, fees, charges, and tolls may not be imposed by a district without approval of a majority of the voters in the district voting on a proposition at a general or special election. The proposition must include a specific description of: (a) The transportation improvement or improvements proposed by the district; (b) any rebate program proposed to be established under RCW 36.73.067; and (c) the proposed taxes, fees, charges, and the range of tolls imposed by the district to raise revenue to fund the improvement or improvements or rebate program, as applicable.

(2) Voter approval under this section must be accorded substantial weight regarding the validity of a transportation improvement as defined in RCW 36.73.015.

(3) A district may not increase any taxes, fees, charges, or range of tolls imposed or change a rebate program under this chapter once the taxes, fees, charges, tolls, or rebate program takes effect, except:

(a) If authorized by the district voters pursuant to RCW 36.73.160;

(b) With respect to a change in a rebate program, a material change policy adopted pursuant to RCW 36.73.160 is followed and the change does not reduce the percentage level or rebate amount;

(c) For up to forty dollars of the vehicle fee authorized in RCW 82.80.140 by the governing board of the district if a vehicle fee of twenty dollars has been imposed for at least twenty-four months; or

(d) For up to fifty dollars of the vehicle fee authorized in RCW 82.80.140 by the governing board of the district if a vehicle fee of forty dollars has been imposed for at least twenty-four months and a district has met the requirements of subsection (6) of this section.

(4)(a) A district that includes all the territory within the boundaries of the jurisdiction, or jurisdictions, establishing the district may impose by a majority vote of the governing board of the district the following fees and charges:

(i) Up to twenty dollars of the vehicle fee authorized in RCW 82.80.140;

(ii) Up to forty dollars of the vehicle fee authorized in RCW 82.80.140 if a vehicle fee of twenty dollars has been imposed for at least twenty-four months;

(iii) Up to fifty dollars of the vehicle fee authorized in RCW 82.80.140 if a vehicle fee of forty dollars has been imposed for at least twenty-four months and a district has met the requirements of subsection (6) of this section; or

(iv) A fee or charge in accordance with RCW 36.73.120.

(b) The vehicle fee authorized in (a) of this subsection may only be imposed for a passenger-only ferry transportation improvement if the vehicle fee is first approved by a majority of the voters within the jurisdiction of the district.

(c)(i) A district solely comprised of a city or cities may not impose the fees or charges identified in (a) of this subsection within one hundred eighty days after July 22, 2007, unless the county in which the city or cities reside, by resolution, declares that it will not impose the fees or charges identified in (a) of this subsection within the one hundred eighty-day period; or

(ii) A district solely comprised of a city or cities identified in RCW 36.73.020(6)(b) may not impose the fees or charges until after May 22, 2008, unless the county in which the city or cities reside, by resolution, declares that it will not impose the fees or charges identified in (a) of this subsection through May 22, 2008.

(5) If the interlocal agreement in RCW 82.80.140(2)(a) cannot be reached, a district that includes only the unincorporated territory of a county may impose by a majority vote of the governing body of the district up to: (a) Twenty dollars of the vehicle fee authorized in RCW 82.80.140, (b) forty dollars of the vehicle fee authorized in RCW 82.80.140 if a fee of twenty dollars has been imposed for at least twenty-four months, or (c) fifty dollars of the vehicle fee authorized in RCW 82.80.140 if a vehicle fee of forty dollars has been imposed for at least twenty-four months and a district has met the requirements of subsection (6) of this section.

(6) If a district intends to impose a vehicle fee of more than forty dollars by a majority vote of the governing body of the district, the governing body must publish notice of this intention, in one or more newspapers of general circulation within the district, by April 1st of the year in which the vehicle fee is to be imposed. If within ninety days of the date of publication a petition is filed with the county auditor containing the signatures of eight percent of the number of voters registered and voting in the district for the office of the governor at the last preceding gubernatorial election, the county auditor must canvass the signatures in the same manner as prescribed in RCW 29A.72.230 and certify their sufficiency to the governing body within two weeks. The proposition to impose the vehicle fee must then be submitted to the voters of the district at a special election, called for this purpose, no later than the date on which a primary election would be held under RCW 29A.04.311. The vehicle fee may then be imposed only if approved by a majority of the voters of the district voting on the proposition.

[2015 3rd sp.s. c 44 § 309; 2012 c 152 § 3; 2007 c 329 § 1; 2005 c 336 § 17.]

NOTES:

Effective date—2015 3rd sp.s. c 44: See note following RCW 46.68.395.

Effective date—2005 c 336: See note following RCW 36.73.015.

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OF WASHINGTON
CITIES

Advocacy

Published on Jan 18, 2019

Secretary of State certifies I-976, car tab initiative, to Legislature

Contact: Logan Bahr, Andrew Pittelkau

The Washington Secretary of State recently certified **Initiative 976** to the Legislature. The initiative caps car tab fees to \$30, unless voter approved, and requires motor vehicle excise taxes (MVET) be based on a vehicle's Kelley Blue Book value. The initiative would also repeal Transportation Benefit District authority to impose vehicle registration fees.

Related content

Check out AWC's 2019 Legislative Priorities



The Legislature has three options:

- Pass the initiative into law;
- Reject or refuse the initiative, sending it to voters in the next general election in November; or
- Pass an alternative proposal with both options going to the ballot during the next general election.

AWC will continue to monitor, educate, and engage on this measure.

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Recent articles

Back to Advocacy news by category



Resolution 2019-03

2019-2022 Yakima Valley Metropolitan and Regional Transportation Improvement Program

February 20, 2019 AMENDMENT – DETERMINATION OF AIR QUALITY CONFORMITY

A *RESOLUTION* of the Yakima Valley Transportation Policy Board affirming the conformity of the 2019-2022 Yakima Valley Metropolitan and Regional Area Transportation Improvement Program with the Washington State Implementation Plan for Air Quality.

WHEREAS, Yakima Valley Conference of Governments (YVCOG) serves as the designated Metropolitan Planning Organization, hereafter referred to as the MPO, for the Yakima Valley Metropolitan area; and

WHEREAS, the 2019-2022 Yakima Valley Metropolitan and Regional Transportation Improvement Program, hereafter referred to as the M/RTIP, is the basis for distributing federal transportation funds to the Yakima Valley's metropolitan area; and

WHEREAS, the 2016-2040 Yakima Valley Metropolitan Transportation Plan, hereafter referred to as the MTP, was adopted by the Yakima Valley Transportation Policy Board on March 21, 2016 and provides the long-range transportation plan guiding the development of transportation improvements for the metropolitan area of the Yakima Valley; and

WHEREAS, it is necessary to amend the 2019-2022 MTIP to add the following projects, modeled when necessary to determine if there are any negative impacts upon air quality in the metropolitan area of the Yakima Valley:

FORMAL amendments to the 2019-2022 M/RTIP for February 2019 are:

WSDOT – SC

RETRACTION– SCR 17-19 Region Wide BCT Replacement – Interstate – Replace breakaway cable terminals. This project will replace existing breakaway cable terminals on guardrail runs on interstate routes in South Central Region to meet current standards and reduce the severity of collisions. This record is for the Yakima county portion of a region wide project.

Funds include 2019 Federal HSIP Funds (\$988,575), and 2019 Local Funds (\$20,175).

Total Project Cost: **\$1,100,000.**

RETRACTION– SCR 17-19 Region Wide BCT Replacement – Non Interstate – Replace breakaway cable terminals. This project will replace existing breakaway cable terminals on guardrail runs on non-interstate routes in South Central Region to meet current standards and reduce the severity of collisions. This record is for the Yakima county portion of a region wide project.

Funds include 2019 Federal HSIP Funds (\$260,925), and 2019 Local Funds (\$5,325).

Total Project Cost: **\$300,000.**

REVISION– SR 223/S Track Rd Railroad Crossing Improvements – Install LEDs & advance warning beacons - Xing #104520Y. The railroad crossing on SR 223 near South Track Rd has been identified as a location with a history of train/vehicle collisions. The crossing is currently equipped with cantilever-mounted flashing beacons, gates, and pull-out lanes. This project will install a four quadrant gate system, upgrade track circuitry to constant warning, upgrade the existing flashers to LEDs, and install advance warning beacons to reduce the risk of collisions. The project will also install guardrail around the gates and cantilevers.

Remaining CN funds to be obligated in 2019 reduced from \$1,118,000 to \$300,000.

REVISION-- US 97/McDonald Rd and Becker Rd - Intersection Improvements – Construct roundabout. The McDonald Road / Becker Road intersection on US 97 near Toppenish has experienced a history of collisions. This project will construct a two-lane roundabout for US 97, McDonald Road, and Becker Road. Installing a roundabout will reduce conflicts and the risk of collisions.

Removing PE phase – prior obligated in 2018. Deleting RW phase – no longer needed. Programmed amount reduced from \$3,703,374 to \$3,166,105.

Funds include 2019-2022 Federal HSIP Funds reduced from \$3,616,692 to \$3,102,783, and 2019-2022 Local Funds reduced from \$86,682 to \$63,322.

Total Project Cost: **\$3,865,719.**

City of Moxee

REVISION – Iler Street Sidewalk Improvements - Remove mature trees and damaged curb/sidewalk, and replace with new curb, gutter, sidewalk, and construct new tree wells with root barrier. Project funds changed from *planned* to *secured*.

The City received new State TIB funds as follows:

2019 PE phase State TIB funds at \$28,928. Local funds at \$1,522 (total \$30,450).

2019 CN phase State TIB funds at \$221,802. Local funds at \$11,673 (total \$233,475).

Total project cost: \$263,925

WHEREAS, the Federal Clean Air Act Amendments of 1990 and the Rule on Air Quality for Transportation Plans, Programs, and Projects, the Federal Highway Administration, and the Federal Transit Administration all require the Yakima Valley Conference of Governments as MPO to determine that the 2016-2040 MTP and any amendments to the 2019-2022 MTIP conform to the Washington State Implementation Plan for Air Quality, hereafter referred to as the SIP, and support the intent of the SIP to achieve and maintain National Ambient Air Quality Standards (NAAQS); and

WHEREAS, the Federal Clean Air Act Amendments of 1990 and the Rule on Air Quality also require that the goals, policies, programs and projects embodied in the 2019-2022 M/RTIP not contradict or adversely impact implementation of transportation control measures for PM₁₀ as identified in the SIP for the Yakima Valley PM₁₀ maintenance area; and

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

WHEREAS, YVCOG, in amending this project from the 2019-2022 M/RTIP has assessed PM₁₀ mobile source emissions in full compliance with current federal statutes and regulations; and,

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

WHEREAS, this Determination of Conformity demonstrates the following regarding the amended 2019-2022 M/RTIP:

1. The addition of this project into the 2019-2022 M/RTIP is neutral to the reduction of particulate matter (PM₁₀) in the Yakima Valley PM₁₀ Maintenance Area; and,
2. The 2019-2022 M/RTIP need not implement transportation control measures for PM₁₀ as none are currently identified in the approved 2004 Limited Maintenance Plan for Yakima Valley; and,

3. The 2019-2022 M/RTIP as amended by the addition of this project continues to conform to the current Washington SIP and to the 2001 Yakima Valley Area Limited Maintenance Plan for CO.

NOW, THEREFORE, BE IT RESOLVED, the Yakima Valley Transportation Policy Board, finding the quantitative analysis of transportation-related PM₁₀ emissions for the 2019-2022 Metropolitan and Regional Transportation Improvement Programs (M/RTIP) modeled scenarios for the amended 2019-2022 MTIP yield far less PM₁₀ than the 1994 budget of 927 tons, declares that the 2019-2022 MTIP, as amended, meets the requirements of both state and federal air quality conformity rules (**WAC 173-420** and **40 USC Part 51** respectively) for PM₁₀, and is in conformity with the Clean Air Act Amendments of 1990, Interim Phase II -- Conformity Guidelines for PM₁₀, and **40 CFR Part 41**.

Adopted by the Yakima Valley Transportation Policy Board this 20th day of February 2019.

James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

Lauris (Larry) C. Mattson, Executive Director
Yakima Valley Conference of Governments

Resolution 2019-04

2019-2022 Yakima Valley Metropolitan and Regional Transportation Improvement Program
February 20, 2019 AMENDMENT – FINDINGS

A *RESOLUTION* of the Yakima Valley Transportation Policy Board affirming the findings of the February 2019 Amendment to the 2019-2022 Yakima Valley Metropolitan and Regional Transportation Improvement Program (hereafter to be known as the M/RTIP).

WHEREAS, the Yakima Valley Conference of Governments (YVCOG), as the federal-designated Metropolitan Planning Organization (MPO) for the Yakima Valley has the responsibility for annually developing and adopting a Metropolitan Transportation Improvement Program, hereafter to be referred to as the M/RTIP; and,

WHEREAS, the following jurisdictions have submitted the following projects for inclusion into the 2019-2022 M/RTIP –

FORMAL amendments to the 2019-2022 M/RTIP for FEBRUARY 2019 are:

WSDOT – SC

RETRACTION– SCR 17-19 Region Wide BCT Replacement – Interstate – Replace breakaway cable terminals. This project will replace existing breakaway cable terminals on guardrail runs on interstate routes in South Central Region to meet current standards and reduce the severity of collisions. This record is for the Yakima county portion of a region wide project. Funds include 2019 Federal HSIP Funds (\$988,575), and 2019 Local Funds (\$20,175). Total Project Cost: **\$1,100,000.**

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2019 CN phase State TIB funds at \$221,802. Local funds at \$11,673 (total \$233,475).

Total project cost: \$263,925

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

WHEREAS, transportation improvement projects within the Yakima Metropolitan Area must be included in the 2019-2022 M/RTIP to be eligible for federal assistance under Federal Transit Administration and Federal Highway Administration funding programs; and,

WHEREAS, the Yakima Valley Transportation Policy Board, in its review of this amendment to the 2019-2022 MTIP, formally adopted on February 20, 2019:

1. Finds the amended projects contained in this formal amendment to the 2019-2022 M/RTIP to be a realistic program of projects to be implemented by local jurisdictions as secured; and,
2. Finds the projects contained in the 2019-2022 M/RTIP to be consistent with regional goals, objectives, and policies; and,
3. Finds that the projects listed in this formal amendment to the 2019-2022 M/RTIP be financially feasible and,
4. Based on these findings, approves the projects submitted by Yakima Transit to be amended into the 2019-2022 M/RTIP and STIP as Secured.

NOW, THEREFORE, BE IT RESOLVED, that the Yakima Valley Transportation Policy Board adopts the February 2019 amendment to the 2019-2022 Metropolitan and Regional Transportation Improvement Program; and,

BE IT FURTHER RESOLVED, that the amended projects listed in this resolution be added to the 2019-2022 Metropolitan and Regional Transportation Improvement Program and transmitted to the appropriate state and federal agencies for review, approval, and inclusion in the 2019-2022 State Transportation Improvement Program (STIP).

Adopted by the Yakima Valley Transportation Policy Board this 20th day of February 2019.

James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

Lauris (Larry) C. Mattson, Executive Director
Yakima Valley Conference of Governments

Date

TIP Amendment Checklist

Yakima Valley Conference of Governments (YVCOG)

2019-2022 Transportation Improvement Program

February 2019

Feb 20, 2019

TIME FRAME - 23 CFR 450.324(a)

The TIP covers a period of no less than four years.

PROJECTS INCLUDED - 23 CFR 450.324(c) and (d)

The TIP or TIP amendment includes capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 and regionally significant projects requiring action by the FHWA or the FTA (see attached project list).

PUBLIC PARTICIPATION - 23 CFR 450.324(b)

All interested parties had reasonable opportunity to comment on the proposed TIP or TIP amendment as required by §450.316(a)

PRIORITY OF PROJECTS - 23 CFR 450.324(l)(1) The projects in the TIP and TIP amendments are prioritized.

FINANCIAL PLAN - 23 CFR 450.324(h)

The TIP and TIP amendments include a financial plan that demonstrates how the approved TIP can be implemented.

CONGESTION MANAGEMENT PROCESS – 23 CFR 450.320

The MPO is a TMA and addresses congestion with an adopted Congestion Management Process.

Yes No

AIR QUALITY CONFORMITY – 40 CFR Part 93

The MPO is in a non-attainment or maintenance area for Clean Air Act criteria pollutants. Air Quality (AQ) Conformity is demonstrated in the TIP and received final approval by FHWA and FTA.

Yes No

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY – 23 CFR 450.324(g)

Each project and/or project phase included in the TIP and TIP amendments is consistent with the approved metropolitan transportation plan.

MPO Signature

Title

Date **Feb 20, 2019**

Reviewed By:

WSDOT Signature

Title

Date



YAKIMA VALLEY CONFERENCE OF GOVERNMENTS

311 North 4th Street, Suite 204 • Yakima, Washington 98901
 509-574-1550 • FAX 574-1551
 website: www.yvcog.org

February 20, 2019

Doug Cox
 Transportation Planner, Tribal & Regional Coordination Office
 Washington State Department of Transportation
 Multi-modal Planning Division, Room 3D20
 310 Maple Park Ave, SE
 Olympia, WA 98504-7370

Dear Mr. Cox:

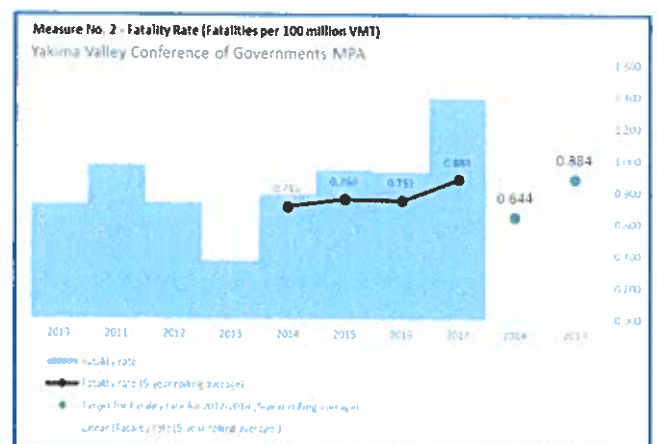
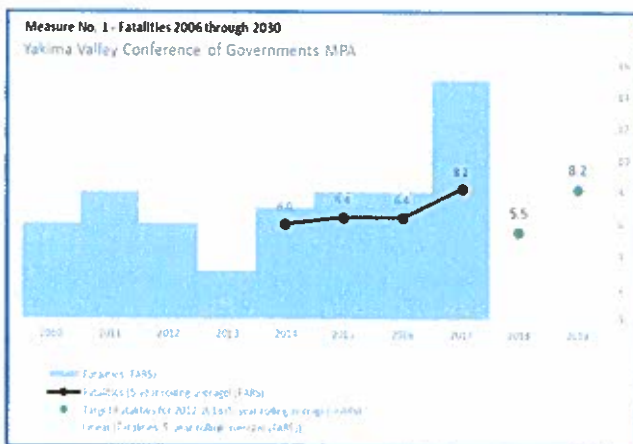
On February 21, 2019, the Yakima Valley Conference of Governments (YVCOG) adopted targets relating to the Final Safety Performance Rule (as described in US Code 23Section 148(i)). YVCOG is designated by the Governor as the Metropolitan Planning Organization (MPO) for the Yakima County Region. Our Metropolitan Planning Area (MPA) includes the Cities of Moxee, Naches, Selah, Union Gap, and Yakima, and urban areas of Yakima County.

YVCOG, as the MPO, adopted the following safety performance target: “reduce the number of traffic fatalities and serious injuries on Yakima Metropolitan Area roadways to zero by 2030.”

In addition, YVCOG adopted a resolution stating that they would measure progress towards achieving the safety performance target using the following performance measures:

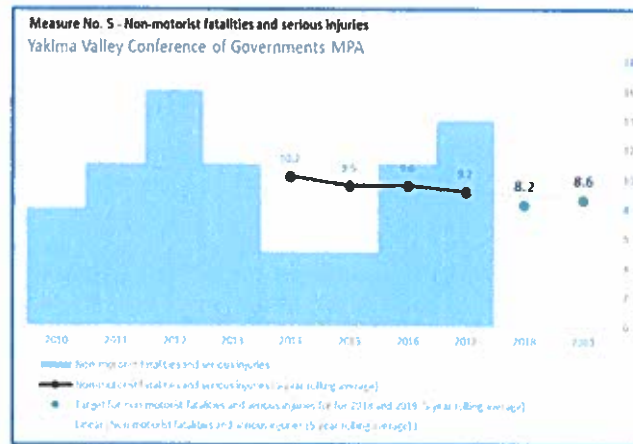
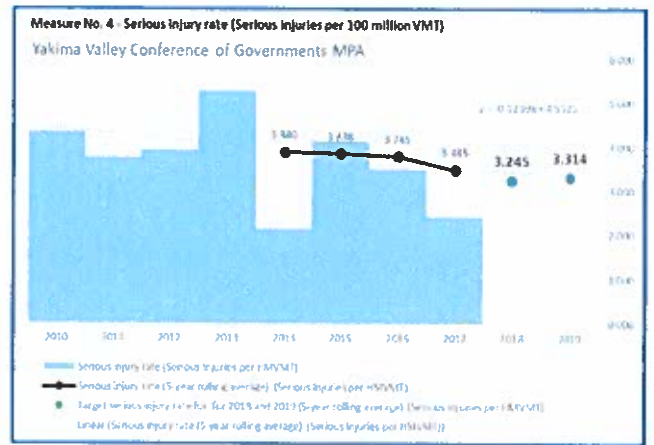
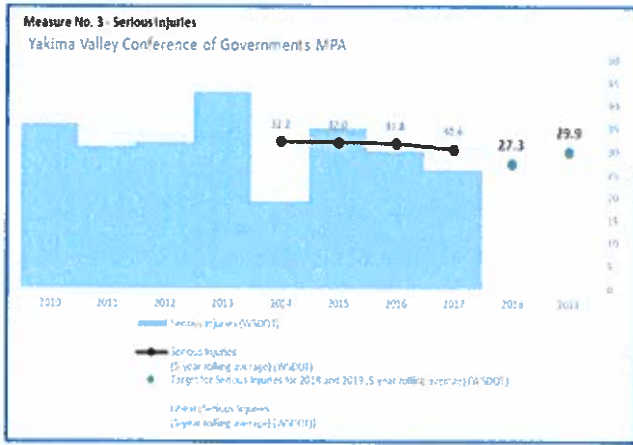
1. Number of fatalities on all public roads,
2. Number of fatalities per 100 million vehicle miles traveled (VMT) on all public roads,
3. Number of serious injuries on all public roads,
4. Number of serious injuries per 100 million VMT on all public roads, and
5. Number of non-motorist fatalities and serious injuries on all public roads.

Following are the specific short-term targets for 2018 that YVCOG will strive to meet as developed by Washington State Department of Transportation (WSDOT)



MEMBER JURISDICTIONS

Grandview • Granger • Harrah • Mabton • Moxee • Naches • Selah
 Sunnyside • Tieton • Toppenish • Union Gap • Wapato • Yakima • Yakima County • Zillah



YVCOG would like to thank WSDOT for compiling the safety data and developing the county targets. Your help has been much appreciated.

Sincerely

Lauris Mattson
Executive Director
Yakima Valley Conference of Governments

Attachment

AA

Resolution 2019 - 05

Yakima Valley
Metropolitan and Regional Planning Organizations

2019 Safety Performance Measures and Targets

WHEREAS, the Yakima Valley Conference of Governments (YVCOG) is the federally designated Metropolitan Planning Organization, (MPO), for the Yakima Valley region, as well as the state-designated Regional Transportation Planning Organization (RTPO) as required in accordance with the following authorities --

1. 23 CFR Section 450,
2. 23 USC Section 134 and 49 USC Section 5303
3. RCW 47.80,
4. WAC 486; and,

WHEREAS, the YVCOG is therefore responsible for budgeting state and federal funds to fulfill transportation planning tasks according to and guided by these cited authorities; and

WHEREAS, as the MPO and RTPO, the YVCOG has specific responsibilities under federal and state laws, including the federal Fixing America's Surface Transportation (FAST) Act; including the adoption of targets relating to the Final Safety Performance Rule (as Described in U.S. Code 23 Section 148(i));

NOW, THEREFORE, BE IT RESOLVED, that the YVCOG Policy Board hereby adopts the following safety performance target: "reduce the number of traffic fatalities and serious injuries on Yakima County Roadways to zero by 2030"; and

THAT the YVCOG will measure progress towards achieving the safety performance target using the following performance measures for the Yakima Valley Metropolitan and Regional Transportation Planning Organizations:

- Number of fatalities on all public roads,
- Number of fatalities per 100 million vehicle miles traveled (VMT) on all public roads,
- Number of serious injuries on all public roads,
- Number of serious injuries per 100 million VMT on all public roads, and
- Number of non-motorist fatalities and serious injuries on all public roads.

Signed this 20th day of February 2019.

James A. Restucci, Policy Board Chair
Yakima Valley Metropolitan & Regional Transportation Planning Organization

ATTEST

Lauris C. Mattson, Executive Director
Yakima Valley Conference of Governments



Moving Ahead for Progress in the 21st Century Act - Final rules on traffic safety performance management

The U.S. Department of Transportation has issued two interrelated final rules governing traffic safety and safety-oriented performance management which became effective on April 14, 2016. These two rules are referred to in this folio as

- Rule #1 - Safety Performance Measures rule; (23 CFR §490)
- Rule #2 - Highway Safety Improvement Program (HSIP) rule; (23 CFR §924)

Both final rules relate to highway safety, the primary objective being to significantly reduce fatal and serious-injury crashes on all public roads. The Safety Performance Measures rule (Rule #1) also includes the goal of reducing traffic fatalities of and serious injuries to people using non-motorized transportation modes, namely bicyclists and pedestrians.

Safety Performance Reporting

Rule #1 specifies the performance management measures for safety, and defines the target setting process for State DOTs and Metropolitan Planning Organizations (MPOs). Per Rule #2, State DOTs will establish and report their safety targets and progress toward these targets in an annual Highway Safety Improvement Program (HSIP) report.

Summary of required performance measures

Rule #1 requires all State DOTs to report targets and performance with respect to the following safety performance measures:

- No. 1 - Number of fatalities on all public roads** (due July 1/Aug. 31)
- No. 2 - Number of fatalities per 100 million vehicle miles traveled (VMT) on all public roads** (due July 1/Aug. 31)
- No. 3 - Number of serious injuries on all public roads** (due July 1/Aug. 31)
- No. 4 - Number of serious injuries per 100 million VMT on all public roads** (due Aug. 31)
- No. 5 - Number of non-motorist fatalities and serious injuries on all public roads (e.g. bicyclists and pedestrians)** (due Aug. 31)

In general, MPOs establish targets by either agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target, or by committing to a quantifiable target for their Metropolitan Planning Area. MPOs will report annually to their State DOT in a manner agreed upon and documented by both parties. MPOs would report safety performance in the Metropolitan Transportation Plan, as provided in U.S. Code 23 Section 134(i)(2)(C).

In Washington state, the MPOs and WSDOT worked together to jointly develop a collaborative approach in support of data, process, and target-setting decision making. This Target Setting Framework Group has agreed WSDOT will take the lead in establishing safety targets, which MPOs will adopt.

About this folio:

See inside for the official statewide safety targets for 2019, a description of the target setting approach for the five required safety performance measures in Washington state, and how this approach to target setting relates to the stipulations of MAP-21 rulemaking.

Optional targets: States have the option to set additional targets for the performance measures for any number and combination of urbanized area boundaries, as well as for a single non-urbanized area. If optional targets are set, they will not be assessed when determining significant progress, and states will not incur penalties if they fail to show progress.

Overlapping measures/targets in the Highway Safety Plan: Targets for Measures No. 1-3 must also be reported to the National Highway Traffic Safety Administration by July 1 of each year. They must be numerically identical targets to those reported for MAP-21 compliance on August 31 as part of the HSIP. See the Timelines section inside for details.

MAP-21 Special Rules: Numeric targets are not required, but states must report performance in these two categories, and show improvement compared to baseline.

- Fatality rate on High Risk Rural Roads (due Aug. 31)
- Number of fatalities and serious injuries of drivers and pedestrians age 65 and older on all public roads (due Aug. 31)

FHWA provides flexibility for safety target setting under MAP-21

State DOTs and MPOs have flexibility in setting numeric targets for the five performance measures identified in Rule #1. It does place stipulations on certain aspects of the process, however. It requires that states and MPOs report their performance metrics and targets for each of five performance measures as rolling 5-year averages. Per Rule #2, states are also required to develop a Strategic Highway Safety Plan (SHSP). Washington state's plan is called Target Zero.

Summary of required performance measures

Following the ideals of Target Zero, Washington is working to achieve zero transportation-related serious injuries and deaths by 2030. While short-term goals might show increases or slight decreases, WSDOT and the Washington Traffic Safety Commission feel this aspirational goal will become more achievable as advances in transportation technology (autonomous vehicles) become more widespread.

WSDOT's target adoption

In 2018, the linear trend of the 5-year rolling average was used to set the targets unless the target showed an increase; then the 5-year average value for 2013-2017 was used to set the target for 2019. See the table below for the targets produced via this method.

MAP-21 Safety Target Setting

Five-year rolling averages; number of persons, or number of persons per 100 million VMT

	2017 Baseline	2019 Official Targets
	Statewide MAP-21 Target	
No. 1 - Fatalities	510.0	489.2
No. 2 - Fatality rate	0.857	0.813
No. 3 - Serious injuries	2,092.2	1,855.0
No. 4 - Serious injury rate	3.517	3.068
No. 5 - Non-motorist fatalities & serious injuries	511.8	511.8

Data sources: Washington State Traffic Safety Commission - Fatality Analysis Reporting System; Washington State Department of Transportation - Transportation Data, GIS & Modeling Office

FHWA's "Significant Progress" measurement

At the end of each reporting period, FHWA will determine whether a state has made overall "significant progress" toward achieving its safety targets. The penalties listed on the back page of this folio, including the obligation of state funds, will apply to the State DOT if FHWA deems it has not made that progress.

To make significant progress overall, a state must achieve at least four out of five targets. For each measure, there are two ways this can be done. For example, the value of the 5-year rolling average in 2019 must be:

- At or below the target set in 2018 for the 2019 year, OR
- At or below its 2017 (baseline) level.

If either of these conditions are met, the state will have made significant progress for that measure. It must do so for any four of the five measures to have made significant progress overall and avoid the penalty provisions. For example, in the graph for Measure No. 1, Washington must lower the 5-year average to fewer than 510.0 fatalities (the baseline value) or meet the 2019 target of 489.2 to achieve significant progress in that measure.

How WSDOT is setting its targets to reduce fatality and serious injuries

The general process for generating trend and target information as prescribed by Rule #1 proceeds as follows:

- The annual number of fatalities, serious injuries, and Vehicle Miles Traveled (VMT) is determined for a 10-year period.
- A 5-year rolling average is calculated for each performance measure. For example, in the graph for Measure No. 1, data from 2006-2010 creates the value of the rolling average in 2010—535.4 fatalities. Data from 2007-2011 creates the next 5-year rolling average in 2011.
- The rolling 5-year average value for 2017 will serve as the baseline for performance (annual average of 2013 through 2017).
- The linear trend line through the rolling 5-year average values is determined along with its projected value in 2019 (the target year). If the projected value for 2019 is higher than the baseline value, the baseline value becomes the 2019 target. If the projected value for 2019 is lower than the baseline value, then this lower value is selected as the 2019 target.

Timelines

For MAP-21 compliance, all five statewide targets were reported to FHWA by the HSIP deadline of August 31, 2018. MPOs have until February 28, 2019 (180 days after the HSIP reporting deadline) to either agree to plan and program projects so they contribute toward the accomplishment of the State DOT HSIP targets, or commit to a quantifiable target for their Metropolitan Planning Area. In Washington state, MPOs have agreed to adopt the WSDOT targets.

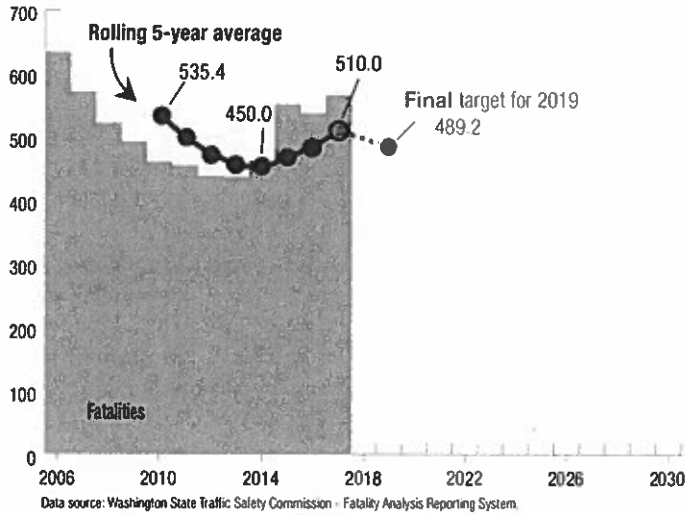
In December 2020, the FHWA will make its first determinations of significant progress toward achieving 2019 targets. They will notify states of the outcome in March 2021.

P.40

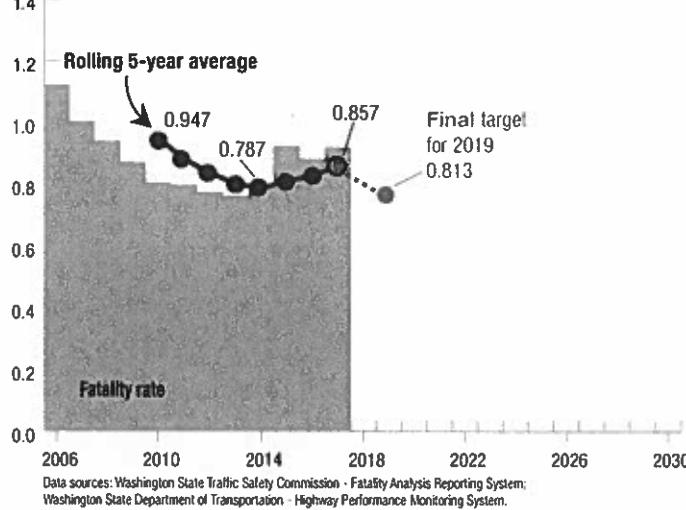
About these graphs

These graphs display the final 2019 targets for each of the five MAP-21 safety performance measures, and show targets developed by WSDOT in coordination with Washington State Traffic Safety Commission.

Measure No. 1 - Fatalities
2006 through 2030

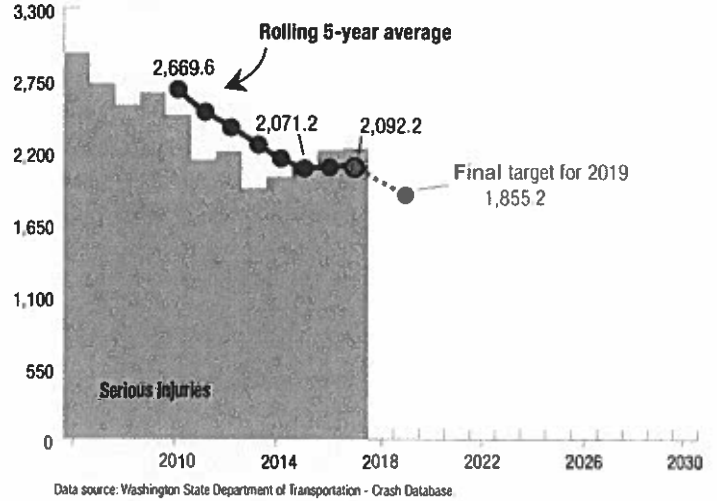


Measure No. 2 - Fatality rate per million VMT
2006 through 2030

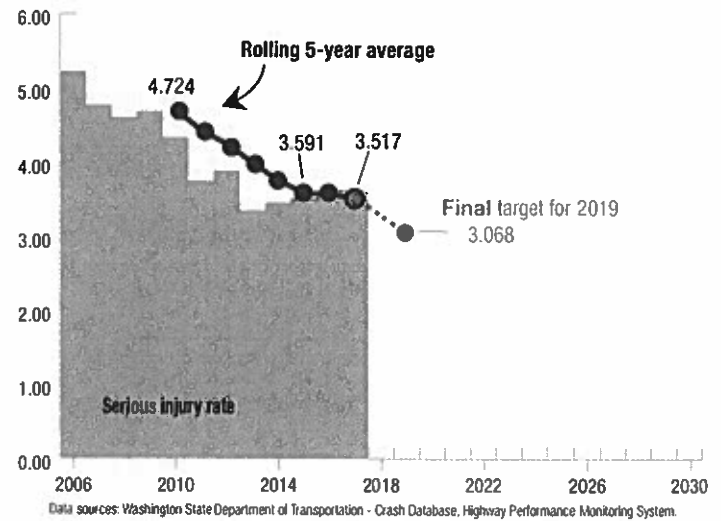


Notes for all graphics: Fatality data for 2016 is finalized as of January 2018, serious injury count for 2016 is as of August 2018. All data for 2017 is preliminary as of August 2018. Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

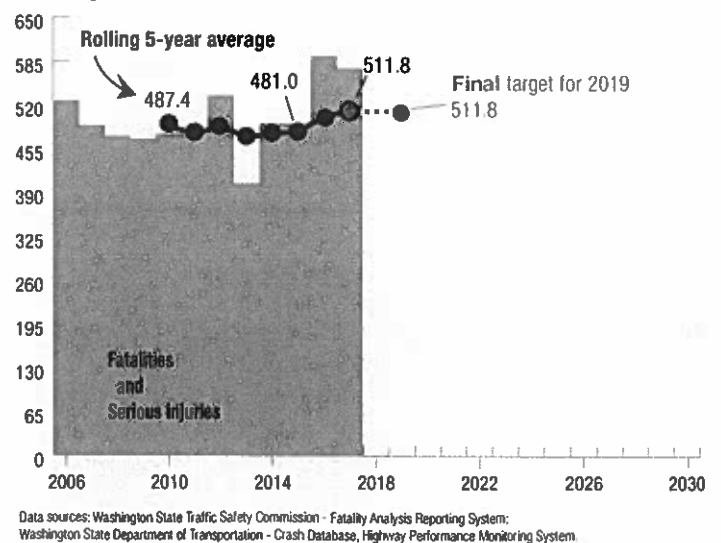
Measure No. 3 - Serious injuries
2006 through 2030



Measure No. 4 - Serious injury rate per 100 million VMT
2006 through 2030



Measure No. 5 - Non-motorist fatalities and serious injuries
2006 through 2030



Penalties

As described in U.S. Code 23 Section 148(i), for the Final Safety Performance Rule (Rule #1), if the U.S. Department of Transportation (U.S. DOT) Secretary determines a state has not met or made significant progress toward achieving its safety performance targets by the date that is two years after the establishment of its targets, the State DOT would:

- Dedicate its obligation authority equal to the apportionment for HSIP to the state for the prior year to highway safety improvement projects until the U.S. DOT Secretary determines that the state has made significant progress or met the targets; and
- Annually submit to U.S. DOT a safety implementation plan until the U.S. DOT Secretary determines that the state has made significant progress or met the targets.

See WSDOT's [MAP-21 Funding and Performance Penalties](#) folio for full details, including special rule penalties.

Available Data

- Number of traffic fatalities for all public roads
- Rate of traffic fatalities per 100 million Vehicle Miles Traveled (VMT) for all public roads¹
- Number of serious traffic injuries for all public roads
- Rate of serious traffic injuries per 100 million VMT for all public roads¹
- Bicyclist/Pedestrian fatalities and serious injuries for all public roads²
- Fatality and serious injury data for drivers and pedestrians age 65 and older³
- Rate of traffic fatalities for all High Risk Rural Roads (HRRR)^{1, 3}

Notes: Crash data is available for all Washington public roads and annual summaries are also available by county. WSDOT entered into a data sharing agreement with the Washington Traffic Safety Commission to incorporate the fatality data necessary for target setting. ¹ The Federal Highway Administration (FHWA) requires the use of Highway Performance Monitoring System (HPMS) data for any performance metric involving estimated vehicle miles travelled. ² This data is required as part of the Fiscal Year 2015 Omnibus Appropriations Bill. ³ This data satisfies a MAP-21 special rule reported at the statewide level to FHWA, that may be of interest to MPOs.

For more information

MAP-21 safety requirements information: John Milton, Director of Transportation Safety and Systems Analysis (360) 704-6363 or MiltonJ@wsdot.wa.gov.

Traffic crash fatal and serious injury data: Mike Bernard at (360) 570-2454, BernarM@wsdot.wa.gov. Data is protected by U.S. Code 23 §148 and §409, but can be requested.

What is the current distribution of HSIP funds?

Safety: Federal Highway Safety Improvement Program (HSIP) funding provided to the state is split based upon fatal and serious injury crash data on state and local facilities. The HSIP funds are used to implement engineering countermeasures which reduce fatal and serious injury crashes. WSDOT manages the Local Federal Safety program and provides more than \$24 million annually for improvements on local facilities. WSDOT prioritizes the improvements on state and local facilities based on crash data and benefit-cost analysis. The HSIP is one component of WSDOT's total annual expenditure on safety projects. WSDOT uses additional funds from other federal and state resources each year, averaging over \$15 million since 2013.

Data collection

- MAP-21 requires fatality data from the Washington State Traffic Safety Commission's (WTSC) Fatality Analysis Reporting System (FARS) and serious injury data from WSDOT's system.
- State law enforcement officers record crash events in The Washington State Police Traffic Collision Report. This report is the sole source for all WSDOT serious injury data and most FARS data, with few exceptions.
- MAP-21 requires Vehicle Miles Traveled (VMT) data from WSDOT's Highway Performance Monitoring System. Along with the number of fatalities or serious injuries, VMT is used to calculate the rate of fatalities or serious injuries per 100 million VMT.
- WSDOT's serious injury data and FARS fatality data for the previous calendar year is preliminarily available in about February and April of the following year, respectively. WSDOT's VMT data is available about June of the following calendar year.

Purpose of reporting requirements

In July 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) became law. The primary objectives of MAP-21 are to increase the transparency and accountability of states for their investment of federal taxpayer dollars into transportation infrastructure and services nationwide, and to ensure that states invest money in transportation projects that collectively make progress toward the achievement of national goals. The new rules will require reporting performance on the following areas: Safety; Pavement and Bridge; System Performance, Freight, and Congestion Mitigation and Air Quality.

Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Title VI Statement to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7082.