



**YAKIMA VALLEY
TRANSPORTATION POLICY BOARD
AGENDA**

Wednesday, January 15, 2020
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
Norm Childress, 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 Warmick
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 January 14, 2020 meeting of the Transportation Policy Board will come to order at ____ p.m.

- I. INTRODUCTIONS**
- II. ROLL CALL**
- III. APPROVAL OF MINUTES** – December 16, 2019 Policy Board Meeting

pgs. 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. 2020-2045 Long Range Plan Update *P. 5*
Chris Wickenhagen, Executive Director
 - Online Survey (January – Positive response to date)
 - Public Input Meetings (January 22- 30)
 - SEPA & Public Comment Periods Begin February 2nd, 2020*Action: Information*

V. NEW BUSINESS

- 1. January 2020 Metropolitan / Regional Transportation Improvement Program (M/RTIP) Amendment *pgs. 6-12*
Alan Adolf, Transportation Program Manager
 - Public comment period from December 25, 2019 – January 8, 2020. Two comments submitted and responded.
 - Technical Advisory Committee (TAC) recommended on January 9, 2020 following review and discussion of public comments.*Action 1a: Adopt Resolution 2020- 01 for Determination of Air Quality and authorize Chair to sign Resolution 2020- 01.*
Action 1b: Adopt Resolution 2020- 02 for Findings and authorize Chair to sign Resolution 2020-02.
Action 1c: Approval of the 2020-2023 M/RTIP January Amendment and authorize Chair to sign TIP Amendment Checklist
"I move to authorize the Chair to sign Resolutions 2020- 01, 2020- 02 and the January 2020 TIP Amendment Checklist."

pgs. 13-15

2. 2020 Safety Performance Measures Target Concurrence

Alan Adolf, Transportation Program Manager

- Annual "MAP-21 / FAST Act" MPO Target Zero Safety Performance Goals
- Utilizing "5-year" Trend Analysis for reduction goals.

Action: Adopt and sign Resolution 2020-3 for 2020 Safety Performance Measures and Targets and authorize Executive Director to sign confirmation letter.

"I move to adopt and sign resolution 2020-3 for the 2020 Safety Performance Measures and Targets and authorize the Executive Director to sign confirmation letter."

3. 2020 Governor Transportation Proposed Budget & Project List

Alan Adolf, Transportation Program Manager

- Limited impact to Yakima Region
- Pending legislative action

Action: Information

4. 2020 Title VI Annual Report Development

Alan Adolf, Transportation Program Manager

- Report covers February 2, 2019 to February 1, 2020
- Adoption scheduled for February Policy Board Meeting

Action: Information

5. State Fiscal Year (SFY) 2021 Unified Planning Work Program (UPWP) Development

Alan Adolf, Transportation Program Manager

- SFY 2021 UPWP Guidance from WSDOT

Action: Information / Submit any newly proposed "Unmet Needs" recommendations for 2021 UPWP by February 3, 2020.

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

December 16, 2019

CALL TO ORDER

Vice Chair John Hodkinson called the December 16, 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, Mike Leita, Bill Moore, Sherry Raymond, Jim Restucci, Jonathan Smith, and Madelyn Carlson

Members present via teleconference: Janice Gonzales

Members Absent: Todd Trepanier

YVCOG staff present: Chris Wickenhagen, Mike Shuttleworth, Tami Hayward

Others present: Brian White, for Todd Trepanier (WSDOT)

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

APPROVAL OF MINUTES*

John Hodkinson moved to approve the minutes from October 21, 2019 and November 20, 2019. Jonathan Smith seconded. The motion carried.

OLD BUSINESS

AGREEMENT RELATING TO MUTUAL RESPONSIBILITIES IN CARRYING OUT METROPOLITAN TRANSPORTATION PLANNING PROCESS IN YVCOG PLANNING AREA (REVISION)

Chris Wickenhagen, Executive Director, presented the revised "314 Agreement" between YVCOG, WSDOT, and the City of Yakima (Transit).

Action: Authorize Executive Director to sign "314" Planning Agreement between YVCOG, City of Yakima and WSDOT, relating to mutual responsibilities in carrying out metropolitan transit transportation planning process within YVCOG's Metropolitan Planning Area was made by Jonathan Smith. Seconded by Madelyn Carlson. Motion carried.

2020-2045 LONG RANGE PLAN UPDATE

Chris Wickenhagen – updated the Policy Board on the Long-Range Plan

- Survey is online in English and Spanish
- Public input meetings start in January, throughout our region
- SEPA Public Comment period begins February 2nd

Action: Information

NEW BUSINESS

FFY 2019 & BEYOND LOCAL STP OBLIGATION AUTHORITY DELIVERY POLICY CHANGES

Chris Wickenhagen provided an update on the November 25th WSDOT/MPO Policy Meeting on sanctioning of Federal Surface Transportation (STP) Program funds when a region under obligates its annual allocation. \$3.6 million could have been sanctioned. There will be no sanctions this year, because the policy is very unclear and is being re-worked. The Policy Board will need to design a policy regarding obligating funds and prioritizing projects. Funds must be obligated by the end of the federal fiscal year. The Policy Board will set internal deadlines to ensure our compliance with federal deadlines.

Action: Information

OTHER BUSINESS

Mike Leita informed the Policy Board that Commissioner Norm Childress will be taking his place on the Board, beginning in January.

Ms. Wickenhagen provided information on the recent telephone conference with Senator Patty Murray. Those who participated were Jim Restucci, Cus Arteaga, Madelyn Carlson, and Chris Wickenhagen.

The state Transportation budget lost \$455 million out of \$800 million gross. This has a huge impact on Yakima County, and especially our smaller cities, because they don't have a large enough tax base to make up for the loss of these funds, which are often used for match money on other projects. Without match money, they will be unable to obligate and move forward on projects. The City of Yakima lost \$24 million.

Madelyn Carlson reported that the Governor wants to make sure that the vulnerable populations are not impacted in the current contracts. There will be an impact within the next year.

Senator Murray is doing a lot of fact-finding right now. Smaller cities are requested to let us know how they see this impacting their cities and let YVCOG know, so we can forward this information on to Senator Murray.

PUBLIC COMMENT

None

ADJOURN

With no other business, Jim Restucci adjourned the meeting at 1:54 p.m.

Respectfully submitted,

James A. Restucci
YVCOG Transportation Policy Board Chair

Date signed

ATTEST:

Tamara Hayward, Financial Specialist

Date signed

FOR IMMEDIATE RELEASE

DATE: January 19, 2020



Contact: Chris Wickenhagen
Telephone: 509-574-1550
email: chris.wickenhagen@yvcog.org
website: <https://www.yvcog.org/>

Yakima Valley Conference of Governments
- Connecting Yakima Valley Communities -

YVCOG Long Range Transportation Plan: YVTP 2020-2045 Public Input Events

What should transportation in the Yakima Valley look like in the future?

More roads? Wider Roads? Trains? Planes? Bus? Walking? Biking? Drones? Or....?

Transportation is changing rapidly, and our valley is directly impacted. How do we deliver and transport our bountiful agricultural products to the world? How do we travel for work, fun and relaxation?

These decisions impact our financial and economic future and affects our health and quality of life. YVCOG invites you attend public input events hosted around the county so YOU can help develop Yakima Valley's future transportation plans.

Scheduled 2020-2045 Long Range Plan Public Input Events

Date	Time	City	Location	Address
January 22, 2020	2:00pm – 4:30pm	Grandview	Grandview Community Center	812 Wallace Way
January 27	12:30pm – 4:00pm	Yakima	Yakima Greenway Foundation Offices	111 S. 18 th Street,
January 28	5:00pm – 7:30pm	Yakima	YVCOG Offices	311 N. 4 th Street
January 29	9:00am – 12:00pm	Yakima	Yakima Valley College Student Union Building	South 16 th Avenue & Nob Hill Blvd.
January 30	5:00pm – 7:30pm	Zillah	Zillah Community Center	119 1 st Avenue

For more information, please contact Alan Adolf at 509-574-1550, or email alan.adolf@yvcog.org

Resolution 2020-01

2020-2023 Yakima Valley Metropolitan and Regional Transportation Improvement Program

January 15, 2020 AMENDMENT – DETERMINATION OF AIR QUALITY CONFORMITY

A *RESOLUTION* of the Yakima Valley Transportation Policy Board affirming the conformity of the 2020-2023 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 2020-2023 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 2020-2023 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 2020-2023 M/RTIP for January 2020 are:

[UNION GAP]

ADDITION / CORRECTION -- Main Street Reconstruction – Phase 1 (2nd Street to W. Franklin St.). Reconstruct existing 4-lane roadway to a 5-lane section with center two-way lane, by removal of existing asphalt overlay and existing cement concrete pavement, curb & gutter, construct new widened area; new curb & gutter, sidewalks, storm drainage, illumination, traffic signal, and HMA pavement. Secured funds include: 2020 Federal STP Funds for CN (\$1,802,600) and HIP Funds for CN (\$228,758), State TIB Funds for CN (\$1,614,789) and local funds for CN (\$179,533). Total Project Cost: \$4,348,355. -- *[NOTE: Main Street Phase II was erroneously entered into STIP. Amendment correctly includes construction phase to compete 2nd Street to W. Franklin St. section].*

[YAKIMA COUNTY]

ADDITION – Ahtanum Road – S. 26th Avenue (vic.) to S. 52nd Avenue (vic). Reconstruct existing two-lane rural roadway to 3 lanes with curbs, gutters, and multi-purpose pedestrian/bicycle facilities. Secured funds Include: 2020 State (TIB) funds for RW (\$125,000) and CN (\$2,159,900) Phases and local funds for PE (\$490,000), RW (\$125,000), and PE (\$3,475,100). **Total Project Cost: \$6,375,000.**

ADDITION -- Ahtanum Road – S. 52nd Avenue (vic.) to S. 90th Avenue (vic.). Reconstruct existing two-lane rural roadway to 3 lanes with curbs gutters, pedestrian facilities, and on-road bicycle facilities. Planned funds include: Local funds for PE (\$180,000). **Total Project Cost: \$4,060,000.**

ADDITION – Beaudry Road / Norman Road (vicinity). Construct new bridge crossing to intersect with Bittner/Wendt Roads. Planned funds include: Federal STP funds for RW (\$779,000) and PE (\$7,093,000) and Local funds for PE (\$200,000), RW (\$121,000), and CN (\$1,107,000). **Total Project Cost: \$9,300,000.**

ADDITION – Butterfield Road (Terrace Heights Drive to Hartford Road (vic.). Reconstruct two lane roadway to 3 lanes with curbs, gutters, sidewalks and illumination. Secured Funds Include: Local funds for PE (\$220,000). Planned funding includes: State (TIB) funds for RW (\$220,000) and local funds for CN (\$640,000). **Total Project Cost: \$1,720,000.**

ADDITION – Countywide Traffic Operations and Signal Installation – Various Locations. Install/upgrade traffic signals at various locations and/or traffic operation improvements. Secured funds Include: Local funds for PE (\$60,000) and CN (\$330,000). **Total Project Cost: \$390,000.**

ADDITION – East/West Corridor - I-82 Turnbacks to End of N. Keys Road. Construct new arterial connection including new Yakima River Bridge, I-82 access modifications and connections to City of Yakima Mill Site. Secured Funding Includes: State (CWA, TIB and “other”) funds for CN (\$54,394,000) and Local funds for PE (\$1,562,000), RW (\$3,019,000), and CN (\$10,957,800). **Total Project Cost: \$69,932,800.**

ADDITION – Mapleway Road – Selah Heights Road to Old Naches Hwy – Reconstruct existing two-lane rural roadway to 3 lanes with curbs, gutters, pedestrian facilities, and on-road bicycle facilities. Planned funding includes local funds for PE (\$125,000), RW (\$400,000), and CN (\$2,384,000). **Total Project Cost: \$2,909,000.**

ADDITION – Old Naches Highway – SR 12 to Maple Way Road. Reconstruct existing two-lane rural roadway to 3 lanes with curbs, gutters, pedestrian facilities, and on-road bicycle facilities. Planned funding includes local funds for PE (\$100,000), RW (\$550,000), and CN (\$1,820,000). **Total Project Cost: \$2,470,000.**

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 2020-2023 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 2020-2023 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 2020-2023 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 2020-2023 M/RTIP:

1. The addition of this project into the 2020-2023 M/RTIP is neutral to the reduction of particulate matter (PM₁₀) in the Yakima Valley PM₁₀ Maintenance Area; and,
2. The 2020-2023 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 2020-2023 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 2020-2023 Metropolitan and Regional Transportation Improvement Programs (M/RTIP) modeled scenarios for the amended 2020-2023 MTIP yield far less PM₁₀ than the 1994 budget of 927 tons, declares that the 2020-2023 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 15th day of January 2020.

James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

Christina Wickenhagen, Executive Director
Yakima Valley Conference of Governments

Resolution 2020-02

2020-2023 Yakima Valley Metropolitan and Regional Transportation Improvement Program
January 15, 2020 AMENDMENT – FINDINGS

A *RESOLUTION* of the Yakima Valley Transportation Policy Board affirming the findings of the January 2020 Amendment to the 2020-2023 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 2020-2023 M/RTIP –

FORMAL amendments to the 2020-2023 M/RTIP for JANUARY 2020 are:

[UNION GAP]

ADDITION / CORRECTION -- Main Street Reconstruction – Phase 1 (2nd Street to W. Franklin St.). Reconstruct existing 4-lane roadway to a 5-lane section with center two-way lane, by removal of existing asphalt overlay and existing cement concrete pavement, curb & gutter, construct new widened area; new curb & gutter, sidewalks, storm drainage, illumination, traffic signal, and HMA pavement. Secured funds include: 2020 Federal STP Funds for CN (\$1,802,600) and HIP Funds for CN (\$228,758), State TIB Funds for CN (\$1,614,789) and local funds for CN (\$179,533). Total Project Cost: \$4,348,355. -- *[NOTE: Main Street Phase II was erroneously entered into STIP. Amendment correctly includes construction phase to compete 2nd Street to W. Franklin St. section].*

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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 2020-2023 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 2020-2023 MTIP, formally adopted on January 14, 2020:

1. Finds the amended projects contained in this formal amendment to the 2020-2023 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 2020-2023 M/RTIP to be consistent with regional goals, objectives, and policies; and,
3. Finds that the projects listed in this formal amendment to the 2020-2023 M/RTIP be financially feasible and,
4. Based on these findings, approves the projects submitted by Yakima Transit to be amended into the 2020-2023 M/RTIP and STIP as Secured.

NOW, THEREFORE, BE IT RESOLVED, that the Yakima Valley Transportation Policy Board adopts the January 2020 amendment to the 2020-2023 Metropolitan and Regional Transportation Improvement Program; and,

BE IT FURTHER RESOLVED, that the amended projects listed in this resolution be added to the 2020-2023 Metropolitan and Regional Transportation Improvement Program and transmitted to the appropriate state and federal agencies for review, approval, and inclusion in the 2020-2023 State Transportation Improvement Program (STIP).

Adopted by the Yakima Valley Transportation Policy Board this 15th day of January 2020.

James A. Restucci, Chair
Yakima Valley Transportation Policy Board

ATTEST

Christina Wickenhagen, Executive Director
Yakima Valley Conference of Governments

Date

TIP Amendment Checklist

January 2020

+

2020-2023 Transportation Improvement Program

September 2019

+

January 15, 2020

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

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

January 15, 2020

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 January 15, 2020, 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.

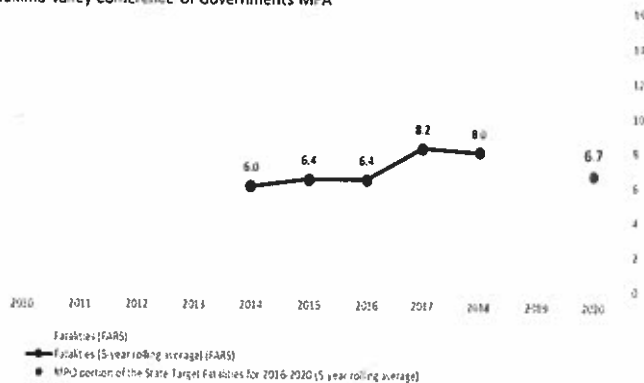
YVCOG, as the MPO, adopted the following safety performance target: "reduce the number of traffic fatalities and serious injuries on Yakima Metropolitan Area roadways to zero by 2030."

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

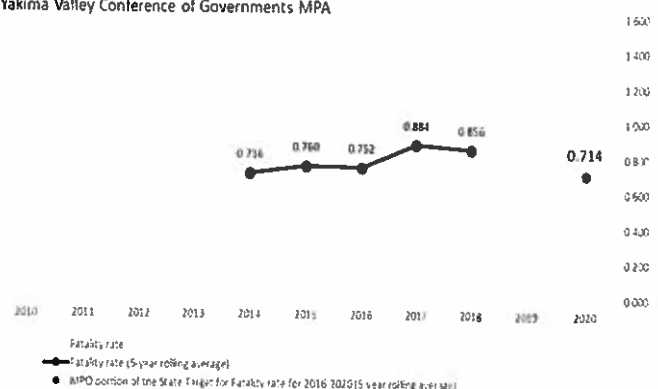
1. Number of fatalities on all public roads,
2. Number of fatalities per 100 million vehicle miles traveled (VMT) on all public roads,
3. Number of serious injuries on all public roads,
4. Number of serious injuries per 100 million VMT on all public roads, and
5. Number of non-motorist fatalities and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

Following are the specific short-term targets for 2020 that YVCOG will strive to meet as developed by Washington State Department of Transportation (WSDOT)

Measure No. 1 - Fatalities 2006 through 2030
Yakima Valley Conference of Governments MPA



Measure No. 2 - Fatality Rate (Fatalities per 100 million VMT)
Yakima Valley Conference of Governments MPA



MEMBER JURISDICTIONS

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

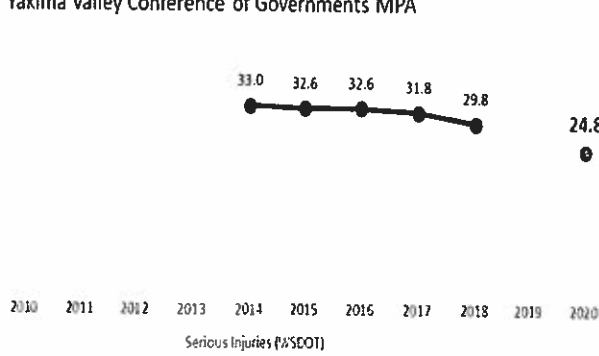
Yakima Valley Conference of Governments

311 North 4th Street, Suite 204

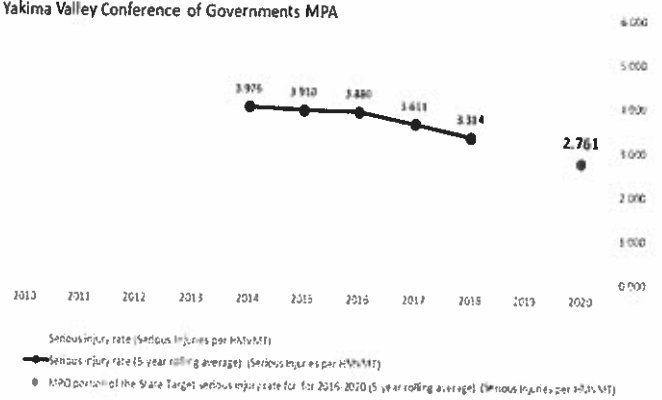
Yakima, WA 98901

509-574-1550

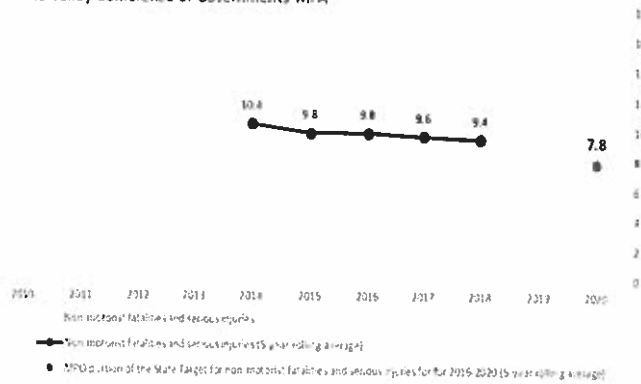
Measure No. 3 - Serious Injuries
Yakima Valley Conference of Governments MPA



Measure No. 4 - Serious Injury rate (Serious Injuries per 100 million VMT)
Yakima Valley Conference of Governments MPA



Measure No. 5 - Non-motorist fatalities and serious injuries
Yakima Valley Conference of Governments MPA



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

Sincerely

Christina Wickenhagen
Executive Director
Yakima Valley Conference of Governments

Attachment

AA

Yakima Valley
Metropolitan and Regional Planning Organizations

2020 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 14th day of January 2020.

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

ATTEST

Christina Wickenhagen, Executive Director
Yakima Valley Conference of Governments

3: Identified Unfunded Needs (2021 UPWP)

YVCOG (Lead)

- Regional Origins & Destinations Study – 2 part
- “Streetlight” (or similar) Regional Origin & Destination Data
- State Committees and Task Forces
- Regional CTR Planning
- Catastrophic Transportation Planning
- Yakima Lower Valley Trail Feasibility Study – Phase 1

YVCOG Member (Lead)

- Yakima Valley Short Line Rail & Trans-load Facility Feasibility Study
- Lower Valley Freight Bypass Loop (Toppenish Vicinity)