Yakima Valley Metropolitan and Regional Transportation Planning Organizations

YVCOG

YVCOG SFY 2021 Unified Planning & Work Program (UPWP) Annual Performance & Expenditure Report

July 1, 2020 to June 30, 2021

YVCOG Member Jurisdictions:

- City of Grandview
- City of Granger
- Town of Harrah
- City of Mabton
- City of Moxee
- Town of Naches
- City of Selah
- City of Sunnyside
- City of Tieton
- City of Toppenish
- City of Union Gap
- City of Wapato
- City of Yakima
- Yakima County
- City of Zillah
- Washington State Department of Transportation
- Yakima Transit
- Yakima Airport / McAllister Field

Prepared by
Yakima Valley Conference of Governments Staff

Final Document
YVCOG Transportation Policy Board
Adoption September 20, 2021
Cover Photo

City of Yakima’s North 1st Street – Phase 2 ("N" Street to "J" Street) – Yakima is rehabilitating the pavement and lane markings, removing on-street parking, installing bike lanes, replacing, and widening sidewalks, enhancing street lighting, installing pedestrian lighting, constructing median islands and installing various pedestrian and decorative elements.

- Photo Courtesy, A. Adolf (YVCOG Staff)

The Yakima Valley Conference of Governments (YVCOG) hereby gives public notice that it is the Organization’s policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person shall, on the grounds of race, color, sex, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Federal Aid Highway program or other activity for which YVCOG receives Federal financial assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with YVCOG. Any such complaint must be in writing and filed with YVCOG’s Title VI Coordinator within one hundred, eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please visit our website at www.yvcog.org or call Christine Wickenhagen at (509) 574-1550.
Contents

Introduction ........................................................................................................................................... 4
SFY 2021 Accomplishments ..................................................................................................................... 5
SFY 2021 UPWP Major Activities and Task Results .................................................................................... 8
SFY 2021 UPWP Planned & Actual Budget Summaries (Amended December 2020) .......................... 24

Appendix A ............................................................................................................................................. 28
  • YVCOG Metropolitan Planning Area (MPA) Regional Map

Appendix B
  • Partnership Building ......................................................................................................................... 29
  • Coordination with National, State, and Regional Planning Organizations ......................................... 30
  • Staff Development ......................................................................................................................... 31
  • Organizational Chart .................................................................................................................... 33
Introduction

The Annual Report relates directly to the YVCOG SFY 2020 Unified Planning Work Program (UPWP), which was approved by FHWA and FTA on June 23, 2020, and outlines in detail the planning tasks to be completed during a one-year cycle. The UPWP also functions as a set of performance measures for the planning activities reported in this document.

This report details how the Yakima Valley Metropolitan Planning Organization (MPO) and the Yakima Valley Regional Transportation Planning Organization (RTPO) used state and federal transportation planning funds during State Fiscal Year 2021 (SFY 21) of July 1, 2020, to June 30, 2021. This report lists work completed, identifies revenue sources from the state, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), and identifies the required local match amounts for leveraging the state and federal funding.

The Yakima Valley Conference of Governments (YVCOG) is the lead planning agency for the federally-designated MPO for the Greater Yakima Metropolitan area and is the state-designated RTPO, as required in accordance with the Washington State Growth Management Act (RCW 47.80.20). The YVCOG is responsible for work described in the UPWP.

This report on planning activities and expenditures was prepared by YVCOG planning staff. A map showing the planning boundaries of the Yakima Valley Metropolitan and Regional Transportation Planning Organizations is found in Appendix A.
SFY 2021 Accomplishments Overview

The Yakima Valley Conference of Governments met or exceeded all federal and state transportation planning, programming, and administrative requirements. Additionally, the YVCOG successfully accomplished the routine tasks set out under the work elements of the SFY 2021 Unified Planning Work Program (UPWP). Of special note are the following accomplishments:

For any deliverable with a “Final” date annotated, the document can be found on the YVCOG website: www.yvcog.org. The following tasks identified in the YVCOG SFY 2021 UPWP have been accomplished or, significant tasking has been accomplished during SFY 2021 for the following UPWP categories:

<table>
<thead>
<tr>
<th>SFY 2021 Accomplishments</th>
<th>Date Delivered</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Continued MPO/RTPO Operation During COVID-19 Global Pandemic</strong></td>
<td><strong>Continued “All-Staff” Telecommuting:</strong> July 1, 2020 – June 30, 2021</td>
</tr>
<tr>
<td>Predicting Governor Inslee’s “Shelter at Home” order, YVCOG transitioned daily operations from its downtown office location to a telecommute-based operations in staff’s residences. All YVCOG were/are able to retain connection with server files, perform internet-based video and teleconference meetings and communications.</td>
<td></td>
</tr>
<tr>
<td><strong>Congestion Mitigation &amp; Air Quality (CMAQ) Grant Sub-Committee &amp; Grant Development</strong></td>
<td><strong>Policy Board awarded funding July 20, 2020</strong></td>
</tr>
<tr>
<td>Created YVCOG Technical Committee (TAC) subcommittee to update and develop new CMAQ Grant Program Call for Projects to award carryover CMAQ funds and award funding for new FY 2020 &amp; 2021 Funding Years. Grant Process performed between February and June 2020. CMAQ funding awarded to City of Yakima</td>
<td></td>
</tr>
<tr>
<td><strong>Metropolitan Planning Area (MPA) Boundary Adjustment</strong></td>
<td><strong>Resolution to Governor:</strong> February 19, 2020  Governor Signed Approval on August 25, 2020</td>
</tr>
<tr>
<td>Transportation Policy Board worked through a necessary adjustment to the MPA boundary to be in agreement with the 2010 Census designation of the Yakima Urbanized Area. The adjustment was a two-step approach with YVCOG and WSDOT coming into agreement. The MPA boundary adjustment to expand the boundary to cover the entire area of Yakima County was approved by YVCOG’s Transportation Policy Board.  Note: Due to COVID-19 work and travel restrictions, formal approval by Governor Inslee is still pending at time of report.</td>
<td></td>
</tr>
<tr>
<td><strong>2020 UPWP Annual Report</strong> (for July 1, 2020, through June 30, 2021)</td>
<td><strong>September 21, 2020 Amended on January 20, 2021</strong></td>
</tr>
<tr>
<td>The UPWP annual report showed the regionally significant transportation planning efforts accomplished with federal and state funding by the YVCOG and other jurisdictions or agencies. The annual report also identified on-going transportation planning priorities for the YVCOG and compares the estimated UPWP budget vs the actual UPWP expenditures for SFY 2021.</td>
<td></td>
</tr>
<tr>
<td><strong>MPO/RTPO Self-Certification Review</strong></td>
<td><strong>September 21, 2020</strong></td>
</tr>
<tr>
<td>YVCOG is responsible to certify that all federal and state planning rules and regulations are being followed. Each year, in conjunction with the M/RTIP development YVCOG will complete a self-certification process to be reviewed by an interagency consultation team. The Transportation Policy Board will adopt the certification and include the approved certification with the final M/RTIP in October of each year.</td>
<td></td>
</tr>
<tr>
<td><strong>2020-2023 Metropolitan &amp; Regional Transportation Improvement Program Amendments &amp; Develop 2021-2024 Metropolitan and Regional Transportation Improvement Program and Amendments</strong></td>
<td><strong>July, August, September, and October 2020</strong>  <strong>21-24 M/RTIP Program Approved October 20 and Revision Adopted December 21, 2020</strong></td>
</tr>
<tr>
<td>YVCOG is responsible under state and federal statutes to conduct a programming process for authorizing expenditures of federal funds for regionally significant transportation improvement projects. Each year, the M/RTIP development begins in the spring with the process and schedule notification to local agencies and, when available, notices of STP funding. Local TIPS are due to the YVCOG in June/July. The YVCOG TAC will review the</td>
<td></td>
</tr>
</tbody>
</table>
document and projects to ensure the region’s projects represent the priorities as identified through various prioritization processes.

The TAC will recommend the M/RTIP to the Transportation PB for consideration during the September TAC meeting. The Transportation Policy Board will evaluate projects and conduct a public engagement process to approve a final M/RTIP by October. The program is then transmitted to WSDOT for inclusion in the Statewide Transportation Improvement Program (STIP).

**YVCOG Title VI Annual Report**

YVCOG continued observance of the 2019 Title VI Plan Update, including expanded public comment periods for the 2021-24 M/RTIP and the 2020-45 MRTP. Continued efforts to expand Limited English Proficiency populations during the 2020-45 MRTP Multimodal Transportation Survey. Began development of new October/September Title VI reporting period (Due October 2020)

**Yakima Valley Regional Intelligent Transportation System (ITS) Architecture Plan Update**

YVCOG Staff completed the annual update to the ITS Database Plan with no new projects or system requests submitted. Minor chronological edits were performed. Update was approved in December 2020.

**2021 Performance Measurement Target Concurrence (Safety)**

In accordance with the federal MAP-21 and FAST-Act transportation bills, WSDOT and state MPO’s are required to track safety performance goals as coordination with WSDOT’s “Target Zero” Campaign to reduce to “0” fatal and injury accidents by 2030. WSDOT will annually track accident data and share with the MPOs to use in their transportation planning activities to address safety improvements within the YVCOG MPO Boundary. YVCOG may annually concur with state-developed projections as their goals.

Note: WSDOT submitted letter to FHWA that no mid-term (2020) PM2/PM3 changes will be made for Bridge, Pavement, CMAQ, Reliability, or Truck Travel targets until 2022.

**2021 Performance Measurement Target Concurrence (Safety)**

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 C.F.R. Part 673, requires covered public transportation providers and State Departments of Transportation (DOT) to establish safety performance targets (SPTs) to address the safety performance measures (SPMs) identified in the National Public Transportation Safety Plan (49 C.F.R. § 673.11(a)(3)). A safety performance target is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities to be achieved within a set time period (§ 673.5). A safety performance measure is a quantifiable indicator of performance or condition that is used to establish targets related to safety management activities, and to assess progress toward meeting the established targets (§ 673.5). Transit providers may choose to establish additional targets for the purpose of safety performance monitoring and measurement. This guide provides information to help transit providers develop SPTs based on the SPMs in FTA’s National Public Transportation Safety Plan (NSP).

The regional target setting process began with the (City of) Yakima Transit setting their transit safety targets. Yakima Transit is the only public transportation operator that transit safety requirements apply to in Yakima County. YVCOG had 180 days after Yakima Transit sets their targets to set regional targets. These seven performance measures for which targets must be set, and Yakima Transit’s targets were incorporated into their Public Transportation Agency Safety Plan (PTASP), a new plan required of Yakima Transit under MAP-21. Yakima Transit set their targets on September 28, 2020. A revision to include the Yakima-Ellensburg Commuter service was approved on December 16, 2020.

**YVCOG SFY 2021 Annual Report (Final Document)**

**Amendments:**
January, February, March, April and June 2020
## SFY 2021 Accomplishments (cont.)

<table>
<thead>
<tr>
<th>Description</th>
<th>Date Delivered</th>
</tr>
</thead>
<tbody>
<tr>
<td>YVCOG staff created the Calendar Year (CY) 2020 Obligation Closure Report.</td>
<td></td>
</tr>
<tr>
<td><strong>SFY 2022 &amp; 2023 Unified Planning Work Plan (UPWP)</strong> (for July 1, 2021, through June 30, 2023)</td>
<td>State &amp; Federal Approval on June 24, 2021</td>
</tr>
<tr>
<td>YVCOG staff developed the SFY 2022 &amp; 2023 UPWP. This is YVCOG’s first 2-year UPWP since 2015. YVCOG organized and hosted an interagency meeting on April 22, 2021. The final document was presented to the Transportation Policy Board for approval on May 17, 2021 and forwarded to WSDOT for State and Federal approval.</td>
<td></td>
</tr>
<tr>
<td><strong>Limited English Proficiency (LEP) Outreach</strong></td>
<td>Efforts Ongoing.</td>
</tr>
<tr>
<td>Despite YVCOG’s positive efforts to improve its (Spanish) translated material capabilities during the 2019 updates of its Title VI and Public Participation Plans, feedback from social service agencies whom primarily serve LEP populations have indicated that YVCOG invest resources to reach this disadvantaged population group. Simple enlistment of LEP-based agencies to provide time and locations to host YVCOG events with translation/interpretation services and visuals is insufficient to adequately engage Spanish populations. With the advent of the COVID-19 Pandemic, YVCOG continues to develop electronic (video meeting / internet – viable technologies that are more easily adaptable and accessible to LEP populations.</td>
<td></td>
</tr>
</tbody>
</table>
2021 UPWP Major Activities and Task Results

| 1 | Program Administration | $389,387 |

Program administration includes ongoing agency management and operations; including finance and grant reporting, communications, outreach activities relevant to MPO/RTPO projects and priorities, and MPO/RTPO involvement in local, state, tribal, and federal transportation policy development. Most tasks identified in this work program element are on-going and include but are not limited to:

- YVCOG timesheets, WSDOT invoices and activity reports, monthly billings and accounting summaries, personnel assistance.
- Evaluations, position descriptions, hiring’s, terminations.
- Program updates, notifications, training, record keeping, reporting.
- Communication to include phone, email, letter, newspaper articles, presentations, newsletter, Facebook, blogs, electronic files.
- Notifications, agendas, meeting coordination and prep, minutes for Transportation Policy Board, TAC, MPACT, and subcommittees.
- WSDOT contracts for MPO/RTPO/HSTP funding. Contracts for outside contractors to perform MPO/RTPO tasking. Potential contracts for MPO/RTPO assistance contracts with members. Grant writing/funding opportunity submissions for MPO/RTPO studies/trials/pilot projects/training.
- Certify that the transportation elements of comprehensive plans adopted by the counties, cities, and towns within Yakima County Region, as updates require.
- Special sub-committees for tasks, Calls for Projects and other regional prioritization activities, regional studies, training, and grant opportunities for members.
- Weekly staff meetings, conferences, webinars, teleconferences, symposiums, meetings for capacity-building training purposes. Attend members’ council meetings, public hearings as support for member agencies or to gather information for MPO/RTPO tasking.
- Participate in regional/state/federal/national committees and organizations.
- Monitor and report legislation or regulatory changes affecting MPO/RTPO or members.
- Call for Projects Grant program (Coordination, processing, and awarding) for carryover/returned/de-obligated Congestion Mitigation & Air Quality (CMAQ) within the Yakima MPO area and Transportation Alternatives (TAP) funding with the Yakima County RTPO area.
- Coordinate with member agencies in meeting our local transportation planning priorities, as appropriate, when impacted by WSDOT (Statewide) planning efforts and action plans (Highway System, Statewide Public Transportation, HSTP, etc.).
- Utilize contracted on-line public “open house” software to improve general and LEP-population public participation efforts.
- Coordinate with member jurisdictions for the development of site or corridor-based transportation feasibility studies including but not limited to traffic modeling, traffic counting, and land use analysis (as requested by member jurisdiction(s)).
- To coordinate and update metropolitan planning agreements with WSDOT and regional transit providers, fulfilling requirements of 23 CFR 450.314, addressing MAP-21 performance measures, data sharing, and performance targets. Tasks may include:
- Develop and approve Mutual Responsibilities Agreements with Yakima Transit and WSDOT pursuant to 23 CFR 450.314.
- Pursue consultation and development of voluntary transit reporting agreements with City of Selah Transit, City of Union Gap Transit, and Yakama Nation Transit (Pahto Public Passage) Programs.
- Mutual participation in transit-related community outreach and education programs benefiting van/carpooling, Commute Trip Reduction (CTR), Congestion Mitigation and Air Quality (CMAQ), and walking/biking activities as they relate to transit services.

**Deliverable (Staffing)** – Hiring of additional transportation planning staff as appropriate to perform and complete transportation planning activities

**Deliverable (Public Participation)** – Obtain contracted on-line public “open house” software contractor for improved public participation and outreach

**Deliverable (CMAQ / TAP) Call for Projects:** Project Priority List and award letters for eligible jurisdiction projects

**Deliverable (Powerhouse/SR 12 Feasibility Study):** Traffic modeling, count, and land use data for feasibility study document. YVCOG Staff Assistance to WSDOT to complete study.

**Timeframe (TAP):** March - August 2020

**Timeframe (CMAQ):** April - August 2020

**Timeframe (Powerhouse/SR12 Feasibility Study):** January – December 2021

**Lead:** Transportation Program Manager

**Support:** YVCOG staff, Transportation Policy Board, Technical Advisory Committee, Member Jurisdictions, consultation with WSDOT, FHWA, FTA, and member agencies’ staffs

**Approval:** WSDOT, FHWA, FTA

**Schedule (TAP):**
- Announce Formal Call for Projects (TAP) 
  
  **April 2020**
- TAC Prioritization and Policy Board Approval 
  
  **May 2020**
- Award Letters 
  
  **May 2020**
- Obligation of Awarded Funds 
  
  **June/August 2020**

**Schedule (CMAQ):**
- Announce Formal Call for Projects (CMAQ) 
  
  **May/June 2020**
- TAC Prioritization and Policy Board Approval 
  
  **July 2020**
- Award Letters 
  
  **July 2020**
- Obligation of Awarded Funds 
  
  **July/August 2020**

**Schedule (Powerhouse/SR12 Feasibility Study):**
- Develop multi-jurisdictional scope of work and local agency agreement (as required) 
  
  **January-February 2021**
- Location-specific traffic modeling activities 
  
  **March-September 2021**
- Location-specific traffic counter activities 
  
  **March-September 2021**
- Completed Feasibility Study Document by WSDOT 
  
  **November-December 2021**
**TASK #1 Results:**

- Hired a Full time [Associate] Transportation Planner in June 2020 (Released in August)
- Coordinated Federal CMAQ Call for Projects (Awarded July 2020) to City of Yakima. Obligated 2020 UPWP period CMAQ and TAP awarded projects during summer/fall 2020.
- Began Activities for the WSDOT/City of Yakima/Yakima Co-based “Powerhouse Road/SR 12 Traffic Feasibility Study (Contact with WSDOT Signed March 15, 2021). Project has brought over 30 area stakeholders together, resulted in a WSDOT developed internet survey that received over 1,100 responses. Project transitioning into mitigation scenarios that will be addressed during the 2022 UPWP year.
- Continue to research the use of online public input software. This may support new agency efforts to integrate more YVCOG program land use, wellness, and housing planning into the transportation planning program.
- Coordination with Yakama Nation: Tribal Transportation Safety Committee and Heritage Trail Corridor (HCT) Committee. The HCT Concept Plan was approved on July 9, 2021. Partnership will continue with planning effort to develop specific projects over next 12-24 months. Ongoing RTPO follow-up invitations to YN have resulted in email correspondence considering discussion meetings but have not received a formal commitment from the YN to proceed.
- Expanded the annual UPWP (performed from 2016 to 2021) into a 2-year UPWP for SFYs 2020/2023.
- Governor’s August 25, 2020, letter approved the expansion of MPA boundary to cover all areas within Yakima County
- All YVCOG Staff continue to work (telecommute/video conference) during COVID-19 “Shelter at Home” Period (March 17, 2020 to Present)
Data collection, analysis, maintenance, and reporting activities are necessary to sustain the YVCOG decision-making process and produce transportation planning products. Data is captured, processed, and used to identify transportation issues, propose solutions, and monitor trends. Data maintained by the YVCOG is accessible to member agencies and the public. Data collection and analysis may be associated with technical tools and functions necessary to support analytical work and forecasting, including computer hardware and software and licenses for travel demand modeling and traffic operations microsimulation, and for electronic hardware used in various types of traffic counting. Other data collection and analysis activities are coordinated with WSDOT, the Confederated Tribes and Bands of the Yakama Nation, cities, Yakima County, public transportation operators, and port districts to support statewide transportation planning and programming priorities and decisions. Certain data collection tasks, such as traffic counts on state highways are provided by WSDOT. Other activities are coordinated with WSDOT, Yakama Nation, cities, Yakima County, and port districts.

In 2016, the YVCOG brought the traffic count program wholly in-house. New classification counters were purchased, stored, and are maintained by the YVCOG and are available through scheduling with YVCOG staff.

- Convene special sub-committees for gathering input, annual and monthly TIP analysis, regional studies analysis, grant analysis, corridor analysis, land use analysis, performance measures implementation.
- Regional base and forecast model set for travel demand modeling. Documentation that describes assumptions, process, inputs, projects included.
- Provide in-house training as train-the-trainer approach. Provide user training to members. Coordinate member 101 training and convene a Model User’s Group (MUG) can meet to sustain training and discussion on updates and processes for which the TDM can be used.
- Perform for and gather traffic counts from members and input into a common database. Database entry may be performed by a YVCOG intern or YVCOG staff or contracted out to a third party. Coordinate use of YVCOG traffic counters.
- Receive, tabulate, and prepare WSDOT traffic counts.

In 2019, YVCOG provided member jurisdictions the option to either 1) contract with YVCOG to perform traffic counts by YVCOG staff, or 2) rent the counter equipment, allowing the jurisdiction to install counters themselves at a lower cost. YVCOG would continue to perform pre- and post-count coordination, counter programing and data retrieval activities, and counter result reporting. In January 2020, YVCOG began developing plans to contract traffic counting activities to a private contractor, allowing of more potential counter sites for member jurisdictions. This will be an annual program activity.

In SFY 2021 and beyond, YVCOG may undertake additional data collection activities including:

- Document all Request for Proposals (RFP) and Requests of Qualifications (RFQ) provided by any subcontractor or consultant, if used. YVCOG will invite WSDOT to participate in the RFP/RFQ selection process.
- Start data collection planning for performance management / measurement activities and regional transit systems ridership totals.
• Utilize WSDOT-sponsored/supported “National Performance Management Research Data Sharing (NPMRDS) RITIS MAP-21” and “STREETLIGHT”-type data resources systems, as available following WSDOT review during SFY 2021
• Coordinate with WSDOT to monitor and safety, preservation, bridge, and air quality, and reliability performance measures leading to next reporting/concurrence periods.

**Deliverables:**

- Maintain a database and process to store and analyze data and information
- Collect and analyze updates/revisions in Census information and other demographic data for transportation planning
- Collect current traffic data from member agencies for MPO/RTPO planning
- Collect current route information from regional transit and para-transit providers to be used in regional travel demand model (predictive)
- Collect current land use plans and transportation improvement programs details to be used in regional travel demand modeling (prediction)
- Collect emergency management plans to be used in regional travel demand modeling (prediction)
- Identify missing data and information needed for MPO/RTPO planning through YVCOG, MPO/RTPO Joint, and/or WSDOT-led or sponsored database access activities
- Continually review plans to identify and collect missing data needed for MPO/RTPO planning
- Continue [privately contracted] Countywide Traffic Counting Program as an annual activity for member jurisdictions.
- Maintain 2018 travel demand model, coordinate with contractor and jurisdictions for developing update of model in 2021/2022.

**Timeframe:** July 2020 through June 2021, and beyond as applicable.

**Lead:** Transportation Program Manager, private consultant for model development to include calibration and validation

**Support:** YVCOG staff, Transportation Policy Board, Technical Advisory Committee, Mobilizing Public Access to Countywide Transportation committee, and in coordination with WSDOT, FHWA, FTA, and member agencies’ staffs

**Schedule (Countywide Traffic Count Program – Consultant TBD by RFQ in 2020):**

- Traffic Count Data Collection (as requested) Apr – Oct, **ongoing**, each CY
- Regular Data Collection Activities (see below) **Ongoing**, as needed
- Review Traffic Demand Model Data Update Opportunities **Ongoing**, as needed
- Coordinate with WSDOT on Performance Measurement tracking data updates, as available. **Ongoing**, as needed
- Begin 2021 Base Year Traffic Demand Model Needs Review July – August 2020
- Jurisdiction’s request 2021 CY Count Needs / Formulate August – September 2020 total countywide counter order request
- Coordinate and develop counter program (contractor Sep 02020 - January 2021 availability, cost for 2021 contract)
- Finalize contract and pre-counting season coordination **February-March 2021**
- 2021 Traffic Counter Program April – October 2021

**Schedule (Traffic Modeling – Eco Resource Management Systems, Inc.):**

- Traffic modeling activities (as requested by jurisdiction) Jan - Dec, **ongoing**, each CY
**TASK #2 Results:**

- Contracted with IDAX Completed the Covid-restricted 2020 Countywide Traffic Counter Season with 207 counts.
- Initiated a 2021 Traffic Counter Season Needs Assessment Process, Vendor RFP process, selection process, and contract adoption (again with IDAX) to perform 251 Tube Counts, 47 Turning Movement Counts and 14 Bike/Pedestrian Video Capture Counts (to be completed by October 2021).
- YVCOG and Modeling Contactor performed Traffic Modeling “What-if” scenarios for Yakima County/City of Yakima for the E-W Corridor Project and data analysis assistance Sunnyside City network.
- Extended Modeling Assistance Contract (eRMSI, Inc) for 2021 Calendar Year (January 20, 2021).
The Unified Planning Work Program (UPWP), developed annually, accounts for regionally significant transportation planning efforts to be undertaken with federal funding by the YVCOG and other jurisdictions within the metropolitan planning area. The RTPO UPWP accounts for regionally significant transportation planning efforts to be undertaken with state funding. YVCOG develops the RTPO UPWP concurrently with the MPO UPWP and combines them into one document. The combined MPO/RTPO UPWP identifies transportation planning priorities and allocates staff and contracted resources, if any, as needed (e.g. CenterPoint Language Services for interpretation services) to specific issues and projects. The UPWP assists the local, state, tribal, and federal agencies in coordinating transportation planning activities. Per 23 CFR 420.117, the State DOT shall monitor all activities performed by its staff or by sub-recipients with FHWA planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met.

The YVCOG develops annual reports for: previous SFY UPWP accomplishments, Title VI, Calendar Year Obligations, Self-certification, and an ITS Plan update.

YVCOG and WSDOT will continue collaboration in the FAST Act Performance Measure and Target Setting activities throughout SFY 2021 (having approved 2018 “PM2 and PM3” Performance Measures during the summer of 2018 and 2020 safety targets in January 2020). Local (air quality) and state targets (bridges, freight, and pavement condition) will continue to be reviewed in coordination with WSDOT following the 2-yr (2020) and 4yr (2022) review periods.

**Deliverables:** SFY 2022 UPWP, Annual UPWP Report for SFY 2020, Title VI Annual Report, 2020 Calendar Year Obligation Report, Annual Performance & Expenditure Report, Calendar Year Self-certification, ITS Plan Update. Annual (Local and State) Performance Measure target determinations and concurrences [Air Quality, safety, bridges, pavement condition].

**Timeframe (2021 UPWP):** December 2020 through June 2021

**Timeframe (Annual Reports and Updates):** July 2020 through June 2021

**Timeframe (Performance Measures):** 2021 Safety Performance Measures (targets) are projected for approval in February 2021. PM2 and PM3-level performance measure activities are projected for the 2021 CY with coordination meetings between WSDOT and the state’s MPOs/RTPO’s expected (no time frame available at this time).

**Lead:** Transportation Program Manager

**Support:** YVCOG staff, Transportation Policy Board, Technical Advisory Committee, Mobilizing Public Access to Countywide Transportation committee, and in coordination with WSDOT, FHWA, FTA

**Approval (UPWP):** WSDOT for RTPO portion; FHWA and FTA for MPO portion

**Approval (Annual Reports & Updates):** WSDOT, FHWA and FTA

**Schedule:**
- Regular Planning and Annual Reports Preparation: Ongoing
- SFY 2021 UPWP Approval: June 2020
- FAST Act Performance Measures Confirmation (if needed): September 2020

YVCOG SFY 2021 Annual Report (Final Document)
• 2020 Self-Certification  
  September 2020
• SFY 2020 Annual UPWP Report  
  September 2020
• Title VI Annual Report (New Sept/Aug Timeline)  
  October 2020
• Annual ITS Update  
  November 2020
• 2021 MAP-21 Safety Performance Measures/Targets  
  February 2021
• FTA / Public Transportation Agency Safety Plans (PTASP)  
  February 2021
  (Regional Transit Safety Performance Targets)
• CY 2020 Obligation & Closure Report  
  March 2021
• SFY 2022 UPWP Preparation and Draft Submittal  
  March 2021
• SFY 2022 UPWP Approval  
  May 2021

**TASK #3 Results:**

- Adopted 2019 UPWP Annual Report – September 21, 2020
- Adopted MPO/RTPO Self Certification Review – September 21, 2020
- Adopted Title VI Annual Report – Assurances – October 19, 2020
- Updated 2019 ITS Architecture Plan Update – December 21, 2020
- Adopted 2020 (Safety) Performance Measure Target Concurrence – December 21, 2020
- Adopted 2021 Transit Safety Performance Measures (PTASP) – December 21, 2020
- Amended SFY 2021 UPWP – January 20, 2021
- Developed 2021 UPWP Document – January thru May 2021
  - Adopted 2021 UPWP – May 17, 2021
  - FWHA/WSDOT approval – June 24, 2021
MPO/RTPO is responsible under state and federal statutes to conduct a programming process for authorizing expenditures of federal funds for regionally significant transportation improvement projects. Each year, the M/RTIP development begins in the spring with the process and schedule notification to local agencies and, when available, notices of STBG, STBG Set-aside, or CMAQ funding. Local TIPS are due to the YVCOG in June/July. The TAC will review the document and projects to ensure the region’s projects represent the priorities as identified through various prioritization processes. The TAC will recommend the M/RTIP to the Transportation Policy Board for consideration during the September TAC meeting. The Policy Board will evaluate projects and conduct a public engagement process in order to approve a final M/RTIP by October. The program is then transmitted to WSDOT for inclusion in the Statewide Transportation Improvement Program (STIP).

YVCOG is responsible under state and federal statutes to maintain a programming process for the purpose of authorizing expenditures of federal funds for regionally significant transportation improvement projects. Although the Transportation Policy Board evaluates projects and conducts a public engagement process in order to approve a final M/RTIP by October for the upcoming year, opportunities for additional funding arise. Monthly amendments from January through October are allowed so that project sponsors can add to, delete, or otherwise modify funding for a project, adjust funding schedules, add to or delete a phase of a project. The amendment process is: a project sponsor proposes a change to their local TIP and submits it to the YVCOG, YVCOG conducts a public comment period on the proposed change to the M/RTIP, action on the proposal is recommended by the TAC, the Policy Board considers adoption of the proposed change by resolution, and YVCOG staff transmits the change to WSDOT for inclusion in the Statewide Transportation Improvement Program (STIP).

**Deliverables:** 2021-2024 Metropolitan and Regional Transportation Improvement Program, 2020-2023 Metropolitan and Regional Transportation Improvement Program Amendments, and 2021-2024 Metropolitan and Regional Transportation Improvement Program Amendments

**Time Frame (2020-23 M / RTIP) Amendments:** July-October 2020

**Time Frame (2021-24 M / RTIP):** October 19, 2020

**Time Frame (2021-24 M / RTIP) Amendments:** January-October 2021

**Lead:** Transportation Program Manager

**Support:** YVCOG staff, Transportation Policy Board, Technical Advisory Committee, and coordination with WSDOT

**Approval:** WSDOT, FHWA, and FTA

**Schedule:**
- 2020-2023 M/RTIP Amendments: [Monthly, as needed] July – October 2020
- 2021-24 M/RTIP Update: July – September 2020
- 2021-24 M/RTIP Approval: October 2020
- 2021-24 M/RTIP Amendments: January – June 2021
**TASK #4 Results:**

- Performed 2020-23 TIP Amendments in July and October 2020
  - State/Fed Review November 2020
- Performed 2021-24 TIP Amendments in January, March, April, May and June 2021
Provide planning coordination and assistance to MPO/RTPO member jurisdictions in development of Safe Routes to Schools (SRTS), Complete Street (CS), and regional transportation-related Performance Measure (PM) activities and projects as they relate to MPO/RTPO responsibilities.

Core activities anticipated, but are not limited to:

- Provide meeting facilitation, data collection, and grant development assistance among school districts, schools, municipalities, school districts, schools, associations, and transportation stakeholders and agencies to coordinate on Safe Routes to School, Complete Streets, and Performance Measurement projects activities.
- Host SRTS, CS, and PM training workshops and webinars targeted at key stakeholder groups and service agencies in developing funding-eligible projects.
- Assist in development of education, encouragement, enforcement, and engineering (infrastructure) projects.
- Assist schools/school districts/municipalities with developing projects and applications for applying for Safe Routes to School funding.
- Assist municipalities, downtown associations, chambers of commerce and key stakeholders and service agencies with developing projects and applications for applying for Compete Streets funding.

Deliverables:

- Completing stated work tasks and reporting to the Transportation TAC, Transportation Policy Board, and WSDOT.

Timeframe: July 1, 2020, thru June 30, 2021

Lead: Transportation Program Manager

Support: YVCOG staff, Local Member Jurisdictions, Policy Board, Technical Advisory Committee, and coordination with WSDOT. Additional stakeholders include: regional school districts, ESD 105, regional chambers of commerce, downtown business associations, transit/paratransit agencies, affected service agencies and multimodal organizations.

Approval: WSDOT, FHWA, and FTA

Schedule: Regular Jurisdictional Planning and Assistance

Ongoing, as requested

**TASK #5 Results:**

- Adopted 2020-2045 Long Range Plan (March 16, 2020)
  - Updated 2020-2023 M/RTIP to correspond with 2020-2045 Long Range Plan (March 16th)
- Coordinated with WSDOT & Statewide MPOs/RTPOs regarding mid-term (2020) PM2 & PM3 Updates. Due to COVID-19, WSDOT/MPOs/RTPOs agreed to retain midterm performance goals set forth in 2018
  - Adopted (concurred) state-calculated Annual Safety Performance Measure targets – December 21, 2020
- No requests for SRTS or Complete Streets were requested during SFY 2021
In December 2015 the special needs transportation coalition was brought under direct control of the YVCOG. The coalition was officially recognized as an advisory committee for the Transportation Policy Board and was rebranded Mobilizing Public Access to Countywide Transportation (MPACT) committee in 2016. YVCOG/MPACT updated the Coordinated Public Transit Human Services Transportation Plan 2018. During the summer/fall of 2020, WSDOT, YVCOG, and MPACT coordinated the 2021-2023 Consolidated Grant Call for Projects regional ranking process. The ranking process culminated in a regionally ranked “B” and “C” list of projects that were submitted to WSDOT in December 2020 (our region’s “A” projects were funded in the 2019-21 process).

MPACT reviews components of the 2018 HSTP Document for possible impacts to the Yakima County Regional Transit Feasibility Study Process (Task 7)

**Deliverable:**
- Committee Review of 2018 Human Services Transportation Plan’s impact on Regional Transit Feasibility Study.
- 2021-2023 Consolidated Grant Call for Projects Regional Ranking Results

**Timeframe:** Now through June 2021

**Lead:** Executive Director or Transportation Program Manager

**Support:** MPO/RTPO staff, YVCOG staff, Policy Board, MPACT Committee, and coordination with WSDOT, transportation providers, social service providers, public transportation stakeholders, and local membership jurisdictions.

**Approval:** WSDOT and FTA

**Schedule:**
- MPACT Committee Coordination Meetings (As needed)  
  - April 2020 – June 2021
- 2021-2023 Biennium Consolidated Grant Call for Projects  
  - July 2020
- 2021-23 Cons. Grant Application Development and Eligibility Period (Applicants & WSDOT)  
  - July – September 2020
- YVCOG Region 2021-23 Consolidated Grant Prioritization  
  - October 2020
- YVCOG Policy Board Approval of 2021-23 Prioritization List  
  - November 2020
- Submit 2021-23 Prioritization List to WSDOT  
  - December 2020

**TASK #6 Results:**
- Five projects were reviewed and prioritized by a MPACT/User Stakeholder subcommittee with the support of WSDOT’s Grant Management System (GMS). Four (4) projects (three “B” and one “C”) were approved by policy board and forwarded to WSDOT/Legislature – December 21, 2020
- Ongoing participation in monthly/quarterly Yakima Greenway Board of Directors, Yakima Bikes & Walks Cmte., People for People “201” Transit Route (Serving Mabton, Grandview & Sunnyside), Yakima Transit Citizen’s Advisory Cmte, Yakama Nation Heritage Connectivity Trail (HCT) and Transportation Safety Committees, and WSDOT’s CTR/TDM Committee.
- YVCOG’s Transportation Program Manager became a representative of CTR/TDM Technical advisory committee.
- YVCOG Hired a (part-time) CTR Coordinator in August 2020. Due to the regional and statewide COVID restrictions, business/personal travel was significantly curtailed and CTR activities we reduced to redeveloping the CTR network by the new coordinator.
Public transportation services in the Yakima Valley are limited, especially in rural areas and more isolated small cities, where a number of people live. Based on US Census data, our Human Services Transportation Plan estimates that 60-80 percent of Yakima County's population qualifies as 'special needs' (persons over 65 or under 18; with a disability; veterans; and/or those below the poverty line). Poverty is notably greater in the lower Yakima Valley (south of Union Gap), an area that is under-served by public transportation. The County (mainly agricultural) is the 2nd largest in the state. Yakima County's geography makes it more difficult to provide regional transit options. Interstate 82 serves as a 'spine' that links urban 'nodes' up and down the Yakima Valley, but the farther a community is from I-82, the more isolated are those residents who don't have access to reliable private vehicles. This study will explore possibilities for increasing the links between urban and rural areas.

A key component of the study includes evaluating methods of coordinating the routes and fare schedules (e.g., common fare card) of the four separate public transit systems in the Yakima Valley. By using scheduling software and other relatively inexpensive tools, lay-overs and transfer times could be reduced. We expect that reducing those delays will help increase access to, and use of, transportation services to residents with special transportation needs.

The proposed study will assess the feasibility for expanding services and linkages throughout Yakima County, to best meet residents' special transportation needs, including public transportation options in rural areas and unincorporated communities. Yakima Transit, Selah Transit, Union Gap Transit, People for People, and the Yakama Nation's Pahto Public Passage (YN-PPP) are the area's five primary transportation service providers. YVCOG coordinates with these providers in several ongoing forums, primarily in our MPO/RTPO TAC (Technical Advisory Committee) and MPACT (Mobilizing Public Access to Countywide Transportation). YVCOG consulted with all five agencies regarding this feasibility study.

**Deliverables:**  [Yakima County Regional Transit Feasibility Study](#) document reporting 1) best practices for integrating services of existing transit programs, 2) consolidate the region’s identified public transportation needs/barriers/resources, and 3) generate financial and technically feasible solutions needed to address transit gaps in the region.

**Timeframe:** July 1, 2019 thru June 30, 2021

**Lead:** Transportation Program Manager, in coordination with MPACT Committee

**Support:** YVCOG staff, Affected Member Jurisdictions, Policy Board, MPACT, and Technical Advisory Committees, YN-PPP Transit, Yakima/Selah/Union Gap Transits, People for People Community Services, WSDOT Public Transportation Office, National Association of Development Organizations (NADO), DRYVE/TRANS-Action Transportation Advocacy Committees. Additional support will be sought with independent pedestrian, bicycle, and transit stakeholders.

**Approval:** WSDOT, FHWA, and FTA (as required)

**Schedule:**

- MPACT, CTR, & Transportation Provider (Study) Meetings  **July 2019 - Completion**
- Strategy Development and project introduction  **July 2019 – Dec 2019**
- Integration of 2018 HSTP and 2020/45 MRTP data in study  **Oct 2019 - Mar 2020**
- Research, partnership development, and case study activities for best practices, needs/barriers/resources, and financial and technically feasible solutions  **Mar 2020 – Dec 2020**
- Development of Feasibility Study Report  **Feb 2021 – Apr 2021**
TASK #7 Results:

- Primary program activities delayed due to staffing reductions and COVID-19 “shelter at home” restrictions
- Sought initial recruitment of technical committee participants through email and phone correspondence beginning in August 2020, laying out the basis of needed transit data for consideration in the study. This coordination continued through September 2020 – February 2021
- Sought and received adopted Transit Feasibility Study Documents from agencies around the state for reference
- Developed internal staff strategies for tracking data and creation of a comprehensive transit agency document checklist for the procurement of historic/current/planned transit planning resources.
  - Yakama Nation Transit and WSDOT Public Transportation Office provide initial grouping of data prior to the end of SFY 2021.
- Developed and announced a full-time associate planner position intended to take the operational lead on the transit study (March-May 2021). Individual was hired and started on June 21st. Unfortunately, individual was released in August.
YVCOG’s CTR and TDM Program seeks to reduce drive-alone trips in the Greater Yakima Metropolitan Area by implementing multi-modal [alternative] transportation options for employers/employees meeting state CTR participation requirements that may directly reduce traffic congestion and indirect reduce vehicle emissions. This program complements ongoing Congestion Mitigation & Air Quality (CMAQ) efforts to reduce Carbon Monoxide (CO) and Particulate Matter of 10 microns (PM10).

YVCOG and CTR member businesses reconstituted the Employer Transportation Coordinator (ETC) Committee in the 2018 to improve communication and promote “best practices” between participating businesses and agencies.

YVCOG’s previous Executive Director had been a member the State’s CTR Executive Board and actively participated in the development of future statewide CTR strategies.

Core activities anticipated, but are not limited to:
- New employer recruitment and alternative (non-CTR required) employer education and commuter habits evaluations;
- Community outreach programs (i.e. Wheel Options) and CTR program promotion/advertising activities;
- Employer/Employee Transportation Coordinator (ETC) training and committee meetings;
- Employer and user “Incentive & Subsidy” programs promoting CTR usages including Vanpool, Bike Rack, and bus purchase programs;
- Program process verification [survey] activities; and
- Jurisdictional reports, reviews and updates

Deliverables: Bi-annual [2020] State of Washington CTR Employee Questionnaire, CTR Quarterly Reports

Timeframe: July 1, 2020 thru June 30, 2021

Lead: Transportation Program Manager

Support: Washington State CTR Program, YVCOG staff, Affected Member Jurisdictions, Policy Board, Technical Advisory Committee, and coordination with WSDOT, Yakima/Selah/Union Gap Transits, Yakima Valley Clean Air Authority. Additional stakeholders include: CTR-triggered businesses and agencies in metropolitan area.

Approval: WSDOT, FHWA, and FTA

Schedule:
- Regular Jurisdictional Planning and Assistance Ongoing, as requested
- Bi-annual [2020] State of Washington CTR Employee Questionnaire (Survey) – Submitted to WSDOT Apr – Oct 2020
- May and October Wheel Options Participation Events Oct 2019 & May 2020
- Quarterly performance reports Quarterly thru Jun 2020
- CMAQ Call for Projects process Jul-Dec 2020
**TASK #8 Results:**

- Hired second (P/T) Transportation Planner (CTR Coordinator) in 6 months in August 2020. Staff turnover resulted in repeated retraining of new staff on CTR/TDM program.
- Continue participation as member of the Statewide CTR/TDM Technical Advisory Committee and audience member in the Executive Committee (meetings continue video conferencing during COVID-19 pandemic).
- Continued participation in regional passenger rail discussion efforts with the “All Aboard Washington organization and other national passenger rail stakeholder groups.
- Completed 2020 CMAQ Call for Project’s process (July 2020) awarding one project (City of Yakima) and tabling a second (Union Gap) pending additional funding availability to full fund that project.
- Monthly Participant in: Yakima Greenway Board of Directors, Yakima Bikes and Walks Cmte, People for People “201” Transit Route (Serving Mabton, Grandview & Sunnyside), Yakima Transit Citizen’s Advisory Committee, City of Yakima’s Bike/Ped Advisory Committee, the Yakama Nation’s Heritage Connectivity Trail (HCT) and Transportation Safety committees.
- Facilitated Mobilizing Public Access to Countywide Transportation (MPACT) meetings
- Updated and expanded multi-modal, micro-modal, and CTR/TDM transportation options and planning for future consider for the update of the 2020-2045 Long Range Plan in 2024.
- Do to dramatic reductions in transit, vanpool, and carpool activities statewide a result of the COVID-19 pandemic, Wheel Options and other CTR related activities were curtailed or cancelled during SFY 2021.
The chart below provides an estimated Budget Summary of the distribution of adjusted SFY 2021 planning funds for the MPO/RTPO.

YVCOG’s Transportation Estimated Budget for SFY 2021 MPO/RTPO Activities and Tasking

<table>
<thead>
<tr>
<th>Program Activity</th>
<th>Estimated STP Set Aside Funds (Amended)</th>
<th>Estimated STP Local Match Funds (Amended)</th>
<th>Estimated FHWA PL Funds</th>
<th>Estimated FTA 5303 Funds</th>
<th>Estimated RTPO Planning Funds</th>
<th>Estimated Local Match</th>
<th>SFY 2019 Carry Forward + Match</th>
<th>HSTP Funding / Conserv. Grant</th>
<th>CTR - Work Plan Funding</th>
<th>CMAQ Program Enhance. Funding</th>
<th>Estimated Planning Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Program Administration</td>
<td>$155,000.00</td>
<td>$20,925.00</td>
<td>$90,634.00</td>
<td>$20,593.00</td>
<td>$37,130.00</td>
<td>$15,016.00</td>
<td>$50,540.00</td>
<td></td>
<td></td>
<td></td>
<td>$389,387.00</td>
</tr>
<tr>
<td>2 Data Collection and Analysis</td>
<td>$65,000.00</td>
<td>$8,775.00</td>
<td>$61,239.00</td>
<td>$13,915.00</td>
<td>$25,088.00</td>
<td>$10,146.00</td>
<td>$34,149.00</td>
<td></td>
<td></td>
<td></td>
<td>$218,310.00</td>
</tr>
<tr>
<td>3 Develop SFY 2021 UPWP / Annual Reports &amp; Updates</td>
<td></td>
<td></td>
<td>$36,743.00</td>
<td>$8,349.00</td>
<td>$15,053.00</td>
<td>$6,087.00</td>
<td>$20,489.00</td>
<td></td>
<td></td>
<td></td>
<td>$86,721.00</td>
</tr>
<tr>
<td>4 Develop a 2020-2021 M/RTIP / Develop 2021-2024 M/RTIP and Amendments</td>
<td></td>
<td></td>
<td>$36,743.00</td>
<td>$8,349.00</td>
<td>$15,053.00</td>
<td>$6,087.00</td>
<td>$20,489.00</td>
<td></td>
<td></td>
<td></td>
<td>$86,721.00</td>
</tr>
<tr>
<td>5 RTS/CS/PM Jurisdictional Assistance Activities</td>
<td></td>
<td></td>
<td>$19,596.00</td>
<td>$4,453.00</td>
<td>$8,028.00</td>
<td>$3,247.00</td>
<td>$10,928.00</td>
<td></td>
<td></td>
<td></td>
<td>$46,251.00</td>
</tr>
<tr>
<td>6 HSTP Activities &amp; Planning / Consolidated Grant</td>
<td></td>
<td></td>
<td>$19,596.00</td>
<td>$4,453.00</td>
<td>$8,028.00</td>
<td>$3,247.00</td>
<td>$10,928.00</td>
<td></td>
<td></td>
<td></td>
<td>$46,251.00</td>
</tr>
<tr>
<td>7 Yakima County Transit Feasibility Study</td>
<td>$50,000.00</td>
<td>$6,750.00</td>
<td>$10,000.00</td>
<td></td>
<td>$50,000.00</td>
<td></td>
<td>$50,000.00</td>
<td></td>
<td></td>
<td></td>
<td>$116,750.00</td>
</tr>
<tr>
<td>8 Commute Trip Reduction (CTR)</td>
<td>$29,567.00</td>
<td>$3,991.55</td>
<td></td>
<td></td>
<td>$78,610.00</td>
<td>$254,682.00</td>
<td></td>
<td>$78,610</td>
<td></td>
<td></td>
<td>$366,851.00</td>
</tr>
<tr>
<td>Total Estimated Revenue (Per Source)</td>
<td>$299,567.00</td>
<td>$40,441.55</td>
<td>$244,956</td>
<td>$55,658</td>
<td>$100,351</td>
<td>$50,583</td>
<td>$136,594</td>
<td>$51,000</td>
<td>$78,610</td>
<td>$254,682</td>
<td>$1,312,442.00</td>
</tr>
</tbody>
</table>
This chart provides a final expended distribution of SFY 2021 planning funds for the MPO/RTPO.

<table>
<thead>
<tr>
<th>Program</th>
<th>Estimated STP Set Aside Funds (Amended)</th>
<th>Estimated STP Local Match Funds (Amended)</th>
<th>Estimated FHWA PL Funds</th>
<th>Estimated FTA 5303 Funds</th>
<th>Estimated RTPO Planning Funds</th>
<th>Estimated Local Match</th>
<th>SFY 2019 Carry Forward + Match</th>
<th>HSTP Funding / Consol. Grant</th>
<th>CTR - Work Plan Funding</th>
<th>CMAQ Program Enhance, Funding</th>
<th>Total Expended Planning Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Program Administration</td>
<td>$194,782.44</td>
<td>$26,295.63</td>
<td>$126,043.01</td>
<td>$24,131.17</td>
<td>$77,018.63</td>
<td>$20,273.52</td>
<td>$50,540.00</td>
<td></td>
<td></td>
<td></td>
<td>$519,084.40</td>
</tr>
<tr>
<td>2 Data Collection and Analysis</td>
<td>$66,963.95</td>
<td>$9,040.13</td>
<td>$102,783.64</td>
<td>$19,407.07</td>
<td>$38,056.47</td>
<td>$16,495.75</td>
<td>$34,149.00</td>
<td></td>
<td></td>
<td></td>
<td>$286,896.01</td>
</tr>
<tr>
<td>3 Develop SFY 2021 UPWP / Annual Reports &amp; Updates</td>
<td>$19,496.22</td>
<td>$2,631.99</td>
<td>$17,995.14</td>
<td>$3,253.84</td>
<td>$8,655.16</td>
<td>$2,868.61</td>
<td>$20,489.00</td>
<td></td>
<td></td>
<td></td>
<td>$75,389.96</td>
</tr>
<tr>
<td>4 Develop a 2020-2021 M/RTIP / Develop 2021-2024 M/RTIP and Amendments</td>
<td>$12,787.84</td>
<td>$1,726.36</td>
<td>$13,089.73</td>
<td>$1,911.30</td>
<td>$5,087.87</td>
<td>$2,025.14</td>
<td>$20,489.00</td>
<td></td>
<td></td>
<td></td>
<td>$57,117.24</td>
</tr>
<tr>
<td>5 RTS/CS/PM Jurisdictional Assistance Activities</td>
<td>$5,001.33</td>
<td>$675.18</td>
<td>$968.35</td>
<td>$212.87</td>
<td>$650.32</td>
<td>$159.47</td>
<td>$10,928.00</td>
<td></td>
<td></td>
<td></td>
<td>$18,595.52</td>
</tr>
<tr>
<td>6 HSTP Activities &amp; Planning / Consolidated Grant</td>
<td>$479.17</td>
<td>$64.69</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$10,928.00</td>
<td>$6,988.27</td>
<td></td>
<td></td>
<td>$18,460.13</td>
</tr>
<tr>
<td>7 Yakima County Transit Feasibility Study</td>
<td>$6,988.27</td>
<td>$943.42</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$7,931.69</td>
</tr>
<tr>
<td>8 Commute Trip Reduction (CTR)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$40,271.42</td>
<td></td>
<td>$5,365.98</td>
<td></td>
<td>$45,637.40</td>
</tr>
</tbody>
</table>

Actual Expenditures for SFY 2021 (Per Source) | $306,499.22 | $41,377.40 | $260,879.87 | $48,916.25 | $129,468.45 | $41,822.49 | $136,594.00 | $6,988.27 | $40,271.42 | $5,365.98 | $1,029,112.35 |
## SFY 2021 Estimated vs. Actual Expenditure Comparison Table

<table>
<thead>
<tr>
<th>Task</th>
<th>Estimated Planning Budget</th>
<th>Total Expended Planning Budget</th>
<th>Estimated vs. Expended Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Program Administration</td>
<td>$389,387.00</td>
<td>$519,084.40</td>
<td>$(129,697.40)</td>
</tr>
<tr>
<td>2 Data Collection and Analysis</td>
<td>$218,310.00</td>
<td>$286,896.01</td>
<td>$(68,586.01)</td>
</tr>
<tr>
<td>3 Develop SFY 2021 UPWP / Annual Reports &amp; Updates</td>
<td>$86,721.00</td>
<td>$75,389.96</td>
<td>$11,331.04</td>
</tr>
<tr>
<td>4 Develop a 2020-2023 M/RTIP / Develop M/RTIP Amendments</td>
<td>$86,721.00</td>
<td>$57,117.24</td>
<td>$29,603.76</td>
</tr>
<tr>
<td>5 RTS/CS/PM Jurisdictional Assistance Activities</td>
<td>$46,251.00</td>
<td>$18,595.52</td>
<td>$27,655.48</td>
</tr>
<tr>
<td>6 HSTP Activities &amp; Planning / Consolidated Grant</td>
<td>$46,251.00</td>
<td>$18,460.13</td>
<td>$27,790.87</td>
</tr>
<tr>
<td>7 Yakima County Transit Feasibility Study</td>
<td>$116,750.00</td>
<td>$7,931.69</td>
<td>$108,818.31</td>
</tr>
<tr>
<td>8 Commute Trip Reduction (CTR)</td>
<td>$366,851.00</td>
<td>$45,637.40</td>
<td>$321,213.60</td>
</tr>
<tr>
<td>Totals</td>
<td>$1,312,442.00</td>
<td>$1,312,442.00</td>
<td>$1,029,112.35</td>
</tr>
</tbody>
</table>
### Financial Factors to 2021 UPWP and Project Tasks:

STP Planning Funds (Data Collection & Analysis / HSTP & Feasibility Study / CTR-CMAQ) (continued):

- YVCOG’s SFY 2021 UPWP budget projections were within approximately 22% of actual expenditures.
- Limited staffing during the 2021 UPWP Year continued to influence expenditures. A new (part-time) CTR Coordinator was hired in August 2020. While this position was projected to utilize an approximate 50% FTE expenditure rate during the period following hiring, the COVID-19 impacted the “near shutdown” of CTR/TDM related activities, planning, training, and programs statewide reduced potential staff time commitments as business, schools, recreational, medical, and a vast variety of community engagement reduced to a trickle. Businesses, when possible developed telecommuting/remote working almost entirely on their own and only saw a below normal return towards pre-COVID levels. As a result, the CTR Coordinator FTE ratio shifted higher towards land use and other non-transportation specific planning activities.
  - The bi-annual CTR survey process was postponed statewide; and the Spring/Fall “Wheel Options” events, Rideshare Conferences, and other public involvement events were suspended by the state until 2022 due to COVID-19’s continued surges.
- Historically scheduled travel (both inside and outside the region) continued to be limited or prohibited due to COVID restrictions. Trainings, conferences, and most topical meetings continued through online video conferencing.
- YVCOG’s annual Countywide Traffic Counter Program completed its inaugural year from August to October 2020 with 207 counts. The 2021 season began in March 2021 with 312 count activities scheduled. The 2021 contract cost of $91,530 was significantly less than the $100,000 UPWP estimate.
- YVCOG experienced a lower-than-expected demand for jurisdictional “what-if” scenario modeling of the 2018 YVCOG Regional Model. Delays in the WSDOT/City of Yakima/Yakima/YVCOG-Partnered “Powerhouse Rd/SR 12 Transportation Study process resulted in projected modeling not beginning until SFY 2022. Additionally, delays in WSDOT billing activities (at HQ level) resulted in projected WSDOT staffing expenditures approved to be changed to YVCOG’s STP Planning funds were instead expended by WSDOT internal planning funds.
  - Activities for updating the 2018 YVCOG Region Model will begin at the start of the upcoming 2022 UPWP year on September 1, 2021.
- Program Management admin expenditures continue at a higher than historic rate as YVCOG continues to seek additional funded programs to serve its member jurisdictions.
- The lack of available staffing and ongoing COVID-19 Pandemic has slowed work on the regional transit feasibility study as transit agencies around the region face staffing and operational resource hurdles to gathering requested study data. This has resulted in only modest charges to the consolidated grant fund account dedicated to the transit study. WSDOT and YVCOG has agreed to extend the Consolidated Grant Contract through June 2022 with the intention of hiring a contractor to complete the study.
Appendix A

YVCOG Metropolitan Planning Area (MPA) Regional Map
## Partnership Building

YVCOG staff and members participated in the interagency consultation process and collaborated with citizen and jurisdictional interests throughout the year. Due to the Governor Inslee’s COVID19 Mandates, most if not all meetings were held through video-conference (webinar) settings. The following are notable instances in SFY2021:

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Continued long-time collaboration with DRYVE &amp; TRANS-ACTION Transportation Advocacy Committees to coordinate transportation planning and investment efforts and economic development in the Yakima Valley region. (2020 – Sep 24 and Nov 18) &amp; (2021 – Mar 25 and Jun 22)</td>
</tr>
<tr>
<td>2</td>
<td>Facilitated Mobilizing Public Access to Countywide Transportation (MPACT) Committee with human services / transportation stakeholders in the region to assess the needs and gaps in human services transportation services and opportunities for better coordination. Updated and adopted the 2018 Human Services Transportation Improvement Plan [HSTP] (July 2018). The CY 2020 meetings concentrated on WSDOT Public Transportation Consolidated Grant Process for the 2021-2023 Biennium. (2020 – July 30, Sept 10, and Dec 2,).</td>
</tr>
<tr>
<td>3</td>
<td>Assured consistent regional evaluation of transportation facilities and recognized regional corridors with WSDOT and local agencies to comply with RCW 36.70A</td>
</tr>
<tr>
<td>4</td>
<td>Regularly invited participant at Yakama Nation’s Tribal Traffic Safety Committee. Committee addresses tribal safety priorities and within the Nation’s boundary. YVCOG provides interjurisdictional planning and insight as requested by the YN. (2020 - Dec 7, 2021 – Feb 24) “Heritage Connectivity Trail” (HCT) Committee - Yakama Nation-led effort to address pedestrian and bike safety within the Yakama Nation. Committee includes YVCOG, WSDOT, Cities of Union Gap and Toppenish, Yakama Health District, Yakima Greenway, Cowiche Canyon Conservancy, and the National Park Service (NPS). Committee has developed and submitted a technical assistance grant for a feasibility study to build bike/ped trail(s) from Union Gap to Mabton, WA via Toppenish, with linkages to White Swan / Fort Simcoe to the West, and Zillah, WA to the Northeast. Trails program is a major safety effort by the Yakama Nation with overwhelming support from the general membership of the nation. Senior Stirring Cmte. (YN, WSDOT, NPS, and YVCOG) meet weekly or bi-weekly during most of SFY 21, resulting in the final creation of a HCT CONCEPT PLAN that was adopted by the Yakama Nation on July 9, 2021.</td>
</tr>
<tr>
<td>5</td>
<td>Ongoing Partner with Yakima County/City of Yakima/WSDOT in Yakima Avenue IJR Executive Committee – “East-West Corridor” / Boise Cascade Mill Site Project.</td>
</tr>
<tr>
<td>6</td>
<td>WSDOT “Investment Strategies Committee” – Statewide stakeholder effort to review the current transportation funding environment resulting from the I-976 (elimination of certain state &amp; local transportation revenue programs not passed by public vote) in December 2019 and loss of gas tax revenue caused by COVID-19 Shelter-in-Place restrictions imposed by Governor Inslee in March 2020. Committee activities evolved into how future funding revenues may be developed and distributed to state and local funding programs. Phase 1 ended in the spring of 2021. Phase 2, starting in the early fall of 2021, will look and delving into more specific issues developed in Phase 1 and look at ways to implement future proposals. (2020 – Jul 16 &amp; 27, Aug 28, Sep 21, Oct 23, Nov 2, and Dec 2) and (2021 - Feb 8 and May 11).</td>
</tr>
<tr>
<td>8</td>
<td>Yakima Greenway Foundation Board of Directors – Participate as an ex-officio board member of the Yakima Greenway. Provide advice and insight on inter-jurisdictional issues and topics related to transportation planning. (2020 – Sep 14, Oct 12, Dec 11) and 2021 – Jan 8, 12, 19, 25, Feb 26, Apr 26)</td>
</tr>
<tr>
<td>9</td>
<td>MAP-21 / FAST ACT Performance Measures PM2 &amp; PM3 Work Groups (WSDOT, MPOs and RTPOs). Development of Safety, CMAQ, Bridge/Pavement Condition, Interstate &amp; Non-Interstate Reliability, and Freight Network Reliability local and statewide annual and multi-year performance measure targets. Due to COVID, mid-term (2020) revisions to most PMs were tabled and carried over to the regular 4-yr update period in 2022.</td>
</tr>
<tr>
<td>10</td>
<td>CTR Employee Transportation Coordinator (ETC) Coordination meetings w/ YVCOG MPO Area CTR-required employers ETC representatives were suspended due to COVID-19 and the restrictive use of transit round the state and locally. A new CTR Coordinator, Jeff Watson, was hired in August 2020 and has worked to reestablish the committee. These efforts are hampered by the ongoing effort by the Statewide CTR Technical and Executive Committees to address the impacts of COVID on Transit services. Meetings offer opportunity for CTR Businesses and develop planning, best</td>
</tr>
</tbody>
</table>
practices, and training opportunities. YVCOG’s CTR Coordinator and ETCs meet or converse to address current events and issues and development of an ETC Committee.

11 TIP Managers Users Group (TMUG) – Ongoing coordination with MPOs, RTPOs, and WSDOT Local Programs Personnel. coordinate Transportation Improvement Program (TIP) issues, updates, and improvement proposals; statewide obligation authority targets (No meetings or video conferences held due to COVID-19.

12 WSDOT Plan Alignment Work Group (PAWG) – Ongoing statewide planning collaborative group to provide guidance and input on state and regional planning efforts. Topics include: Development of a “common language”, MPO/RTPO needs from WSDOT for regional planning, and identification of concurrent planning efforts. No meeting(s) held during SFY due to COVID-19.

**Coordination with national, state, and regional planning organizations**

**Participation in national and statewide committees and ad hoc work groups in SFY 2020:**

<table>
<thead>
<tr>
<th>Committees, Associations, &amp; Ad Hoc Work Groups</th>
<th>Staff</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPO/RTPO/WSDOT Coordinating Committees – Quarterly meetings (Aug. 10-11, Nov. 16-17, Feb. 22-23, May 10-11)</td>
<td>Christina Wickenhagen</td>
</tr>
<tr>
<td></td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>TRANS-ACTION/DRYVE – bi-monthly meetings</td>
<td>Christina Wickenhagen</td>
</tr>
<tr>
<td></td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>Participation in CTR / TDM Technical Advisory Group (TAG) and Statewide CTR Board Committee –</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>Monthly meetings.</td>
<td></td>
</tr>
<tr>
<td>Association of Metropolitan Planning Organizations (AMPO) Policy Committee</td>
<td>Christina Wickenhagen</td>
</tr>
<tr>
<td>Return of Passenger Rail to Central Washington Work Groups - considering financial and capital</td>
<td>Christina Wickenhagen</td>
</tr>
<tr>
<td>abilities of returning passenger rail to Central Washington with stops in Cle Elum, Ellensburg, Yakima</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>and Toppenish. Activities included participation in All Aboard Washington (AAWA), a statewide</td>
<td></td>
</tr>
<tr>
<td>passenger rail advocacy organization, providing multimodal transportation history and demographic</td>
<td></td>
</tr>
<tr>
<td>information on the Yakima Region.</td>
<td></td>
</tr>
<tr>
<td>Yakima Bikes &amp; Walks Committee – Private Citizen Group promoting walking and biking opportunities and</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>facilities within the City of Yakima. YB&amp;W contributes to the City of Yakima’s Bicycle Master Plan.</td>
<td>Lynn Dietrich</td>
</tr>
<tr>
<td>YVCOG attends monthly meetings, gathers insight on the needs on pedestrian and bicyclists, and</td>
<td>Jeff Watson</td>
</tr>
<tr>
<td>share information on regional and state activities as a component of commute trip reduction efforts.</td>
<td></td>
</tr>
<tr>
<td>WSDOT Practical Solutions Roundtable - Practical Solution Roundtable that other transportation partners</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>like FHWA and MPO/RTPO’s have also attended. The purpose of the meeting is to further</td>
<td></td>
</tr>
<tr>
<td>define and promote practical solutions, showcase examples, and discuss best practices.</td>
<td></td>
</tr>
<tr>
<td>Coordinated with other Washington State MPOs, Washington Tribes, FHWA, FTA, Eastern</td>
<td>Christina Wickenhagen</td>
</tr>
<tr>
<td>Washington University and WSDOT to assess federal and state tribal transportation policies meeting as</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>the Tribal Transportation Planning Organization (TTPO).</td>
<td></td>
</tr>
<tr>
<td>People for People Valley Shuttle Service Committee – People for People (PPP) Community Services</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>developed (with community input) an augmented transit service to their state-grant funded</td>
<td></td>
</tr>
<tr>
<td>“Community Connector” bus service. “Route 201” provide a 3-times per day loop service between the</td>
<td></td>
</tr>
<tr>
<td>Cities of Grandview, Mabton, and Sunnyside” with several bus stops in each community. Route</td>
<td></td>
</tr>
<tr>
<td>201 connects to the Yakima to Prosser service provided by the Community Connector route.</td>
<td></td>
</tr>
<tr>
<td>WSDOT (South Central Region) SR24 Integrated Scoping Committee [Discussion] - Multi</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>Jurisdiction/Agency Stakeholder group to discuss multimodal, long-term plans for maintaining</td>
<td></td>
</tr>
<tr>
<td>improving the SR24 corridor between Yakima and Moxee.</td>
<td></td>
</tr>
<tr>
<td>Washington Transportation Professionals Forum / Peer Exchange – Bimonthly on-site &amp; webinar</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>networking and peer-review group that shares information and discuss ideas about transportation</td>
<td></td>
</tr>
<tr>
<td>related issues on both sides of the state.</td>
<td></td>
</tr>
<tr>
<td>(Greater) Yakima Chamber of Commerce - Safe Yakima Valley Committee - mobilizes individual</td>
<td>Christina Wickenhagen</td>
</tr>
<tr>
<td>citizens, families, neighborhoods, and organizations in collaborative efforts to create safe</td>
<td></td>
</tr>
<tr>
<td>communities.</td>
<td></td>
</tr>
</tbody>
</table>
Staff Development

Below is a list of work-related training sessions and professional conferences attended by the YVCOG's transportation planning and administrative staff during SFY 2021:

<table>
<thead>
<tr>
<th>Conference / Training Event (Location)</th>
<th>Date(s) Attended</th>
<th>Staff</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington St. Assoc. of Counties RPD – Covid-19 Weekly Webinar</td>
<td>July 9, 2020</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>AASHTO - Transportation Asset Management (Mega-Conference) Sessions 1 through 6 (Video Conferences)</td>
<td>July 13-15, 2020</td>
<td>Alan Adolf, Lynn Dietrich</td>
</tr>
<tr>
<td>WSDOT – Grants Management System (GMS) Consolidated Grant Training: Sub-recipients (Webinar)</td>
<td>July 28, 2020</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>WSDOT – 2019 CMAQ Cost Effectiveness Tables Update (Videoconference)</td>
<td>July 30, 2020</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>AmericaWalks – Know Your Price: Valuing Black Lives and Property in Americas Black Cities (Webinar)</td>
<td>August 5, 2020</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>MetroQuest - Meaningful Engagement for Environmental Justice without Public Meetings (Webinar)</td>
<td>August 5, 2020</td>
<td>Lynn Dietrich</td>
</tr>
<tr>
<td>Washington St. Assoc. of Counties RPD – Covid-19 Weekly Webinar</td>
<td>August 6, 2020</td>
<td>Alan Adolf, Lynn Dietrich</td>
</tr>
<tr>
<td>AmericaWalks – Missing &amp; Murdered Indigenous Women &amp; Girls (Webinar)</td>
<td>August 12, 2020</td>
<td>Alan Adolf, Lynn Dietrich</td>
</tr>
<tr>
<td>USDOT (TPM-Portal) - Target Setting Miniseries 4 – Target Setting for System Performance (Webinar)</td>
<td>August 12, 2020</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>Washington St. Assoc. of Counties RPD – Covid-19 Weekly Webinar</td>
<td>August 20, 2020</td>
<td>Alan Adolf, Lynn Dietrich</td>
</tr>
<tr>
<td>WSDOT – Consolidated Grant Program Information and Application Form Training (Webinar)</td>
<td>September 2, 2020</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>AmericaWalks – Right of Way: Race, Class, and the Silent Epidemic of Pedestrian Deaths in America (Webinar)</td>
<td>September 8, 2020</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>WSDOT – YVCOG Region Public Transportation Consolidated Grant Training (Webinar)</td>
<td>September 10, 2020</td>
<td>Alan Adolf, Shane Andreas, Jodi Smith, Jeff Watson</td>
</tr>
<tr>
<td>MetroQuest – Winning Tactics for Community Engagement in the New Normal (Webinar)</td>
<td>September 23, 2020</td>
<td>Alan Adolf, Shane Andreas, Jodi Smith, Jeff Watson</td>
</tr>
<tr>
<td>Cascade Bicycle Club – Washington Bike, Walk and Roll (video) Summit</td>
<td>October 5-9, 2020</td>
<td>Lynn Dietrich</td>
</tr>
<tr>
<td>AmericaWalks – The Black Butterfly: The Harmful Politics of Race and Space in America (Webinar)</td>
<td>October 14, 2020</td>
<td>Alan Adolf, Jodi Smith</td>
</tr>
<tr>
<td>NOAA – Winter Season Outlook (Webinar)</td>
<td>October 22, 2020</td>
<td>Alan Adolf, Lynn Dietrich</td>
</tr>
<tr>
<td>Portland State (EDU) Transportation Seminar: Tribal Mobility, Accessibility, and Social Equity</td>
<td>October 23, 2020</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>USDOT – Talking Freight: Curbside Management and Freight Deliveries Confirmation (Webinar)</td>
<td>November 18, 2020</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>WSDOT – ChargeEval – A Tool for Evaluating Electric Vehicle (Webinar)</td>
<td>November 18, 2020</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>FHWA – National Coalition on Truck Parking Virtual Meeting (Webinar)</td>
<td>December 1, 2020</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>AmericaWalks – Inclusive Planning in Tribal Communities: Engaging People w/ Designing Safe/Accessible Transportation Systems (Webinar)</td>
<td>December 9, 2020</td>
<td>Alan Adolf, Lynn Dietrich</td>
</tr>
<tr>
<td>STREETLIGHT – 2020 Virtual Road Show for the Pacific Northwest (Webinar)</td>
<td>December 17, 2020</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>Jurassic Parliament – Public Comment &amp; Public Hearings (video training)</td>
<td>December 17, 2020</td>
<td>Lynn Dietrich, Jodi Smith</td>
</tr>
<tr>
<td>AmericaWalks – Main Street: How a City’s Heart Connects Us All (Webinar)</td>
<td>January 13, 2021</td>
<td>Alan Adolf</td>
</tr>
</tbody>
</table>

YVCOG SFY 2021 Annual Report (Final Document)
<table>
<thead>
<tr>
<th>Conference / Training Event (Location)</th>
<th>Date(s) Attended</th>
<th>Staff</th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA - Talking Freight: Current Developments in Connected and Automated Trucks Confirmation (Webinar)</td>
<td>January 13, 2021</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>FHWA/WSDOT - Workshop/Training: Integrating Emerging Mobility into Transportation Management Webinar (3-Part Series)</td>
<td>January 25, 26, &amp; 28, 2021</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>National Conference of Regions Virtual Meeting (Video Conference)</td>
<td>February 8 - 11, 2021</td>
<td>Chris Wickenhagen, Alan Adolf</td>
</tr>
<tr>
<td>MetroQuest - The Art &amp; Science of Big Online Engagement for Small Plans (Webinar)</td>
<td>February 24, 2021</td>
<td>Alan Adolf, Jodi Smith</td>
</tr>
<tr>
<td>MSRC – Annual Financial Reporting (Webinar)</td>
<td>March 8-10, 2021</td>
<td>Shane Andreas</td>
</tr>
<tr>
<td>USDOT - Trending Research in Freight Transportation Planning and Logistics Confirmation (Webinar)</td>
<td>March 17, 2021</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>WSDOT (CTR) - Commute Trip Reduction-Based Congestion Mitigation, What Works and What Doesn’t Work?</td>
<td>March 25, 2021</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>AmericaWalks – Best Practices for Hosting a Virtual Walking Event (Webinar)</td>
<td>April 14, 2021</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>Portland State University - Friday Transportation Seminar: Evaluation of a Transportation Incentive Program for Affordable Housing Residents (Webinar)</td>
<td>April 16, 2021</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>WSDOT - National Institute for Congestion Reduction webinar: WSDOT’s Telework Transformation</td>
<td>April 22, 2021</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>AmericaWalks - The ‘Notorious’ MUTCD - Why Fixing a Federal Manual is Critical to Safety, Equity and Climate</td>
<td>April 26, 2021</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>WSDOT – WA State Transportation Professionals Forum (Webinar)</td>
<td>April 28, 2021</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>TOOLBOX Peer Networking: Advancing Equity in Regional Transportation Planning (Video meeting)</td>
<td>April 30, 2021</td>
<td>Lynn Dietrich, Jeff Watson</td>
</tr>
<tr>
<td>WFOA/CVENT – Federal Award Requirements (Webinar)</td>
<td>May 12, 2021</td>
<td>Shane Andreas, Chris Wickenhagen</td>
</tr>
<tr>
<td>PRIOR (Online Training) Understanding and Developing Cultural Diversity</td>
<td>May 12, 2021</td>
<td>Lynn Dietrich</td>
</tr>
<tr>
<td>AmericaWalks - The Collision Analysis You Want Your City To Do - To Save Lives (Webinar)</td>
<td>May 19, 2021</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>FHWA / WSDOT - WA Truck Parking Workshop Sessions 1-4 (Webinar)</td>
<td>June 2, 9, 16, &amp; 23, 2021</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>AWC- Housing Program Best Practices (Webinar)</td>
<td>June 8, 2021</td>
<td>Vicki Baker</td>
</tr>
<tr>
<td>AmericaWalks - Open Streets - What happened, what did we learn and what’s next for people-first places? (Webinar)</td>
<td>June 9, 2021</td>
<td>Jodi Smith</td>
</tr>
<tr>
<td>FHWA (ADA Webinar): State DOT Support of LPA Transition Plan Implementation</td>
<td>June 16, 2021</td>
<td>Alan Adolf</td>
</tr>
<tr>
<td>PRYOR (Online Trainings) Managing Multiple Priorities, Projects, &amp; Deadlines</td>
<td>June 22, 2021</td>
<td>Lynn Dietrich</td>
</tr>
<tr>
<td>SAO – Budget, Accounting &amp; Reporting System (BARS) Webinar</td>
<td>June 24, 2021</td>
<td>Shane Andreas, Tami Hayward</td>
</tr>
<tr>
<td>FHWA (ADA Webinar): Role of MPOs in Transition Plan Implementation</td>
<td>June 30, 2021</td>
<td>Alan Adolf, Marcus Richards</td>
</tr>
<tr>
<td>Smart Growth America - Active People, Healthy Nation Champions Institute (Webinar)</td>
<td>June 30, 2021</td>
<td>Marcus Richards</td>
</tr>
</tbody>
</table>