



Yakima Valley  
Metropolitan and Regional  
Transportation Planning Organizations

**SFY 2022**  
**Unified Planning Work Program**  
**Annual Performance**  
**and**  
**Expenditure Report**  
July 1, 2021, to June 30, 2022

*Prepared by*  
Yakima Valley  
Conference of Governments

- Initial Draft -

YVCOG Transportation Policy Board  
Adoption September 19, 2022

**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  
WSDOT  
Yakima Transit  
Yakima Airport / McAllister Field

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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](http://www.yvcog.org) or call Christine Wickenhagen at (509) 574-1550.

## Introduction

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The *Annual Report* relates directly to the two-year *YVCOG SFY 2022-23 Unified Planning Work Program* (UPWP), which was approved by FHWA and FTA on May 17, 2021, 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 2022 (SFY 22) of July 1, 2021, to June 30, 2022. 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*.

## SFY2022 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 2022 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](http://www.yvcog.org). The following tasks identified in the *YVCOG SFY 2022 UPWP* have been accomplished or, significant tasking has been accomplished during SFY 2022 for the following UPWP categories:

SFY 2022 Accomplishments	Date Delivered
<b><u>Continued MPO/RTPO Operation During COVID-19 Global Pandemic</u></b> 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 staff were/are able to retain connection with server files, perform internet-based video and teleconference meetings and communications.	<b>Continued "All-Staff" Telecommuting: July 1, 2021 – June 30, 2022</b>
<b><u>2021/2022 Yakima County Region Traffic Model Update</u></b> Comprehensive update of the 2018 Traffic Model. Update addresses traffic movement and land use throughout the county with a base year of 2020, a short-term (5-yr) projection analysis in 2025 and a long-term (25-year) project analysis for 2045. Update includes coordination with region's local jurisdictions, transit agencies, and regional transportation stakeholders.	<b>July 2021 Start, Completion – July 2022</b>
<b><u>2021 and 2022 Regional Traffic Counting Program</u></b> YVCOG completed year one (CY 2021 – July to October) and began year two (CY 2022 – March to June) of its regional traffic counter program. All members with the exception of Yakima County and WSDOT, who maintain their own traffic county program, were allocated 10-25 counting location to perform tube counts, turning movement counts or video capture counts (for sidewalks trails and pathways), based on jurisdictional need. YVCOG commissioned over 30 additional site counts around the county for regional planning purposes. Data was used to update the regional traffic model and provided to individual jurisdictions for the purposes of planning and transportation grant submittals. The traffic counting program was contracted for three years with IDAX Inc.	<b>2022 UPWP Period: 2021 (Fall) Season: July - November 2021 2022 (Spring) Season: March - June 2022</b>
<b><u>SFY 2021 UPWP Annual Report</u></b> (for July 1, 2021, through June 30, 2022) 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.	<b>September 20, 2021</b>
<b><u>MPO/RTPO Self-Certification Review</u></b> 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.	<b>September 20, 2021</b>
<b><u>2021-2024 Metropolitan &amp; Regional Transportation Improvement Program Amendments &amp; Develop 2022-2025 Metropolitan and Regional Transportation Improvement Program and Amendments</u></b> 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	<b>2021-24 Amendments in August, September, and October 2021</b>

<p>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 document and projects to ensure the region's projects represent the priorities as identified through various prioritization processes.</p> <p>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).</p>	<p><b>22-25 M/RTIP Program Approved October 18, 2020, with amendments in January, February, March, April, May and June 2022</b></p>
<p><b><u>YVCOG Title VI Annual Report</u></b></p> <p>YVCOG continued observance of the 2019 Title VI Plan Update, including expanded public comment periods for the 2022-25 M/RTIP and the 2020-45 MRTP. Continued efforts to expand Limited English Proficiency populations during the 2020-45 MRTP Multimodal Transportation Survey.</p>	<p><b>Annual Report &amp; Assurances Approved: October 18, 2021</b></p>
<p><b><u>StreetlightData.Com Subscription</u></b></p> <p>YVCOG obtained a 1-year data-metrics platform that allows for average daily traffic (ADT) and origin and destination data based on a proprietary system "generally" obtained through cellular location data. YVCOG used the data platform in partnership with its modeling contractor as a quality control tool to calibrate the transportation model. YVCOG has also used the data service to perform limited experimental land use, event, and public activity planning data impacts analysis that may have greater benefit for (non-transportation-specific) land use determination and regional planning services activities.</p>	<p><b>Authorized Subscription October 18, 2021 – Subscription Started October 21, 2021</b></p>
<p><b><u>Human Services Transportation Plan (HSTP) Update &amp; Yakima Valley Regional Transit Feasibility Study</u></b></p> <p>YVCOG, its public transportation advisory committee, MPACT, and regional transportation and social service provider agencies collaborate to address public transportation issues in the Yakima region. YVCOG administered the update of the 2018 HSTP document and hired TranspoGroup as a consultant to develop a regional transit study. This effort includes English and Spanish interactive online surveys to determine needs and preferences of Yakima County transportation users.</p> <ul style="list-style-type: none"> <li>• 2022 HSTP Update – This plan update, began in the fall of 2021, addresses special needs transportation users with physical, language, or access limitations and provide feedback on transportation habits, needs, shortfalls, and recommendations for future transportation services.</li> <li>• Regional Transit Feasibility Study - TranspoGroup was selected through a Request for Proposals (RFP) process initiated in the fall of 2021 resulting in MPACT's recommendation on January 26, 2022 and approved by Policy Board on February 16, 2022. Titled "Study 1.0", the current study concentrates on inventorying the entire regions transit resources as a starting point for future growth. Planned, and presently unfunded studies "2.0" (expanding services with existing resources) and "3.0" (expanding services with new/future resources) will be attempted through the remainder of the decade as staffing and funding permit.</li> </ul> <p>Simultaneous performance of the HSTP and feasibility study has allowed for more efficient research and outreach activities (i.e., transit survey designed to provide useful data for both planning efforts), while reducing repetition and survey fatigue for service providers and interested public stakeholders and survey respondents.</p>	<p><b>HSTP and Feasibility Study Began Fall 2021</b></p> <p><b>HSTP Projected Approval: October 2022</b></p> <p><b>Feasibility Study Projected Completion: December 2022</b></p>

<b><u>Yakima Regional Intelligent Transportation System (ITS) Architecture Plan Update</u></b> 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 2021.	<b>December 20, 2021</b>
<b><u>2022 Performance Measurement Target Concurrence (Safety)</u></b> 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. 2022 was the first year that the Safety Target extended to the entire county with the expansion of the Metropolitan Planning Area (MPA) was expanded in August 2020. <u>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.</u>	<b>December 20, 2021</b>
<b><u>New Senior Transportation Planner</u></b> YVCOG filled its longstanding Transportation Planner Position internally by bringing our Land Use Program Sr. Planner, Jeff Watson, to the transportation program. Jeff brings extensive experience in land use, GIS, and analytics; he had been YVCOG Commute Trip Reduction Program Coordinator since joining YVCOG in August 2020.	<b>Position Filled: February 1, 2022</b>
<b><u>Critical Rural / Urban Freight Corridors (CRFC – CUFC)</u></b> YVCOG was an active participant in the WSDOT-led sub-committee reviewing the project specific and corridor components of the state's federal National Highway Freight Program (NHFP) under CRFC & CUFC funding allocation process.  YVCOG's Policy Board submitted four (4) regionally supported applications during phase one (project-specific). YVCOG later submitted in excess of 5.8 miles of CUFC and 17.1 miles of CRFC classified road corridors for future NHFP funding consideration between 2022 and 2026. WSDOT will finalize YVCOG's CRFC and CUFC corridor submittals in late summer 2022.	<b>Project Specific Freight Projects Submitted March 16, 2022</b>  <b>Freight Corridor Classifications submitted July 15, 2022</b>
<b><u>2022 Performance Measurement Target Concurrence (Transit Safety)</u></b> 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 2022 targets on February 4, 2022.	<b>Yakima Transit Public Transportation Safety Measures Adopted by Policy Board on March 21, 2022</b>

<p><b><u>2021 Obligation Closure Report</u></b> (for January 1, 2021, through December 31, 2021) YVCOG staff created the Calendar Year (CY) 2021 Obligation Closure Report.</p>	<p><b>March 21, 2022</b></p>
<p><b><u>SFY 2022 &amp; 2023 Unified Planning Work Plan (UPWP) – 2<sup>nd</sup> Year Update</u></b> (for July 1, 2021, through June 30, 2023) YVCOG staff developed the SFY 2022 &amp; 2023 UPWP. This is YVCOG's first 2-year UPWP since 2015. YVCOG amended the UPWP in January 2022 (adding language for performance of the Yakima Valley Transit Feasibility Study and YVCOG's Web Page modernization, and a second amendment in May 2022 to address financial and planning scope updates for FY 2023. YVCOG organized and hosted an interagency meeting on April 21, 2022. The final document was presented to the Transportation Policy Board for approval on May 16, 2022 and forwarded to WSDOT for State and Federal approval.</p>	<p><b>SFY 2022 Amend #1 approved January 19, 2022 / Amend #2 for FY 2023 approved on May 16, 2022. State &amp; Federal Approval on June 23, 2022</b></p>
<p><b><u>Limited English Proficiency (LEP) Outreach</u></b> 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 who primarily serve LEP populations have indicated that YVCOG invest resources to reach this disadvantaged population group.</p> <p>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 continuation 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.</p> <p>In November 2021, YVCOG hired Maria Lopez as Community Engagement Coordinator who will work in all YVCOG programs to increase YVCOG's interaction with the Hispanic community in our region. Maria also provides translation services on an as needed basis.</p>	<p><b>Efforts Ongoing.</b></p>
<p><b><u>Transportation Corridor Study Partnerships</u></b> YVCOG partnered with WSDOT and other local jurisdictions in the creation and development of multimodal transportation studies that addresses safety, accessibility, and efficiency issues around the region. YVCOG provide program oversight and access to YVCOG's modeling contract (eRMSi) to perform project alternative modeling analysis</p> <ul style="list-style-type: none"> <li>• <b><u>West Powerhouse/SR 12</u></b> – A YVCOG funded, WSDOT facilitated transportation study with Yakima County and the City of Yakima as co-partners addressing pedestrian, bicycle, transit, freight, and motorize travel in the area of NW Yakima involving W. Powerhouse Road, 40<sup>th</sup> Avenue, Fruitvale Blvd, and SR 12 between "Suntides" Intersection and Yakima's City limits. Completion and acceptance of the study was finalized in August 2022.</li> <li>• <b><u>SR 24 (Moxee) Corridor</u></b> – A WSDOT funded and led study addressing the section of SR 24 from Interstate 82 (western terminus) to the City of Moxee (eastern terminus). Study looks at multi-modal transportation needs and suggested improvements along the state route</li> <li>• <b><u>East-West Corridor</u></b> – A WSDOT/Yakima County/City of Yakima review of projected travel movement impacted by the new arterial being built between unincorporated Terrace Heights (east side of Yakima River and I-82) and the former Boise Cascade mill site in NE Yakima, as requested by the Federal Highway Administration (FHWA).</li> </ul>	<p><b>Powerhouse / SR 12 Study January 2021 to August 2022</b></p> <p><b>SR 24 (Moxee) began prior to COVID-19 pandemic (suspended), and restarted in Spring 2022.</b></p> <p><b>East-West Corridor began in early 2010's. Corridor construction ongoing with completion due in mid-2020's</b></p>



## 2021 UPWP Major Activities and Task Results

<b>1</b>	<b>Program Administration</b>	<b>\$945,509</b>
	<p>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:</p> <ul style="list-style-type: none"> <li>• YVCOG timesheets, WSDOT invoices and activity reports, monthly billings and accounting summaries, personnel assistance.</li> <li>• Evaluations, position descriptions, hiring's, terminations.</li> <li>• Program updates, notifications, training, record keeping, reporting.</li> <li>• Communication to include phone, email, letter, newspaper articles, presentations, newsletter, Facebook, blogs, electronic files.</li> <li>• Notifications, agendas, meeting coordination and prep, minutes for Transportation Policy Board, TAC, MPACT, and subcommittees.</li> <li>• Update (both major and minor) web page format and layout as needed to address improvements to agency operations, public outreach capabilities and the user experience.</li> <li>• 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.</li> <li>• Certify that the transportation elements of comprehensive plans adopted by the counties, cities, and towns within Yakima County Region, as updates require.</li> <li>• Special sub-committees for tasks, Calls for Projects and other regional prioritization activities, regional studies, training, and grant opportunities for members.</li> <li>• 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.</li> <li>• Participate in regional/state/federal/national committees and organizations.</li> <li>• Monitor and report legislation or regulatory changes affecting MPO/RTPO or members.</li> <li>• Call for Projects Grant program (Coordination, processing, and awarding) for carryover/returned/de-obligated Congestion Mitigation &amp; Air Quality (CMAQ) within the Yakima MPO area and Transportation Alternatives (TAP) funding with the Yakima County RTPO area.</li> <li>• 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.).</li> <li>• Utilize contracted on-line public "open house" software to improve general and LEP-population public participation efforts.</li> <li>• 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)).</li> <li>• To coordinate and update metropolitan planning agreements with WSDOT and regional transit providers, fulfilling requirements of 23 CFR 450.314, addressing FAST-Act performance measures, data sharing, and performance targets. Tasks may include: <ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> </ul> </li> </ul>	
	<b>Projected Funding Sources:</b>	STBG Planning / FHWA (MPO) / RTPO / FTA / CTR-CMAQ
	<b>Deliverable – Staffing</b>	Hiring of additional transportation planning staff as appropriate to perform and complete transportation planning activities



<b>Deliverable –</b> Public Participation	Obtain contracted on-line public “open house” software contractor for improved public participation and outreach. Hiring of a Spanish speaking staff member to perform and complete bilingual outreach and public participation.	
<b>Deliverable -</b> Corridor or Site-Specific Feasibility Study(ies) TBD	Traffic Modeling, traffic count and land use data for member jurisdictional requested feasibility study(ies). Yet to be determined/requested.	
<b>Deliverable</b> TAP/CMAQ Call for Projects	Call for Projects, project prioritization and award letters for eligible jurisdiction projects for Federal Funding Years 2021 & beyond	
<b>Deliverable</b> Powerhouse/SR12 Feasibility Study:	Traffic modeling, traffic count, and land use data for feasibility study document. YVCOG Staff Assistance to WSDOT to complete study.	
<b>Timeframe</b> Staffing / Public Participation / TBD Studies	July 2021 – June 2023. Ongoing, as needed and resources available.	
<b>Timeframe</b> TAP/CMAQ FY 2021 & Beyond	November 2021 – August 2022	
<b>Timeframe</b> Powerhouse/SR12 Feasibility Stud	January – December 2021	
<b>Lead</b>	Transportation Program Manager	
<b>Support</b>	YVCOG staff, Transportation Policy Board, Technical Advisory Committee, Member Jurisdictions, consultation with WSDOT, FHWA, FTA, and member agencies' staffs	
<b>Approval:</b>	WSDOT, FHWA, FTA	
<b>Schedule:</b> Staffing / Public Participation / TBD Studies	Staffing needs, analysis, budgeting and hiring. Public Participation Activities (Plan updates, reports, cmtes.) Future transportation-related studies	<i>Ongoing, as needed</i> <i>Ongoing, as needed</i> <i>Ongoing, as needed</i>
<b>Schedule</b> TAP/CMAQ FY 2021 & Beyond	Announce Formal Call for Projects - TAP & CMAQ TAC Prioritization / Policy Board Approval TAP & CMAQ Award Letters Obligation of Awarded Funds	<i>Nov. 2021</i> <i>Jan-Feb 2022</i> <i>Feb.-Mar. 2022</i> <i>May-Aug 2022</i>
<b>Schedule</b> Powerhouse/SR12 Feasibility Study	Develop multi-jurisdictional scope of work and local agency agreement (as required) Location-specific traffic modeling activities Location-specific traffic counter activities Completed Feasibility Study Document by WSDOT	<i>Jan.-Feb. 2021</i>  <i>Mar-Sept. 2021</i> <i>Mar-Sept. 2021</i> <i>Dec. 2021</i>

**TASK #1 Results:**

- Hired a Full time [Senior] Transportation Planner in February 2022
- Co-hosted with City of Union Gap the first in-person (hybrid) Washington State Transportation Commission (WSTC) monthly meetings (April 19-20) since the beginning of the COVID-19 Pandemic. Event included a multi-jurisdictional / multi-project site bus tour with attending commissioners and local representatives on day one and regional transportation stakeholders on both days.
- Completed YVCOG Agency Logo Update with inclusion into all agency documents
- Completed development of the WSDOT/City of Yakima/Yakima Co-based “Powerhouse Road/SR 12 Transportation Study (contact with WSDOT Signed March 15, 2021). Project brought over 30 area stakeholders together, culminating in an online project open house and final document. Project was accepted as complete by the Policy Board on August 15, 2022.
- Supported WSDOT on re-activated “SR 24 (Moxee) Corridor Study and updated modeling analysis for the WSDOT/Yakima Co/City of Yakima “East West Corridor” Project.
- 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. YVCOG continues to develop its new web page which may include variations of interactive software as part of its design
- DRYVE & TRANS-Action Transportation Advocacy Committees. Joint meetings held: Sept & Nov 2021 and March & May 2022
- Coordination with Yakama Nation: Tribal Transportation Safety Committee and Heritage Trail Corridor (HCT) Committee. The HCT Concept Plan was approved in July 2021. Steering Committee (YN, WSDOT, YVCOG, & Yakima County Health District) Developed and Submitted a Federal RAISE Grant application for ongoing planning efforts. \$1.0 Million in RAISE funding was awarded in August 2022. 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.
- Amended the SFY 2022/2023 UPWP in January (scope additions) and May (financial updates for SFY 2023), respectively.
- State/Federal Coordination: Quarterly MPO/RTPO/WSDOT Cmte, CTR/TDM Cmte., GPAC, Practical Solutions, TMUG, PAWG, PM2 & PM3 Work Groups, and “Investment Strategies” Cmte.
- Transportation Alternatives (TAP) and CMAQ Funding call for projects activities were delayed as efforts to

2	<b>Data Collection and Analysis</b>	<b>\$727,611</b>
	<p>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.</p> <p>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.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Regional base and forecast model set for travel demand modeling. Documentation that describes assumptions, process, inputs, projects included.</li> <li>• 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.</li> <li>• 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.</li> <li>• Receive, tabulate, and prepare WSDOT traffic counts.</li> </ul> <p>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 programming 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.</p> <p>In SFY 2022/2023 and beyond, YVCOG may undertake additional data collection activities including:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Start data collection planning for performance management / measurement activities and regional transit systems ridership totals.</li> <li>• 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 2022/2023</li> <li>• Coordinate with WSDOT to monitor and safety, preservation, bridge, and air quality, and reliability performance measures leading to next reporting/concurrence periods.</li> </ul>	
	<b>Projected Funding Sources</b>	STBG Planning / FHWA (MPO) / RTP / FTA / CTR-CMAQ
	<b>Deliverables</b>	<p><i>a.</i> Maintain a database and process to store and analyze data and information.</p> <p><i>b.</i> Collect and analyze updates/revisions in Census information and other demographic data for transportation planning.</p> <p><i>c.</i> Collect current traffic data from member agencies for MPO/RTP planning</p>

	<p><i>d.</i> Collect current route information from regional transit and para-transit providers to be used in regional travel demand model(predictive)</p> <p><i>e.</i> Collect current land use plans and transportation improvement programs details to be used in regional travel demand modeling (prediction)</p> <p><i>f.</i> Collect emergency management plans to be used in regional travel demand modeling (prediction)</p> <p><i>g.</i> Identify missing data and information needed for MPO/RTPO planning through YVCOG, MPO/RTPO Joint, and/or WSDOT-led or sponsored database access activities.</p> <p><i>h.</i> Continually review plans to identify and collect missing data needed for MPO/RTPO planning</p> <p><i>i.</i> Continue [privately contracted] Countywide Traffic Counting Program as an annual activity for member jurisdictions.</p> <p><i>j.</i> Develop and maintain an on-line (jurisdictionally accessible) traffic counter history web-link archive system used to store and access current and historic traffic count and other transportation related data on a GIS-linked tracking system.</p> <p><i>k.</i> Maintain 2018 travel demand model, coordinate with contractor and jurisdictions for developing update of model in 2021/2022.</p> <p><i>l.</i> Seek acquisition of “cellular/navigational “traffic tracking data complementary to origin and destination analysis.</p> <p>Obtain updated countywide aerial photo data from Yakima County GIS Department for YVCOG and jurisdictional transportation and land use analysis.</p>	
<b>Timeframe</b>	July 2020 through June 2021 <u>and beyond</u> , as applicable.	
<b>Lead</b>	Transportation Program Manager, respective private consultant(s) of traffic model, aerial photo, database maintenance systems, with development to include calibration and validation of data.	
<b>Support</b>	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	
<b>Approval</b>	YVCOG	
<b>Schedule</b> 2021 Traffic Model Program Update	Utilization of 2018 Model Announce Formal Requests for Quotes (RFQs) TAC Prioritization and Policy Board Contract Approval Update Kickoff and Development Traffic Model Completion / Utilization	<i>Ongoing, until updated</i> <i>Mar 2021</i> <i>May 2021</i> <i>Jul 2021-Feb 2022</i> <i>Mar 2022 &amp; Beyond</i>
<b>Schedule</b> Annual Countywide Traffic Count Program - Consultant TBD by RFQ in 2021	2021 Traffic Counter Program 2021 Traffic Counter Data Reported to YVCOG/Jurisdictions 2021 Traffic Counter Program Completion (closing) 2022 Traffic Count Jurisdictional Needs Assessment 2022 Announce Formal Requests for Quotes (RFQs) 2022 TAC Prioritization & Policy Board Contract Approval 2022 Traffic Counter Data Reported to YVCOG/Jurisdictions 2022 Traffic Counter Program Completion (closing) 2023 Traffic Count Jurisdictional Needs Assessment 2023 Announce Formal Requests for Quotes (RFQs) 2023 TAC Prioritization & Policy Board Contract Approval 2023 Traffic Counter Data Reported to YVCOG/Jurisdictions 2023 Traffic Counter Program Completion (closing)	<i>Mar - Oct 2021</i> <i>Apr - Nov 2021</i>  <i>Nov 2021</i> <i>Sept – Nov 2021</i> <i>Dec 2021</i> <i>Jan / Feb 2022</i> <i>Apr – Nov 2022</i>  <i>Nov 2022</i> <i>Sept – Nov 2022</i> <i>Dec 2022</i> <i>Jan / Feb 2023</i> <i>Apr – Nov 2023</i> <i>Nov 2023</i>

	<b>Schedule</b> On-line traffic counter archive program	Subscription Service, <i>proposed</i>	<i>Jul 2021 – Ongoing as budgeted</i>
	<b>Schedule</b> Aerial Photo Program – Partner w/Yakima Co.	-Aerial Photo performance by county contractor - Integration into county and YVCOG GIS systems and use, <i>proposed</i>	<i>Spring 2021, '23, &amp; '25 2022, 2024, &amp; 2026</i>
	<b>Schedule</b> Cellular/Navigational traffic tracking system	Yearly Subscription Access Service complementing Traffic Model update Process, <i>proposed</i>	<i>July 2021</i>

#### **TASK #2 Results:**

- Extended Modeling Assistance Contract (eRMSI, Inc) for 2022 Calendar Year (January 2022) to allow completion of the 2021/2022 Regional Transportation Model and for the Powerhouse Rd / SR 12 Transportation Study.
  - Consultation for Selah's E Selah Road (Yakima River Crossing) Extension Project and SR 12 / Naches City Limits Bike Ped Safety Corridor Study currently under development
  - Modeling specific contracts with WSDOT approved and performed for the E-W Corridor per FHWA/WSDOT request, and for WSDOT's SR 24 (Moxee) Corridor Study
- Extended contract with IDAX for two additional years through CY 2023 Season. Completed CY 2021 Season with 308 site counts (251 Tube, 47 Turning Movement, 10 Video Capture), and initiated CY 2022 Season with 365 counts (206 Tube, 119 T.M.s, and 39 Video Captures). 2021 counts were performed for all jurisdictions, except Toppenish (declined), Yakima County and WSDOT (maintain own program). 2022 counts included all municipalities. All traffic count data was shared with eRMSi for updating the regional transportation model.
- Obtained subscription of Streetlight Data services (Oct 21, 2021) in partnership with eRMSi for quality control and calibration purposes for the regional traffic model.

<b>3</b>	<b>Update SFY 2022/2023 UPWP for July 2021 through June 2023 / Annual Title VI / CY Obligation / CY Self-Certification / Obligation &amp; Closure Report / ITS Plan Updates</b>		<b>\$148,432</b>
	<p>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 local, state, tribal, and federal agencies in coordinating transportation planning activities.</p> <p>Per <a href="#">23 CFR 420.117</a>, the State DOT shall monitor all activities performed by its staff or by sub-recipients with <b>FHWA planning and research funds</b> to assure that the work is being managed and performed satisfactorily and that time schedules are being met.</p> <p>The YVCOG develops annual reports for: previous SFY UPWP accomplishments, Title VI, Calendar Year Obligations, Self-certification, and an ITS Plan update.</p> <p>YVCOG and WSDOT will continue collaboration in the FAST Act Performance Measure and Target Setting activities throughout SFY 2022 and 2023, having approved 2018 “PM2 and PM3” Performance Measures during the summer of 2018 and 2021 transit and MPO safety targets in December 2020.</p> <p>Local air quality and state targets for bridges, freight, and pavement condition, will continue to be reviewed in coordination with WSDOT following the 4-yr (2022) and 2-yr (2024) review periods.</p>		
	<b>Projected Funding Sources</b>	STBG Planning, MPO, RTPO, FTA	
	<b>Deliverables</b>	SFY 2022/2023 UPWP, Annual UPWP Report for SFY 2021 and 2022, Title VI Annual Reports, 2021 and 2022 Calendar Year Obligation & Closure Reports, Annual Performance & Expenditure Reports, Calendar Year Self-certifications, Annual ITS Plan Updates. Annual (Local and State) Performance Measure target determinations and concurrences [Air Quality, safety, bridges, pavement condition, transit safety].	
	<b>Timeframe 2022/2023 UPWP, as needed</b>	July 2021 through June 2023	
	<b>Timeframe (Annual Reports &amp; Updates):</b>	July 2021 through June 2023	
	<b>Timeframe Performance Measures</b>	2022 and 2023 Safety and Transit Safety Performance Measures (targets) are projected for approval in January 2022 and 2023, respectively. PM 2 and 3-level performance measure activities are projected for the 2021 and 2022 CYs with coordination meetings between WSDOT and the state’s MPOs/RTPO’s expected (no time frame available at this time).	
	<b>Lead</b>	Transportation Program Manager	
	<b>Support</b>	YVCOG staff, Transportation Policy Board, Technical Advisory Committee, Member Jurisdictions, consultation with WSDOT, FHWA, FTA, and member agencies’ staffs	
	<b>Approval - UPWP</b>	WSDOT for RTPO portion; FHWA and FTA for MPO portion	
	<b>Approval - Annual Reports &amp; Updates</b>	WSDOT, FHWA (MPO), FTA	
	<b>Approval Performance Measures</b>	WSDOT, FHWA, FTA	
	<b>Schedule</b>	SFY 2022/2023 UPWP Approval 2021 Self -Certification SFY 2021 Annual UPWP Report Title VI Annual Report (New Sept/Aug Timeline) Annual ITS Update	<i>June 2021</i> <i>September 2021</i> <i>September 2021</i> <i>October 2021</i> <i>November 2021</i>

	2022 MAP-21 Safety Performance Measures/Targets FTA / Public Transportation Agency Safety Plans (PTASP) <i>(Regional Transit Safety Performance Targets)</i> CY 2021 Obligation & Closure Report SFY 2023 UPWP (Revisions) Preparation and Draft Submittal <i>(If needed)</i> SFY 2023 UPWP (Revisions) Approval <i>(If needed)</i> FAST Act Performance Measures Confirmation <i>(If needed)</i> 2022 Self -Certification SFY 2022 Annual UPWP Report Title VI Annual Report <i>(New Sept/Aug Timeline)</i> Annual ITS Update 2023 MAP-21 Safety Performance Measures/Targets FTA / Public Transportation Agency Safety Plans (PTASP) <i>(Regional Transit Safety Performance Targets)</i> CY 2022 Obligation & Closure Report SFY 2024/2025 UPWP Preparation and Draft Submittal SFY 2024/2025 UPWP (Revisions) Approval	<i>January 2022</i> <i>January 2022</i>  <i>March 2022</i> <i>March 2022</i>  <i>May 2022</i> <i>September 2022</i> <i>September 2022</i> <i>September 2022</i> <i>October 2022</i> <i>November 2022</i> <i>January 2023</i> <i>January 2023</i>  <i>March 2023</i> <i>March 2023</i> <i>May 2023</i>
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**TASK #3 Results:**

- Adopted 2021 UPWP Annual Report – September 20, 2021
- Adopted 2021 MPO/RTPO Self Certification Review – September 20, 2021
- Adopted 2021 Title VI Annual Report – Assurances – October 18, 2021
- Approved 2021 ITS Architecture Plan Update – December 20, 2022
- Adopted 2022 (Safety) Performance Measure Target Concurrence – December 20, 2022
- Adopted Amendment #1 of the SFY 2022/2023 UPWP to include Transit Feasibility Study RFP and selection process and YVCOG comprehensive web page update – January 19, 2022
- Adopted 2022 Transit Safety Performance Measures (PTASP) – March 21, 2022
- Adopted CY 2021 Obligations & Closures Report – March 21, 2022
- Developed Amendment #2 of the SFY 2022/2023 UPWP to address activity scope additions and fiscal updates for the 2023 UPWP period. – January thru May 2022
  - Adopted 2021 UPWP -- May 16, 2022
  - FWHA/WSDOT approval – June 23, 2022



4	Develop 2023-2026 and 2024-2027 M/RTIP Develop 2022-2025 and 2023-2026 M/RTIP Amendments		\$148,432
	<p>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, or Metropolitan and Regional Transportation Improvement Program, 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).</p> <p>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).</p>		
	Projected Funding Sources	STBG Planning, FHWA (MPO), RTPO, FTA	
	Deliverables	2021-2024 Metropolitan and Regional Transportation Improvement Program 2020-2023 MRTIP Amendments 2022-2025 MRTIP Amendments	
	Timeframe	2021-2024 Amendments 2022-2025 MRTIP 2022-2025 Amendments 2023-2026 MRTIP 2023-2026 Amendments 2024-2027 MRTIP	
	Lead	Transportation Program Manager	
	Support:	YVCOG staff, Transportation Policy Board, Technical Advisory Committee, and coordination with WSDOT	
	Approval	WSDOT, FHWA, FTA	
	Schedule SFY 2022	2021-2024 M/RTIP Amendments, <i>monthly as needed</i> 2022-2025 M/RTIP Update 2022-2025 M/RTIP Approval	July – October 2021 July – September 2021 October 2021
	Schedule (2023 SFY):	2022-2025 M/RTIP Amendments 2022-2025 M/RTIP Amendments, <i>monthly as needed</i> 2023-2026 M/RTIP Update 2023-2026 M/RTIP Approval 2023-2026 M/RTIP Amendments	January – June 2022 July – October 2022 July – September 2022 October 2022 January – June 2023

**TASK #5 Results:**

- No requests for SRTS or Complete Streets assistance were requested during SFY 2022
- Completed development of the WSDOT/City of Yakima/Yakima Co-based “Powerhouse Road/SR 12 Transportation Study (contact with WSDOT Signed March 15, 2021). Project brought over 30 area stakeholders together, culminating in an online project open house and final document. Project was accepted as complete by the Policy Board on August 15, 2022.
- Supported WSDOT on re-activated “SR 24 (Moxee) Corridor Study and updated modeling analysis for the WSDOT/Yakima Co/City of Yakima “East West Corridor” Project.
- Began scoping and contractual discussions with WSDOT and the Town of Naches on the SR 12 / Naches City Limits Bike/Ped Corridor Study. Goal of the proposed study will be to address/consider bicycle and pedestrian facilities along the SR 12 corridor through Naches where currently none exist. Consideration for bicycle and pedestrian linkages to the Naches Trail and Cleman’s View Park at east terminus of the study area are also planned.
- Coordination with Yakima Nation: Tribal Transportation Safety Committee and Heritage Trail Corridor (HCT) Committee. The HCT Concept Plan was approved in July 2021. Steering Committee (YN, WSDOT, YVCOG, & Yakima County Health District) Developed and Submitted a Federal RAISE Grant application for ongoing planning efforts. \$1.0 Million in RAISE funding was awarded in August 2022. Partnership will continue with planning effort to develop specific projects over next 12-24 months.
- Ongoing RTPO follow-up invitations to Yakima Nation have resulted in email correspondence considering discussion meetings but have not received a formal commitment from the YN to proceed.
- Restarted (April 2022) coordination with WSDOT & Statewide MPOs/RTPOs regarding mid-term (2022) 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 (2022) Safety Performance Measure targets – December 20, 2021
  - The City of Yakima (Transit) updated and adopted their Public Transit Agency Safety Plan (PTASP) on February 4, 2022.
  - Adopted (concurred) Yakima Transit’s Public Transportation Agency Safety Plan (PTASP) 2022 Transit Safety Performance Measures – March 21, 2022
- Ongoing planning and research efforts supporting the return of passenger rail service to Central Washington

<b>6</b>	<b>2022 Human Services Transportation Plan Update 2023-2025 Public Transportation Consolidated Grant Process</b>		<b>\$35,000</b>
	<p>The Special Needs Transportation Coalition was brought under direct control of the YVCOG in 2015, officially recognized as an advisory committee to the YVCOG Transportation Policy Board and rebranded in 2016 as the “Mobilizing Public Access to Countywide Transportation” (MPACT) Committee. YVCOG, with the assistance of MPACT, updated the Coordinated Public Transit Human Services Transportation Plan in 2018 and coordinated the 2017-19 and 2019-21 Consolidated Grant Call for Projects regional ranking process. The ranking process culminates in a regionally ranked “A”, “B”, and “C” (indicating bonus points for the grant applications). List of projects submitted to WSDOT in November/December every “even” year.</p> <p>YVCOG &amp; MPACT will review and update the 2018 HSTP Document coordinate for possible impacts to the Yakima County Regional Transit Feasibility Study Process (Task 7)</p>		
	<b>Projected Funding Sources</b>	STBG Planning, FHWA (MPO), RTPO, FTA, HSTP, WSDOT Consolidated Grant Funding	
	<b>Deliverables</b>	Committee development and update of 2022 Human Services Transportation Plan Committee’s Review and impact on Regional Transit Feasibility Study. 2023-2025 Consolidated Grant Call for Projects Regional Ranking Results	
	<b>Timeframe</b> Transit Feasibility Study 2022 HSTP Update 23-25 Consolidated Grant	September 2020 - December 2021 September 2021 – June 2022; Adoption July 2022 July – November 2022	
	<b>Lead</b>	Executive Director or Transportation Program Manager	
	<b>Support</b>	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.	
	<b>Approval</b>	WSDOT and FTA	
	<b>Schedule</b>	Integration of Regional Transit Feasibility Study into HSTP MPACT Committee Coordination Meetings (As needed) Development of 2022 HSTP (Update of 2018 Document) Adoption of 2022 HSTP Document 2023-25 Biennium Consolidated Grant Call for Projects 2023-25 Consolidated Grant Application Development and Eligibility Period (Applicants & WSDOT) 2023-25 Consolidated Grant YVCOG Region Prioritization YVCOG Policy Board Approval of 23-25 Prioritization List Submit 2023-25 Prioritization List to WSDOT	<i>Jan 2021 - June 2022</i> <i>July 2021 – June 2023</i> <i>Sept 2021 – June 2022</i> <i>July 2022</i> <i>July 2022</i> <i>July – September 2022</i>  <i>October 2022</i> <i>November 2022</i> <i>December 2022</i>

**TASK #6 Results:**

- MPACT Committee has met monthly between July 2021 and June 2022 to oversee development of HSTP Update and Transit Feasibility Study.
  - 2022 HSTP Update – Plan update of 2018 document, began in the fall of 2021, addresses special needs transportation users with physical, language, or access limitations and provide feedback on transportation habits, needs, shortfalls, and recommendations for future transportation services. Research, outreach, and agency participation activities are running concurrently with Regional Transit Feasibility Study to reduce duplication of effort and ensure accuracy of data. Plan approval expected not later than October 2022.
  - Regional Transit Feasibility Study - TranspoGroup was selected through a Request for Proposals (RFP) process initiated in the fall of 2021 resulting in MPACT’s recommendation on January 26, 2022 and approved by Policy Board on February 16, 2022. Titled “Study 1.0”, the current study concentrates on inventorying the entire regions transit resources as a starting point for future growth. Planned, and presently unfunded studies “2.0” (expanding services with existing resources) and “3.0” (expanding services with new/future resources) will be attempted through the remainder of the decade as staffing and funding permit. Study 1.0 is expected to be completed by December 2022.
- 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 Regional Transportation Manager continues as representative of CTR/TDM Technical advisory committee. The Senior Transportation Planner became YVCOG’s representative of the CTR/TDM Implementers Committee.

<b>7</b>	<b>Yakima County Regional Transit Feasibility Study – Phase 1</b>		<b>\$106,075</b>
	<p>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 (I-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.</p> <p>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.</p> <p>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.</p>		
	<b>Projected Funding Sources</b>	STBG Planning, FHWA (MPO) , RTPO, FTA, CTR-CMAQ, HSTP, WSDOT Consolidated Grant Funding	
	<b>Deliverables</b>	<b>Yakima County Regional Transit Feasibility Study</b> document reporting: 1) best practices for integrating services of existing transit programs 2) consolidate the region's identified public transportation needs/barriers/resources 3) generate financial and technically feasible solutions needed to address transit gaps in the region.	
	<b>Timeframe</b>	July 1, 2020 thru December 31, 2022	
	<b>Lead</b>	Transportation Program Manager, in coordination with MPACT Committee	
	<b>Support</b>	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 and TRANS-Action Transportation Advocacy Committees. Additional support will be sought with independent pedestrian, bicycle, and transit stakeholders.	
	<b>Approval</b>	WSDOT, FHWA, and FTA <i>(as required)</i>	

<b>Schedule</b>	MPACT, CTR, & Transportation Provider (Study) Meetings Strategy Development and project introduction WSDOT Approval to initiate a consultant Request For Proposal (RFP) RFP Process Selection and Contract with Consultant Consultant Start Integration of 2018 & 2022 HSTPs and 2020/45 MRTP data in study Research, partnership development, and case study activities for best practices, needs/barriers/resources, and financial and technically feasible solutions Development of Feasibility Study Report Public Review / Policy Board Approval of Study Report	<i>July 2020 - Completion</i> <i>Oct 2020 – Jan 2021</i> <i>August 2021</i>  <i>Sept 2021 – Jan 2022</i> <i>Jan – Feb 2022</i> <i>Feb 2022</i>  <i>Feb 2022</i>  <i>Mar – Jun 2022</i>  <i>July – Aug 2022</i>  <i>Sept – Oct 2022</i>
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#### **TASK #7 Results:**

- Primary program activities delayed for most of 2021 due to staffing limitations (loss of newly hired transportation planner in August 2021) and COVID-19 restrictions mandated by Governor Inslee. Staffing of the Senior Transportation Planner position was not completed until February 2022.
- Coordinated with WSDOT to convert Transit Feasibility Study from an internal-YVCOG effort to a consultant (Request for Proposals) process, extending the original consolidated grant contract on October 18, 2021.
- Announced Yakima Valley Regional Transit Feasibility Study on November 1, 2021, with submittal deadline of December 8, 2021. Three qualified applications were received: Transpo Group, People for People, and Walker Consultants.
- MPACT convened an RFP consultant prioritization subcommittee on January 4, 2022. Transpo Group was scored highest, followed by Walker Consultants and People for People. A contract was approved by Policy Board on February 16, 2022, with a project kickoff of March 7, 2022.
- Transportation Provider interviews, study webpage and survey development performed (March-June 2020). A “soft opening” of the webpage and online survey was performed in conjunction with the Yakama Nation Treaty Day celebration with limited success. Webpage and study were simultaneously developed as bilingual to insure maximum demographic outreach.
- MPACT Committee met regularly during SFY 2022 to oversee preparation and kickoff of study. Transpo Group is provided a study update in the MPACT Agendas.
- YVCOG and Transpo Group Staff maintain bi-weekly vertical meeting to address study coordination and status of activities. Post-2022 UPWP activities include:
  - Online Study Survey official announced July 22<sup>nd</sup> with a cutoff date of August 30, 2022.
  - In-person bus stop/bus rider outreach events planned for August 31 and Sept 13, 2022.
  - Review of Draft Study Document Oct-Nov 2022
  - Final Document Nov-Dec 2022

8	Commute Trip Reduction (CTR) Enhancement and Transportation Demand Management (TDM) Program Activities		\$350,754
	<p>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 indirectly reduce vehicle emissions. This program complements ongoing Congestion Mitigation &amp; Air Quality (CMAQ) efforts to reduce Carbon Monoxide (CO) and Particulate Matter of 10 microns (PM10).</p> <p>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.</p> <p>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. In January 2021, the YVCOG Transportation Program Manager was added to the State’s CTR Executive Board</p> <p>Core activities anticipated, but are not limited to:</p> <ul style="list-style-type: none"><li>• New employer recruitment and alternative (non-CTR required) employer education and commuter habits evaluations.</li><li>• Community outreach programs (i.e., Wheel Options) and CTR program promotion/advertising activities.</li><li>• Employer/Employee Transportation Coordinator (ETC) training and committee meetings.</li><li>• Employer and user “Incentive &amp; Subsidy” programs promoting CTR usages including Vanpool, Bike Rack, and bus purchase programs.</li><li>• Program process verification [survey] activities; and</li><li>• Jurisdictional reports, reviews, and updates</li><li>• Coordination, processing, and awarding of a 2020 CMAQ Call for Projects program for existing carryover/returned/de-obligated CMAQ funds.</li></ul>		
	Projected Funding Sources	STBG Planning, FHWA (MPO), RTPO, FTA, CTR-CMAQ	
	Deliverables	<ul style="list-style-type: none"><li>• Bi-annual 2020 State of Washington CTR Employee Questionnaire, CTR Quarterly Reports – State delayed to spring of 2021 due to COVID19 Pandemic.</li><li>• Bi-annual 2022 State of Washington CTR Employee Questionnaire, CTR Quarterly Reports</li></ul>	
	Timeframe (TAP)	July 1, 2021 thru June 30, 2023	
	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 Quarterly performance reports CMAQ Call for Projects process Bi-annual 2020 State of Washington CTR Employee Questionnaire (Survey) – Submitted to WSDOT Bi-annual 2022 State of Washington CTR Employee Questionnaire (Survey) – Submitted to WSDOT May and October Wheel Options Participation Events	Ongoing, as requested. Quarterly to Jun 2023 After Dec 2021 Apr – Oct 2021  Apr – Oct 2022  Oct 2021/22 & May 2022/23



**TASK #8 Results:**

- 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). Senior Transportation Planner continues to service on the CTR/TDM Implementor's Committee
- Completed 2021/2022 Regional Transportation Model Update (June/July 2022). Model addresses traffic and land use projects with a 2020 base year and 2025 and 2045 out years. New model increases YVCOG ability to model transit movement.
- Obtained subscription of Streetlight Data services (Oct 21, 2021) in partnership with eRMSi for quality control and calibration purposes for the regional traffic model, including transit movement. YVCOG is considering expansion of data service to be able to track bike/ped movement in CY 2023
- Continued participation in regional passenger rail discussion efforts with the "All Aboard Washington" organization and other national passenger rail stakeholder groups.
- 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 periods of the 2022 UPWP Year. Yakima Transit terminated their vanpool program in January 2022 due to lack of demand.

## 2022 UPWP Planned Budget Summary

### Based on Amended – January 2022 UPWP Update

The chart below provides an estimated Budget Summary of the distribution of adjusted SFY 2022 planning funds for the MPO/RTPO.

YVCOG's Transportation Estimated Budget for SFY 2022 MPO/RTPO Activities and Tasking											
	Estimated STBG Set Aside Funds	Estimated STBG Local Match Funds	Estimated FHWA PL Funds	Estimated FTA 5303 Funds	Estimated RTPO Planning Funds	Estimated Local Match	SFY 2020 Carry Forward + Match	HSTP Funding / Consol. Grant	CTR - Work Plan Funding	CMAQ Program Enhance Funding	Estimated Planning Budget SFY 2022
<b>Program Administration</b>	\$191,610	\$25,867	\$128,976	\$34,400	\$37,217	\$22,056	—	—	—	—	\$440,125
<b>Data Collection and Analysis</b>	\$156,772	\$21,164	\$111,779	\$29,813	\$32,254	\$19,115	—	—	—	—	\$370,897
<b>Develop SFY 2021 UPWP / Annual Reports &amp; Updates</b>			\$42,992	\$11,467	\$12,406	\$7,352	—	—	—	—	\$ 74,216
<b>Develop a 2020-2023 M/RTIP and Amendments</b>			\$42,992	\$11,467	\$12,406	\$7,352	—	—	—	—	\$74,216
<b>SRTS/CS/PM Jurisdictional Assistance Activities</b>			\$17,197	\$4,587	\$4,962	\$2,941	—	—	—	—	\$29,686
<b>HSTP Activities &amp; Planning / Consolidated Grant</b>							—	\$25,000	—	—	\$25,000
<b>Yakima County Transit Feasibility Study</b>	\$45,000	\$6,075				\$10,000		\$45,000	—	—	\$106,075
<b>Commute Trip Reduction (CTR)</b>	\$30,000	\$4,050							\$74,305	\$234,098	\$342,453
	<b>\$423,382</b>	<b>\$51,157</b>	<b>\$343,935</b>	<b>\$91,732</b>	<b>\$99,244</b>	<b>\$68,815</b>	<b>\$0</b>	<b>\$70,000</b>	<b>\$74,305</b>	<b>\$234,098</b>	<b>\$1,462,668</b>

## 2022 UPWP Actual Expended Summary

Based on Amended – January 2022 Update

This chart provides a final expended distribution of SFY 2022 planning funds for the MPO/RTPO.

	Estimated STBG Set Aside Funds	Estimated STBG Local Match Funds	Estimated FHWA PL Funds	Estimated FTA 5303 Funds	Estimated RTPO Planning Funds	Estimated Local Match	HSTP Funding / Consol. Grant	CTR - Work Plan Funding	CMAQ Program Enhance. Funding	Actuals Planning Budget SFY 2022
<b>Program Administration</b>	\$173,423.64	\$23,412.19	\$114,114.46	\$50,731.02	\$45,970.99	\$22,254.14	—	—	—	<b>\$429,906.44</b>
<b>Data Collection and Analysis</b>	\$193,573.12	\$26,132.37	\$111,669.67	\$20,440.91	\$35,340.95	\$17,834.93	—	—	—	<b>\$404,991.95</b>
<b>Develop SFY 2021 UPWP / Annual Reports &amp; Updates</b>	\$6,941.26	\$937.07	\$4,780.63	\$1,516.20	\$1,402.30	\$850.07	—	—	—	<b>\$16,427.53</b>
<b>Develop a 2020-2023 M/RTIP and Amendments</b>	\$14,609.37	\$1,972.27	\$11,723.09	\$3,809.51	\$3,309.54	\$2,096.90	—	—	—	<b>\$37,520.68</b>
<b>SRTS/CS/PM Jurisdictional Assistance Activities</b>	\$938.13	\$126.65	\$713.46	\$64.59	\$115.70	\$105.04	—	—	—	<b>\$2,063.57</b>
<b>HSTP Activities &amp; Planning / Consolidated Grant</b>	\$14,394.97	\$1,943.32	\$35,488.70	\$1,172.29	\$6,222.85	\$4,949.23	\$18,658.82	—	—	<b>\$82,830.18</b>
<b>Yakima County Transit Feasibility Study</b>						\$3,159.55	\$15,426.07	—	—	<b>\$18,585.62</b>
<b>Commute Trip Reduction (CTR)</b>						\$2,509.78		\$59,125.11	\$16,081.13	<b>\$77,716.02</b>
	<b>\$403,880.49</b>	<b>\$54,523.87</b>	<b>\$278,490.01</b>	<b>\$77,734.52</b>	<b>\$48,090.31</b>	<b>\$53,759.64</b>	<b>\$34,084.89</b>	<b>\$59,125.11</b>	<b>\$16,081.13</b>	<b>\$1,025,769.97</b>

### FY 2022 Estimated vs. Actual Expenditure Comparison Table

	Task	Estimated Planning Budget	Total [Actual] Expended Planning Budget	Estimated vs. Expended Variance
1	Program Administration	\$440,125.00	\$429,906.44	\$10,218.56
2	Data Collection and Analysis	\$370,897.00	\$404,991.95	\$(34,094.95)
3	Develop SFY 2021 UPWP / Annual Reports & Updates	\$ 74,216.00	\$16,427.53	\$57,788.47
4	Develop a 2020-2023 M/RTIP / Develop M/RTIP Amendments	\$74,216.00	\$37,520.68	\$36,605.32
5	RTS/CS/PM Jurisdictional Assistance Activities	\$29,686.00	\$2,063.57	\$27,622.43
6	HSTP Activities & Planning / Consolidated Grant	\$25,000.00	\$82,830.18	\$(57,830.18)
7	Yakima County Transit Feasibility Study	\$106,075.00	\$18,585.62	\$87,489.38
8	Commute Trip Reduction (CTR)	\$342,453.00	\$77,716.02	\$264,736.98
Totals		\$1,462,668.00	\$1,025,769.97	\$436,918.03

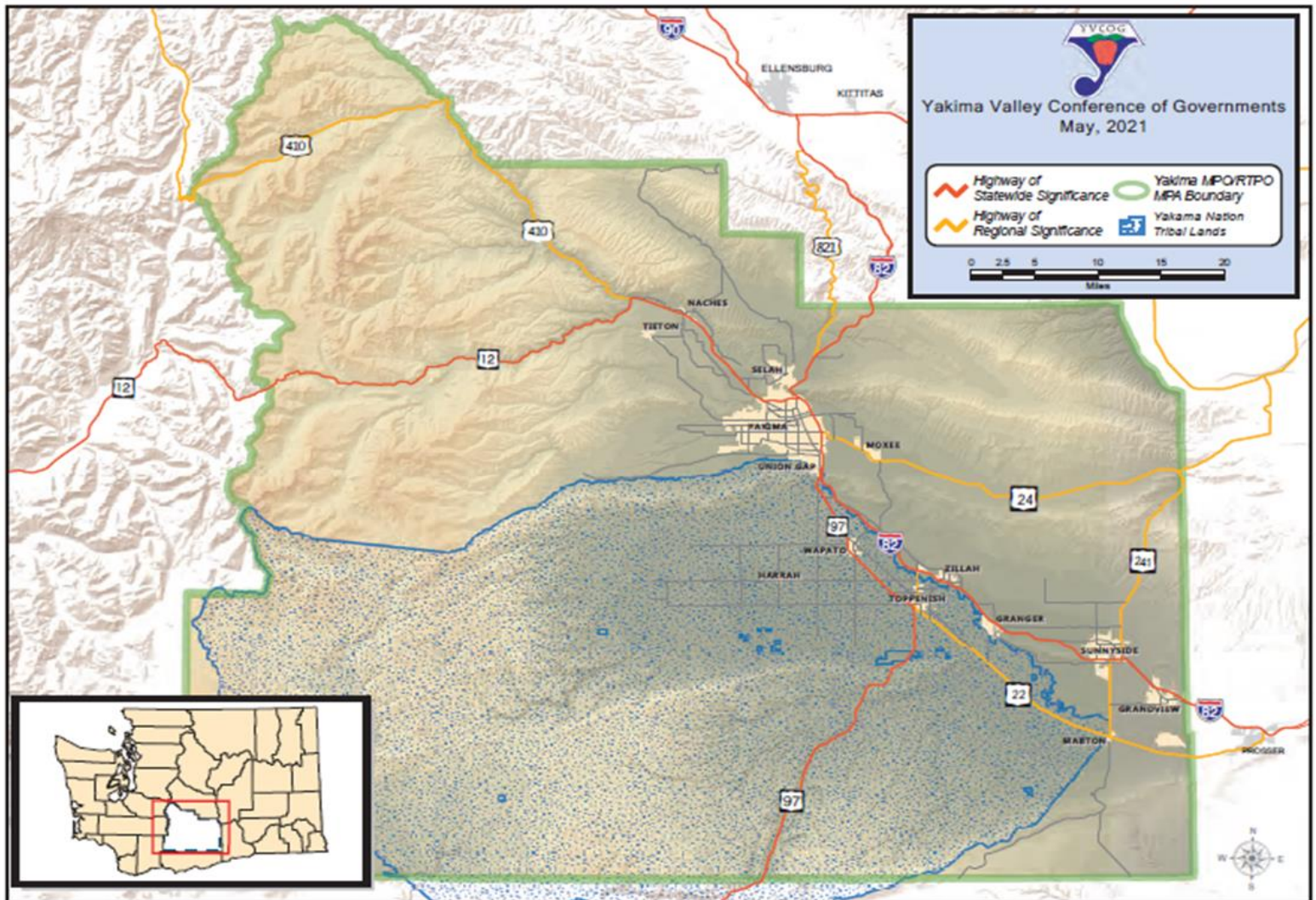
### **Financial Factors to 2022 UPWP and Project Tasks:**

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

- YVCOG's SFY 2022 UPWP budget projections with regards to the overall 2022/2023 budget appears to be generally on track with a projected final biennial carryover estimate of \$476,200 versus an actual 2022 carryover of \$436,918. While YVCOG did spend less than the anticipated \$1.462 million estimated, this was partially due to the delay in securing a consultant and start of work in the Transit Feasibility Study (pushing significant funds in the 2023 UPWP Year, and the over estimation of UPWP/Annual Reports and TIP Amendment Costs. YVCOG also experienced a reduction in projected staffing costs between August 2021 and February 2022, while we were without a Transportation Planner.
- As previously mentioned, limited staffing during the 2022 UPWP Year continued to influence expenditures. A new Associate Transportation Planner was hired in the spring of 2021 but did not complete their probationary period. Two job announcements and subsequent interview processes resulted in job offerings during the fall of 2021, but ultimately the candidates did not commit to YVCOG's employment offers. In February 2022, YVCOG's Senior Land Use Planner / CTR Coordinator, Jeff Watson, agreed to transfer permanently to the Transportation Program as the Sr. Transportation Planner.
- 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. In most cases, trainings and workshops participated in were at "no cost". Travel to meetings and trainings/conferences/workshops have only begun to be performed in late spring 2022.
- YVCOG's annual Countywide Traffic Counter Program completed its second year from March to October 2021 with 312 counts at a cost of \$91,530; the 2022 Season (to be completed in October 2022) will exceed 360 counter sites with contracted cost of \$126,920. YVCOG anticipates a lower 2023 calendar year cost as YVCOG looks to stay within a predetermined 3-year budget window on traffic counting.
- YVCOG performed two contractual extensions during the 2022 UPWP year with its traffic model consultant (eRMSi) as we performed the 2021/2022 Update of the Yakima Region Model. This task was completed in 12 months (July to July) rather than the extended 30 months for the 2018 (2016 initiated) model update. The reduced time was achieved as virtually all land use updates were review and corrected in house rather than through individual jurisdiction review. This made for a more time and accurate effort but required more YVCOG Staff time. YVCOG also utilized IDAX's traffic counts and the Streetlight Data, Inc. subscription (\$60,000) services for calibration and quality control of the model.
- Program Management admin expenditures continue at a higher than historic rates as lack of staffing, inflationary pressures, and COLA costs affect YVCOG's ability to recruit and retain staff. An expansion of regional corridor study investment and technological (data) advances providing value added services affected general expenditures as YVCOG continues to seek additional programs to serve its member jurisdictions.
- The lack of available staffing and ongoing COVID-19 Pandemic delayed the start of the regional transit feasibility study (TFS) till March 2022. Completion of the study is now scheduled for December 2022. As a result, most costs associated with the TFS will be realized in the 2023 UPWP year, not 2022.
- YVCOG anticipates a reduction of budget in future UPWP's in the areas of UPWP Development/Annual Reports, M/RTIP & TIP Amendment Updates, and Safe Routes to School/Complete Streets/PM2 & PM3 activities as staffing responsibility changes result in lower staffing costs for those activities and process efficiencies have been enacted. Also, YVCOG has not been requested to perform SRTS or CS activities in the past few years.



## Appendix A - YVCOG Metropolitan Planning Area (MPA) Regional Map



## Partnership Building, Organizational Coordination, &amp; Staff Development

**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 videoconference (webinar) settings. The following are notable instances in SFY2022:

1	Continued long-time collaboration with DRYVE & TRANS-ACTION Transportation Advocacy Committees to coordinate transportation planning and investment efforts and economic development in the Yakima Valley region. (2021 – Sep 9&10 and Nov 17) & (2022 – Mar 23 and May 25)
2	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. Began update of 2018 Human Services Transportation Improvement Plan [HSTP] document (Fall 2021). The 2022 UPWP period meetings concentrated on developing the HSTP Update and the RFP process, consultant selection, and oversight of Regional Transit Feasibility Study. (2021 – Oct 11 & 28, Nov 15, and Dec 15; 2022 – Jan 26, Feb 23, Mar 30, Apr 27, Jun 2 & 29).
3	Assured consistent regional evaluation of transportation facilities and recognized regional corridors with WSDOT and local agencies to comply with RCW 36.70A
4	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. (2022 – Mar 31). Meeting opportunities limited due to tribal COVID-19 working restrictions during most of 2022 UPWP year. "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) resulting in a Tribal Council adoption of the HCT Concept Plan on July 9, 2021. 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 UPWP 22. YVCOG provided support to WSDOT and the YN in their submittal of a Federal RAISE Grant application. A \$1.0 Million grant award was announced on August 10, 2022
5	Ongoing Partner with Yakima County/City of Yakima/WSDOT – "East-West Corridor" / Boise Cascade Mill Site Project Committee. YVCOG provided access to it Traffic Modeling consultant [eRMSi] to perform modeling updates requested by the FHWA during the spring/summer of 2022
6	WSDOT "Investment Strategies Committee" – Statewide stakeholder effort to review the current transportation funding environment resulting from the I-976 (elimination of certain state & 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, started in the early fall of 2021, delving into more specific issues developed in Phase 1 and look at ways to implement future proposals. 18 General committee, sub-committee, and individual WSDOT consultant interview video meetings were held during the 2022 UPWP period.
7	Commute Trip Reduction (CTR) / Transportation Demand Management (TDM) Committees Video meetings. – Hosted stakeholders from throughout Central Washington for promoting networking and development of new statewide CTR strategic plan for 2022 and beyond. Ongoing [online] coordination continued during outbreak of COVID-19 despite travel restrictions during the SFY. YVCOG's Regional Transportation Manager is a active member of the Statewide CTR Technical Assistance Committee, while the Sr. Transportation Planner participates in the Statewide CTR Implementors Committee. YVCOG participated in 17 CTR or TDM committee meeting, workshops, or federal transportation conformity meetings during the 2022 UPWP period.
8	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. (2021 – Jul 26, Aug 23, Sep 27, Oct 25, Nov 22, Dec 27) and 2022 – Jan 25, Feb 28, Mar 28, Apr 25, May 23, & Jun 27)
9	MAP-21 / FAST ACT Performance Measures PM2 & PM3 Work Groups (WSDOT, MPOs and RTPOs). Development of Safety, CMAQ, Bridge/Pavement Condition, Interstate & 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. These efforts resumed in January 2022 in a series of PM2 and PM3 workshops and webinars sponsored by FHWA and WSDOT throughout the spring and summer of 2022. YVCOG adopted WSDOT-calculated 2022 Safety Targets covering the entire MPA (county) region in December 2021 and Yakima Transit approved 2022 Transit Safety Performance Measures in March 2022
10	CTR Employee Transportation Coordinator (ETC) Coordination meetings w/ YVCOG MPO Area CTR-required employers ETC representatives remained suspended during SFY 2022 due to COVID-19 and the restrictive use of transit round the state and locally. CTR Coordinator, Jeff Watson, continues work 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 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 2022:

<b>Committees, Associations, &amp; Ad Hoc Work Groups</b>	<b>Staff</b>
MPO/RTPO/WSDOT Coordinating Committees – Quarterly meetings (2021- Aug. 9-10 & Nov. 15-16, 2022 - Feb. 21-22, May 9-10)	Christina Wickenhagen Alan Adolf Jeff Watson
TRANS-ACTION/DRIVE – bi-monthly meetings	Christina Wickenhagen Alan Adolf Jeff Watson
Participation in CTR / TDM Technical Advisory Group (TAG) and Statewide CTR Board Committee – Monthly meetings.	Alan Adolf Jeff Watson
Association of Metropolitan Planning Organizations (AMPO) Policy Committee	Christina Wickenhagen Alan Adolf
Return of Passenger Rail to Central Washington Work Groups - considering financial and capital abilities of returning passenger rail to Central Washington with stops in Cle Elum, Ellensburg, Yakima and Toppenish. Activities included participation in All Aboard Washington (AAWA), a statewide passenger rail advocacy organization, providing multimodal transportation history and demographic information on the Yakima Region	Christina Wickenhagen Alan Adolf Jeff Watson
Yakima Bikes & Walks Committee – Private Citizen Group promoting walking and biking opportunities and facilities within the City of Yakima. YB&W contributes to the City of Yakima's Bicycle Master Plan. YVCOG attends monthly meetings, gathers insight on the needs on pedestrian and bicyclists, and share information on regional and state activities as a component of commute trip reduction efforts.	Alan Adolf Lynn Dietrich Jeff Watson
WSDOT Practical Solutions Roundtable - Practical Solution Roundtable that other transportation partners like FHWA and MPO/RTPO's have also attended. The purpose of the meeting is to further define and promote practical solutions, showcase examples, and discuss best practices.	Alan Adolf
Coordinated with other Washington State MPOs, Washington Tribes, FHWA, FTA, Eastern Washington University and WSDOT to assess federal and state tribal transportation policies meeting as the Tribal Transportation Planning Organization (TTPO)	Christina Wickenhagen Alan Adolf Jeff Watson
People for People Valley Shuttle Service Committee – People for People (PFP) Community Services developed (with community input) an augmented transit service to their state-grant funded “Community Connector” bus service. “Route 201” provide a 3-times per day loop service between the Cities of Grandview, Mabton, and Sunnyside” with several bus stops in each community. Route 201 connects to the Yakima to Prosser service provided by the Community Connector route.	Alan Adolf Jeff Watson
WSDOT (South Central Region) SR24 Integrated Scoping Committee [Discussion] - Multi Jurisdiction/Agency Stakeholder group to discuss multimodal, long-term plans for maintaining improving the SR24 corridor between Yakima and Moxee.	Alan Adolf Jeff Watson

West Powerhouse Rd/SR 12 Corridor Study Steering Committee – A WSDOT/Yakima Co./City of Yakima/YVCOG partnership to address safety, accessibility and operational efficiency issues in NW Yakima area along the W. Powerhouse Road and State Route 12 corridors. Started in January 2021, the study was completed in July 2022.	Alan Adolf Jeff Watson
Washington Transportation Professionals Forum / Peer Exchange – Bimonthly on-site & webinar networking and peer-review group that shares information and discuss ideas about transportation related issues on both sides of the state.	Alan Adolf Jeff Watson
(Greater) Yakima Chamber of Commerce - Safe Yakima Valley Committee - mobilizes individual citizens, families, neighborhoods, and organizations in collaborative efforts to create safe communities	Christina Wickenhagen

## 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 2022:

Conference / Training Event (Location)	Date(s) Attended	Staff
WSDOT - Equity External Listening Session	July 1, 2021	Alan Adolf
Overview of Analysis and Strategic Decision Making #1 (FHWA/WSDOT Webinar)	July 8, 2021	Alan Adolf
ADA Webinar #1 of 2: LPA Experiences in Transition Plan Implementation (FHWA/WSDOT Webinar)	July 14-15, 2021	Alan Adolf
Authentic Community Engagement - Best Practices for Equitable Work (AmericaWalks Webinar) - Video Replay from July 14th Event	July 14, 2021 July 20, 2021	Jodi Smith Alan Adolf
ADA Webinar #2 of 2: Disability Advisory Groups' Involvement in LPA Transition Plan Implementation (FHWA)	July 21, 2021	Alan Adolf Jodi Smith
Overview of Analysis and Strategic Decision Making #3 (FHWA/WSDOT Webinar)	July 22, 2021	Alan Adolf
Overview of Analysis and Strategic Decision Making #4 (FHWA/WSDOT Webinar)	July 29, 2021	Alan Adolf
FHWA-USDOT - Reducing Roadside Obstacles Webinar (Video Replay)	August 12, 2021	Alan Adolf Lynn Dietrich
Title VI Basics Training (WSDOT Webinar)	August 18, 2021	Tami Hayward
FHWA-USDOT - MOVES3 Training for Non-Modelers (Air Quality Themed Webinar)	August 24, 2021	Alan Adolf
MetroQuest Webinar - Pivotal Role of Public Involvement in the Surface Transportation Bill	August 25, 2021	Alan Adolf
2021-2023 Transportation Planning and Data Academy (WSDOT Webinar)	August 26, 2021	Jeff Watson
Transit Chat: Free Transit: Is it Possible (Transportation Choices Webinar)	September 1, 2021	Alan Adolf
WSAO Leases – Cash Basis Training	September 1, 2021	Tami Hayward Shane Andreas
WFOA Annual Conference (Various Days)	September 9-23, 2022	Tami Hayward Shane Andreas
Modeling Transit Demand Data to Boost Ridership Recovery (Streetlight Data. Inc. Webinar)	September 14, 2021	Alan Adolf
DANA Tool & TMN Aide Release (FHWA Webinar)	September 15, 2021	Alan Adolf
Venture Capture Strategies: Risk Assessment - The Primer Confirmation (FHWA Webinar)	September 15, 2021	Alan Adolf
Traffic Model Training for YVCOG Staff	September 17, 2021	Alan Adolf Lynn Dietrich Jeff Watson Shane Andreas
Washington Transportation Professionals Forum & Peer Exchange (WSDOT Webinar)	September 21, 2021	Alan Adolf
2021-2023 Transportation Planning and Data Academy (WSDOT Webinar)	September 23, 2021	Jeff Watson
Conference on Virtual Public Engagement for Transportation Planning (MetroQuest Webinar)	September 28, 2021	Alan Adolf
STREETLIGHT Data Summit 2021 (Video Conference)	September 29-30, 2021	Alan Adolf
Washington State Bike, Walk & Roll Summit (Cascade Bicycle Club) Conference	September 29-October 1, 2021	Lynn Dietrich
Taming Rush Hour Traffic: Return-to-Office Lessons for Your Region (Streetlight Data Webinar)	October 12, 2021	Alan Adolf

Development of a Truck Parking Information Management System Using Artificial Intelligence in Washington State (WSDOT Webinar)	October 13, 2021	Alan Adolf
WSDOT - Grant Equity and Inclusion Workshop (Video Training)	October 27, 2021	Alan Adolf
Upcoming regional human services transportation plans (HSTPs) – (WSDOT Webinar)	October 28, 2021	Alan Adolf Jeff Watson
TOOLBOX Peer Networking: Equitable Engagement in Comprehensive Plans: Tools and Strategies for Local Jurisdictions (Puget Sound Reg'l Council Webinar)	October 29, 2021	Alan Adolf
WSDOT - 2021-2023 Transportation Planning and Data Academy (Webinar #1)	November 18, 2021	Alan Adolf Jeff Watson
Proven Safety Countermeasures 2021 Update (FHWA Webinar)	November 22, 2021	Alan Adolf
Energy Retrofits for Public Buildings Listening Session 2 (WA St. Dept of Commerce Webinar)	December 6, 2021	Alan Adolf
Highway System Plan Equity Methodology virtual discussion (WSDOT Webinar)	December 8, 2021	Alan Adolf
Systemic Approach to Safety: Highlights from 5 Peer Exchanges Confirmation (FHWA-USDOT Webinar)	December 14, 2021	Alan Adolf
AASHTO/FHWA – The IIJA & TPM Webinar	December 15, 2021	Lynn Dietrich
2021-2023 Transportation Planning and Data Academy (WSDOT Webinar)	December 16, 2021	Alan Adolf Jeff Watson
National Highway Freight Program (NHFP) Informational (WSDOT Webinar)	January 19, 2022	Alan Adolf Jeff Watson
AASHTO/FHWA - TPM Webinar - IIJA and Risk/Resilience	January 26, 2022	Alan Adolf
2021-2023 Transportation Planning and Data Academy - Using GIS for Planning (WSDOT Webinar)	January 27, 2022	Alan Adolf Jeff Watson
Eligible Applicant Listening Session - Corridor Identification and Development Program (USDOT Webinar)	February 16, 2022	Alan Adolf
USDOT - "Electric Vehicles" Webinar	February 22, 2022	Alan Adolf Jeff Watson
USDOT - "Public Transportation" Webinar	February 24, 2022	Alan Adolf Jeff Watson
USDOT - "Railroad" Webinar	February 28, 2022	Alan Adolf Jeff Watson
Dream Play Build: Hands On Community Engagement for Enduring Spaces and Places (AmericaWalks Webinar)	March 2, 2022	Alan Adolf Jeff Watson
Bipartisan Infrastructure Law Guidebook: Roads, Bridges, & Major Projects (FHWA/USDOT Webinar)	March 3, 2022	Alan Adolf Jeff Watson
Bipartisan Infrastructure Law Guidebook: Safety (FHWA/USDOT Webinar)	March 8, 2022	Alan Adolf Jeff Watson
Bipartisan Infrastructure Law Guidebook: Resilience (FHWA/USDOT Webinar)	March 17, 2022	Alan Adolf Jeff Watson
2021-2023 Transportation Planning & Data Academy- Developing Statewide Policy (WSDOT Webinar)	March 24, 2022	Alan Adolf Jeff Watson
WSDOT (GoToWebinar) - Pedestrian & Bicycle Program and Safe Routes to Schools Overview Webinar Part 2	March 31, 2022	Jeff Watson
WSDOT (GoToWebinar) - Pedestrian & Bicycle Program and Safe Routes to Schools Overview Webinar Part I	April 12, 2022	Alan Adolf
Optimizing Virtual Community Engagement to Build Public Support (MetroQuest Webinar)	April 13, 2022	Alan Adolf
Recreation & Conservation Office (RCO) Grants Webinar	April 18, 2022	Sarah Hyndman
Records Retention Training (YVCOG Webinar)	April 26, 2022	All YVCOG Staff
Washington Transportation Professionals Forum and Peer Exchange (WSDOT Webinar)	April 27, 2022	Alan Adolf Jeff Watson
Transportation Planning and Data Academy - "Statewide Planning and Expanding Your Influence" (WSDOT Webinar)	April 28, 2022	Alan Adolf Jeff Watson
Getting Ready for the Safe Streets and Roads for All (SS4A) Program - Metropolitan Planning Organizations (MPOs) - (USDOT Webinar)	May 3, 2022	Alan Adolf
Office of International Programs: Turbo Roundabouts - (USDOT Webinar)	May 4, 2022	Alan Adolf
FHWA Complete Streets Primer - (Webinar)	May 11, 2022	Alan Adolf Jeff Watson

MOVES3 Training for Modelers (Days 1-4) - (WSDOT Webinar)	May 16-19, 2022	Alan Adolf
Transit Talk: New Approaches to Fare Enforcement – (Transportation Choices Webinar)	May 17, 2022	Alan Adolf
Getting Ready for the Reconnecting Communities Pilot Discretionary Grant Program (USDOT Webinar)	May 19, 2022	Jeff Watson
2021-2023 Transportation Planning and Data Academy - Administration of Planning - (WSDOT Webinar)	May 26, 2022	Alan Adolf Jeff Watson
WSDOT Webinar - Moving Freight in Washington State	May 26, 2022	Alan Adolf Jeff Watson
Effective Safety Target Setting Methods (FHWA/WSDOT Webinar)	June 2, 2022	Alan Adolf
From Plans to Equitable Change: Community Partnerships to Encourage Walkability (AmericaWalks Webinar)	June 7, 2022	Alan Adolf Sarah Hyndman
Effective Travel Time and Freight Reliability Target Setting Methods (FHWA/WSDOT Webinar)	June 8, 2022	Alan Adolf
WSDOT Freight Plan for MPOs and RTPOs (Webinar)	June 14, 2022	Alan Adolf
"Beyond the 9-5 Commute" (Transportation Choices Coalition Webinar)	June 15, 2022	Alan Adolf Jeff Watson
Effective Congestion Measures (Non-SOV and Peak Hour Excessive Delay per Capita) Target Setting Methods (FHWA/WSDOT Webinar)	June 16, 2022	Alan Adolf
Effective Bridge Condition Target Setting Methods (FHWA/WSDOT Webinar)	June 23, 2022	Alan Adolf
Puget Sound Regional Council - Peer Networking (FHWA/WSDOT Webinar)	June 24, 2022	Alan Adolf
Effective Pavement Condition Target Setting Methods (FHWA/WSDOT Webinar)	June 30, 2022	Alan Adolf

## YVCOG Organizational Chart

Below is the organization breakdown of YVCOG during SFY 2022:



### 2022 Organizational Chart

#### 2022 YVCOG GENERAL MEMBERSHIP BOARD

Grandview: Bill Moore, Council Member	Tieton: Ed Marquand, Council Member
Granger: Ryan Stonemetz, Council Member	Toppenish: Clara Jimenez, Council Member
Harrah: Pat Krueger, Council Member	Union Gap: James Murr, Council Member
Mabton: Arturo De La Fuente, Council Member	Wapato: Margaret Estrada, Mayor
Moxee: David Roy, Council Member	Yakima: Patricia Byers, Council Member
Naches: Paul Williams, Mayor	Yakima County: Ron Anderson, Commissioner
Selah: Sherry Raymond, Mayor	Zillah: Janice Gonzales, Council Member
Sunnyside: Julia Hart, Council Member	

#### EXECUTIVE COMMITTEE BOARD

James Restucci, Chair - City of Sunnyside Deputy Mayor  
 John Hodkinson, Vice-Chair - Area 1, City of Union Gap Mayor  
 Janice Gonzales, Area 2- City of Zillah Council Member  
 Jose Trevino, Area 3 - City of Granger Mayor  
 Patricia Byers, City of Yakima - Council Member  
 Ron Anderson, Yakima County - Commissioner  
 Sherry Raymond, Member at Large - City of Selah Mayor

#### YAKIMA VALLEY

#### Metropolitan and Regional Transportation POLICY BOARD

James Restucci, Deputy Mayor, Sunnyside, Chair	<b>13th District:</b>	<b>14th District:</b>
John Hodkinson, Mayor, Union Gap, Vice Chair	Sen. Judy Warnick	Senator Curtis King
Janice Gonzales, Council Member, Zillah	Rep. Tom Dent	Rep. Chris Corry
Patricia Byers Council Member, Yakima	Rep. Alex Ybarra	Rep. Gina Mosbrucker
Jose Trevino, Mayor, Granger		
Ron Anderson, Commissioner, Yakima County	<b>15th District:</b>	
Sherry Raymond, Mayor, City of Selah, Member at Large	Senator Jim Honeyford	
Todd Trepanier, Region Administrator, WSDOT SCR	Representative Bruce Chandler	
Jon Smith, President & CEO, YCDA	Representative Jeremie Dufault	
Madelyn Carlson, CEO, People for People		

#### EXECUTIVE DIRECTOR

Chris Wickenhagen

