

Final Document

Adoption: May 15, 2023

UPWP

2024 and 2025

State Fiscal Year
July 1, 2023 - June 30, 2025

Unified Planning Work Program



Yakima Valley Conference of Governments

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City of Grandview
City of Granger
Town of Harrah
City of Mabton
City of Moxee
Town of Naches
City of Selah / Transit
City of Sunnyside
City of Tieton
City of Toppenish
City of Union Gap / Transit
City of Wapato
City of Yakima
Yakima County
City of Zillah
WSDOT
Yakima Transit
Yakima Airport/McAllister Field
Yakama Nation
People for People
Yakima Co. Development Assoc.

Table of Contents

Yakima Valley Conference of Governments Metropolitan Planning Area Boundary Map..... [3](#)

I. Background [3](#)

 Metropolitan Planning Organization – MPO

 Regional Transportation Planning Organization – RTPO

 Funding

 Unified Planning Work Program – UPWP

 Transportation Policy Board, Technical Advisory Committee and MPACT Committee

 Diversity of Regional Transit Services

II. Memberships and Organizational Chart..... [6](#)

 Transportation Policy Board Members

 Transportation Technical Advisory Committee Members

 Mobilizing Public Access to Countywide Transportation Members

 YVCOG Organizational Chart

III. Integrated Planning [8](#)

 Federal Planning Factors and Core Functions

 Federal and State Emphasis Areas

 UPWP Amendment Process

 Tribal Participation in RTPO

IV. Major MPO/RTPO Accomplishments [11](#)

V. SFY 2022 / 2023 and Work Program [12](#)

 Major Activities

 Responsibilities for Implementing the UPWP Major Activities

VI. Financial Summaries [27](#)

 Projected Consultant Needs & Contracts..... [27](#)

 Estimated Revenue Summary [28](#)

 Planned Budget Summary SFY 2024 [29](#)

 Planned Budget Summary SFY 2025 [30](#)

Appendices [31](#)

 A. Anti-lobbying Section

 B. Subcontracting Section

 C. Identified Unfunded Needs

 1. Regional Origins & Destinations Study – Part 2 [32](#)

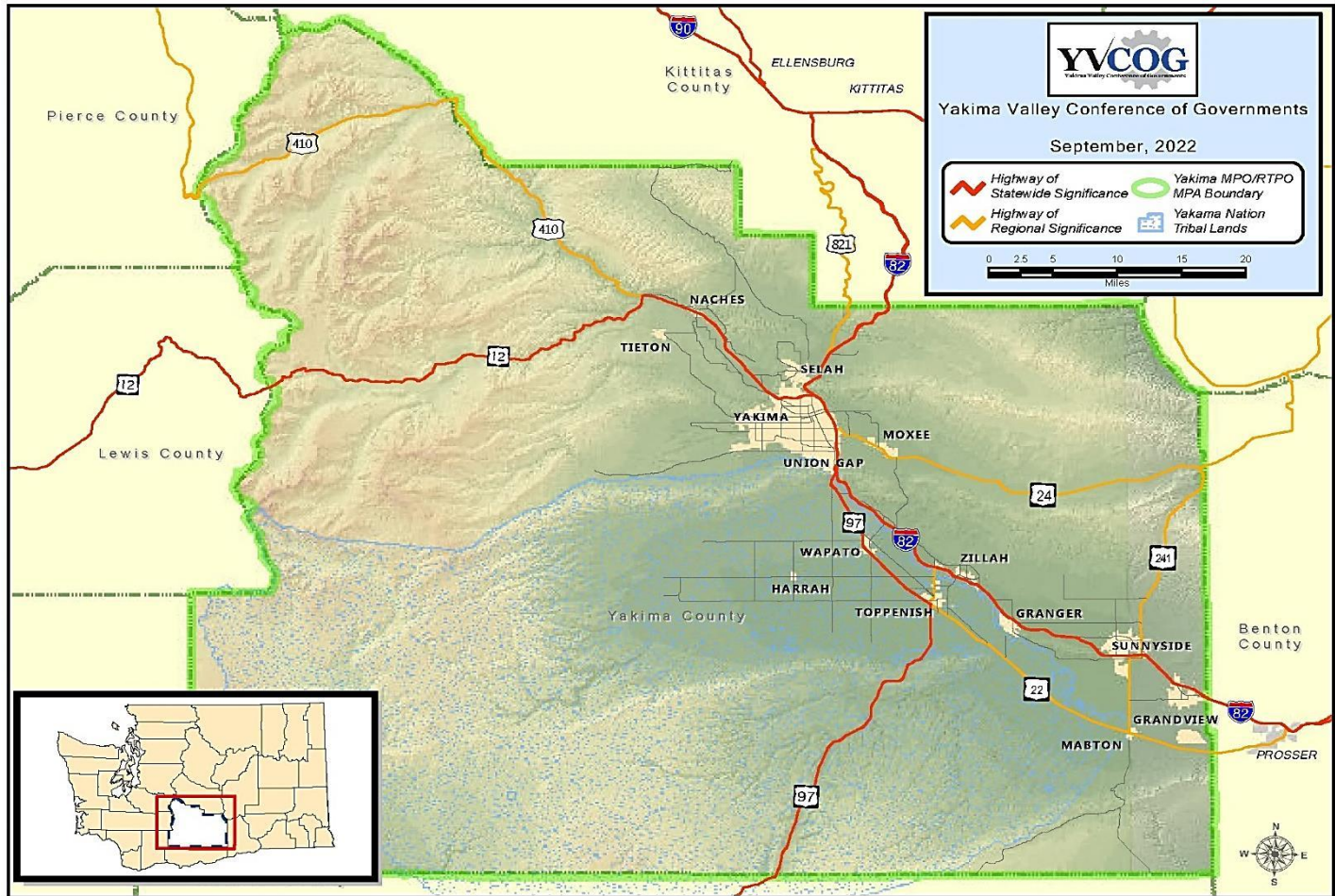
 2. Catastrophic Transportation Planning..... [33](#)

 3. Yakima Lower Valley Trail Feasibility Study – Phase 1..... [34](#)

 4. Yakima Valley Short Line Rail & Trans-load Facility Feasibility Study [36](#)

YVCOG Metropolitan and Regional Transportation Planning Organization MPO and Metropolitan Planning Area – MPA Boundary

Metropolitan and Regional Transportation Planning Organization Boundary (MPO) - Metropolitan Planning Area (MPA)



I. Background

Metropolitan Planning Organization (MPO):

The Yakima Valley Conference of Governments (YVCOG) is the federally designated Metropolitan Planning Organization (MPO) in Yakima County, Washington. The purpose of the MPO is to “carry out a continuing, cooperative, and comprehensive (3C) multimodal transportation planning process for the Metropolitan Planning Area (MPA) that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution...”

Agencies participating as members of the MPO include the cities of Moxee, Selah, Union Gap, Yakima, and the Town of Naches; Yakima County; Selah Transit, Union Gap Transit, and Yakima Transit; and the Washington State Department of Transportation (WSDOT).

Lead planning agencies receive dedicated Federal Highway Funds known as Planning Funds (PL) and transit planning funds known as Planning Funds (5303) to carry out their transportation programs. Reporting requirements for Federal Highway Funds are explained in [23 CFR 420.111](#). Funding is allocated through the state department of transportation based on a formula as described in [23 CFR 450.308](#) and is distributed on an annual basis tied to each MPO’s annual Unified Planning Work Program (UPWP).

Regional Transportation Planning Organization (RTPO):

YVCOG is also the state-designated Regional Transportation Planning Organization (RTPO) formed via the interlocal agreement of local governments within Yakima County. One of the purposes of an RTPO is to see that provisions of the Washington State Growth Management Act ([RCW 36.70A](#)), as further defined under Washington Administrative Code ([WAC](#)) [Section 468.86](#), are met.

The RTPO performs tasks similar to the MPO, but unlike the MPO, the RTPO includes rural and small urban areas outside of the greater metropolitan area. Often an MPO and a RTPO are combined to make transportation planning a coordinated and comprehensive process, as is the case in the Yakima Valley. Early on, the YVCOG member jurisdictions recognized the need, the desirability, and the regional benefits that result from a collaborative forum for transportation planning and decision-making. One of the duties described in this regulation is the responsibility of RTPO to certify that the transportation elements of comprehensive plans adopted by the counties, cities, and towns within their respective regions conform to the requirements of [RCW 36.70A.070](#).

Agencies participating in the RTPO include those members of the MPO along with the cities and towns of Grandview, Granger, Harrah, Mabton, Sunnyside, Tieton, Toppenish, Wapato, and Zillah.

Funding

State funding for the RTPO is passed through the Washington State Department of Transportation and is used to carry out the regional transportation planning program. All products generated as an outcome of the work program may be shared with the Washington State Department of Transportation YVCOG's affected stakeholders. The planning efforts will be carried out by YVCOG staff in accordance with the UPWP.

Unified Planning Work Program (UPWP):

The Unified Planning Work Program (UPWP) is developed locally, then submitted for state and federal approval in the third quarter of each state fiscal year for implementation at the beginning of the next state fiscal year. The purpose of this combined YVCOG UPWP is to identify and describe transportation planning activities that will take place throughout the Yakima Metropolitan area and the Yakima Valley RTPO planning area during State Fiscal Years 2024 (July 1, 2023 - June 30, 2024) and 2025 (July 1, 2024 - June 30, 2025). The annual UPWP is a required statement of how state and federal funds will be used by the YVCOG for transportation planning purposes. YVCOG will update bi-annually and operate under a two-year UPWP unless in future years the option of operating under a one-year UPWP is chosen.

The UPWP is based on state and federal transportation planning requirements, regional priorities, and bi-annual emphasis areas. The intent of the work program is to provide an overview of general work elements, anticipated work products, and an estimated budget for State Fiscal Years 2024 and 2025. The state and federal grant amounts shown are based on WSDOT estimates provided to each lead planning agency.

Transportation Policy Board, Transportation Technical Advisory Committee and Mobilizing Public Access to Countywide Transportation Committee:

The Transportation Policy Board appointed a Technical Advisory Committee (TAC) comprised of professional planning, public works, tribal, and consultant representatives from member jurisdictions and from other interested parties in the region to prepare recommendations to the Policy Board on most technical and policy issues. A second advisory committee, the Mobilizing Public Access to Countywide Transportation, to the Policy Board is a rebrand of the previous Yakima County Special Needs Transportation Coalition when YVCOG brought the Human Services Transportation planning program back under direct YVCOG control. Other committees may be formed as needed for specific transportation planning projects.

- *See page 6 for Policy Board, TAC, and MPACT member listings.*

Diversity of Regional Transit Services:

Yakima County transit service is a patchwork of federal, state, and locally funded systems. Yakima Transit, the oldest and largest system in Yakima County provides transit routes within City of Yakima city limits. Union Gap and Selah Transits, likewise, serve within their city limits while providing connections with Yakima Transit. The Yakama Nation Transit System services tribal community interests and the municipalities of Harrah, Wapato, and Toppenish and a stop at Union Gap. People For People, a regional

social service agency performing para-transit service operates a connecting service between Yakima and Prosser utilizing SR 97 and Interstate 82, accessing the municipalities of Wapato, Toppenish, Zillah, Granger, Sunnyside, Grandview, and Prosser (which connects to Ben Franklin Transit). Finally, Yakima Transit operates a multi-jurisdictional bus service between Yakima and Ellensburg, in Kittitas County that provides transit service to both Yakima Valley College in Yakima, and Central Washington University in Ellensburg.

Commercial transit services available to Yakima County residences includes a limited intercity and interstate stop/pick-up via Greyhound Bus Lines, and Airporter Shuttle, which provides alternative transportation options between the Yakima Airport and Sea-Tac International Airport with limited stops in between.

In October, 2020, People For People began the “Valley Shuttle Route 201” that provides transit service three times per day (Monday thru Friday) between Mabton, Grandview and Sunnyside. The “201 Route” provides transit service to Mabton for the first time and links to the core Community Connector Route. Later in 2021, PFP restarted a route to Naches (last demonstrated in the mid-2000’s) providing three loop trips daily, Monday through Friday.

Transit Provider	Service Area	Funding
Yakima Transit (YT)	Yakima City Limits	Federal Transit Funds / State Public Transportation funds / Local Sales Tax
Selah Transit (ST)	Selah City Limits, Link to YT	Local Sales Tax
Union Gap Transit (UGT)	Union Gap City Limits, Link to YT	Local Sales Tax
Yakama Nation Transit (Pahto Public Passage – PPP)	Communities within Yakama Nation Boundary, Link to YT and PFP	Federal Tribal Transit Funds
People For People (PFP) “Community Connector”, “Route 201” (Mabton/Grandview/Sunnyside) & “Route 203” (Naches/Yakima)	[201] - Inter-city/Inter- County along Interstate 82 and State Route 97, Link to YT & PPP [203] – Inter-city along SR 12, link to YT	State Public Transportation Grant Funds
Yakima – Ellensburg Connector	City of Yakima (YVC) and City of Ellensburg (CWU), Link to YT	State Public Transportation Grant Funds / Local Contributed Funds

II. Memberships & Organizational Chart

YVCOG MPO/RTPO Member Agencies		
City of Grandview	Town of Naches	City of Union Gap
City of Granger	City of Selah	City of Wapato
Town of Harrah	City of Sunnyside	City of Yakima
City of Mabton	City of Tieton	Yakima County
City of Moxee	City of Toppenish	City of Zillah

YVCOG Executive Committee		
James A. Restucci	Council Member, City of Sunnyside – Chair	
John Hodkinson	Council Member, City of Union Gap – Area 1 Representative – Vice Chair	
Janice Gonzales	Council Member, City of Zillah – Area 2 Representative	
Jose Trevino	Mayor, City of Granger – Area 3 Representative	
Patricia Byers	Council Member, City of Yakima	
LaDon Linde	Commissioner, Yakima County	
Sherry Raymond	Mayor, City of Selah, Member at Large,	
Ex-Officio Members		
District 13	District 14	District 15
Senator Judy Warnick	Senator Curtis King	Senator Nikki Torres
Representative Tom Dent	Representative Gina Mosbrucker	Representative Bruce Chandler
Representative Alex Ybarra	Representative Chris Corry	Representative Brian Sandlin

YVCOG Transportation Policy Board	
Executive Committee, with the addition of:	
Todd Trepanier	Regional Administrator, WSDOT – South Central Region
Madelyn Carlson	CEO, People For People Community Services
Jonathan Smith	CEO, Yakima County Development Association / New Vision

YVCOG (MPO & RTPO) Technical Advisory Committee	
City of Grandview	Cus Arteaga, City Administrator & Public Works Director / Todd Dorsett, Asst. PWD
City of Granger	Jodie Luke, Public Works Director
Town of Harrah	Barbara Harrer, Mayor
City of Mabton	Rachel Ruelas, Mayor
City of Moxee	Jeff Burkett, City Services Administrator
Town of Naches	Jeff Ranger, Town Administrator
City of Selah	Joe Henne, City Administrator / Rocky Wallace, Public Works Director
City of Sunnyside	Elizabeth Alba, City Manager (TAC Vice-Chair) / Shane Fisher, Public Works Director
City of Tieton	Frank Brewer, Public Works Director
City of Toppenish	Dan Ford, Asst. City Manager / Shawn Burgess, Public Works Supervisor
City of Union Gap	Dennis Henne, Public Works Director & TAC Chair
City of Wapato	Jeff Schumacker, Public Works Director
City of Yakima	Bill Preston, City Engineer / Robert Washabaugh, Supervising Traffic Engineer
City of Zillah	Ardele Steele, Planning & Community Development Director
Yakima County	Matt Pietrusiewicz, County Road Engineer / <i>Alternate (Vacant)</i>
WSDOT – SCR	Randy Giles, Regional Planning Engineer (Highways & Local Programs)
Yakima Transit	Alvie Maxey, Transit Manager / Greg Story, Asst. Transit Manager
Yakama Nation	Dwayne Valentine, Engineering Manager
Yakima Airport / McAllister Field	Robert Hodgman, Airport Director

Mobilizing Public Access to Countywide Transportation (MPACT) Members

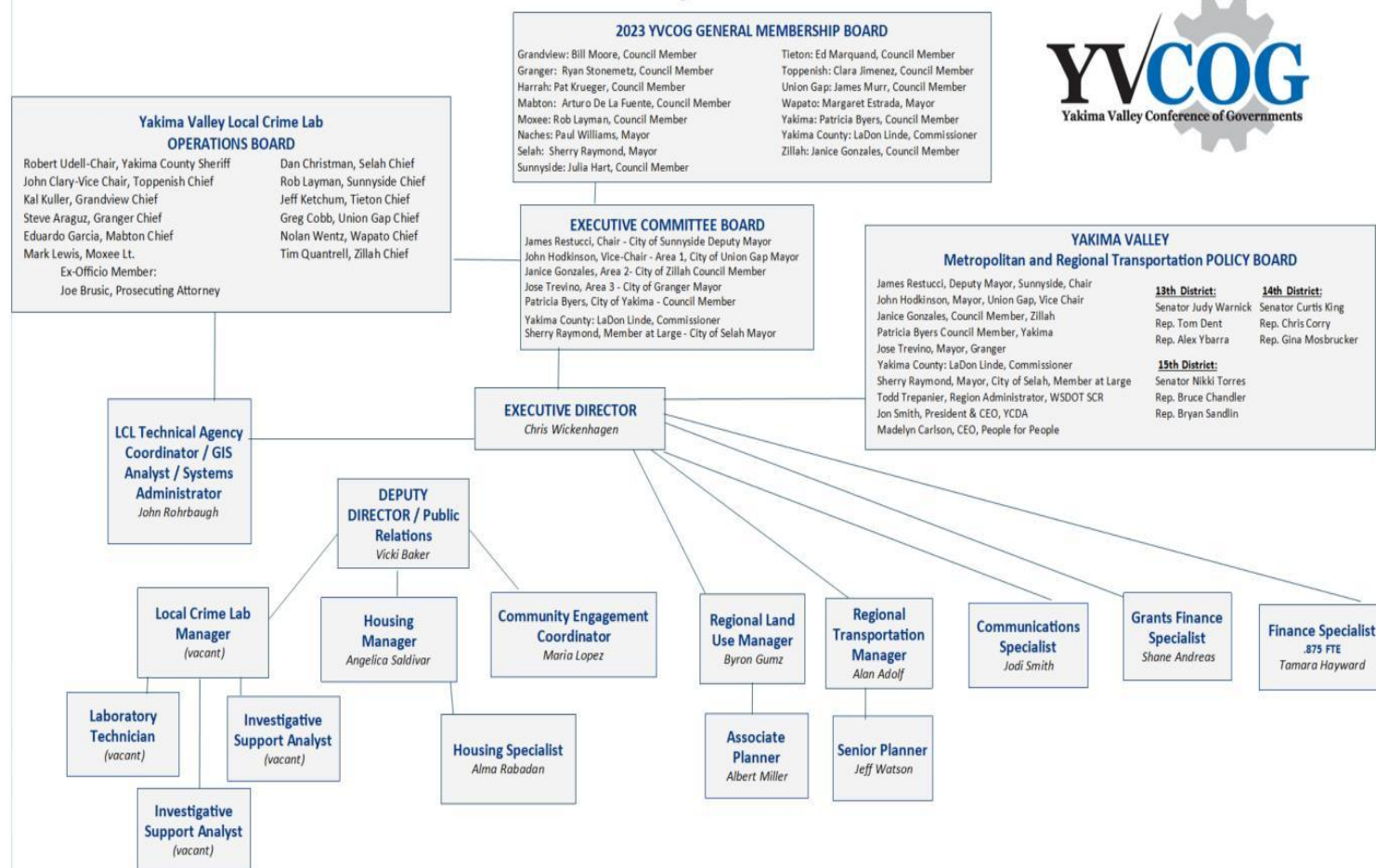
The first scheduled meeting of the MPACT occurred at YVCOG on March 22, 2016. On January 26, 2016, YVCOG became the lead for the development of the Coordinated Public Transit Human Services Transportation Plan for the Yakima Valley Region and for coordinating the Yakima County Special Needs Transportation Coalition. The coalition was rebranded to Mobilizing Public Access to Countywide Transportation (MPACT) and was established formally as a standing advisory committee to the Transportation Policy Board.

Listed below, the roster of MPACT member agencies as of January 1, 2023:

Airporter Shuttle	Dept. of Social & Health Services	Wellness House
Aging & Long-Term Care (ALTC)	DSHS / DVR	USDA
Catholic Charities	Entrust Community Services	WSDOT – Public Transportation
Catholic Family & Child Services	Education School District 105	Yakama Nation (Pahto Public Transit)
City of Union Gap	Employment Security / WorkSource	Yakima County
City of Selah	MedStar Transportation	Yakima County OEM Office
City of Yakima Transit	North Star Lodge	Yakima Valley Farmworkers Clinic
City of Yakima Regional Airport	People For People Community Svcs.	Yakima Valley Veteran's Coalition
Dept. of Services for the Blind	Pro-Tran (NEMT Transportation)	Yakima Valley COG

The roster also includes several individuals whose names will not be listed here. This roster will be updated prior to submitting the Final SFY 2024/2025 UPWP to WSDOT in 2023.

2023 Organizational Chart



III. Integrated Planning

FEDERAL PLANNING FACTORS AND CORE FUNCTIONS

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provide joint guidance on priority work program emphasis areas for MPOs. The MPO will focus on compliance with 2021 Bipartisan Infrastructure (BIL) Act and the ten federal planning factors identified in [23 USC §134](#) and [23 CFR §450](#), listed below:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operations;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

Federal agency direction emphasizes a focus on documenting how the major activities in the UPWP accomplish the core functions of metropolitan planning identified in the United States Code and the Code of Federal Regulations.

Ongoing federal requirements for the SFY 2024-2025 UPWP period are identified in the UPWP guidance document as:

- | | |
|--|---|
| • Essential Programs and Activities | • Metropolitan Transportation Improvement Program |
| • Governance | • Metropolitan Transportation Planning Agreements |
| • Joint WSDOT/MPO Self-Certification Process | |

FEDERAL AND STATE EMPHASIS AREAS

Federal Emphasis Areas

The Federal Highway Administration and Federal Transit Administration have jointly issued updated Planning Emphasis Areas. MPOs are asked to identify tasks that address these areas in their UPWPs. The Planning Emphasis Areas are:

- | | |
|--|---|
| • Tackling the Climate Crisis | • Strategic Highway Network Coordination |
| • Equity and Justice 40 in Transportation Planning | • Federal Land Management Agency Coordination |
| • Complete Streets | • Planning and Environmental Linkages |
| • Public Involvement | • Data in Transportation Planning |

State Emphasis Areas

The following emphasis areas have been identified by WSDOT as areas MPOs and RTPOs are requested to dedicate time and/or resources towards during state fiscal years 2024-2025.

Administrative

WSDOT is requesting that MPOs and RTPOs consider the following:

- **Update RTPO Duties:**

The Tribal and Regional Integrated Planning (TRIP) Office looks forward to continuing the effort to assess, analyze, and potentially adjust the duties of RTPOs as found in RCW 47.80. We want to work

closely with RTPOs to make sure that we are all aligned on what is expected of RTPOs as well as identify areas where RTPOs can more effectively enhance regional transportation planning.

- **Make Public Documents Accessible:**

Governing documents should be posted online. Governance documents are public documents and should be easily accessible on the MPO/RTPO website. These include Interlocal Agreements, bylaws, and policies. This practice also allows peer MPOs and RTPOs to look for good examples to follow when developing their governance documents.

- WSDOT is committed to combatting racism and is working to enhance diversity, equity, and inclusion efforts. We encourage MPOs and RTPOs to look for ways to make their planning processes more inclusive to members of historically underrepresented groups. Let us know how WSDOT can support your organization in these efforts.

Planning Collaboration

WSDOT will be developing multiple statewide plans during SFY 2024-2025. MPOs and RTPOs are requested to set aside resources to collaborative develop and/or review the plans. Plans and efforts expected to be developed during SFY 2024-2025 include, but are not limited to:

- **Statewide Carbon Reduction Strategy:**

WSDOT will continue to coordinate with MPOs and RTPOs as it develops the statewide carbon reduction strategy into SFY 2024. The document will identify areas where WSDOT and its partners can work to reduce carbon emissions as well as provide a framework for the use of Carbon Reduction Program funding.

- **Multimodal Planning and Data Division Planning Activities:**

WSDOT will be focusing on implementation of the Highway System Plan during the 23-25 biennium, public engagement for the legislatively directed performance-based project evaluation model, and an update of the statewide multimodal transportation plan. MPOs and RTPOs are requested to dedicate resources to coordinate these efforts during the 23-25 biennium.

- **Public Transportation Division Planning Activities:**

WSDOT's Public Transportation Division will be working on the State Transportation Demand Management Plan, the State Commute Trip Reduction Plan, and local Commute Trip Reduction plans, all of which will inform the development of the Statewide Public Transportation Plan. MPOs and RTPOs are encouraged to dedicate some resources to coordinate and collaborate with WSDOT's Public Transportation Division as they work on these efforts.

- The current administration is eager to implement federal greenhouse gas reduction target setting regulations. We encourage MPOs to work with WSDOT to be prepared to address the regulations if they are implemented.

- **Comprehensive Plan Updates:**

Many cities and counties in Washington are ramping up efforts to update their comprehensive plans. WSDOT encourages MPOs and RTPOs to coordinate with WSDOT region planning offices in the review and support of the local agency comprehensive plan transportation elements. WSDOT has developed a resource page for this effort.

- **Land Use and Transportation:**

WSDOT is also working to address the connection between land use and transportation. We encourage MPOs and RTPOs to engage in processes that address demand management and build or enhance transportation efficient communities through coordinated land use decision making.

UPWP Amendment Process

YVCOG has incorporated a formalized process for amendments to the Unified Planning Work Program. YVCOG proposes that whenever any of the following four criteria occur, a UPWP amendment should be considered:

There is a substantive change to the product of the work element.

A consultant is used to buy equipment or services not previously included in the work element with WSDOT participation in the selection process prior to approval of contracting.

There is a reported change to WSDOT in any work element task or cost that WSDOT indicates is significant enough to trigger a federal review.

1. There is a change in the total UPWP costs exceeding \$100,000.00.
2. Work element changes more than the \$100,000.00 threshold cited above requires the following documentation to accompany it:
 - Identify the budget element(s).
 - Present a revised scope of work for that element.
 - Justify the need for the proposed amendment.

All UPWP amendments are approved by WSDOT's Tribal and Regional Planning Office. Amendments involving federal funds need to be reviewed and approved by FHWA and FTA.

Tribal Participation in RTPO

In accordance with the 2019 Engrossed House Bill 1584, signed by Governor Jay Inslee, YVCOG has been active in promoting greater tribal participation in YVCOG's RTPO planning processes. Since August 2019, the YVCOG Transportation Policy Board issued four (4) formal written invitations to the Yakama Nation to become a voting Transportation Policy Board Member. This invitation must be offered every two (2) years. *Note: As of this document's adoption, the Nation has not formally accepted membership into the RTPO.*

YVCOG, the Yakama Nation, and its various departments have long been active participants and partners in numerous ongoing projects, programs, and committees including:

- YVCOG MPO/RTPO Technical Advisory Committee
- YVCOG (Facilitated) Mobilizing Public Access to Countywide Transportation (MPACT Committee) – HSTP / Transit Planning
- Driving Rural Yakima County's Economy (DRYVE) Committee – Transportation Advocacy Committee for rural Southern Yakima County, Including the Yakama Nation
- Yakama Nation Transportation Safety Committee (YVCOG is an invited participant).
- Yakama Nation led "Heritage Connectivity Trail" Committee – Tasked to develop bike/ped routes between communities within the boundaries of the Yakama Nation intended to eventually link to the Yakima Greenway system to the north and the Grandview-Sunnyside-Prosser Trail to the east.
- Yakama Nation (hosted) events for YVCOG to share transportation planning projects (Title VI, and Public Participation Plan outreach)
- WSDOT (Facilitated) Workshops (pre-construction reviews, transportation (project) planning, corridor sketch activities, multi-modal/economic impact charettes, etc.)
- Yakima Bikes & Walks Committee
- Yakima Greenway Foundation (Ex-Officio Member)

IV. Major MPO/RTPO Accomplishments

SFY 2022/2023 Accomplishments

For any deliverable with a “Final” date annotated, the document can be found on the YVCOG website: www.yvcog.org. The following tasks identified in the SFY 2022/23 UPWP have been accomplished or, significant tasking has been accomplished during SFY 2022/23 for the following UPWP categories:

→	FY2022/2023 Unified Planning Work Program (UPWP) for July 1, 2021, through June 30, 2023
→	Develop 2022-2025 and 2023-2026 Metropolitan and Regional Transportation Improvement Program
→	Developed and Implement 2022-2025 and 2023-2026 Metropolitan and Regional Transportation Improvement Program Amendments
→	2021/2022 Yakima Valley Regional ITS Architecture Annual Updates
→	2021/2022 Title VI Annual Report
→	2021 Countywide Traffic Counter Program, 2022 Countywide Traffic Counter Program, & Kick-off of 2023 Countywide Traffic Counter Program (Consultant Performance)
→	2022-23 Federal CMAQ Grant & Prioritization Process
→	2022 WSDOT Coordinated Public Transit Grant & Prioritization Process
→	Development and Adoption of 2021/2022 Annual Reports <ul style="list-style-type: none"> • 2021/2022 Obligations & Closures Report • 2021/2022 UPWP Annual Report
→	Co-hosted 1st (in-person) WA St. Transportation Commission meeting at Union Gap since 2020
→	YVCOG Regularly Scheduled Transportation Meetings <ul style="list-style-type: none"> • Technical Advisory Committee (TAC) • Mobilizing Public Access to Countywide Transportation (MPACT) • Transportation Policy Board (TPB)
→	Participation/Membership in Local & State Transportation Committees & Workshops <ul style="list-style-type: none"> • All Aboard Washington (AAWA) – Passenger Rail Advocacy in Central Washington • DRYVE & TRANS-Action Transportation Advocacy Committees • MPO/RTPO/WSDOT Quarterly Coordination Committee • WSDOT CTR/TDM Implementers and Executive Committees • WSDOT Investment Strategies • WSDOT Performance-Based Project Evaluation Proviso Stakeholders • Yakama Nation Heritage Corridor Trail Development Committee • Yakama Nation Transportation Safety Committee • Yakima Bikes and Walks Committee • Yakima Greenway Board of Directors (Ex-Officio Member)
→	2022/23 Federal MPA Safety and Federal Transit Safety Performance Measures Concurrence
→	2023 Federal Bridge / Pavement / Highway System Performance / Freight Movement / CMAQ Performance Measures Concurrence
→	Completed and adopted 2022 Human Services Transportation Plan (HSTP) & completed and accepted 2022 Yakima Region Transportation Transit Feasibility Study
→	Completed Powerhouse / SR 12 (Ackley Rd.) Transportation Study / Supported WSDOT’s SR-24-Moxee Corridor Study / Began SR12-Naches Active Transportation Corridor Study Partnership with WSDOT, Town of Naches, and YVCOG
→	Completed 2022 Regional Traffic Model Update supported by StreetlightData Transportation Database Subscription
→	Continued MPO/RTPO Operation During COVID-19 Global Pandemic Videoconferencing, online trainings, limited contact in-person meetings – Began Transitioning to in-person in 2022

V. SFY 2024 / 2025 & Work Program

Major Activities

Per [23 CFR 450.308](#), descriptions of the UPWP work must be in sufficient detail to indicate:

- Who will perform the work?
- The schedule for completing the work
- The resulting products
- The proposed funding by activity/task
- A summary of the total amounts and sources of federal and matching funds
- Unfunded tasks

It is anticipated that YVCOG will accomplish the following SFY 2024/2025 UPWP tasking, or accomplish significant tasking associated with each of the UPWP categories:

1. Program Administration
2. Data Collection and Analysis
3. Develop SFY 2024-2025 UPWP (July 1, 2023, through June 30, 2025), and Annual Reports and Updates.
4. Develop a 2024-2027 Metropolitan and Regional Transportation Improvement Program (M/RTIP), and 2024-2027 and 2025-2028 M/RTIP Amendments
5. Human Services Transportation Plan Update Review / 2025-2027 Public Transportation Consolidated Grant Process
6. Jurisdictional Planning and Assistance for Safe Routes to Schools (SRTS), Complete Streets (CS) and Regional Transportation Performance Measure (PM) Activities
7. Yakima County Regional Transit Feasibility Study – Phase 2 (2023-2024) and Phase 3 (2025-2026)
8. Commute Trip Reduction (CTR) Enhancement Program Activities
9. Regional Transportation (Corridor) Studies / Multi-modal Transportation Plan Activities (*New*)

Responsibilities for Implementing the UPWP Major Activities

1	Program Administration	\$1,176,773
	<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"> • YVCOG timesheets, WSDOT invoices, activity reports, monthly billings, accounting summaries, personnel assistance. • Evaluations, position descriptions, hirings, terminations. • Program updates, notifications, training, record keeping, reporting. • Communication includes phone, email, letter, newspaper articles, presentations, newsletter, Facebook, blogs, electronic files. • Notifications, agendas, meeting coordination and prep, minutes for Transportation Policy Board, TAC, MPACT, and subcommittees. • 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. • WSDOT contracts for MPO/RTPO/HSTP funding. Contracts for outside contractors to perform MPO/RTPO tasking. Potential contracts for MPO/RTPO assistance contracts with members. Grant writing/funding opportunity submissions for MPO/RTPO studies/trials/pilot projects/training. • Certify that the transportation elements of comprehensive plans adopted by the counties, cities, and towns within Yakima County Region, as updates require. • Special sub-committees for tasks, Calls for Projects and other regional prioritization activities, regional studies, training, and grant opportunities for members. • Weekly staff meetings, conferences, webinars, teleconferences, symposiums, meetings for capacity-building training purposes. Attending members' council meetings, public hearings as support for member agencies or to gather information for MPO/RTPO tasking. • Participate in regional/state/federal/national committees and organizations. • Monitor and report legislation or regulatory changes affecting MPO/RTPO or members. • Call for Projects Grant program (Coordination, processing, and awarding) for carryover/returned/de-obligated Congestion Mitigation & Air Quality (CMAQ) within the Yakima MPO area, Transportation Alternatives (TAP) and Carbon Reduction Program (CRP) funding with the Yakima County RTPO area. • Coordinate with member agencies in meeting our local transportation planning priorities, as appropriate, when impacted by WSDOT (Statewide) planning efforts and action plans (Highway System, Statewide Public Transportation, HSTP, etc.). • Adopt the update to YVCOG's 2019 Public Participation Plan considering utilization of new technologies and best practices in public engagement and feedback opportunities as required by respective federal, state, and YVCOG policies and guidelines. Utilize contracted on-line public "open house" software to improve general and LEP-population public participation efforts. • Develop a Regional Commute Trip Reduction Plan following the review of jurisdictional plans from the City of Yakima, City of Moxee, City of Union Gap, City of Selah, and Yakima County. • 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)). • Develop and implement a Human Trafficking Awareness and Intervention program. This will include a training curriculum and schedule, and an inventory of effected transportation related businesses and law enforcement agencies. The program may include a technical advisory group consisting of a variety of stake holders for ongoing efforts and innovations. Human Trafficking prevention and intervention efforts are not currently being coordinated in the major transportation corridors of Central and South Central Washington. • Participate in regional/national multi-modal / multi-jurisdictional (federal, tribal, state, and local) planning activities, committees and workshops/conferences in the areas of "Passenger / Freight Rail", "Passenger / Freight / General Aviation", inter-regional trail systems, electric/hydrogen vehicles and infrastructure, micro-transit, environment-impacted transportation, and drone-based technologies. • To coordinate and update metropolitan planning agreements with WSDOT and regional transit providers, fulfilling requirements of 23 CFR 450.314, addressing B.I.L.-Act performance measures, data sharing, and performance targets. Planning agreements will be updated in January 2025. • Tasks may include: <ul style="list-style-type: none"> - 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) 	

	<p>Programs.</p> <ul style="list-style-type: none"> - Mutual participation in transit-related community outreach and education programs benefiting van/carpooling, Commute Trip Reduction (CTR), Congestion Mitigation and Air Quality (CMAQ), Carbon Reduction Program (CRP) and walking/biking activities as they relate to transit services. 	
	Projected Funding Sources:	STBG Planning / FHWA (MPO) / RTPPO / FTA / CTR-CMAQ / CRP
	Deliverable – Staffing	Hiring of additional transportation planning staff as appropriate to perform and complete transportation planning activities.
	Deliverable – Public Participation	Adopt the 2023 Public Participation Plan document. Obtain contracted on-line public “open house” software contractor for improved public participation and outreach.
	Deliverable STBG / TAP / CMAQ / CRP Call for Projects	Call for Projects, project prioritization and award letters for eligible jurisdiction projects for Federal Funding Years 2023 & beyond
	Deliverable 2020/23 Census & Urban Highway Boundary Update	Update Yakima County Region’s Census & Urban Highway Boundary (Based on 2020 Census Bureau Urban Data)
	Timeframe Staffing / Public Participation	July 2023 (Adopt 2023 Public Participation Plan) July 2023 – June 2025. Ongoing, as needed and resources available.
	Timeframe STBG / TAP / CMAQ / CRP FY 2023 & Beyond	As applicable, July 2023 – June 2025
	Timeline 2020/23 Census & Urban Highway Boundary Update	May – June 2023 – Coordinate FHWA Urban Highway Boundary Changes July 2023 – Submit Updated Urban Highway Boundaries to WSDOT/FHWA August 2023 & Beyond – Update jurisdictions Functional Class, as needed
	Lead	Regional Transportation Manager
	Support	YVCOG staff, Transportation Policy Board, Technical Advisory Committee, Member Jurisdictions, consultation with WSDOT, FHWA, FTA, and member agencies’ staffs
	Approval:	WSDOT, FHWA, FTA
	Schedule: Staffing / Public Participation /	Staffing needs, analysis, budgeting and hiring. Public Participation Activities (Plan updates, reports, studies, cmtes.)
	Schedule STBG / TAP / CMAQ / CRP FY 2023 & Beyond	<ul style="list-style-type: none"> - Announce Formal Call for Projects – STBG - TAC Prioritization / Policy Board Approval – STBG - Distribute STBG Award Letters - Announce Formal Call for Projects TAP / CMAQ / CRP - TAC Prioritization / Policy Board Approval TAP & CMAQ Award Letters - Obligation of Awarded Funds (STBG) - Obligation of Awarded Funds (TAP / CMAQ / CRP)
	Schedule 2020/23 Census & Urban Highway Boundary Update	<ul style="list-style-type: none"> - FHWA / WSDOT Census & Urban Boundary Training & Coordination - Submit Updated Boundary to WSDOT / FHWA - Update Federal Functional Class (FFC) per update

2	Data Collection and Analysis	\$850,453
	<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 maintained by the YVCOG and are available through scheduling with YVCOG staff. In January 2020, YVCOG began developing plans to contract traffic counting activities to a private contractor, allowing more potential counter sites for member jurisdictions as an annual program activity. The “2016” counters were surplus in 2021 and YVCOG began a contracted region-wide traffic counter program capable of providing all member jurisdictions with any combination of tube counts, turning movement counts, or video-capture counts. The accumulative data collected provided YVCOG and its members the ability to:</p> <ul style="list-style-type: none"> • 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. • Update regional base and forecast models set for travel demand modeling, including documentation that describes assumptions, process, inputs, projects included. • Provide in-house training as train-the-trainer approach. Provide user training to members. Coordinate member 101 training and convene a Model User’s Group (MUG) that can meet to sustain training and discussion on updates and processes for which the TDM can be used. • Perform for and gather traffic counts from members and input into a common database. Database entry may be performed by a YVCOG intern or YVCOG staff or contracted out to a third party. Coordinate use of YVCOG traffic counters. • Receive, tabulate, and prepare WSDOT traffic counts. <p>In 2021 YVCOG began undertaking additional data collection activities on an annual basis, including:</p> <ul style="list-style-type: none"> • Document all Request for Proposals (RFPs) or Qualifications (RFQs) provided by any subcontractor or consultant, if used. YVCOG invites WSDOT to participate in the RFP/RFQ selection process. • Develop and maintain data collection planning resources for performance management / measurement activities and regional transit systems ridership totals. • Utilize WSDOT-sponsored/supported “National Performance Management Research Data Sharing (NPMRDS) RITIS MAP-21” and “STREETLIGHT”-type data resources systems, with consultation and partnership with WSDOT (when appropriate). • Consider use of “safety analytics” software including computer vision and machine learning technologies to track bike/ped and motor vehicle movement that detects conflicts using “STREET SIMPLIFIED”-type data resource systems, with consultation and partnership with WSDOT (when appropriate). • Coordinate with WSDOT to monitor and safety, preservation, bridge, and air quality, and reliability performance measures leading to next reporting/concurrence periods. 	
	Projected Funding Sources	STBG Planning / FHWA (MPO) / RTPO / FTA / CTR-CMAQ / CRP

Deliverables	<ul style="list-style-type: none"> a. Maintain a database and process to store and analyze data and information. b. Collect and analyze updates/revisions in Census information and other demographic data for transportation planning. c. Collect current traffic data from member agencies for MPO/RTPO planning d. Collect current route information from regional transit and para-transit providers to be used in regional travel demand model (predictive) e. Collect current land use plans and transportation improvement programs details to be used in regional travel demand modeling (prediction) f. Collect emergency management plans for regional travel demand modeling g. Review, identify, and collect needed or missing data/information needed for MPO/RTPO planning through YVCOG, MPO/RTPO Joint, and/or WSDOT-led or sponsored database access activities. h. Continue [privately contracted] Countywide Traffic Counting Program as an annual activity for member jurisdictions. 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. j. Maintain and operate 2022 Travel Demand Model, coordinate with contractor and jurisdictions for site-specific analysis and develop update of model in 2025/2026. k. Seek acquisition of “cellular/navigational “traffic tracking data complementary to origin and destination analysis. l. Obtain updated countywide aerial photo data from Yakima County GIS Department for YVCOG and jurisdictional transportation and land use analysis. 	
Timeframe	July 2023 through June 2025 and beyond, as applicable.	
Lead	Regional Transportation Manager, respective private consultant(s) of traffic model, aerial photo, database maintenance systems, with development to include calibration and validation of data.	
Support	YVCOG staff, Transportation Policy Board, Technical Advisory Committee, Mobilizing Public Access to Countywide Transportation committee, and in coordination with WSDOT, FHWA, FTA, and member agencies’ staffs	
Approval	YVCOG	
Schedule Annual Countywide Traffic Count Program - Consultant TBD by RFQ in 2023	<ul style="list-style-type: none"> - 2023 Traffic Counter Program - 2023 Traffic Counter Data Reported to YVCOG /Member Jurisdictions - 2024 Traffic Counter Jurisdictional Needs Assessment - 2023 Traffic Counter Program Completion (closing) - Announce 2024 Formal Requests for Quotes (RFQs) - 2024 TAC Prioritization & Policy Board Traffic Counter Contract Approval - 2024 Traffic Counter Data Program - 2024 Traffic Counter Data Reported to YVCOG / Member Jurisdictions - 2025 Traffic Count Jurisdictional Needs Assessment - 2024 Traffic Counter Program Completion (closing) - 2025 Traffic Counter Data Reported to YVCOG / Member Jurisdictions - 2025 Traffic Counter Program Completion (closing) 	<p><i>March - October 2023</i> <i>April - November 2023</i></p> <p><i>Sept – November 2023</i></p> <p><i>November 2023</i> <i>Nov./December 2023</i> <i>Jan / Feb 2024</i></p> <p><i>March – October 2024</i> <i>April – November 2024</i></p> <p><i>Sept – November 2024</i> <i>November 2024</i> <i>March – October 2025</i> <i>April – November 2025</i> <i>November 2025</i></p>

	Schedule 2025/26 Traffic Model Program Update	<ul style="list-style-type: none"> - Utilization of 2022 Model - Collect “mid-year” traffic data, log land use changes, and perform site specific modeling. - Announce “Update” Formal Requests for Quotes (RFQs) - TAC Prioritization and Policy Board Contract Approval - Update Kickoff and Development - Traffic Model Completion / Utilization 	<i>Ongoing, until updated July 2023 – June 2025</i> <i>April 2025</i> <i>June – July 2025</i> <i>Mar 2025- March 2026</i> <i>Mar 2026 & beyond</i>
	Schedule On-line traffic counter archive program	Subscription Service, <i>proposed</i>	<i>Jul 2023 – Ongoing as budgeted</i>
	Schedule Partner Aerial Photo Program – w/Yakima Co.(<i>proposed</i>)	Aerial Photo performance by county contractor Integration into County and YVCOG GIS systems and use	<i>Spring 2024 & 2026</i> <i>Summer/Fall 2024 & 26</i>
	Schedule Cellular/Navigational traffic tracking system	Yearly Subscription Access Service complementing Traffic Model update Process, <i>proposed</i>	<i>February 2023 to January 2024, and renewed yearly</i>

3	Update SFY 2024/2025 UPWP for July 2023 through June 2025 / Annual Title VI / CY Obligation / CY Self-Certification / Obligation & Closure Report / ITS Plan Updates		\$50,084
	<p>The Unified Planning Work Program (UPWP) developed bi-annually and amended 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 RTPPO accounts for regionally significant transportation planning efforts to be undertaken with state funding. YVCOG develops the RTPPO UPWP concurrently with the MPO UPWP and combines them into one document. The combined MPO/RTPPO 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 23 CFR 420.117, the State DOT shall monitor all activities performed by its staff or by sub-recipients with FHWA planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met.</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>		
	Projected Funding Sources	STBG Planning, MPO, RTPPO, FTA	
	Deliverables	SFY 2026/2027 UPWP, Annual UPWP Report for SFY 2023 and 2024, Title VI Annual Reports, 2023 and 2024 Calendar Year Obligation & Closure 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].	
	Timeframe 2024/2025 UPWP, as needed	July 2023 through June 2025	
	Timeframe (Annual Reports & Updates):	July 2023 through June 2025	
	Lead	Regional Transportation Manager	
	Support	YVCOG staff, Transportation Policy Board, Technical Advisory Committee, Member Jurisdictions, consultation with WSDOT, FHWA, FTA, and member agencies' staffs	
	Approval - UPWP	WSDOT for RTPPO portion; FHWA and FTA for MPO portion	
	Approval - Annual Reports & Updates	WSDOT, FHWA (MPO), FTA	
	Approval Performance Measures	WSDOT, FHWA, FTA	
	Schedule	<ul style="list-style-type: none"> - SFY 2024/2025 UPWP Approval - 2023 Self-Certification - SFY 2023 Annual UPWP Report - FFY 2023 Title VI Annual Report (<i>Oct 1st to Sept 30 FFY</i>) - 2024 Annual ITS Update - CY 2023 Obligation & Closure Report - SFY 2025 UPWP (Revisions) Preparation and Draft Submittal (<i>If needed</i>) - SFY 2025 UPWP (Revisions) Approval (<i>If needed</i>) - 2024 Self-Certification - SFY 2024 Annual UPWP Report - FFY 2024-Title VI Annual Report (<i>Oct 1st to Sept 30 FFY</i>) - 2025 Annual ITS Update - CY 2024 Obligation & Closure Report - SFY 2026/2027 UPWP Preparation and Draft Submittal - SFY 2026/2027 UPWP (Revisions) Approval 	<ul style="list-style-type: none"> <i>June 2023</i> <i>September 2023</i> <i>September 2023</i> <i>October 2023</i> <i>November 2023</i> <i>March 2024</i> <i>March 2024</i> <i>May 2024</i> <i>September 2024</i> <i>September 2024</i> <i>October 2024</i> <i>November 2024</i> <i>March 2025</i> <i>March 2025</i> <i>May 2025</i>

4	Develop 2024/2045 Metropolitan & Regional Long-Range Transportation Plan Develop 2023-2026 and 2024-2027 M/RTIP Develop 2022-2025 and 2023-2026 M/RTIP Amendments	\$90,061
<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> <p>The Metropolitan and Regional Transportation Plan (M/RTP) is an ongoing effort and core activity with formal updates required every four years. Amendments may occur as warranted by the incremental and evolving transportation planning process. The MPO/RTPO will continually monitor local and state planning activities for consistency with the M/RTP. The M/RTP is required to have a 20-year planning horizon. The MPO/RTPO must have a formally adopted Long-Range Metropolitan and Regional Transportation Plan by March 29, 2024. Activities include:</p> <ul style="list-style-type: none">• Coordination with member jurisdictions, WSDOT, port districts, and transportation stakeholder groups to determine concurrence with existing M/RTP and determine applicable revisions or changes;• Participate in regional and multi-regional planning events, including corridor workshops, economic vitality workshops, and statewide performance measure planning activities as they pertain to YVCOG’s MPO & RTPO project planning forecasting needs,• Participate in the update and review of the WTP, HSTP and other modal plans as appropriate;• Develop and utilize public outreach venues and opportunities for long-range planning public involvement.• Research “Best Practices” in engaging public involvement and input in long range plans and planning.• Research and analyze issues identified in the updated MPO/RTPO Transportation Plan affected by emerging economic, environmental, and land use issues.• Coordinate with the WSDOT's Multi-Modal Division and the SCR’s Planning Office.		
Projected Funding Sources		STBG Planning, FHWA (MPO), RTPO, FTA
Deliverables		2024/2045 Metropolitan & Regional Long Range Transportation Plan 2023-2026 MRTIP Amendments 2024-2027 Metropolitan and Regional Transportation Improvement Program 2024-2027 MRTIP Amendments 2025-2028 Metropolitan and Regional Transportation Improvement Program 2025-2028 MRTIP Amendments
Timeframe: (M/RTIPs)		
2023-2026 Amendments		January - October 2023
2024-2027 MRTIP		June – September 2023; Adoption October 2023
2024-2027 Amendments		

	2025-2028 MRTIP 2025-2028 Amendments 2026-2029 MRTIP	January – October 2024 June – September 2024; Adoption October 2024 January – October 2025 June – September 2025; Adoption October 2025	
	Timeframe: (LRTP) (Long Range Transportation Plan)	January 2023 through March 31, 2024	
	Lead	Regional Transportation Manager	
	Support:	YVCOG Executive Director and staff, Transportation Policy Board, Technical Advisory Committee, MPACT Advisory Committee, YVCOG member jurisdictions and associate agencies, and coordination with WSDOT	
	Approval	WSDOT, FHWA, FTA	
	Schedule (2024 SFY) Schedule (2025 SFY):	2023-2026 M/RTIP Amendments, <i>monthly as needed.</i> 2024-2027 M/RTIP Update 2024-2027 M/RTIP Approval 2024-2027 M/RTIP Amendments, <i>monthly as needed.</i> 2025-2028 M/RTIP Update 2024-2027 M/RTIP Amendments, <i>monthly as needed.</i> 2025-2028 M/RTIP Approval 2025-2028 M/RTIP Amendments	<i>July – October 2023</i> <i>July – September 2023</i> <i>October 2023</i> <i>January – June 2024</i> <i>July – September 2024</i> <i>July – October 2024</i> <i>October 2024</i> <i>January – June 2025</i>
	Schedule: LRTP (Long Range Transportation Plan)	Ratification of 2023 Public Participation Plan Update Development of 2024-2045 LRTP Draft Document Public Review and Comment of Draft Documents Develop, Submit, & Approval of SEPA Document Final Corrections and Reviews of Draft Document Final Approval of 2024/2045 LRTP Document	<i>June – July 2023</i> <i>March – September 2023</i> <i>Sept. – December 2023</i> <i>December 2023 – Jan 2024</i> <i>January – February 2024</i> <i>March 2024</i>

5	MPACT Committee / 2022 Human Services Transportation Plan (HSTP) Updates/Amendments / 2025-2027 Public Transportation Consolidated Grant Process		\$25,000
	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 Transportation Human Services Transportation Plan in 2018 and 2022-and coordinated the 2017-19, 19-21, 21-23, and 23-25 YVCOG Region Consolidated Grant Call for Projects ranking process.-The ranking process culminates in a regionally ranking “A”, “B”, and “C” classification for each submitted application (indicating prioritized “bonus points” for respective grant applications). Prioritized project lists are submitted to WSDOT in November/December every “even” year. YVCOG & MPACT will review and update the 2022 HSTP Document coordinate for possible impacts to the Yakima County Regional Transit Feasibility Study Process		
	Projected Funding Sources	STBG Planning, FHWA (MPO), RTPo, FTA, HSTP, WSDOT Consolidated Grant Funding	
	Deliverables	Committee overview/amendment of 2022 HSTP <i>(as needed)</i> 2025-2027 Consolidated Grant Call for Projects Regional Ranking Results	
	Timeframe MPACT Committee 2025-27 Consolidated Grant 2022 HSTP Updates	July 2023 – June 2025 July – November 2024 Revisions ongoing, as needed.	
	Lead	Regional Transportation Manager	
	Support	MPO/RTPo staff, YVCOG Executive Director and staff, Policy Board, MPACT Committee, and coordination with WSDOT, transportation providers, social service providers, public transportation stakeholders, and local membership jurisdictions.	
	Approval	WSDOT and FTA	
	Schedule	<ul style="list-style-type: none"> - MPACT Committee Coordination Meetings <i>(As needed)</i> - 2025-27 Biennium Consolidated Grant Call for Projects - 2025-27 Consolidated Grant Application Development and Eligibility Period (Applicants & WSDOT) - 2025-27 Consolidated Grant YVCOG Region Prioritization - YVCOG Policy Board Approval of 25-27 Prioritization List - Submit 2025-27 Prioritization List to WSDOT - Development of 2026 HSTP (Update of 2022 Document) - Adoption of 2026 HSTP Document 	<ul style="list-style-type: none"> <i>July 2023 – June 2025</i> <i>July 2024</i> <i>July – October 2024</i> <i>Oct - November 2024</i> <i>November 2024</i> <i>December 2024</i> <i>Sept 2025 -March 2026</i> <i>March 2026</i>

6	Jurisdictional Planning and Assistance for Safe Routes to Schools, Complete Streets and Performance Measures 1, 2, 3 and Transit Activities		\$41,216
	<p>Provide planning coordination and assistance to MPO/RTPO member jurisdictions in development of Safe Routes to Schools (SRTS), Complete Street (CS), and regional transportation-related Performance Measure (PM) activities and projects as they relate to MPO/RTPO responsibilities.</p> <p>YVCOG and WSDOT will continue collaboration in the B.I.L. Act Performance Measure and Target Setting activities throughout SFY 2024 and 2025, having approved 2022/23 “PM2 and PM3” Performance Measures during the winter/spring of 2023; and “Public Transit” and MPA Safety Targets in January 2023.</p> <p>Core activities anticipated, but are not limited to:</p> <ul style="list-style-type: none"> • Provide meeting facilitation, data collection, and grant development assistance among school districts, schools, municipalities, downtown associations, and transportation stakeholders and agencies to coordinate for Safe Routes to School, Complete Streets, and Performance Measurement projects activities. • Host SRTS, CS, and PM2 and PM3 training workshops and webinars targeted at key stakeholder groups and service agencies in developing funding-eligible projects. • Assist in development of education, encouragement, enforcement, and engineering (infrastructure) projects. • Assist schools/school districts/municipalities with developing projects and applications for applying for Safe Routes to School funding. • Assist municipalities, downtown associations, chambers of commerce and key stakeholders and service agencies with developing projects and applications for applying for Compete Streets funding. • Coordinate with federally funded transit agencies in development of respective public transit safety plans and annual transit safety measures and targets <p>Local air quality and state targets for bridges, freight, and pavement condition, will continue to be reviewed in coordination with WSDOT following the 2-yr (2025) and 4-yr (2027) review periods.</p>		
	Projected Funding Sources	STBG Planning, FHWA (MPO), RTPO, FTA	
	Deliverables	Completing stated work tasks and reporting to the Transportation TAC, Transportation Policy Board, and WSDOT.	
	Timeframe (TAP)	July 1, 2023, thru June 30, 2025	
	Timeframe: Performance Measures	July 1, 2023, thru June 30, 2025	
	Lead	Regional Transportation Manager	
	Support	YVCOG staff, Local Member Jurisdictions, Policy Board, Technical Advisory Committee, and coordination with WSDOT. Additional stakeholders include regional school districts, ESD 105, regional chambers of commerce, downtown business associations, transit/paratransit agencies, affected service agencies and multimodal organizations	
	Approval	WSDOT, FHWA, FTA	
	Schedule	<ul style="list-style-type: none"> - Regular Jurisdictional Planning and Assistance - 2024 MAP-21 Safety Performance Measures/Targets - FTA / Public Transportation Agency Safety Plans (PTASP) (<i>Regional Transit Safety Performance Targets</i>) - B.I.L Act Performance Measures Confirmation (<i>If needed</i>) - 2025 MAP-21 Safety Performance Measures/Targets - FTA / Public Transportation Agency Safety Plans (PTASP) (<i>Regional Transit Safety Performance Targets</i>) - Mid-Point PM2 and PM3 Performance Target Reviews by WSDOT and MPO/RTPOs (Pavement, Bridges, and Highway System & Freight Movement, 	<p><i>As requested, January 2024</i></p> <p><i>January 2024</i></p> <p><i>September 2024</i></p> <p><i>January 2025</i></p> <p><i>January 2025</i></p> <p><i>Spring 2025 & Beyond</i></p>

7	Yakima County Regional Transit Feasibility Studies – Phase 2 (2023-2024) and Phase 3 (2025-2026)	\$161,525
	<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>In March, 2022 YVCOG and its contracted consultant developed the Yakima Valley Regional Public Transportation Feasibility Study (TFS) – “Phase 1”; which, 1) developed a baseline inventory the region’s public transportation provider’s facilities, fleet makeup, equipment and future needs; 2) analyzed basic transit usage tendencies; and 3) performed an 10-week online public survey and “pop-up” survey event to refine transit usage needs and limitations in preparation of two additionally planned studies. “<i>TFS – Phase 2</i>” (planned for 2023-2024) intends to study the implementation of industry recognized “best practices” and coordination opportunities that can improve/increase service efficiencies, frequencies, and service areas to “un-” and “under-served” populations with existing agency/operator financial and operational resources. “<i>TFS – Phase 3</i>” (planned for 2025-2026) intends to study areas covered in phase 2, but would expand discussion regarding new or planned federal, state, and local funding augmentation tools.</p> <p>The study(ies) 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 consults with all five agencies regarding these feasibility studies.</p>	
	Projected Funding Sources	STBG Planning, FHWA (MPO) , RTPO, FTA, CTR-CMAQ, HSTP, CRP, WSDOT Consolidated Grant Funding
	Deliverables	Yakima County Regional Transit Feasibility Study (Phase 2) document reporting: <ol style="list-style-type: none"> 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 to address transit gaps in the region.
	Timeframe	July 1, 2023, and beyond
	Lead	Regional Transportation Manager, in coordination with MPACT Committee
	Support	YVCOG staff, Affected Member Jurisdictions, Policy Board, MPACT, and Technical Advisory Committees, YN- PPP Transit, Yakima/Selah/Union Gap Transits, People For People Community Services, WSDOT Public Transportation Office, National Association of Development Organizations (NADO), DRYVE and TRANS-Action Transportation Advocacy Committees. Additional support will be sought with independent pedestrian, bicycle, and transit stakeholders.
	Approval	YVCOG Transportation Policy Board

	Schedule	<ul style="list-style-type: none"> - MPACT, CTR, & Transportation Provider (Study) Meetings - Obligate Consolidated Grant Funds / RFQ for TFS Phase 2 - Award Consultant Contact for TFS Phase 2 – Start Activities - Develop, finalize, & TFS Phase 2 Findings Document - Policy Board Accept TFS Phase 2 Findings Document - Obligate Consolidated Grant Funds / RFQ for TFS Phase 3 - Award Consultant Contact for TFS Phase 3 – Start Activities - Develop, finalize, & TFS Phase 3 Findings Document 	<p><i>July 2023 - Completion</i></p> <p><i>July 2023 – Sept 2023</i></p> <p><i>Oct – November 2023</i></p> <p><i>Dec 2023 – Sept 2024</i></p> <p><i>October 2024</i></p> <p><i>June – September 2025</i></p> <p><i>Oct – November 2025</i></p> <p><i>Dec 2025 – Sept 2026</i></p>
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8	Commute Trip Reduction (CTR) / Rural CTR Program (Planned) / Enhancement and Transportation Demand Management (TDM) Program Activities		\$514,816
	<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 both employers/employees meeting state CTR participation requirements, and by soliciting volunteer businesses and organizations, that may directly reduce traffic congestion and indirectly reduce vehicle emissions. This program complements ongoing Congestion Mitigation & Air Quality (CMAQ) efforts to reduce Carbon Monoxide (CO) and Particulate Matter of 10 microns (PM₁₀). Effective January 1st, 2023, YVCOG's 20-year CO Attainment period ended, meaning CO related CMAQ projects were no longer a required pollutant to address. A similar 20-year period for PM₁₀ will end on March 31, 2025. However, YVCOG will continue to address air quality benefit-related projects including CO and PM₁₀ as part of its ongoing air quality activities.</p> <p>YVCOG has been participating with WSDOT over the course of the past two years to reconstruct and rethink a program that has been profoundly impacted by Covid 19 and its repercussions. In January 2021, the YVCOG Transportation Program Manager was added to the State's CTR/TDM Technical Advisory Committee, and in February of 2022 a full time Transportation Planner was added to the staff who is now on the CTR Implementer Committee. Through a variety of focus groups, workshops, and conferences, YVCOG Staff have been punctual and enthusiastic about providing meaningful input in the State's public outreach process to reconfigure CTR programs, processes, and financing. Staff have also been actively trying to reestablish CTR programs at public and private institutions that have been decimated by personnel and financial fluctuations attributable to Covid 19 and its repercussions. Staff will continue to provide timely and astute input as the State continues its efforts.</p> <p>In January 2023, WSDOT, the TDM Executive Board, and MPO/RTPOs statewide agreed that those jurisdictions who, due to delays to the new survey system and Covid related setbacks, had not yet produced surveys for the 2021-2023 biennium would not be required to do so upon request. YVCOG, being one of those jurisdictions, has applied for the one-time exemption and will utilize the new system upon its activation (expected in spring 2024) for the 2023 – 2025 biennium to create a newly formatted baseline data set. YVCOG continues to work closely with statewide CTR stakeholders in the development and deployment of this new system.</p> <p>Core activities anticipated, but are not limited to:</p> <ul style="list-style-type: none"> • New employer recruitment and alternative (non-CTR required) employer education and commuter habits evaluations. • Continued reconstruction of pre covid CTR effected employer programs. • Participation in statewide Mobility Partnership Program as proposed by WSDOT in support of rural CTR, and development of local rural CTR programs. • Community outreach programs (i.e., Wheel Options) and CTR program promotion/advertising activities. • Employer/Employee Transportation Coordinator (ETC) training and committee meetings. • Employer and user "Incentive & Subsidy" programs promoting CTR usages including Vanpool, Bike Rack, and bus purchase programs. • Program process verification [survey] activities; and • Jurisdictional reports, reviews, and updates • Coordination, processing, and awarding of a 2020 CMAQ Call for Projects program for existing carryover/returned/de-obligated CMAQ funds. • Continued participation with a multitude of organizations and programs that promote and support multi modal transportation programs and infrastructure regardless of their direct ties to CTR. 		
	Projected Funding Sources	STBG Planning, FHWA (MPO), RTPO, FTA, CTR-CMAQ, CRP	
	Deliverables	<ul style="list-style-type: none"> • Bi-annual 2023-2025 State of Washington CTR Employee Questionnaire • CTR Quarterly Reports • ETC Recruitment and CTR Events 	
	Timeframe (TAP)	July 1, 2023, thru June 30, 2025	
	Lead	Regional Transportation Manager / Transportation Planner (CTR Coordinator)	
	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 Schedule:	WSDOT, FHWA, and FTA <ul style="list-style-type: none"> - Regular Jurisdictional Planning and Assistance - Quarterly performance reports - CMAQ Call for Projects process. - Bi-annual State of Washington CTR Employee - Questionnaire (Survey) Submitted to WSDOT - May and October Wheel Options (or locally sponsored) alternative transportation promotional events 	<i>Ongoing, as requested.</i> <i>Quarterly till Jun 2025</i> <i>After Mar 2025</i> <i>Mar 2024 - Aug 2025</i> <i>Oct 2023/24</i> <i>& May 2024/25</i>
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9	Regional Transportation (Corridor) Studies / Multi-modal Transportation Plan Activities	\$950,000
	<ul style="list-style-type: none"> REGIONAL AND MULTI-JURISDICTIONAL TRANSPORTATION STUDIES Beginning in 2021, YVCOG and WSDOT began partnering with affected member jurisdictions to develop corridor/needs-specific transportation studies on or near the state highway system that would address safety, multi-modal accessibility, sustainability, environmental benefit, and travel efficiency issues. Utilizing funding through STBG and WSDOT sources, these corridor studies will look at best option / cost effective improvement opportunities to address local area needs affecting multiple jurisdictions. The US12/Powerhouse Road Study was the first effort completed in the summer of 2022. Other studies currently underway or scheduled to start including: <ul style="list-style-type: none"> - Moxee/SR24 Corridor Study (currently active) - Naches/US12 Active Transportation Study (began Fall 2022) - I-82/SR97 Toppenish Express Route (starting Summer 2023) Future corridor studies will be reviewed and proposed as needed by member jurisdictions, WSDOT or YVCOG as authorized. PASSENGER RAIL The Yakima Region (and Central Washington) lost its AMTRAK passenger rail service in October 1981 and thus an important transportation accessibility alternative to the Pacific Coast and eastern parts of the United States. In 2020 the Washington State Legislature Joint Transportation Committee (JTC) sponsored a passenger rail study looking at returning passenger rail service central Washington via Stampede Pass with projected stops at Auburn, Cle Elum, Ellensburg, Yakima and Toppenish. This study was limited in scope to services within the boundaries of Washington State. With the passage of the federal 2021 Bipartisan Infrastructure Law (BIL), the Federal Rail Administration is considering reviews of former passenger rail routes round the county. YVCOG anticipates participation in these studies and other planning opportunities that could affect the potential return of passenger rail to Central Washington AVIATION (AIRPORT IMPROVEMENTS) Yakima County has two airports, the Regional Airport in Yakima which provides passenger, freight, general, and occasionally military support aviation to the region, and the Sunnyside Municipal Airport which provides general aviation services to the southern Yakima Valley. The Yakima Air terminal, built in the 1940s is inadequate to meet modern operational and security needs and is developing plans for a new terminal facility to be built later in the 2020's. Based on its potential operational capacity and proximity to the Seattle/Tacoma International Airport, the Yakima City Council in 2023, offered the Yakima Airport as a potential candidate to provide commercial/passenger services as part of Washington State DOT and Commercial Aviation Coordinating Committee (CACC) new regional airport study. Such an option would require likely infrastructure investment in several transportation modes including rail, transit, freight, and secondary airport support business. TRAIL EXPANSIONS Trail options in Yakima County began in the 1970s with the creation of Yakima Greenway which provided trails along the Yakima River adjacent to Interstate 82 from Union Gap to Selah. Over the decades, the greenway expanded west along US 12/Naches River to 40th Avenue Northwest Yakima and in the 2010s, utilizing the railbanked Naches Rail line, a double of the Greenway's length to over 20 miles reaching the Town of Naches. Efforts to develop a trail connection from the greenway near the I-82/US 24 Interchange east to Moxee are ongoing. Since 2020, YVCOG, WSDOT, the National Park Service has partnered in Yakama Nation-sponsored (led) "Heritage Connectivity Trail" project intending to develop pedestrian and bicycle pathway throughout the Yakama Nation (Open Area) boundaries with connections to Union Gap (Yakima Greenway) to the north, Zillah and Granger to the northeast, and Mabton to the East. Trail would extend west to the Town of Harrah, community of White Swan, and the Fort Simcoe Historical Park at the foothills of the Cascade Mountains. Toppenish and Wapato would be the two primary hubs for trails. In 2021 the Yakama Nation Tribal Council adopted a concept plan for the HCT. In 2022, the Nation and WSDOT received a \$1 Million Federal "RAISE" to begin project specific planning. YVCOG provides technical support to the effort and to member jurisdictions involved in the greater HCT effort. 	

	YVCOG intends to address trail opportunities where trail opportunities do not currently exist. The Sunnyside-Grandview-Prosser (SGP) Trail runs parallel to the Gibbon-Granger railroad spur and the Yakima Valley Highway this trail provides both inter- and intra-city trail options for area residents and continues east from Prosser (in Benton County) toward the Tri-cities. However, there presently are no trail plans available to connect the SGP trail west to Granger, Zillah, or the planned HCT trail system. The unfunded Yakima County Lower Valley Trail Feasibility Study (Phase 1), listed in the appendices section of this document proposes to review options to connect existing and planned trail systems into a countywide trail network.	
	Projected Funding Sources:	STBG Planning / FHWA (MPO) / RTP / FTA / CTR-CMAQ / CRP
	Deliverable SR12/Naches Active Transportation Corridor Study	Traffic modeling, traffic count, and land use data for feasibility study document. YVCOG Staff Assistance to WSDOT to complete study.
	Deliverable Toppenish I-82/SR22 Freight Bypass Study	Traffic modeling, traffic count, and land use data for feasibility study document. YVCOG Staff Assistance to WSDOT to complete study.
	Deliverable Multi-Jurisdictional Rail/Aviation/Trails Planning & Coordination	Traffic modeling, traffic count, land use data, multi-source database platform assistance and coordination with federal/state/local/transportation stakeholder agencies and entities. Participation in federal/state/local planning and coordination activities, conferences, and workshops/workgroups.
	Timeframe SR12/Naches Active Transportation Corridor Study	July 2022 – July 2024
	Timeframe Toppenish I-82/SR22 Freight Bypass Study	July 2023 – June 2025
	Timeframe Multi-Jurisdictional Rail/Aviation/Trails Planning & Coordination	July 2023 – June 2025
	Lead	Regional Transportation Manager
	Support	YVCOG staff, Transportation Policy Board, Technical Advisory Committee, Member Jurisdictions, consultation with WSDOT, FHWA, FTA, FAA, CACC, and member agencies' staffs
	Approval:	WSDOT, FHWA, FTA, FRA, FAA
	Schedule SR12/Naches City Limits Bike-Ped Facilities Study	<ul style="list-style-type: none"> - Develop multi-jurisdictional scope of work and local agency agreement (as required) - Location-specific traffic modeling & counter activities - Public Involvement and study analysis activities - Completed Study Document by WSDOT <div> <i>Jul.-Aug. 2022</i> <i>Sep 2022 - Mar 2023</i> <i>Apr - Sep 2023</i> <i>Dec. 2023</i> </div>
	Schedule Toppenish I-82/SR22 Freight Bypass Study	<ul style="list-style-type: none"> - Develop multi-jurisdictional scope of work and local agency agreement (as required) - Location-specific traffic modeling & counter activities - Public Involvement and study analysis activities - Completed Study Document by WSDOT <div> <i>Apr - Jun 2023</i> <i>Jul - Dec. 2023</i> <i>Jan - Oct 2024</i> <i>Dec 2024</i> </div>
	Schedule Multi-Jurisdictional Rail/Aviation/Trails Planning & Coordination	Participation in committees, workgroups/workshops, and conferences <i>Ongoing, as needed</i>

VI. Financial Summaries

PROJECTED CONSULTANT NEEDS AND CONTRACTS

YVCOG has a consultant acquisition process that allows it to secure services or assistance outside its core staff's capability or availability. Potential contracted tasks must be included within the [current] UPWP and have sufficient funding budgeted for its performance. YVCOG coordinates and consults with WSDOT to ensure project and consultant guideline compliance.

Planned and secured consultant-assisted planning activities / projects include:

Project / Activity	Brief Description	Time Frame	Consultant / Firm	Secured or Proposed	Potential Funding Source(s)
Yakima Valley Regional Transit Feasibility Study – Phase 2	Countywide needs and services options for increased transit services in Yakima Region	July 2023 – Dec 2024	Transpo Group or Similar Consultant	Proposed	FTA / CTR / HSTP / WSDOT Consolidated Grant / CMAQ / CRP
CY 2023 & 2024 Regional Traffic Counter Program	Countywide roadway tube, turning movements & video capture (pathway) counts	Mar - Oct 2023 & 2024	IDAX or Similar Consultant	Secured	STBG / FHWA / RTPPO / CTR
Online (Map Linked) Traffic Count Archiving Program	Jurisdictional online access to historic traffic data paired with geo-mapping (<i>Subscription Service</i>)	July 2023 & Beyond	IDAX or Similar Consultant	Proposed	STBG / FHWA / RTPPO
2023-2024 Traffic Modeling Program	Performance of "What-If" traffic modeling for infrastructure and/or land use analysis	Ongoing for CY 2023-25	ERMS, Inc. (Robert Shull Primary)	Secured	STBG / FHWA / RTPPO / FTA / CTR-CMAQ
2024-2045 LRP Traffic Modeling Review	Perform traffic modeling analysis for update of 2020-2045 LRP Document	July 2023 – Mar 2024	ERMS, Inc. (Robert Shull Primary)	Secured	STBG / FHWA / RTPPO / FTA / CTR-CMAQ
2023 – 2026 Aerial Photo Update Program	Yakima Co./YVCOG partnership to incorporate new aerial photos into GIS System	July 2023 – June 2026	Yakima County	Proposed	STBG / FHWA / RTPPO / FTA / CTR-CMAQ / HSTP
Cellular/Navigation System -Based O & D Data Acquisition & Analysis	Cellular / GPS Navigation-based traffic movement database system for origin & destination data integration into traffic model update (<i>Subscription Service</i>)	July 2023 - June 2025	StreetlightData Inc. or Similar Provider	Secured	STBG / FHWA / RTPPO / FTA / CTR-CMAC / HSTP
Technology Services	Computer systems management and operation	Ongoing	Yakima County Technology Services	Secured	STBG / FHWA / RTPPO / FTA / CG / HSTP / CTR-CMAQ
(Spanish) Translation Services	Spanish Translation of YVCOG Transportation Program documents / On-Call (in person) translation Services	Ongoing	Brian Galloway Translating / CenterPoint Language Services / Nuestra Casa	Secured	STBG / FHWA / RTPPO / FTA / CG / HSTP / CTR-CMAQ
Legal Services	On-Call Business Legal Services for YVCOG	Ongoing	Meyer, Fleugge & Tenney	Secured	STBG / FHWA / RTPPO / FTA / CG / HSTP / CTR-CMAQ
Telecommunications Services	Regular phone, internet, and office communication services	Ongoing	Alliant Communications / Vonage	Secured	STBG / FHWA / RTPPO / FTA / CTR-CMAC / HSTP / CG
Jurisdictional Project Visual Graphics Assistance	Computer-generated graphic hard copy and video imaging services	Ongoing	WSDOT – Visual Engineering Resource Group (VERG)	Secured, as requested by member	STBG / FHWA / RTPPO / FTA / CTR-CMAQ

ESTIMATED REVENUE SUMMARY

YVCOG's MPO/RTPO Estimated Revenues and Funding Sources for SFY 2024/2025: July 1, 2023 – June 30, 2025	
SOURCE	AMOUNT
SFY 2024-2025 FHWA PL Funding (13.5% match)	\$849,468
SFY 2024-2025 FTA 5303 Funding (13.5% match)	\$230,176
MPO Federally Required Match for FHWA/FTA funds	\$145,750
Total SFY 2024-2025 Federal planning funds anticipated to be available	\$1,225,395
SFY 2024-2025 RTPO Planning funds (no match required)	\$198,488
Carry Forward FHWA Funding from Previous Biennium (Projected July 2023)	\$570,600
Carry Forward FTA Funding from Previous Biennium (Projected July 2023)	\$93,000
Carry Forward RTPO Funding from Previous Biennium (Projected July 2023)	\$0
Total FHWA/FTA/RTPO Carry Forward from Previous Biennium	\$663,600
TOTAL FHWA/FTA/RTPO Available Funding for SFY 2024-2025	\$2,087,483
Other Transportation Funding Sources	
SFY 2024/2025 STBG: Planning Set Aside - \$600,000 in 2024, \$750,000 for 2025	\$1,350,000
LOCAL MATCH for SFY 2024/2025 STBG: Planning Set Aside - \$81,000 in 2024, \$101,250 in 2025	\$182,250
Previous Biennium Carry-over for Non-State/Federal Grants, Contracts, Consolidated Grant (\$50,000)	\$ 10,000
Consolidated Grant (\$10,000 Match – Previous Biennium Carryover)	\$2,000
2022 Update - Human Services Transportation Plan Funds Projected (Carry over- Estimated next cycle)	\$25,000
SFY 2024-25: Projected Commute Trip Reduction (CTR) Administrative Work Plan	\$212,300
Previous Biennium Carryover - CMAQ – Commute Trip Reduction Program Enhancement (Projected)	\$234,000
Total Estimated [Other] MPO/ RTPO Available Funding for SFY 2024-2025	\$1,803,250
Total Estimated Revenues Available for SFY 2024-2025	\$4,103,033
Total Estimated Expenditures Projected for SFY 2024-2025	\$3,859,929
Projected SFY 2024-2025 Carryover Available For SFY 2026/27 Biennium	\$243,104

PLANNED BUDGET SUMMARY

The chart below provides an estimated Budget Summary of the distribution of adjusted SFY 2022/2023 planning funds for the MPO/RTPO.

YVCOG's Transportation Estimated Budget for SFY 2024 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 2024
Program Administration	\$249,000	\$33,615	\$176,265	\$47,762	\$41,186	\$30,244					\$578,071
Data Collection and Analysis	\$183,180	\$24,729	\$129,671	\$35,136	\$30,299	\$22,249					\$425,265
Develop SFY 2021 UPWP / Annual Reports & Updates	\$10,800	\$1,458	\$7,645	\$2,072	\$1,786	\$1,312					\$ 25,073
Develop a 2020-2023 M/RTIP and Amendments	\$28,020	\$3,783	\$19,835	\$5,375	\$4,635	\$3,403					\$65,050
SRTS/CS/PM Jurisdictional Assistance Activities	\$9,000	\$1,215	\$6,371	\$1,726	\$1,489	\$1,093					\$20,894
HSTP Activities & Planning / Consolidated Grant								\$5,000			\$5,000
Yakima County Transit Feasibility Study	\$15,000	\$2,025	\$54,000	\$20,000	\$10,000	\$10,500		\$50,000			\$161,525
Commute Trip Reduction (CTR)	\$10,000	\$1,350	\$15,000	\$3,018	\$2,000	\$3,000			\$106,150	\$234,098	\$374,616
Regional Corridor Studies / Multi-modal Activities	\$95,000	\$12,825	\$15,947		\$7,849	\$1,074	\$267,305				\$400,000
	\$600,000	\$81,000	\$424,734	\$115,088	\$99,244	\$72,875	\$267,287	\$55,000	\$106,150	\$234,098	\$2,055,495

YVCOG's Transportation Estimated Budget for SFY 2025 MPO/RTPO Activities and Tasking											
	Estimated STBG Set Aside Funds	Estimated STP Local Match Funds	Estimated FHWA PL Funds	Estimated FTA 5303 Funds	Estimated RTPO Planning Funds	Estimated Local Match	SFY 2021 Carry Forward + Match	HSTP Funding / Consol. Grant	CTR - Work Plan Funding	CMAQ Program Enhance. Funding	Estimated Planning Budget SFY 2025
Program Administration	\$287,250	\$38,779	\$162,673	\$44,079	\$38,010	\$27,911					\$598,703
Data Collection and Analysis	\$204,000	\$27,540	\$115,528	\$31,304	\$26,994	\$19,822					\$425,188
Develop SFY 2021 UPWP / Annual Reports & Updates	\$12,000	\$1,620	\$6,796	\$1,841	\$1,588	\$1,166					\$25,011
Develop a 2020- 2023 M/RTIP / Develop M/RTIP Amendments	\$12,000	\$1,620	\$6,796	\$1,841	\$1,588	\$1,166					\$25,011
SRTS/CS/PM Jurisdictional Assistance Activities	\$9,750	\$1,316	\$5,522	\$1,496	\$1,290	\$947					\$20,321
HSTP Activities & Planning / Consolidated Grant								\$20,000			\$20,000
Yakima County Transit Feasibility Study											\$0
Commute Trip Reduction (CTR)	\$30,000	\$4,050							\$106,150		\$140,200
Regional Corridor Studies / Multi-modal Activities	\$195,000	\$26,325	\$127,420	\$34,526	\$29,773	\$21,863	\$115,093				\$550,000
	\$750,000	\$101,250	\$424,734	\$115,088	\$99,244	\$72,876	\$115,093	\$20,000	\$106,150	\$0	\$1,804,434

Appendices

Anti-Lobbying & Subcontracting

A. Anti-lobbying Section

YVCOG as the MPO/RTPO lead does not anticipate engaging in any lobbying activities for SFY 2021. If the occasion arises that a YVCOG staff member or representative does engage in lobbying activities with any of the parties stated in the anti-lobbying section that follows, the representative will only use local funds not associated with federal or state transportation planning/program/project (MPO/RTPO) funding and will report the activities as required below.

Lobbying

2 CFR Part 225, Appendix B
24. Lobbying

Reference 2

2 CFR Part 220, Appendix A, Section J
28. Lobbying

Reference is made to the common rule published at 7 CFR part 3018, 10 CFR parts 600 and 601, 12 CFR part 411, 13 CFR part 146, 14 CFR part 1271, 15 CFR part 28, 18 CFR part 1315, 22 CFR parts 138, 227, 311, 519 and 712, 24 CFR part 87, 28 CFR part 69, 29 CFR part 93, 31 CFR part 21, 32 CFR part 282, 34 CFR part 82, 38 CFR part 85, 40 CFR part 34, 41 CFR part 105-69, 43 CFR part 18, 44 CFR part 18, 45 CFR parts 93, 604, 1158, 1168 and 1230, and 49 CFR part 20, and OMB's government-wide guidance, amendments to OMB's government-wide guidance, and OMB's clarification notices published at 54 FR 52306 (12/20/89), 61 FR 1412 (1/19/96), 55 FR 24540 (6/15/90) and 57 FR 1772 (1/15/92), respectively.

B. Subcontracting Section

As stated in the agreements with WSDOT and YVCOG, subcontracting obligations are as follows:

The services of the MPO/RTPO are to be directed by a Regional Transportation Manager. The MPO/RTPO shall not assign, sublet, or transfer any of the work provided for under this Agreement without prior written approval from the STATE, and the STATE shall review and approve the MPO/RTPO's consultant agreement prior to execution. The MPO/RTPO shall comply with all current federal and state laws and regulations governing the selection and employment of consultants. The STATE reserves the right to appoint a representative to serve on the Consultant Selection Committee. Subcontracts for consultant services must contain all the required provisions to the extent applicable.

Any equipment to be purchased under this Agreement shall be listed in the scope of work. All equipment must be purchased, managed, and disposed of in accordance with all current federal and state laws and regulations and the nondiscrimination provisions. The procurement of all equipment must be used for the sole purpose of urban and regional transportation planning activities. Any equipment on hand at the completion of the work shall become the property of the STATE.

C. Identified Unfunded Needs

YVCOG Lead

1. Regional Origins & Destinations Study – Part 2
2. Catastrophic Transportation Planning
3. Yakima Lower Valley Trail Feasibility Study – Phase 1

YVCOG Member Lead

4. Yakima Valley Short Line Rail & Trans-load Facility Feasibility Study

UNFUNDED NEEDS FOR SFY 2024-2025

	YVCOG Lead	1. Regional Origins & Destination Study – Part 2
A	Purpose	Allow YVCOG to initiate a regional origin & destination study for the Yakima Valley for: <ul style="list-style-type: none"> a. Part 1: motorized traffic including freight and public transportation. b. Part 2: non-motorized traffic including bicycle and pedestrian
B	Work Tasks	<p>Core functions anticipated for this project include, but are not limited to:</p> <ul style="list-style-type: none"> ➤ Formulate a scoping strategy, evaluate options for each mode type, and select most appropriate O&D method. ➤ Participation of the YVCOG Transportation Program Manager on the Technical Committee. ➤ Additional staff participation on any current or future ad-hoc committees. <p>To perform these tasks, YVCOG must also perform the following associated tasks:</p> <ul style="list-style-type: none"> ➤ Identify freight and goods stakeholders to be included in freight O&D. ➤ Identify public/private stakeholders to be included in public transportation O&D. ➤ Identify stakeholders to be included in non-motorized O&D. ➤ Research existing local, county, and regional plans to consolidate previously identified origin and destination studies. ➤ Consolidate historical origin and destination information into a commonly agreed upon format to include but not be limited to Excel spreadsheet or Access database or GIS. ➤ Develop and conduct or manage an outside contract(s) for a company(ies) to provide O&D information into the commonly agreed upon format. ➤ Provide public information in visual formats via our website, make commonly agreed upon formatted information to our member jurisdictions and stakeholders, incorporate the O&D information into YVCOG's Regional Travel Demand Model.
C	Anticipated Products	<p>Work products which are anticipated as part of this project include, but are not limited to:</p> <ul style="list-style-type: none"> ➤ Regional and individual community profiles based on travel movements. ➤ An inventory of existing transportation services and facilities.
D	Agency Responsibilities	YVCOG staff will be responsible for attendance at meetings, review of materials, research, and development of discussion items, and reporting to the Transportation TAC, Transportation Policy Board, WSDOT, and/or other MPOs/RTPOs as appropriate.
E	Estimated Cost	\$175,000.
F	Relationship to Other Work Elements	This planning activity is related to Data Collection and Analysis, Annual Reports, Complete Streets and Safe Routes to School efforts, Human Services Transportation Plan, Long-range Plan, and Metropolitan & Regional Transportation Improvement Programs. If not funded, the region will lose a valuable opportunity to participate in a broad inter-regional transportation planning effort that has the potential to yield access and opportunities for all populations in the Yakima region. This is crucial for establish a baseline for future performance measures efforts mandated MAP-21 and continued under the federal transportation bill FAST Act.
G	Potential Time Frame	Present to 2027

UNFUNDED NEEDS FOR SFY 2024/25

	YVCOG Lead	2. Catastrophic Transportation Planning
A	Purpose	<p>Participation in regional catastrophic transportation planning committees and/or task forces, either standing or ad-hoc in Yakima County. Acting as lead in the development of a regional Catastrophic Transportation Plan which includes such transportation elements as:</p> <ul style="list-style-type: none"> ➤ Designating secondary & tertiary detour routes throughout Yakima County ➤ Inventories of available transportation assets by jurisdiction ➤ Develop templates for interagency agreements on the sharing/procuring of those transportation assets in a time of need. ➤ Identification of available YVCOG staff and their certifications to assist a convened Emergency Management Team.
B	Work Tasks	<p>Core functions which are anticipated for this ongoing project include, but not limited to:</p> <ul style="list-style-type: none"> ➤ Determine YVCOG employees that will participate in the Emergency Management team and seek certifications for appropriate levels of participation. ➤ Build internal capacity for understanding the principals and regulations of Emergency Preparedness. ➤ Volunteer/accept appointments to Emergency Management Teams ➤ Coordinate and facilitate meetings throughout Yakima County. ➤ Review and prepare materials for meeting discussions. ➤ Gather data from jurisdictions, the City of Yakima Emergency Management Office, and the County Emergency Management Office to complete an inventory of transportation assets. ➤ Create an update schedule for refreshing the asset inventory on a regular basis and incorporate the schedule into a YVCOG program. ➤ Create a schedule for incorporating the catastrophic transportation information into appropriate MPO/RTPO transportation-related documents.
C	Anticipated Products	<p>Work products for this project may include, but are not limited to:</p> <ul style="list-style-type: none"> ➤ Catastrophic Transportation Plan ➤ Project timelines and meeting schedules. ➤ Committee reports, findings, and/or implementation strategies.
D	Agency Responsibilities	YVCOG staff or representatives from member agencies will be responsible for attendance at meetings, review of materials, research and development of discussion items, and reporting to the Transportation TAC, YVCOG Transportation Policy Board, WSDOT and/or other state/federal oversight agencies.
E	Estimated Cost	\$25,000 - \$40,000
F	Relationship to Other Work Elements	The YVCOG's participation in catastrophic transportation planning is related to Regional Planning, short- and long-range planning. If YVCOG staff is not able to participate in these activities, the complementary preparation information may not be available in time of need.
G	Potential Time Frame	Present to 2027

UNFUNDED NEEDS FOR SFY 2024/25

	YVCOG Lead	3. Yakima County Lower Valley Trail Feasibility Study – Phase 1
A	Purpose	Initiate a regional Lower Valley Trail feasibility study for the Yakima Valley region. This trail was first noted in Focus 2010, the Lower Valley Visioning Report. When complete the Lower Valley Trail would bridge the gap between the 18-mile pathway from Naches to Union Gap, and the 12-mile path between Sunnyside and Prosser. The study would complement current efforts by the Yakama Nation for their Heritage Trail Project that seeks to develop bike/ped facilities within communities inside the Yakama Nation Boundaries.
B	Work Tasks	<p>Core outcomes anticipated for this project include, but are not limited to:</p> <ul style="list-style-type: none"> ➤ Evaluate available Right of Way and public lands to create trails scenarios that can be further considered and refined in Phase II. ➤ Develop an outreach plan to include formulating a scoping strategy, evaluate outreach options, and select the most appropriate outreach options. ➤ Participation of the YVCOG Executive Director and Transportation Program Manager on any Steering or Technical Committees. ➤ Additional staff participation on any related ad-hoc committees. <p>To perform these tasks, YVCOG must also perform the following associated tasks between the cities of Union Gap and Sunnyside:</p> <ul style="list-style-type: none"> ➤ Research existing local, county, and regional plans to consolidate previously identified trails needs. ➤ Develop and conduct additional surveys for public participation comments. ➤ Identify sites, corridors (open space, levees, irrigation canals, power transmission, surplus road right-of-way, etc.), and points of interest and trailhead locations. ➤ Identify potential linkages between the county trail system and existing public recreation lands owned by USFS, WDFW, DNR, BLM and others to support planning/development efforts for trail connection to those public recreation lands. ➤ Support the Yakama Nation and its Transportation Safety Committee efforts and provide multi-jurisdictional planning assistance to complement findings with tribally led Heritage Corridor Plans and charettes. ➤ Support trails planning and development within established jurisdictions of Yakima County and linking community trails to broader county-wide trails system including privately developed trails like STAY (Single Track Alliance of Yakima). ➤ Partner with non-profits and other entities to develop trails and to support funding and development of the Lower Valley Trail. ➤ Support stakeholders in the planning and development of trails and linkages. ➤ Consider trail corridors on both side of the Yakima River. ➤ Participate in financial feasibility analyses including identifying funding options, and cost analysis for trail construction.
C	Anticipated Products	<p>Work products which are anticipated as part of this project include, but are not limited to:</p> <ul style="list-style-type: none"> ➤ Results from public outreach efforts and stakeholder groups regarding preferred corridors and pathway design features. ➤ An inventory of existing trails between Union Gap and Sunnyside. ➤ Identification of at least two possible trail corridors, and develop preliminary cost estimates, including right of way acquisition and construction costs.
D	Agency Responsibilities	YVCOG staff will be responsible for attendance at meetings, review of materials, research, and development of discussion items, and reporting to the Transportation TAC, Transportation Policy Board, WSDOT, and/or other MPOs/RTPOs as appropriate.
E	Estimated Cost	\$80,000-\$100,000.

F	Relationship to Other Work Elements	This planning activity is related to Data Collection and Analysis, Annual Reports, Human Services Transportation Plan, Long-range Plan, and Metropolitan and Regional Transportation Improvement Programs. If not funded, the region loses a valuable opportunity to participate in a multi-modal transportation planning effort that has the potential to improve and enhance access and opportunities for all populations in the Yakima region.
G	Potential Time Frame	Present to 2027

UNFUNDED NEEDS FOR SFY 2024/25

	YVCOG Member Lead	4. Yakima Valley Short Line Rail and Trans-load Facility Feasibility Study
A	Purpose	Analyze potential multi-modal freight trans-load facilities along Yakima County's Short Line Rail Systems (White Swan Branch Line and Gibbon-Granger Branch Line) relating to location, economic development, and environmental impacts.
B	Work Tasks	<p>Core functions which are anticipated to be performed under this work element include, but are not limited to:</p> <ul style="list-style-type: none"> ➤ Defining potential facility types and locations along Yakima County's Short Line Rail System. ➤ Identifying and estimating the economic benefits of permitting various potential interstate and international distribution facilities. ➤ Assessing how potential facilities can benefit and support the freight mobility efficiencies for local agriculture and industry, the Ports of Seattle and Tacoma, Washington State's Rail and Interstate Highway Systems. ➤ Public outreach – community meetings, public forums. ➤ Public information materials (folios, maps, brochures, web pages, press releases). ➤ Identifying and assessing potential environmental mitigation issues. <p>To perform these tasks, YVCOG staff must also perform the following associated tasks:</p> <ul style="list-style-type: none"> ➤ Review current plans and data. ➤ Staff support for the Transportation Policy Board, TAC, and subcommittees. ➤ Ongoing public outreach efforts. ➤ Responses to public and agency inquiries. ➤ Inter- and intra-regional coordination. ➤ Responses to emerging issues. ➤ Miscellaneous grant application assistance.
C	Anticipated Products	<p>Work products for SFY 2024/25 may include, but are not limited to:</p> <p>Proposed study area map – a comprehensive map of the proposed alignment to be distributed to local agencies and developers. Yakima Valley Short Line Rail & Trans-load Facility Feasibility Study with findings and recommendations</p>
D	Agency Responsibilities	YVCOG will be responsible for developing a scope of work, RFP, managing a consultant contract, and reporting findings. TAC assistance will be needed to develop the scope of work, RFP, and reviewing proposals. The TAC will also provide guidance on when, where, and how the study results will be used. Any contracts will need to be approved by the Transportation Policy Board.
E	Estimated Cost	\$300,000.
F	Relationship to Other Work Elements	This planning activity relates to Work Element II, Regional Planning, and long range-planning activities. This study will guide future economic development and spur investment in the region by addressing the potential benefits for permitting various facility types at various locations along Yakima County's Short Line Rail.
G	Potential Time Frame	Present to 2030

Yakima Valley
Metropolitan and Regional Planning OrganizationsState Fiscal Year 2024-25
UNIFIED PLANNING WORK PROGRAM

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

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

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

WHEREAS, the YVCOG has developed a work program for the period July 1, 2023 to June 30, 2025 (State Fiscal Years 2024-2025) that includes funding from Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Washington State Department of Transportation (WSDOT) using the anticipated funding amounts provided by these agencies; and

WHEREAS, the work program identifies work tasks and products to be completed in order to fulfill the federal and state transportation planning responsibilities of an MPO and RTPO; and

WHEREAS, the YVCOG has been authorized by the YVCOG Transportation Policy Board to augment funding to expand work plan capabilities and services, requiring the amendment to the Unified Planning Work Program.

NOW, THEREFORE, BE IT RESOLVED, that the Yakima Valley MPO/RTPO Policy Board hereby amends the *State Fiscal Year 2024-25 Unified Planning Work Program* for the Yakima Valley Metropolitan and Regional Transportation Planning Organizations.

Signed this 15th day of May 2023.

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

ATTEST

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Chris Wickenhagen, Executive Director
Yakima Valley Conference of Governments