

# **YVRTP Update**

## **Project Meeting Handout**

October 12, 2006

### **Work Program Task: Public Participation Plan**

#### **Task Description**

This task involves developing a draft Public Participation Plan for public review, hold a 45-day comment period on the draft Plan, and adopt a final Public Participation Plan. Federal regulations require that Regional Transportation Planning Organizations (RTPO) adopt a public participation plan for their regional transportation planning process. The following are key elements:

- A 45-day comment period on the draft Public Participation Plan is required prior to adoption.
- A public participation plan must be in place prior to MPO adoption of transportation plans addressing SAFETEA-LU provisions.
- SAFETEA-LU requires that the public participation plan be developed in consultation with all interested parties (defined as citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties).
- SAFETEA-LU requires the use of visualization techniques in the public involvement process, to the maximum extent practicable.
- SAFETEA-LU requires that public information be made available in electronically accessible format and means, such as the World Wide Web,

#### **Subtasks Completed To Date**

To date, the consultant team has worked with YVCOG staff to develop a draft Public Participation Plan. The draft Public Participation Plan was issued on September 29, 2006 and the draft Plan is available on the project website, at the Yakima Valley Downtown and Sunnyside libraries, and at the YVCOG office. Comments on the draft Plan may be submitted via the project website, email, or writing to YVCOG.

#### **Information Found and Issues Identified**

The draft Public Participation Plan identifies outreach and involvement strategies, including the project website, news releases, and the schedule of project TAC, Executive Committee, and public meetings. The draft Plan is designed to meet the requirements outlined above, as well as inform and invite comment from interested parties, as defined by SAFETEA-LU and diverse populations.

#### **Next Steps**

- Continue to collect comments on the draft Public Participation Plan through November 17, 2006.
- Summarize comments and revise the draft Plan as needed.
- Consider the Public Participation Plan for adoption at the November 20th Executive Committee meeting.

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### Work Program Task: Existing Conditions Status

#### Task Description

This task establishes an existing baseline for the development of the Regional Transportation Plan (RTP) update. This involves developing a technical and policy database to draw upon. Existing conditions will be established for each of the transportation modes and identify any significant changes since the 2003 RTP update.

#### Subtasks Completed To Date

To date, the consultant team has worked with YVCOG staff to assemble relevant data to update the RTP. A central database of available information has been developed and is being updated regularly with new additions as additional data is identified. This data exists in several different formats including GIS, Excel, Word, pdf, and hard copies. The central database is accessible through an FTP website where all team members are able to post and retrieve data. Sources of data include federal, state, county, and municipal agencies. The following summarizes the subtasks completed to date.

1. Identified the following components to be reviewed to document existing transportation conditions, programs, and policies:
  - Existing plans, goals, & policies
  - Available traffic data
    - Roadway inventory, including traffic controls
    - Daily and peak hour traffic counts
    - Traffic safety and accident data
    - Transit service, routes, ridership, and recent trends
    - Vanpool and paratransit ridership
    - Pedestrian and bike facilities
    - Transportation improvement projects
    - Transportation demand management programs
    - Freight mobility
2. Four draft base maps have been developed and will be used through out the plan to illustrate existing and future conditions. The four base maps are attached. Each has a different geographic focus and extents:
  - Countywide
  - City of Yakima urban growth area
  - North county area
  - South county area
3. Identified and summarized federal and state planning requirements for MPO/RTPO plans. Relevant federal provisions from SAFETEA-LU and the state provisions from the Growth Management Act (GMA) have been summarized in the attached matrix. This matrix provides a touch stone for updating the RTP to meet federal and state requirements.

#### Information Found and Issues Identified

To date, a significant amount of data has been identified and assembled. Some gaps in data still remain. The consultant team is working with YVCOG staff to address these gaps.

GIS data for future land use and zoning have not been identified for the following:

- City of Mabton (need metadata for zoning districts and/or city code)
- City of Moxee (need metadata for zoning districts and/or city code)
- Town of Naches (need metadata for zoning districts and/or city code)
- City of Union Gap
- City of Yakima
- City of Zillah (need metadata for zoning districts and/or city code)

Outstanding transit data includes:

- Ridership information
- Park & Ride utilization information
- Vanpool information

### **Next Steps**

During the next several weeks, the consultant team will complete the review of existing plans, goals, and transportation system data. The focus will be to document findings of regional significance to guide the definition of alternative strategies. These will be used to support each of the components of the 2007 RTP update. Draft maps and tables to illustrate the existing conditions will be developed.

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### Work Program Task: Land Use Data & Forecasts

#### Task Description

This task involves reviewing YVCOG member jurisdictions' comprehensive plan for consistency with the goals and objectives contained in Chapter 7 of the *2003 Yakima Valley Metropolitan and Regional Transportation Plan*, and with the population forecasts contained in the Countywide Planning Policies.

This task also involves reviewing the land use forecasts used in the existing travel demand model for accuracy and consistency with local comprehensive plan projected land uses.

#### Subtasks Completed To Date

To date, the consultant team has collected and assembled jurisdiction comprehensive plans and GIS Data. A consistency review has been initiated, in addition to a review of land use data from the existing travel demand model.

#### Information Found and Issues Identified

An initial review of the land use reveals the following:

- Comprehensive Plan Consistency Review
  - There appears to be a relatively high level of consistency with the Regional Transportation Plan as well as similarity among several of the Plans. This is evidently due to assistance provided by the YVCOG to many of the member jurisdictions in completing their plans.
  - An issue that has been identified is related to the version/date of the plans being reviewed. Many of the documents that we are reviewing are from 2003. Some are drafts, some have been adopted. Some jurisdictions are currently considering revisions to their plans. The attached table lists the comprehensive plan documents being reviewed for consistency. We request that jurisdictions confirm that these are their most recent documents or are the documents they would like considered in the consistency review. If these are not the documents that they would like us to review, we request that they forward them to us as soon as possible.
- Traffic Model Land Use Data Review
  - The Project Team has been reviewing the transportation analysis zone (TAZ) forecast data sets relative to the comprehensive plan land use maps, as available, for each jurisdiction represented in the Metropolitan and Regional Plans. Since no capacity data is available, the analysis is generally an “order of magnitude” approach. In other words, are the type and density measure of the forecast uses consistent with the land use designations on the land use maps.
  - Several TAZs have been identified within jurisdictions which appear to have land use forecasts that are inconsistent with land use plans.
  - Documentation of the assumptions that were used for the land use forecasts in the 2003 model would be helpful in analyzing the appropriateness of the forecasts. To date, documentation of those assumptions has not been made available.

## **Next Steps**

In the next few weeks the Comprehensive Plan consistency review will be completed. The consultant team will review additional comprehensive planning data as it is identified.

The consultant team will acquire missing GIS Data and request input from jurisdictions on TAZs which have land use forecasts that appear to be inconsistent with the future land uses of the comprehensive plans. Where inconsistencies are confirmed by the YVCOG, we will use either prior or general assumptions for development capacity or take direction from the YVCOG on data revisions.

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### **Work Program Task: Yakima Urban Area Model Update**

#### **Task Description**

This task involves updating of the Yakima Urban Area Model. The model update tasks include inclusion of signal timing data for use in Level of Service calculations for all signalized intersections in the urban area as well as the inclusion of new traffic count data for further refinement and calibration of the base year model.

Once the future land use forecasts are complete, the re-validated model will be used to test the system performance of various future transportation improvement scenarios.

#### **Subtasks Completed To Date**

The base year model update is beginning with the input of base year volume and signal timing data. As of this point we have:

- Assembled base year model land use data and model files
- Began input on traffic counts currently available in Yakima County.
- Began input of signal timing data and lane configurations for the area around the Valley Mall and timing data for the rest of the City of Yakima.

#### **Information Found and Issues Identified**

As of this point, no major issues have been discovered in the model update task. It is anticipated that as more counts become available, minor adjustments will be required to re-validate the base year model. As of this point in time:

- Yakima County count data exists mainly at the daily level.
- Signal Timing Data has been provided from the City of Yakima.
- Lane geometry data at signalized intersections may need to be field collected as the geometry was not provided with the signal timing data.

#### **Next Steps**

In the first few weeks of October, the remaining signal timing and volume data will be input into the base model. The model will be compared to the counts to identify any areas requiring further refinement. The base year model should be ready for initial forecasts as soon as the land use data is provided.

The forecast model will be used to evaluate baseline conditions to assist in defining alternative strategies for testing. The model also will support evaluating the alternatives and defining the preferred transportation strategy for the region. The model also will be used in conducting the air quality conformity analyses.

**Federal and State Planning Requirements Matrix**

<b>Federal Requirements</b>	
<b>General Description</b>	<b>Summary of Requirements</b>
<b>Plan Update Cycles</b>	
SAFETEA-LU Section 6001 Transportation Planning Metropolitan Transportation Planning (MTP) Cycles	Metropolitan Planning Organization (MPO) transportation plans shall be updated every 4 years in air quality non-attainment and maintenance areas, and at least every 5 years in attainment areas.
SAFETEA-LU Section 6001 Transportation Planning Transportation Improvement Program (TIP) Cycles	Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) cycles must be updated at least every 4 years and must contain at least 4 years of projects and strategies.
SAFETEA-LU Section 6001 Transportation Planning Annual Listing of Obligated Projects	Development of the annual listing “shall be a cooperative effort of the State, transit operator, and MPO” and also include two new project types “investments in pedestrian walkways and bicycle transportation facilities” for which Federal funds have been obligated in the preceding year.
<b>Plan Development</b>	
SAFETEA-LU Section 6001 Transportation Planning Environmental Mitigation (23 USC 134(i)(2)(B), 23 USC135(f)(4)	Transportation plans must include a discussion of types of potential environmental mitigation activities, to be developed in consultation with Fed, State, and Tribal wildlife, land management, and regulatory agencies.
SAFETEA-LU Section 6001 Transportation Planning Plan Consistency - Transportation Plan with Planned Growth & Development Plans	Promote consistency between transportation improvements and State and local planned growth and economic development patterns.
SAFETEA-LU Section 6001 Transportation Planning Transportation System Security	Security of the transportation system is to be a stand-alone planning factor.

<p>SAFETEA-LU Section 6001 Transportation Planning</p> <p>Operational &amp; Management Strategies (23 USC 134(i)(2)(D), 49 USC 5303(i)(2)(D))</p>	<p>Plan shall include operational and management strategies to improve the performance of the existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.</p>
<p>SAFETEA-LU Sections 3012,3018, &amp; 3019</p> <p>Coordinated Public Transit-Human Services Transportation Plan</p>	<p>As a condition for receiving formula funding und the following 3 FTA programs, proposed projects must be derived from a locally developed public transit-human services transportation plan: 1. Special Needs of Elderly Individuals and Individuals with Disabilities [ 49 USC 5310(d)(2)(B)(i) &amp; (ii)]; 2. Job Access &amp; Reverse Commute [49 USC 5316(g)(3)(A) &amp; (B)]; and 3. New Freedom [49 USC 5317(f)(3)(A) &amp; (B)]. The plan must be developed through a process that includes reps of public, private, and non-profit transportation and human services providers, as well as the general public.</p>
<p>SAFETEA-LU Section 6011</p> <p>Transportation Conformity</p>	<p>Conformity process:</p> <ul style="list-style-type: none"> <li>• 12 month conformity lapse grace period.</li> <li>• 4 year frequency cycle.</li> <li>• Conformity re-determination on existing transportation plans and TIPs within 2 years of certain actions on the state implementation plan (SIP) for air quality.</li> <li>• Options to shorten the time horizon for conformity demonstration (but must include an informational regional emissions analysis).</li> <li>• Transportation control measure (TCM) substitution without requiring a new conformity determination or SIP revision, and adoption of substitute TCM rescinds previous TCM.</li> <li>• Streamlined conformity SIP requirements.</li> </ul>
<p>SAFETEA-LU Section 6001 Transportation Planning</p> <p>Visualization Techniques in MTP and TIP development (23 USC 134(i)(5)(C)(ii), 49 USC 5303(i)(5)(C)(ii))</p>	<p>Shall employ visualization techniques as part of the MTP and TIP development.</p>
<p><b>Public Participation &amp; Consultations</b></p>	
<p>SAFETEA-LU Section 6001 Transportation Planning</p> <p>Participation Plan</p>	<p>Develop and utilize a “Participation Plan” that provides reasonable opportunities for interested parties to comment on the content of the MTP and TIP. Further, this plan must be developed “in consultation with all interested parties”. This consultation requirement is intended to afford parties who participate in the planning process a specific opportunity to comment on the plan prior to approval.</p>
<p>SAFETEA-LU Section 6001 Transportation Planning</p> <p>New Consultations (23 USC 134(i)(4), 23 USC 135(f)(2)(D))</p>	<p>Must consult “as appropriate” with “State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation” in developing long-range transportation plans.</p>

<p>SAFETEA-LU Section 6001 Transportation Planning</p> <p>Publication of MTP &amp; TIP (23 USC 134(i)(6), 23 USC 134(i)(7)(a), 49 USC 5303(i)(6), 49 USC 5303(j)(7)(a))</p>	<p>Shall publish or otherwise make available for public review MTP &amp; TIP “including (to the maximum extent practicable) in electronically accessible formats and means, such as internet.</p>
<p><b>Environmental Review</b></p>	
<p>SAFETEA-LU Section 6002</p> <p>Efficient Environmental Reviews for Project Decision Making</p>	<p>Mandatory for EISs and optional for EAs. It specifies changes from NEPA procedures, including new obligations for a public comment process for project purpose and need and for project alternatives, and requires the development of a coordination plan and schedule that must be provided to all participating agencies and made available to the public.</p>
<p>SAFETEA-LU Section 6009</p> <p>Parks, Recreation Areas and Waterfowl Refuges, and Historic Sites</p>	<p>Parks, recreation areas and waterfowl refuges, and historic sites must be considered in determining the impacts of a transportation project. The provision allows the avoidance, minimization, mitigation and enhancement measures to be considered in making the “<i>de minimis impact</i>”.</p>
<p>SAFETEA-LU Section 6010</p> <p>Environmental Review of Activities that Support the Deployment of Intelligent Transportation Systems</p>	<p>Intelligent Transportation Systems (ITS) projects qualify as Categorical Exempt (CE) for environmental review.</p>

**Federal and State Planning Requirements Matrix**

<b>Washington State Requirements</b>	
<b>General Description</b>	<b>Summary Requirements</b>
<p>RCW 47.80 Regional Transportation Planning Organization (RTPO) Regional Transportation Plan (RTP) – Contents, review, use (RCW 47.80.030)</p>	<ul style="list-style-type: none"> <li>• Based on a least-cost planning methodology - process of comparing direct and indirect cost of demand and supply options to meet transportation goals and/or policies where the intent of the process is to identify the most cost-effective mix of options.</li> <li>• Establishes Level of Service (LOS) standards for state highways, with the exception of Highways of Statewide Significance (HSS) facilities as defined by RCW 47.06.140.</li> <li>• Financial plan demonstrating how the RTP can be implemented.</li> <li>• Preservation of existing regional transportation system.</li> <li>• Regional growth centers – approach must address transportation concurrency strategies required under RCW 36.70A.070 and include a measurement of vehicle LOS for off-peak periods and total multimodal capacity for peak periods.</li> <li>• Review the RTP biennially</li> </ul>
<p>RCW 36.70A Growth Management Act (GMA)</p>	<p>RTP shall be consistent with county-wide planning policies pursuant to GMA where appropriate.</p>
<p>RCW 70.94 Clean Air Act – Transportation Demand Management (TDM) Transportation Demand Management – Requirements for counties and cities (RCW 70.94.527)</p>	<ul style="list-style-type: none"> <li>• Counties, cities, or town plans shall be included in the regional Commute Trip Reduction (CTR) plan for regional transportation planning purposes, consistent with the rules established by the Department of Transportation (DOT) in RCW 70.94.537.</li> <li>• RTPOs shall review the local CTR plans during development and update of the regional CTR plan.</li> <li>• RTPOs shall adopt a CTR plan for its region consistent with the rules and deadline established by the DOT under RCW 70.94.537. The plan should include but is not limited to:                         <ul style="list-style-type: none"> <li>– Regional program goals for CTR in urban growth areas and all designated growth and transportation efficiency centers.</li> <li>– A description of strategies for achieving the goals.</li> <li>– A sustainable financial plan describing projected revenues and expenditures to meet the goals.</li> <li>– A description on the way in which progress toward meeting the goals will be measured.</li> <li>– Minimum criteria for growth and transportation efficiency centers.</li> </ul> </li> <li>• Regional CTR plan shall be consistent with and incorporated into TDM components in the RTP per RCW 47.80.030.</li> <li>• RTPO shall submit annual progress report to CTR board.</li> </ul>

<p>WAC 468-86 Regional Transportation Planning Organization (RTPO) Planning Standards and Guidelines</p>	<p>Provides minimum planning standards to guide RTPOs in the use of the regional transportation planning grants and in the development of regional transportation plans under the program as contained in RCW 47.80. The standards and guidelines include the following:</p> <ul style="list-style-type: none"> <li>• Least-cost planning methodology – RTPOs shall consider least-cost planning to meet planning goals and objectives.</li> <li>• Regional transportation goals and objectives – Goals and objectives of the regional transportation plan should incorporate existing and county-wide planning policies where adopted and adhere to principles outlined in WAC 468-86-090.</li> <li>• Regional transportation strategy – RTPOs shall develop a regional strategy that identifies alternative transportation modes within the region and recommend policies to: <ul style="list-style-type: none"> <li>– Address each mode</li> <li>– Address intermodal connections</li> <li>– Address Transportation Demand Management (TDM)</li> </ul> </li> <li>• Needs, deficiencies, data requirements, and coordinated regional transportation and land use assumptions – The following components shall be developed and incorporated into the RTP: <ul style="list-style-type: none"> <li>– An inventory of existing regional transportation facilities.</li> <li>– An evaluation of current facilities.</li> <li>– Forecast future travel demand based on the regional transportation strategy and local comprehensive plans.</li> <li>– Identification of future regional transportation system deficiencies.</li> <li>– Coordinated common regional assumptions (growth, population, employment, mode split, etc.). Assumptions consistent with the Growth Management Act (GMA) and the Office of Financial Management (OFM).</li> <li>– Performance monitoring – Performance monitoring measures shall include the following: <ul style="list-style-type: none"> <li>▪ Traffic volumes</li> <li>▪ Vehicle Miles Traveled (VMT)</li> <li>▪ Travel time (optional)</li> <li>▪ Speed (optional)</li> <li>▪ Safety standards (optional)</li> <li>▪ Other performance measures are optional</li> </ul> </li> <li>– Regional development patterns and investment – RTP shall include a general assessment of regional development patterns and investments.</li> </ul> </li> <li>• Financial component – The financial component shall include the following: <ul style="list-style-type: none"> <li>– Analysis of funding capacity.</li> <li>– Probable funding comparisons with identified current and future needs.</li> <li>– Identify funding short falls and strategy to address short fall.</li> </ul> </li> <li>• Proposed future transportation network – Defines specific facility or service improvements based on identified needs and probable funding levels within the region.</li> <li>• Certification – RTPOs shall certify the transportation elements of all comprehensive plans for cities and counties planning under GMA.</li> <li>• Regional transportation improvement program (TIP) – RTPOs shall develop a regional TIP every two years.</li> </ul>
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**YVCOG Member Agency Comprehensive Plan Status**

<b>Agency</b>	<b>Certification Date</b>	<b>Version Reviewed</b>	<b>Status</b>
City of Grandview	1995	2003 Draft	Update in Process
Town of Granger	1995	2003 Draft <sup>1</sup>	Update in Process
Town of Harrah	1995	2003 Draft	Update in Process
City of Mabton	1994	2003 Draft <sup>2</sup>	Update in Process
City of Moxee	1997	2003 Draft	Update in Process
Town of Naches	1995	2003 Draft <sup>3</sup>	Update in Process
City of Selah	N/A	2005 Draft <sup>4</sup>	Updated Draft released in 2005
City of Sunnyside	1995	2006 Draft <sup>5</sup>	Updated Draft Pending in Council
Town of Tieton	1995	2003 Draft	Update in Process
City of Toppenish	1995	2003 Draft	Update in Process
City of Union Gap	1999	2003 Draft	Update in Process
City of Wapato	1994	2003 Draft	Update in Process
City of Yakima	1997	2006 Draft <sup>6</sup>	Updated Draft Released in September 2006
City of Zillah	1998	2003 Draft	Update in Process
Yakima County	1997	2003 Draft <sup>7</sup>	Update in Process

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1. Transportation Element dated April 22, 2002.
  2. Transportation Element dated April 22, 2002.
  3. Transportation Element dated March 15, 2002.
  4. Document not dated, found on City website.
  5. Document provided by City.
  6. Document found on City website.
  7. Amended December 28, 1998
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