



YAKIMA VALLEY CONFERENCE OF GOVERNMENTS

Volume 45...Issue 6 December

MEMBER JURISDICTIONS

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

EXECUTIVE COMMITTEE

James A. Restucci, Chair
Mayor, City of Sunnyside

Mike Leita
Yakima County Commissioner

Maureen Adkison
City of Yakima City Council

Area 1 - Dan Olson
Union Gap City Council

Area 2 - Janice Gonzales,
City of Zillah, City Council

Area 3 - Mario Martinez
Mayor, City of Mabton

Member-At-Large

John Hodkinson, Jr., Vice Chair

2017 IACC Award Winners

Source: AWCnet.org AWC News

The Infrastructure Assistance Coordinating Council (IACC) met in Wenatchee on Wednesday, October 25, 2017 for the 9th Annual Conference for outstanding achievement in public works projects throughout the state.

Congratulations to CUS ARTEAGA - City of Grandview

Castulo "Cus" Arteaga was awarded the "Joe Mitschelen Lifetime Achievement Award". Mr. Arteaga has worked for the City of Grandview since 1973.



"Over the years, he has worked with many of the funding agencies at IACC to fund infrastructure projects for the city. He has served on many association boards and regional planning organizations. He is a leader who leads by example, and has been known to jump in to help out his staff when needed. Cus implemented the "yes we can" motto. . . . He exemplifies the essence of the Joe Mitschelen Award."

Source: AWCnet.org AWC News

Congratulations to TOWN OF HARRAH - Solid/Wastewater System

The Town of Harrah was facing a compliance schedule to meet strict ammonia effluent limits. The outdated lagoon system could not meet the standards, so the town sought help from a local consultant to help them evaluate treatment alternatives. The town's impact to its 640 rate payers was a crucial piece of the project. With information gathered at IACC conferences, the town sought Community Development Block Grant funds to pay for the engineering reports. USDA Rural Development funds were used for design and construction expenses, and the town increased their sewer rates 36% over a three year period in order to qualify for grant funds from Rural Development. The purchase of UV equipment from the neighboring community of Moxee helped to keep costs under control. The new system was completed in July. Within two weeks of startup, the new plant was producing effluent ammonia concentrations well below the compliance requirement and the repurposed UV equipment operated flawlessly. This project will serve growth for the town for the next 20 years.





From Larry Mattson

Executive Director



2018 – Overcoming Our ‘Three Strikes’ to Build Healthy Cities and A Healthy Valley

Elected officials in Yakima Valley are in a bit of a pickle when it comes time to pay for big public works projects. These projects, at times, are so costly that they are often financed with bonds or other long-term debt. Elected officials must pass these costs on to your citizens, many of whom may be over-burdened with household expenses.

I call it the ‘three strikes’ that put us behind most other cities in the state. First, beginning at the state level, Washington’s tax structure is the most regressive in the nation. The lower your income, the greater percentage of that income you pay in taxes. Second, at

the county level **Yakima County is one of the poorest in the state.** Of the 39 counties, we routinely rank among the bottom three counties (e.g., “poorest”) in terms of several standard socioeconomic measures. Finally, **within Yakima County two-thirds of the land base is untaxable.** Lands held by the US Forest Service, Department of Defense, the Yakama Nation, and state agencies are off-limits to local tax rolls.

We can overcome these barriers to our success. Working together we can stretch our limited public dollars further; make informed long-term investments in our public works projects; and in doing so, improve the lives and health of our residents. That’s what good governance is.

In the spring of 2018 we’ll begin working with elected officials and residents in the South County on a little project we call **‘Healthy Cities, Healthy Valley.’** Initial funding for this project is provided by the Yakima Valley Community Foundation.

Healthy Cities, Healthy Valley proposes to address both the fiscal health of cities, and the physical health of their residents. We believe that both urban infrastructure and health/social networks can be combined and leveraged to improve lives. Improvements at both neighborhood and city levels will grow our tax base and create a prosperous and healthy Yakima Valley.

- Phase 1 – **Build a network** of agencies and individuals who share an interest in the *fiscal* health of our cities and the *physical* health of their residents.
- Phase 2 – **Share data** to build a common understanding of the issues in our Lower Valley cities.
- Phase 3 – **Create and fund low-cost, low-risk projects** within neighborhoods, by working with residents and elected officials.

Together, we’ll explore what ‘good governance’ means. We’ll look at thoughtful city development and growth through a long-term lens. That includes making more informed decisions about the capital and ongoing maintenance costs of large projects, and meaningful dialog with our residents.

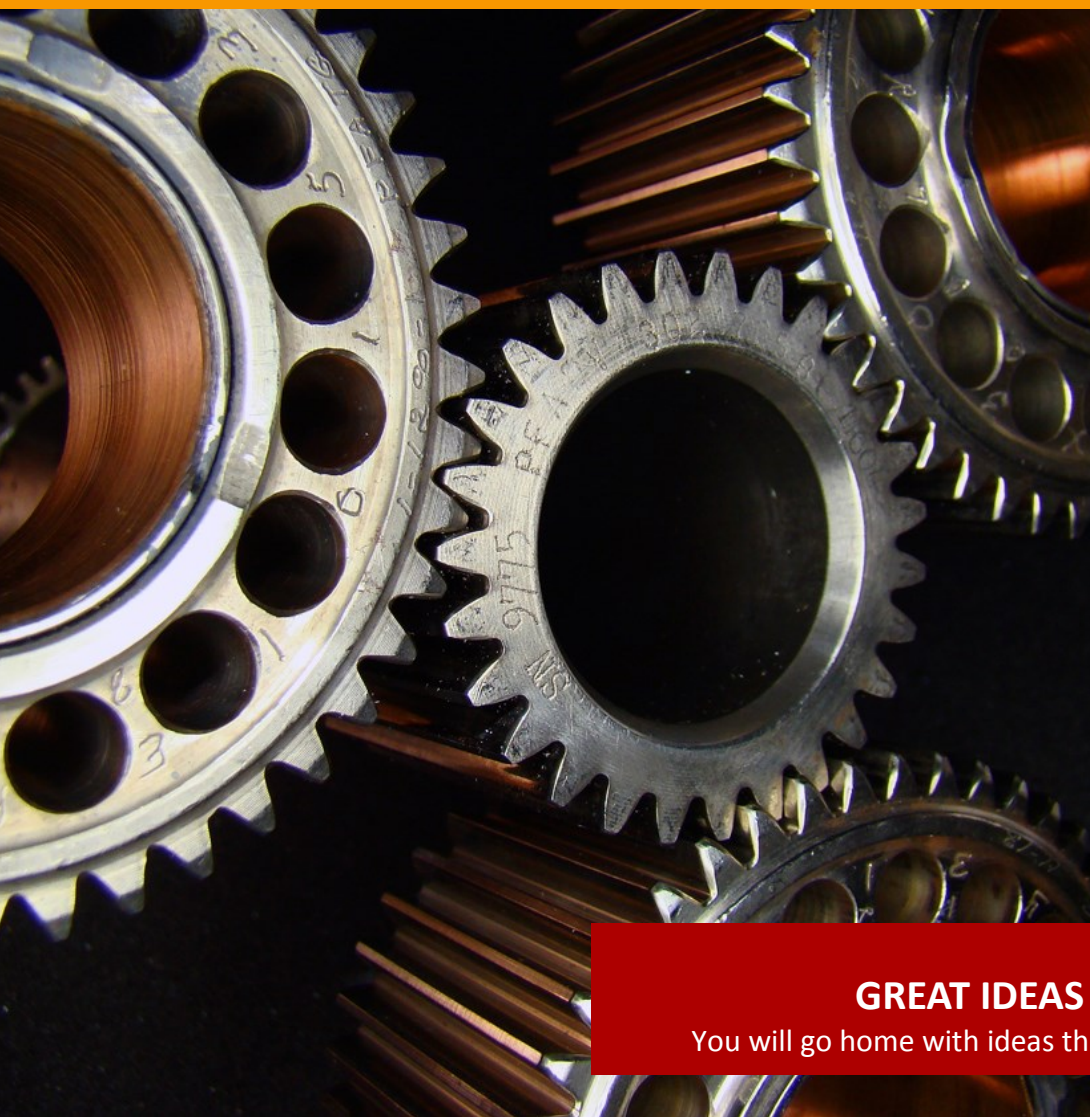
LEARN MORE ABOUT CREATING A HEALTHY CITY AND VALLEY:

- Visit www.yakimavalleytrends.org to learn more about our valley
- Visit www.strongtowns.org to learn more about putting neighborhoods first
- Attend the April 2018 YVCOG **Regional Solutions Summit**
- Participate in YVCOG’s ‘Healthy Cities, Healthy Valley’ meetings in the spring of 2018

Yakima Valley Conference of Governments Presents
2018 Regional Solutions Summit

Because We Are...

“BETTER TOGETHER”



**Sunday, April 15, 2018
through
Tuesday, April 17, 2018**

SUNCADIA RESORT

Featured Speakers Include

Rep. Gina McCabe

on Sustainable Infrastructure

AND

Kim Herman, Exec. Director

WA State Housing & Finance Comm.

Mario Villanueva, Executive Director

Partners for Rural Washington

PLUS:

- Creative Revenue Streams
- Lean Government
- Water
- Utilities
- Other On-Point Topics

Seasoned official or new to office -

GREAT IDEAS to benefit your community!

You will go home with ideas that generate or save **\$5,000 OR MORE.**

- For Elected Officials and City/Town Administrators Only -

“Early Bird” Special: Paid registrations by January 31, 2018.

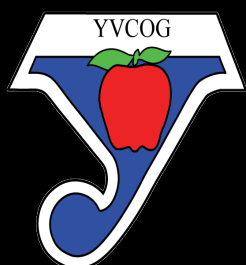
Option A: 2 representatives for 2 rooms, 2 nights. Meals included. \$2,700

Option B: 1 representative for 1 room, 2 nights. Meals included. \$1,425

Guests are welcome, but must pay for their own meals. Please inquire about meal costs.

After 01/31/2018: Option A, \$3,140. Option B, \$1,657.

Limited Space, only 20 rooms available. Reservations are on a first-come, first-served basis.



Yakima Valley Conference of Governments

(509) 574-1550

311 North 4th Street, Suite 204

Yakima, WA 98901



Alan Adolf

Transportation Program Manager

\$2.7 Million for Nine Yakima Valley Projects Funded by TIB

The Transportation Improvement Board (TIB) selected nine Yakima Valley Projects during its FY 2019 TIB Grant Process on November 17th in Vancouver, WA.

Eight valley jurisdictions will receive a combined \$2,706,281 for road reconstruction, new sidewalk, roadway overlays, and sealcoat projects

As stated on their webpage, *“The Washington State Transportation Improvement Board (TIB) funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods and services. TIB is an independent state agency, created by the Legislature, that distributes and manages street construction and maintenance grants to 320 cities and urban counties throughout Washington State. Funding for TIB’s grant programs comes from revenue generated by three cents of the statewide gas tax.”*

The nine projects rank Yakima County 3rd in the state (behind King County’s 20 and Grant County’s 11) in terms of most successful grants awarded. 148 projects, totaling \$118.85 Million, were awarded statewide out of 344 total applications. The \$118.85 Million in FY 2019 is the third highest investment year by TIB.

Jurisdiction	TIB Program	Funding Amount	Project Type
Tieton	Small City Arterial Program	\$712,500.00	S. Tieton Rd. Reconstruction Project
Zillah	Small City Arterial Program	\$508,000.00	West Third Avenue Reconstruction Project
Sunnyside	Sidewalk Program	\$222,344.00	East Edison (New) Sidewalk Construction
Toppenish	Sidewalk Program	\$134,043.00	Mural Route Sidewalk Improvements
Grandview	Arterial Preservation Program	\$310,617.00	Overlay Project - Multiple Locations
Moxee	Arterial Preservation Program	\$259,998.00	Overlay Project - Multiple Locations
Toppenish	Arterial Preservation Program	\$249,273.00	Overlay Project - Multiple Locations
Granger	Small City Pavement Preservation	\$62,624.00	Seal Coat Project – Multiple Locations
Naches	Small City Pavement Preservation	\$66,882.00	Seal Coat Project – Multiple Locations

Zillah’s Planning and Community Development Director, Ardele Steele, stated *“[The Project] is an east-west corridor that provides access to and through residential, city park space, and educational institutions. This project will improve the pavement conditions, storm water drainage, provide additional sidewalk to the city network for safety and connectivity and install street lighting for visibility.”*



← Tieton’s Public Works Supervisor, Mike Henderson reports that their road South Tieton Road Reconstruction Project *“create[s] a safer area for vehicular and pedestrian traffic... [and] will also promote growth with the potential to increase the economy and job growth.”* South Tieton Road, serving both residential and industrial traffic, is a narrow roadway, further hampered by freight traffic. Tieton’s project will widen the roadway and add sidewalks.



Wheel Options Fall 2017

Yakima Valley Conference of Governments wrapped up its **Fall 2017 Wheel Options** campaign in November. Wheel Options is part of the statewide effort to reduce traffic congestion and vehicle emissions by employees or volunteers commuting to work. It's hosted by the Washington State Ridesharing Organization (WSRO), www.wsro.net.

The WSRO encourages commuters to explore different ways of getting to work and to record their trips online at their Wheel Options confidential account. Participants can win valuable prizes, along with the benefits of a less stressful commute. Examples of alternative ways to commute include carpooling, vanpooling, riding a bicycle, and using the bus. Even "teleworking" (or working from home) is a qualifying alternative! Motorcycle trips count too if more than one person is on the cycle.

It's very easy to record trips on your Wheel Options calendar. After registering yourself into the program, you can select your mode of travel for that day and slide it onto the calendar, return trips [home] can be the same or a different mode.

There are two drawings every year: a Statewide drawing every October, and YVCOG's local giveaways every Fall and Spring. Everyone at least 18 years of age who commutes to a workplace can enter.



In YVCOG's Fall 2017 Wheel Options campaign, staff from local employers won books, bicycle accessories, and customized water bottles:

Alexandria Moulding Company:

Bryant Carrillo Ricky Martinez
Gabriel Marmolejo Jenaro Rodriguez

Department of Ecology:

Ben Carr Chris Perra
Candy Graff Krystal Rodriguez
Gary Graff Joshua Weide
Philip Lefler

Yakima County:

Bobbie Brady Vicki Valentine
Jerry Brady Walter Valentine

Yakima Valley Farm Workers:

Flint Orr

YVCOG will run another Wheel Options campaign in Spring of 2018. Keep watching the newsletter for updates and you could be a winner too!

You may log trips up to four weeks in the past. The system does not allow logging trips for future dates.

[Trip Report](#) [Trip Log Templates](#)

LOGGING YOUR TRIPS IS AS EASY AS 1-2-3

1. SELECT A MODE FROM BELOW. 2. CONFIRM THE DETAILS. 3. CLICK ON THE CALENDAR DATE.

Select Mode

- Carpool
- Vanpool
- Bus
- Bike
- Train
- Walk
- Telework
- Other
- Drive Alone
- Light Rail

November 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 Bike	2 Carpool	3
4						
5	6 Walk	7 Carpool	8 Walk	9	10	11
12	13	14	15	16	17	18



Slow and Steady Effort & \$12.3M Results in Bridging the Yakima River.... Connecting Two Cities / Mid Valley

(By Alan Adolf, YVCOG Transportation Program Manager & Mark Cleaver, P.E., Yakima County Bridge Engineer)

Yakima County, led by Yakima County Road Engineer & Assistant Public Services Director, Gary Ekstedt, celebrated the conclusion of 15 years of effort on November 29th as they hosted scores of regional stakeholders, government officials, county, city, and tribal representatives, and construction contractors following a 20+ month demolition and reconstruction of both North Meyers Road bridges crossing the Yakima River between the Cities of Toppenish and Zillah.

Long-planned for replacement, due to its deteriorating condition and limited weight restrictions, Yakima County began planning and designing the river crossing early in the 2000's. However, several unique complexities lengthened the design and permitting processes which delayed its eventual construction. The corridor was eventually closed in February 2016 when a portion of the roadway approach failed following a significant river flow undermined the structure.



The replaced bridge was built in 1947 to replace a three-truss steel bridge that was built in the same location around the early 1900's. At that time, the road was named the "Toppenish-Zillah Road". It was designed by legendary civil engineer Homer Hadley. The bridge was a concrete box girder type design thought to be first brought from Europe to the US by Hadley. While the Meyers bridge was not his first concrete box girder bridge, it likely was among his earliest. Hadley is most remembered for his visionary work in proposing and designing the first Lake Washington Floating bridge. **NOTE: More information on Mr. Hadley can be found at <http://www.historylink.org/File/5419>.**



Homer Hadley (1885-1967)

Courtesy Mercer Island Historical Society © 2001

The bridge was 541 feet long with 6 spans and a maximum span length of 118 feet. Its foundations were relatively shallow footings. It was 29 feet wide and provided a 12-foot lane and a 2-foot raised sidewalk on each side. The bridge was constructed of approximately 3,684,000 pounds of concrete and 235,800 pounds of steel for a total weight of approximately 3,919,800 pounds or 1960 tons. For comparison, this is similar to the weight of four fully loaded Boeing 747-800's each with a length of 250 feet and a wingspan of 224 feet. The bridge was load restricted due to degradation and cracking and finally closed in February 2016 when river migration undermined the southerly end. Fortunately, the new bridge was through the project development phase and being advertised for bids at that same time.

The new bridge was designed by the engineering firm **BergerABAM** of Seattle and constructed by **Cascade Bridge** of Vancouver, Washington. It is 620 feet long with 4 spans and a maximum span length of 160 feet. The foundation consists of two 6-foot diameter concrete shafts at each end and a single 10 foot diameter concrete shaft at each of the three piers in the river. The shafts extend about 80 feet deep from the river water level. The design uses precast prestressed concrete I girders with a cast in place reinforced concrete deck. It is about 42 feet wide and provides a 12-foot lane with an 8-foot shoulder on each side. It is about 8 feet higher in the center than the previous bridge. The new bridge is constructed from 12,395,000 pounds of concrete and 768,100 pounds of steel for a total of 13,163,100 pounds or 6,580 tons. Construction of the new bridge required construction of two additional bridges - a temporary access work bridge alongside and a temporary demolition debris containment bridge underneath. This was to minimize impacts to the river water quality and

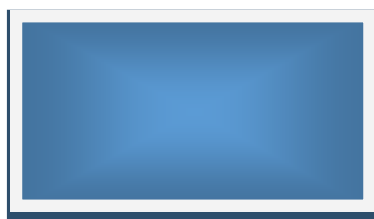
aquatic life during construction. The bridge is designed such that it may be lengthened on each end if necessary in the future. The construction has been funded with about 80% Federal and 20% County Road funds for a total of \$9.97 million.

About ¼ mile south towards Toppenish, bridge #502 (pictured right) has also been replaced. It is designed by Nicholls Kovich Engineering of Spokane and constructed by Cascade Bridge of Vancouver. It is similar in width to the larger #485 bridge, but has only a single span of 128 feet. The construction has been funded with 80% Federal and 20% County Road funds supplemented by a County Road Administration Board's Rural Arterial Program grant for a total of \$2.29 million.

The bridge corridor can trace its origins over 100 years ago to three area farmers in the area that needed access to the railroad located at Toppenish and petitioned for its creation.



Click the box to watch a short video
of Lance Hoyt discussing history and benefits of the North Meyers Road bridge corridor.



Or, go to <https://www.yvcog.org/plans-projects/transportation/meysbridgevideo/>



Homelessness

Source: <https://icma.org/blog-posts/how-local-governments-can-build-effective-homelessness-system>

How Local Governments Can Build an Effective Homelessness System

How can local government leaders help residents quickly exit homelessness and stay housed?

BLOG POST | Nov 17, 2017

by Cynthia Nagendra, Director, The Alliance Center for Capacity Building
National Alliance to End Homelessness

On a single night in January 2015, 564,708 people were considered homeless in America. That's more than half a million people without a roof over their heads. And this, along with rising rents, continues to be a growing challenge in the nation, especially for local governments.

We know that housing is the solution to homelessness. So how can local government leaders help residents quickly exit homelessness and stay housed? There are many interventions that work to effectively resolve homelessness but the key doesn't lie only with programs. The key to ending homelessness is establishing a systemic response in your community – a system that is transparent, inclusive, goal-oriented, and fundamentally accountable for getting people into housing so that all instances of homelessness in your community are rare, brief, and nonrecurring.



Below, we break down the key pillars of an effective homelessness system. We'll cover:

- How local government leaders can leverage evidence-based interventions that are proven to have the best outcomes.
- How to bring together the various systems in your community that are best positioned to support this effort.

How leaders can use data to ensure that the resources they allocate are responding to the needs of people experiencing homelessness.

Tip for Leaders:

Local governments need to keep an eye on these numbers. If your system isn't addressing these three benchmarks, it's time to reorient your approach. That includes looking at the outcomes of existing programs and deciding how to allocate resources to the most effective interventions.

Pillar 1: Leveraging evidence, measuring outcomes

An effective system must be focused on outcomes:

- Are you reducing the total number of homeless individuals and families?
- Are you reducing the length of time that someone experiences homelessness?
- Are you reducing returns to homelessness?

Pillar 2: Building a coordinated coalition

It's only natural that local governments will often try to "match" a problem or an issue with a specific department. However, people who are experiencing homelessness will touch various systems. The homeless response system should be coordinating strategies and resources with each of them, potentially including child welfare, health and human services, education, criminal justice, and others, to achieve better outcomes.

[Click here](https://icma.org/blog-posts/how-local-governments-can-build-effective-homelessness-system) to read on

Or go to <https://icma.org/blog-posts/how-local-governments-can-build-effective-homelessness-system>

Yakima Valley Conference of Governments
2018
Outstanding Service Award

Lowel Krueger

Chairperson, Homeless Planning and Policy Council



Lowel Krueger, a Washington native, graduated from Central Washington University with a Bachelors of Science in Accounting in 1997 and from Washington State University with a Masters in Business Administration in 2007. Lowel became a licensed Certified Public Accountant in 1999. Lowel worked as an Assistant State Auditor for the Washington State Auditor's Office and was the lead auditor on public housing authority audits.

Lowel is the Executive Director of the Yakima and Kittitas County Housing Authorities, serving approximately 1,700 families with an annual budget in excess of \$10 million. In addition, Lowel serves on several boards associated with affordable housing.

Mr. Krueger has served as chairman of the Homeless Planning and Policy Council since 2015 and was recently re-elected to that

role by members of the HPPC. Working closely with YVCOG staff, Lowel's leadership and steady hand have been critical in helping the HPPC navigate their first formative years. He brings a broad perspective to the HPPC that helps ensure they focus on making homelessness brief and rare.



Last fall, Lowel received a federal waiver from the USDA allowing homeless families to stay in farmworker housing normally not in use during the winter months. Lowel's resourceful thinking helped ensure that more than 20 homeless families had a warm, safe place to sleep in the winter.

For these reasons, the Executive Committee of the Yakima Valley Conference of Governments is proud to present Lowel Krueger with this year's Outstanding Service Award.



2018 YAKIMA VALLEY CONFERENCE OF GOVERNMENTS MEETING DATES

*Transportation Policy Board & Executive Committee	**General Membership	***Transportation Technical Advisory Committee	****Mobilizing Public Access Countywide Transportation Advisory Committee	*****Homeless Planning & Policy Council Advisory Committee
January 17 – Wednesday	January 17	January 11	January 31	January 9
February 21 – Wednesday	March 21	February 8	February 28	February 13
March 19	May 16	March 8	March 28	March 13
April 16	September 19	April 12	April 25	April 10
May 21	October 17	May 10	May 30	May 8
June 18	December 12	June 14	June 27	June 12
July 16		July 12	August 29	July 10
August 20		August 9	October 31	August 14
September 17		September 13	December 26	September 11
October 15		October 11		October 9
November 19		November 8		November 13
December 17		December 13		December 11

*The **Transportation Policy Board and Executive Committee** meet at 1:30 p.m. at the YVCOG office, 311 North 4th Street, Suite 204, in Yakima on the **3rd Monday** of each month. The January and February meetings will be the **3rd Wednesday**.

** The **General Membership** meets at 6:30 p.m. on the **3rd Wednesday** of January, March, May, September, and October. The December meeting is held on the **2nd Wednesday**. These meetings are held at alternating locations throughout the region.

***The **Transportation Technical Advisory Committee** meets at 10:00 a.m. at the YVCOG office, 311 North 4th Street, Suite 204, in Yakima on the **2nd Thursday** of each month (unless notified otherwise).

******Mobilizing Public Access to Countywide Transportation** meets at 2:30 p.m. on the last Wednesday of designated months, at the YVCOG office, 311 North 4th Street, Suite 204, in Yakima (unless notified otherwise).

***** The **Homeless Planning & Policy Council** meeting is held on the **2nd Tuesday** of each month at 10:0 a.m. at alternating locations throughout the region.



YAKIMA VALLEY CONFERENCE OF GOVERNMENTS – FECHAS DE LAS REUNIONES DE 2018

* Consejo de Políticas de Transporte y Comité Ejecutivo	** MEMBRESÍA GENERAL DE YVCOG	*** Comité de Asesoría Técnica de Transporte	**** Comité de Asesoría de Movilización de Acceso Público para el Transporte de Todo el Condado	***** Comité de Asesoría de Planificación para las Personas sin Hogar y Consejo de Políticas
17 de enero – miércoles	17 de enero	11 de enero	31 de enero	9 de enero
21 de febrero – miércoles	21 de marzo	8 de febrero	28 de febrero	13 de febrero
19 de marzo	16 de mayo	8 de marzo	28 de marzo	13 de marzo
16 de abril	19 de septiembre	12 de abril	25 de abril	10 de abril
21 de mayo	17 de octubre	10 de mayo	30 de mayo	8 de mayo
18 de junio	12 de diciembre	14 de junio	27 de junio	12 de junio
16 de julio		12 de julio	29 de agosto	10 de julio
20 de agosto		9 de agosto	31 de octubre	14 de agosto
17 de septiembre		13 de septiembre	26 de diciembre	11 de septiembre
15 de octubre		11 de octubre		9 de octubre
19 de noviembre		8 de noviembre		13 de noviembre
17 de diciembre		13 de diciembre		11 de diciembre

*El **Consejo de Políticas de Transporte** y el **Comité Ejecutivo** se reúnen a las 1:30 p.m. en la oficina de YVCOG, 311 North 4th Street, Suite 204, en Yakima el **3^{er} lunes** de cada mes. Las reuniones de enero y febrero serán el **3^{er} miércoles**.

** La **Membresía General** se reúne a las 6:30 p.m. el **3^{er} miércoles** de enero, marzo, mayo, septiembre y octubre. La reunión de diciembre se lleva a cabo el **2^{do} miércoles**. Estas reuniones se llevan a cabo en ubicaciones alternadas a través de la región.

***El **Comité de Asesoría Técnica de Transporte** se reúne a las 10:00 a.m. en la oficina de YVCOG, 311 North 4th Street, Suite 204, en Yakima el **2^{do} jueves** de cada mes (a menos que se notifique lo contrario).

******Comité de Asesoría de Movilización de Acceso Público para el Transporte de Todo el Condado** se reúne a las 2:30 p.m. en la oficina de YVCOG, 311 North 4th Street, Suite 204, en Yakima (a menos que se notifique lo contrario).

***** La reunión de **Planificación para las Personas sin Hogar y el Consejo de Políticas** se lleva a cabo el **2^{do} martes** de cada mes a las 10:0 a.m. en ubicaciones alternadas a través de la región.



Transportation Program Keeps Things Moving....

2017 saw significant changes in the staffing of your Transportation Program; losing two long-term employees and welcoming two new ones. Deborah LaCombe (MPO Manager) departed in February 2017 to pursue new challenges, while remaining in the valley. Later in the year, YVCOG lost Brian Curtain, our CTR Program Coordinator of nearly 13 years, succumbing to a lengthy illness in July. Their respective institutional knowledge is missed.

To ensure that transportation responsibilities continued to move forward, I was hired as your new Transportation Program Manager in April 2017. Previously I was a Senior Transportation Planner for over 16 years with Yakima County Public Services. YVCOG Planner, Brian Galloway joined me in November as the new CTR/CMAQ coordinator for the transportation program (including Safe Routes to Schools, Complete Streets, grant writing, TDM/Modeling activities, MPACT Committee and other duties).

YVCOG's 2017 Transportation Program – **By the Numbers:**

- Performing 33 project amendments (totaling over \$26.3 Million) to the 2017-2020 Yakima Valley Metropolitan & Regional Transportation Improvement Program,
- Processing and obtaining federal approval of the 2018-2021 Yakima Valley Metropolitan & Regional Transportation Improvement Program; including 86 projects valued at \$183.3 million for all 14 municipalities, Yakima County, and Washington State Department of Transportation.
- Helped bring nearly \$1.5 million in grants for Safe Routes to School. \$270K to Yakima (McClure); \$828K to Union Gap (MLK); \$355K to Grandview (Elm/Fir Streets), totaling \$1.45 million.
- Certifying transportation elements for 11 Cities and Yakima County,
- Performing 62 traffic counter analysis requests for 4 member cities,
- Approving and submitting of annual reporting documents including Title VI, Unified Planning Work Program (UPWP) Annual Update, YVCOG Annual Report, and Yakima Valley Regional Intelligent Transportation Systems (ITS) Architecture Plan,
- Co-hosting Washington State Commute Trip Reduction (CTR) Board's August meeting and strategic plan workshop at the Yakima Arboretum
- Renewing YVCOG's CTR funding (\$148,610) for the 2017-2019 Program Period, and coordinating the spring and fall "Wheel Options" events.
- Participating in numerous interagency planning activities including WSDOT's Freight Mobility, Corridor Sketch and Economic Vitality Workshop Series, DRYVE & TRANS-Action Transportation Advocacy Committees, City of Yakima's "Local Emergency Planning Committee (LEPC), Tribal Transportation Planning Organization (TTPO), and MPO/RTPO/WSDOT Coordinating Committees, among others.

2018 offers new challenges as YVCOG begins its four-year update of the Human Services Transportation Plan, relaunching the countywide Traffic Demand Model, modernizing the region's CTR program, and our continue efforts to assist and support your staff members to become a reliable resource in all modes of transportation to meet the needs of our Yakima Valley residents.



January 2018 Calendar

December 31, 2017:

Adopting resolutions and signing in support of **YVCOG Governance Agreement**

January 5:

General Membership **VOTING REPRESENTATIVE** (elected official) and **VOTING ALTERNATE** (elected or appointed official) list due to YVCOG. Please email to jodi.smith@yvcog.org or FAX to 509-574-1551.

January 9:

- **Homeless Planning & Policy Council Advisory Committee** meeting, 10:00 a.m. at the Union Gospel Mission's banquet room. 1300 North First Street, Yakima
- **Yakima Valley Continuum of Care Committee** meeting, directly following, at same location.

January 11:

Technical Advisory Committee meeting

January 17:

- **Transportation Policy Board** - 1:30 p.m. at YVCOG offices, 311 N. 4th Street, Suite 204, Yakima.
- **YVCOG Executive Committee** meeting, directly following.
- **General Membership** - 6:30 p.m. The City of Selah is hosting the meeting at Nana Kate's, 432 E. Goodlander.

January 25:

Homeless Point in Time Count (PIT). The Yakima Valley participates in this nationwide survey.

January 31:

- **Mobilizing Public Access Countywide Transportation Advisory Committee** meeting, 2:30 p.m. at YVCOG office.
- **Early Bird Registrations due for 2018 Regional Solutions Summit**

YVCOG Staff:

Larry Mattson, Executive Director
Christina Wickenhagen, Deputy Director

Alan Adolf, Transportation Program Manager
William Denton, Homeless Program Coordinator
Brian Galloway, Associate Planner
Tamara Hayward, Office Specialist

Lance Larsen, Homeless Program Financial Coordinator
John R. Rohrbaugh, GIS Analyst/Systems Admin
Mike Shuttleworth, Planning Manager
Jodi Smith, Office and Communication Specialist
Crystal Testerman, Homeless Program Manager

YVCOG: 311 North 4th Street, Suite 204 Yakima, WA 98901



509-574-1550 / www.yvcog.org

