**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.”

**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 The outdated lagoon system could not meet the standards, so the town sought help from a local consultant to help them evaluate treatment alternatives.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.
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.

From Larry Mattson
Executive Director
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
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 -

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.

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
$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 state wide 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.

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

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 “creates 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!
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](http://www.historylink.org/File/5419).**

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 feet 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 prestressed concrete 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 ¾ 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/meyersbridgevideo/
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 to read on]

Or go to [https://icma.org/blog-posts/how-local-governments-can-build-effective-homelessness-system](https://icma.org/blog-posts/how-local-governments-can-build-effective-homelessness-system)
Lowel Krueger, a Washington native, graduated from Central Washington University with a Bachelor 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

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<th><strong>Transportation Technical Advisory Committee</strong></th>
<th><strong>Mobilizing Public Access Countywide Transportation Advisory Committee</strong></th>
<th><strong>Homeless Planning &amp; Policy Council Advisory Committee</strong></th>
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<td>February 21 – Wednesday</td>
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*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 10:00 a.m. at alternating locations throughout the region.*****

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

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<th><strong>Comité de Asesoría Técnica de Transporte</strong></th>
<th><strong>Comité de Asesoría de Movilización de Acceso Público para el Transporte de Todo el Condado</strong></th>
<th><strong>Comité de Asesoría de Planificación para las Personas sin Hogar y Consejo de Políticas</strong></th>
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*El Consejo de Políticas de Transporte y el Comité Ejecutivo se reúnen a la 1:30 p.m. en la oficina de YVCOG, 311 North 4th Street, Suite 204, en Yakima el 3º lunes de cada mes. Las reuniones de enero y febrero serán el 3º miércoles.*

**La Membrería General se reúne a las 6:30 p.m. el 3º miércoles de enero, marzo, mayo, septiembre y octubre. La reunión de diciembre se lleva a cabo el 2º 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 2º 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 2º martes de cada mes a las 10:00 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/RTP/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 of 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