

## **Section 1 Executive Summary**



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### Introduction

The Yakima Valley Metropolitan and Regional Transportation Plan (M/RTP) establishes the strategic framework for meeting the Yakima Valley region's existing and future transportation needs. The M/RTP serves as the link between local agency transportation plans and the Washington State Transportation Plan (WTP). It was developed with extensive coordination with affected agencies and opportunities for public input. The plan was developed to comply with federal and state requirements to ensure M/RTP projects will be eligible for funding through the widest range of programs.

There are specific federal and state requirements related to regional transportation plans. The federal requirements require preparation of a Metropolitan Transportation Plan (MTP) for the metropolitan area in and around the greater Yakima-Selah-Union Gap-Moxee urbanized area. The Washington State Growth Management Act (GMA) sets forth the requirements for the Regional Transportation Plan (RTP) for all of Yakima County.

The Yakima Valley Conference of Governments (YVCOG) is responsible for meeting both the federal and state transportation planning requirements for the Yakima County Region. YVCOG's member agencies understand the need to view transportation issues and needs collectively, so the MTP and RTP have been combined into a single regional transportation plan.

Both the federal and state requirements for the MTP and RTP require public participation in developing the plan. YVCOG and its member agencies support public input, because the success of any plan depends on the support of the community it serves.

The combined M/RTP examines the region's transportation needs over the next 25 years. It builds on strategies identified by state and local agencies to address short-, mid-, and long-term transportation needs for the region. The M/RTP is, however, constrained by available funding. Therefore, it identifies the mission, goals, policies, and strategic framework for defining and selecting improvement projects and programs. It is a multimodal plan, with individual projects and strategies often serving more than one travel mode and meeting a range of regional priorities. Strategies for expanding funding for regional transportation needs are also identified.

### Yakima Valley Conference of Governments

The Yakima Valley Conference of Governments (YVCOG) is an intergovernmental organization composed of local jurisdictions within Yakima County. The YVCOG was established over 45 years ago to coordinate on regional issues, including transportation.

Since 1974, YVCOG has been designated as the federal Metropolitan Planning Organization (MPO) for the cities of Yakima, Selah, Union Gap, Moxee, and their adjacent unincorporated urbanized areas. Federal regulations require MPOs to develop coordinated transportation plans to ensure regional consistency and efficient use of federal funds.

YVCOG is also designated as the lead agency for the Regional Transportation Planning Organization (RTPO) under the Washington State Growth Management Act (GMA). The RTPO encompasses all of Yakima County. This designation was established in 1991. The map at the end of this section shows the boundaries of the RTPO and MPO. It also shows the local communities covered by the M/RTP.

### Agency Collaboration and Regional Priorities

The Yakima Valley region has embraced working collaboratively and cooperatively to identify and address the highest priority regional transportation needs. This cooperation has led to the creation of two regional transportation planning coalitions – TRANS-Action in the metropolitan area and north Yakima County, and Driving Rural Yakima Valley's Economy (DRYVE) in



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the mid-lower valley. The M/RTP builds from and supports the WTP, local agency transportation plans, and the TRANS-Action and DRYVE prioritization efforts.

To guide the development and funding of the regional transportation system, the M/RTP established the following mission, goals and priorities. Implementation of the M/RTP is also guided by a range of policies.

The mission of the M/RTP is:

*"To develop and preserve a regional multimodal transportation system that provides for the safe and efficient movement of people and goods; supports the economic growth of the region; and is compatible with land use plans and the environment."*

The highest priorities for the regional transportation system include:

- **Preservation**
- **Safety**
- **Economic Vitality**
- **Freight Mobility**
- **Transit Enhancement and Transportation Demand Management**

## Transportation Goals and Strategies

The mission and goals in the M/RTP lead to strategies for identifying improvements that best meet the transportation needs of the region. The goals supported by the mission statement include:

### Preservation

Preservation of the existing transportation system and services will extend the life and utility of prior investments. Preservation of the system includes resurfacing roadways, ensuring safe bridges, resolving drainage problems, and improving overall operations through maintenance of traffic signs, markings, and signals.

### Safety

Improving the safety and security of the regional transportation system is paramount to the M/RTP strategies. Almost all of the highest priority improvement projects and programs improve the safety of regional transportation customers and the transportation system. Improvements at freeway interchanges and arterial intersections are designed to reduce collisions. Roadway widening, and reconstruction projects include design standards to reduce conflicts between travel modes. The M/RTP can also prioritize improvements that address and improve the region's emergency preparedness. Enforcement and transportation safety education are identified in the M/RTP strategies.

### Economic Vitality

Transportation projects support, enhance, and stimulate the economic development of the region. Optimizing mobility of people and goods on the transportation system supports economic development by reducing delays, improving operations, opening access to new areas of development, and addressing safety issues.



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### Freight Mobility

Enhancing freight distribution by truck, rail, and air is a priority for economic recovery and growth. The M/RTP supports future growth in commercial and freight air service by enhancing inter-modal connectivity through-out the region. The M/RTP includes an unfunded but prioritized study that could reduce conflicts between freight and localized traffic in the lower valley, which could increase freight efficiency between an Interstate and State Route and provide residential safety. Railroad grade separation projects and other rail system improvements such as a study for the feasibility of a trans-load facility are also included in the M/RTP.

### Transit Enhancement and Transportation Demand Management

Strategies to enhance transit and transportation demand management (TDM) programs are important elements of the M/RTP. These strategies include expanding fixed-route transit, paratransit, and Commute Trip Reduction (CTR) programs in the greater Yakima metropolitan area. Expanding the availability and types of transportation choices in and between communities throughout the Yakima Valley is a priority for the region.

Recently, Selah Transit and Union Gap Transit were formed as results from successful Yakima Transit route expansions. In the last M/RTP, a pilot program was highlighted that expanded a commuter transit route into Kittitas County with cooperation from HopeSource; the route found a steady and dedicated ridership and continues today. The Confederated Tribes and Bands of the Yakama Nation's (Yakama Nation's) Pahto Public Passage began in 2007 and expanded to serve Yakima, Prosser, Sunnyside, Grandview, Wapato, Zillah, Toppenish, Harrah, Goldendale, and White Swan before service ended briefly between 2010-2012. Services have resumed, although the routes are now somewhat reduced as a result of a steady FTA Tribal Transit fund.

Reducing congestion along regional corridors such as I-82 and US 97 or at spot locations such as interchanges and intersections enhances the efficiency and safety of all modes of transportation. Decreasing delays on city arterial systems likewise reduces reliance on the regional highway system for local trips and avoids premature and expensive highway widening. The M/RTP incorporates Transportation Systems Management (TSM) and Intelligent Transportation Systems (ITS) strategies to improve the efficiency and safety of the transportation system. These transportation demand management strategies include controlling access to highways and arterials, improving traffic signals and timing, and continued implementation of driver information systems.

### Transportation Improvements and Programs

The M/RTP includes state highway and local agency regional transportation systems improvements. The projects highlighted in the M/RTP are defined either as being in the fiscally-constrained plan or as being other high-priority projects. Fiscally-constrained projects are those that are likely to receive reasonably anticipated funding to complete, operate, and maintain the project. The maps in Section 6 show the locations of these projects and more detailed descriptions and discussion of these high priority M/RTP projects are presented there as well. The M/RTP also acknowledges other state, regional, and local projects that are regionally significant but are not reasonably expected to be funded at this time. These unfunded improvements are in Appendix F for illustrative purposes.

### State Highways

State highways are the foundation of the Yakima Valley regional transportation system. These highways connect the region with other parts of Washington and serve intra-county travel. Therefore, safe and efficient operation is critical.

Because I-82 is such an important transportation corridor to the region, several significant improvement projects are either under way or planned. These include maintenance, safety improvements, interchange upgrades, and planning for future widening of I-82



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in the metropolitan area. Key capacity, operational, and safety improvements include major revisions at I-82 interchanges within the metropolitan area. These include addition of capacity, improved signals, and modifications to the on- and off-ramps.

The M/RTP includes a range of improvements along US 12. The most significant operational improvements are in the metropolitan area. Construction of a new interchange at US 12/ Old Naches Highway is highlighted as a high priority.

Preservation and safety enhancements have been built on this highway since the last M/RTP update and more are identified for the near future in and west of Naches.

Improvements included in this M/RTP update to US 97, SR 22, SR 241, SR 223, and SR 821 focus on preservation, safety, and other spot improvements. These include pavement upgrades, bridge repairs or replacements, and intersection improvements. The lower volume of traffic along these corridors outside the metropolitan area will not require significant capacity improvements during the 25-year planning horizon.

### Regional Priorities by Subregion

The M/RTP summarizes regionally significant, local agency projects by seven subregions as shown on the Plan Subregions map in Section 6.

#### Northwest Subregion

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The Northwest subregion is located along US 12 west of the Yakima metropolitan area. The focus of the transportation improvements and strategies for the Northwest subregion is to improve connectivity to the regional highway and arterial systems. Yakima County recently completed projects to reconstruct and upgrade S. Naches Road and Naches-Tieton Road south of the river to Naches Heights Road. These improvements included a hill climb lane which reduces delays due to trucks and other slow-moving vehicles. The corridor provides an improved connection between Tieton and the surrounding orchard areas and US 12 and Naches. Current high-priority projects with secured funding sources in this region are sponsored by Washington State Department of Transportation (WSDOT) and focus on preserving and upgrading the existing roadways. There are no local agency projects for Yakima County, the City of Tieton, or the Town of Naches with secured funding at the time this M/RTP was drafted.

Although there are no secured local projects, there are several planned projects for Naches, Tieton, and Yakima County. There is a need to expand demand response transit service in this area and to coordinate with existing and rural transit service to regional services and facilities. In addition, expanded promotion of ridesharing is appropriate to serve the forecasted residential growth in the Northwest subregion.

#### North Subregion

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The North subregion covers both rural and urban areas north of the City of Yakima. Transportation projects in the North subregion focus on addressing safety and operations issues in Selah, improving connections to the regional highway system, and improved corridors within the subregion.

WSDOT and City of Selah have secured transportation projects identified in Section 6. Improvements within Selah include widening existing roadways and adding sidewalk to enhance driver safety and walkability. WSDOT has identified four preservation projects along US12 and one new construction project at the Intersection of



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### West Subregion

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The West subregion covers rural and agricultural areas west of the City of Yakima and south of Tieton and Cowiche. The West subregion for the M/RTP is not the same as the west valley area of the City of Yakima which is within the MPO boundaries and is included in the Central subregion.

The low densities and location in the region do not result in any existing or forecast capacity or major operational deficiencies. However, north-south travel in the West subregion is difficult and circuitous because of the lack of continuous arterial routes. Thus, Yakima County and its TRANS-Action partners, at different times in the past, have defined needs for future north-south corridors serving the areas west of Yakima. While not funded and not actively promoted as an identified project with scope for construction in the 25-year M/RTP, segments of these corridors should be preserved and constructed as properties develop. This process will reduce the ultimate agency-funded cost of these improvements.

Additions of demand-responsive and expanded paratransit services are also identified to support transportation needs for the West subregion.

### Central Subregion

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The Central subregion includes the cities of Yakima and Union Gap. It also includes unincorporated areas of the metropolitan area. Being the heart of the metropolitan area, the Central subregion experiences a wide range of traffic operations, safety, and preservation issues. These issues are a result of significant levels of commuter traffic, access to/from the regional highways, freight movement, and access to regional shopping areas and services. The City of Yakima also is the region's center for major medical centers and the main campus of the community college. The regional airport – McAllister Field – is located along Washington Avenue in the south part of Yakima, west of Union Gap.

WSDOT and the local agencies have agreed to the need for several improvements to interchanges on I-82 and US 12. These state highway improvements directly connect with the most significant regional arterials in the Central subregion. Improvements may add turn lanes, widen roadways, improve intersections, improve interchanges, construct new road infrastructure, enhance transit operations, and improve non-motorized facilities.

Improvements for the major east-west arterials are critical to the operation of the regional transportation system. A new east-west connection between unincorporated Terrace Heights and north Yakima along with additional surface street connection will provide access to a new mixed use development at the gateway to the Yakima Valley. These include improvements in downtown Yakima, connectivity to the I-82 freeway interchanges, access to the airport and adjacent employment areas, and access to major commercial districts. Local agencies have already completed widening parts of the Nob Hill Boulevard, Valley Mall Boulevard, and Ahtanum Road corridors and the M/RTP establishes a priority for completing the ultimate corridor improvements.

Construction of the Union Gap Beltway to improve connections between Ahtanum Road and the airport and I-82 is also a priority in the M/RTP.

Recommended strategies for Yakima Transit include expanding the hours of operation, improving frequency on high ridership routes, maintaining Sunday service, securing fixed-route service to Ellensburg, expanding demand response service in the growing areas of west Yakima and expanding the vanpool program.



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### East Valley Subregion

The East Valley subregion includes the City of Moxee and surrounding rural residential, industrial and agricultural lands. The focus of improvement strategies for the East Valley subregion is on east-west capacity and connections to I-82 and the metropolitan area west of the freeway. Because only two routes – SR 24 and Terrace Heights Road – currently cross the Yakima River, operations and safety of these routes is a priority. Construction of a new east-west corridor over the Yakima River is included in the M/RTP as secured-funding project, and is discussed in greater detail in the Central Subregion.

WSDOT has one secured project which will add a southbound right-turn lane at the intersection of Birchfield and SR24.

The City of Moxee has two secured projects for new construction in the M/RTP which are connected. The projects will construct a new intersection on SR 24 in the alignment of the new Moirier Lane. This new intersection will add another access point off of SR24 to the City of Moxee, which will provide new economic development opportunities and provide relief on local roads for freight traffic.

Expanding transit and ridesharing services in this area and connecting to a wider regional service has been identified as a regional need. A strategy to mitigate some of the growing congestion on SR 24 between Moxee and Yakima is to implement a park-and-ride and commuter transit service between the two communities. A fixed-route transit service could also serve employers in Moxee.

### South Central Subregion

The communities of Toppenish, Wapato, Harrah, and Zillah are within the South Central subregion. West of the Yakima River and I-82, most of the South Central subregion is within the Yakama Nation.

The primary focus of the M/RTP improvements in the South Central subregion is reconstructing and upgrading roadways to accommodate increased traffic volumes and movement of freight. These include multiple intersection improvements on US 97, an at-grade railroad crossing on SR223, rehabilitation to the I-82/Yakima Valley Highway Bridge, and the replacement of the SR22/Yakima River crossing near Toppenish just to name a few. The M/RTP also includes improvements to rebuild and upgrade existing arterials that serve freight and commercial land uses. Extension of several corridors to provide alternative routes for freight and reduce travel distances are also identified as regional priorities. The M/RTP also includes a range of preservation and safety improvements within the South Central subregion.

The South Central subregion is served by Pahto Public Passage and Community Connector transit services, which connects Prosser and Yakima. There is a need to expand demand response service in this area and to coordinate with existing and expanded rural transit service to regional services and facilities.

Upgrades to 21 miles of track along the Toppenish, Simcoe, and Western Rail line between White Swan and the BNSF mainline northwest of Toppenish. will improve efficiency and safety for rail traffic serving two Yakama Nation sawmills. Rail crossing improvements within Toppenish are also important.

### Southeast Subregion

The Southeast subregion includes the communities of Granger, Sunnyside, and Grandview along I-82, and Mabton along SR 22. City arterials and county collector roads connect the communities to the state highways and serve local travel patterns. The improvements focus on regional access and connectivity. They also address existing or forecast safety and operations needs along regional corridors. WSDOT has secured funding for several projects, including plans to improve three intersections along SR241,



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one intersection along SR22/SR223, reconstruct a bridge on SR241 near Mabton, and reconstruct a portion of the SR241 corridor north of Sunnyside. These improvements will greatly enhance safety at rural state-route intersections and improve freight/vehicle traffic in the lower valley.

The Southeast subregion is served by the People for People Community Connector, which connects Prosser and Yakima. This subregion is also served by People for People paratransit service for the Job Access Transportation program and the Medicaid transportation services program.

## Environmental Constraints

The M/RTP identifies potential impacts improvement projects may have on the environmental according to the type of project. The environmental constraints analysis for the M/RTP is not intended to identify specific environmental impacts of road projects included in the M/RTP, or to be used in determining environmental mitigation. Instead a matrix of potential impacts is provided to raise awareness of anticipated or potential issues that may affect implementation or costs of transportation projects.

An entire appendix of natural resource maps and tables is included in the M/RTP that highlights locations of environmental designations such as water and wetlands, floodplains, plants and animals, and historic properties. Analysis of specific direct and indirect impacts and potential mitigations will occur as individual transportation projects and programs are further defined and permitted.

## Financial Constraints

Federal and state regulations for Metropolitan and Regional Transportation Plans require a financial analysis to demonstrate how the transportation improvements and programs can be implemented with reasonably expected funds. The M/RTP is fiscally constrained by only including projects and programs that are reasonably expected to have sufficient funding to complete, operate and maintain. Regional priority projects and programs that have funding assumed for all or part of the identified costs are included in the fiscally constrained list.

Estimates of future transportation revenues are projected to be less than the required amount of funding needed to keep the transportation systems and programs in good repair. Inflation is expected to erode the purchasing power of existing transit revenues to the point that they will not be sufficient to sustain the present level of service in the future without fare and sales tax increases.

The difference between the available funding and costs of identified improvement projects and programs requires the region to set priorities and strategies for addressing critical transportation needs.

Total forecasted transportation revenues from all sources for the 2014-2040 period exceed \$2.7 billion. Anticipated expenditures for transportation projects, programs and services within the fiscally constrained plan are approximately \$1.7 billion.

## **Section 2 Guiding the Development of the Regional Transportation Plan**



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### Guiding the Development of the Regional Transportation Plan

The Yakima Valley Metropolitan and Regional Transportation Plan (M/RTP) establishes the strategic framework for meeting the Yakima Valley region's existing and future transportation needs. The M/RTP serves as the link between local agency transportation plans and the Washington Transportation Plan.

The focus of the M/RTP is to provide a basis for jointly selecting the highest priority transportation projects and programs for regional funding and implementation. Transportation facilities and services cross jurisdictional boundaries and the traveling public sees the system as one set of continuous facilities that connect from point A to point B. They do not typically see or care that the state controls one section, Yakima County another, and a local city yet another segment of their trip.

There are specific federal and state requirements related to regional transportation plans. The federal requirements require preparation of a Metropolitan Transportation Plan (MTP) for the urban area in and around the greater Yakima-Selah-Union Gap urban area. The Washington State Growth Management Act (GMA) sets forth the requirements for the Regional Transportation Plan (RTP) for all of Yakima County.

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YVCOG is directed by an Executive Committee elected by member agencies during an annual General Membership meeting. The YVCOG Executive Committee also serves on the MPO/RTPO Policy Board. In addition to the YVCOG Executive Committee members, the Policy Board currently includes the regional administrator from the Washington State Department of Transportation (WSDOT), the chief executive officer of People for People (a special needs transportation service provider), and the president of the Yakima County Development Association. State legislators from the 13th, 14th, and 15th legislative districts are all ex-officio members of the Yakima Valley MPO/RTPO Executive Committee and MPO/RTPO Policy Board.

Development of the M/RTP is supported by the MPO/RTPO Technical Advisory Committee (TAC). The TAC is comprised of public works directors, transportation planners and engineers, and other staff from local agencies, Confederated Tribes and Bands of the Yakama Nation, and WSDOT. They provide input on local agency plans, projects, priorities, and other data for the regional transportation plan.

### Federal and State Transportation Planning Requirements

Federal and state requirements establish the specific needs for the regional transportation plan. The federal and state requirements overlap in many areas, including a goal for promoting multimodal transportation strategies based on land use plans and support of economic growth. Both the federal and state requirements also address public involvement.

#### Federal Planning Requirements

The Fixing America's Surface Transportation (FAST) Act recently replaced the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act as the basis for federal surface transportation planning and funding. MAP-21 built on and expanded planning requirements established in SAFETEA-LU and prior legislation. Analyses and interpretations of the changes that will result from the passing of the FAST Act are just beginning. Continuation of developing Performance Measures is believed to be supported by FAST Act and so the MPOs and RTPOs across Washington State are proceeding with defining and setting targets for the eventual implementation of Performance Measures. And although some changes have been recommended when MAP-21 was passed, SAFETEA-LU led to the latest set of established federal rules and regulations and reference to that Act will be kept in this update of the M/RTP.

As of July 1, 2007, metropolitan transportation plans and the Transportation Improvement Programs (TIP) must meet the requirements set forth in SAFETEA-LU in order to be eligible for federal transportation funds.

SAFETEA-LU requires MPOs in air quality maintenance areas, such as the greater Yakima metropolitan area, to update the metropolitan transportation plan at least every four years. The Yakima Valley Metropolitan and Regional Transportation Plan was last updated and adopted in June 2012. Therefore, YVCOG and its member agencies are updating the plan to comply with SAFETEA-LU requirements.

SAFETEA-LU created several modifications and new provisions to previous transportation acts. These are summarized as follows:

- Encourages MPOs to consult and coordinate with other planning activities including those associated with growth, economic development, environmental protection, airport operations, and freight movement.



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- Promotes consultation with state and local agencies responsible for land use, natural resources, environmental protection, conservation, and historic preservation as related to the MTP.
- Establishes safety and security of the transportation system as separate planning factors.
- Requires plans to add intermodal connectors as a transportation facility.
- Requires plans to include a discussion of potential environmental mitigation activities, in consultation with federal, state, and tribal agencies.
- Requires that projects seeking funding from certain federal transit programs be derived from a locally developed public transit/human services transportation program.
- Requires that representatives of users of pedestrian walkways, bicycle facilities, and the disabled be included as parties to be provided the opportunity to participate in the planning process.
- Requires that public meetings on the MTP are conducted at convenient and accessible locations and times.
- Requires that visualization techniques be used to help describe the plans.
- States that the MTP and related public information are to be available in electronic formats, such as the internet.

SAFETEA-LU requires the transportation plan to be based on a 20-year forecast period. This update for the 2014-2040 exceeds the 20 year planning requirement. The plan must cover major roadways, transit, multimodal and intermodal facilities, with emphasis on facilities that serve regional transportation functions. The MTP should address capital projects, operational and management strategies to preserve and enhance the performance and safety of the region's transportation system. The transportation plan needs to include a financial analysis to show how the facility improvements and programs can be implemented. The financial analysis can also identify strategies to increase funding to support implementation of other regional transportation projects or programs.

### Washington State Planning Requirements

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The Washington State Growth Management Act (GMA) sets forth the state requirements for a regional transportation plan (RTP). As noted above, many of the State of Washington regional transportation planning requirements overlap with the federal requirements.

Under RCW 47.80.030, the RTP is to be prepared in cooperation with WSDOT, ports, transit operators, and local governmental agencies in the region. The RTP is required to:

- Be based on least-cost planning methodology that provides the most cost-effective transportation facilities, services, and programs.
- Identify existing and planned transportation facilities and programs that should function as an integrated regional transportation system.
- Establish level of service standards for state highways of regional significance.



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- Include a financial plan showing how the regional transportation plan can be implemented.
- Assess regional development patterns and define projects and programs to preserve the existing transportation system, improve the operation of the system, relieve vehicular congestion, and maximize the mobility of people and goods.
- Establish the regional approach to guide the development of an integrated, multimodal regional transportation system.
- Ensure that all transportation projects, programs, and transportation demand management measures in the region that have an impact on regional facilities or services are consistent with the RTP.
- Ensure that the regional Commute Trip Reduction (CTR) plan is consistent with and incorporated into the demand management elements of the RTP.

Additional administrative guidelines are provided by the state to assist the RTPOs in preparing the transportation plan. The guidelines provide minimum standards for the RTP. They cover identification and application of data, identification of projects, financial evaluations, and agency and public coordination activities.

### Public Participation

The federal SAFETEA-LU legislation requires the development and implementation of a Public Participation Plan. The 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. Furthermore, SAFETEA-LU requires that public information be made available in electronically accessible format and means, such as the internet. The Public Participation Plan for the 2014-2040 M/RTP update identifies outreach and involvement strategies, such as the project website, news releases, and schedule of public meetings and project meetings with the MPO/RTPO Technical Advisory Committee and Policy Board. The adopted Public Participation Plan and comments are included in Appendix B. As noted below, the Public Participation Plan and all public information notices and materials were posted on the YVCOG website during development of the M/RTP.

Public participation is a key element of the regional transportation planning process. YVCOG developed a Public Participation Plan to:

- Build agreement among stakeholders, interested parties, agencies that make up the YVCOG, and the public.
- Develop a Metropolitan Transportation Plan/Regional Transportation Plan that has the support of the community.
- Ensure the success of the transportation planning effort.

### Public Participation Plan Goals

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Federal regulations establish the following goals for the public involvement process:

- Maintain a proactive public involvement process.
- Support early and continuing involvement of the public in developing plans.
- Provide complete information, timely public notice, and full public access to key decisions.



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- Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects.
- Provide reasonable public access to technical and policy information used in the development of plans and open public meetings where matters related to the federal-aid highway and transit programs are being considered.
- Provide adequate public notice of public involvement activities and time for public review and comment at key decision points.
- Consider and respond to public input received during the planning process.
- Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households.
- Provide all interested parties with reasonable opportunities to comment on the contents of the transportation plan.

In addition, the YVCOG's public participation process for the Metropolitan and Regional Transportation Plan was also designed to:

- Inform the community about the update effort, including the purpose of the plan, and the reasons for the update.
- Obtain input from members of the community, both at key decision points and throughout the planning process.
- Encourage two-way communication between the YVCOG and the community.
- Meet SAFETEA-LU requirements for the use of visualization techniques in public participation efforts.
- Ensure that elected officials, staff, and consultants fully understand and consider the concerns of stakeholders, interested parties, and the community.
- Provide a decision-making framework for plan development.
- Build lasting agreements among the parties involved.
- Ensure a broad base of public support for the update.

### Public Participation Plan Methods

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SAFETEA-LU requires that, in carrying out the Public Participation Plan, the MPO shall, to the maximum extent practicable, hold any public meetings at convenient and accessible locations and times, employ visualization techniques to describe plans, and make public information available in electronically accessible format and means, such as the internet, as appropriate to afford reasonable opportunity for consideration of public information.

To meet the goals of the Public Participation Plan and federal requirements, and to ensure that the process is efficient and effective, the following broad strategies were employed:



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- Provide multiple methods of public engagement including general dissemination of information through media, large informational meetings, meetings in eight different areas of the region, a project web page, and an on-line public comment system.
- Build on member agencies' existing outreach and communication processes.
- Establish and maintain consistent project messages throughout the planning and implementation processes.
- Emphasize visual communication techniques where appropriate, especially when working with the general public.
- Place a special emphasis on outreach to minorities and the rural population, including translation of project materials into Spanish and having Spanish speaking staff at meetings, as needed.

### *Identification of Stakeholders/Interested Parties*

A stakeholder is considered to be an individual or group affected by a plan, program, or project, including those who may not be aware they are affected. Stakeholders include the general public; environmental, health, neighborhood, citizen, and civic organizations; traditionally underserved populations such as people with disabilities, low-income, and racial and ethnic minorities; and affected public agencies. SAFETEA-LU defines “Interested Parties” as:

- Citizens
- Affected public agencies
- Representatives of public transportation employees
- Freight shippers
- Private providers of transportation
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Representatives of the disabled
- Providers of freight transportation services
- Other interested parties

Stakeholders and interested parties are identified based on input from YVCOG member jurisdictions and agencies, past planning processes, and local advocacy groups. In addition to the parties identified above, stakeholders may also include business owners, business groups, and property owners.

### *Outreach and Public Information*

The key components of outreach are established agency public notification procedures, the media, the project website, and project fact sheets. Spanish translations of outreach materials and other information were available as requested.



## Section 2 Guiding the Development of the Regional Transportation Plan

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**Notification.** All public meetings, key project decision points, and public review comment periods such as issuance of the Draft Metropolitan and Regional Transportation Plan (M/RTP) for comment are preceded by general public notification via newspaper, newsletters, press releases to local media, through member jurisdictions, and through the project website. Notification also is sent directly to identified stakeholders. Notification occurs at least ten days in advance of public meetings.

**Media.** When appropriate news releases are sent to media contacts to announce the startup of public involvement, key decision points in the planning process, and public review and comment periods such as issuance of the Draft M/RTP for comment. News releases identify sources of further information and opportunities for comment, including information on how to request materials in alternative languages or formats. YVCOG maintains a list of local media outlets including television, radio, and newspapers.

**Website.** The project website includes an overview of the project, project facts sheets, an online comment form, and notice of upcoming meetings. Materials from project meetings are posted on the website. The Draft and Final Public Participation Plan and the Draft M/RTP also are available on the project website. The project website identifies sources of further information and opportunities for comment, including information on how to request materials in alternative languages or formats.

**Fact Sheets.** Fact sheets covering key project information are published on the project website, distributed with YVCOG monthly newsletters, and at Yakima Valley MPO/RTPO Technical Advisory Committee and Policy Board meetings. Fact sheets are developed and distributed in association with key project information and decision points as appropriate. Fact sheets also identify sources of further information and opportunities for comment.

### *Meetings*

Meetings of the following committees and the general public are key elements of the public participation process. All meetings are open to the public. In addition to formal meetings scheduled as part of the Plan update, YVCOG staff provides status reports on the update at other meetings and forums such as DRYVE, TRANS-Action and Special Needs Transportation Coalition, as appropriate.

**Technical Advisory Committee.** YVCOG has an established MPO/RTPO Technical Advisory Committee (TAC) to ensure coordination of the regional transportation planning process. The TAC makes recommendations to the MPO/RTPO Policy Board at key points during the planning process. The TAC has formal input on developing the M/RTP.

**Policy Board.** The Yakima Valley MPO/RTPO Policy Board is the formal decision-making body for matters relating to regional transportation planning. The Policy Board has the authority to adopt regional transportation plans. The Policy Board meets once per month. The Metropolitan and Regional Transportation Plan 2014-2040 will be presented and discussed at the March 21, 2016 Policy Board meeting. Members of the Policy Board currently include elected officials from member jurisdictions throughout Yakima County, a member at large, and representatives from the Washington State Department of Transportation (WSDOT), the Yakima County Development Association, and the non-profit organization People for People.

### *Public Input*

Opportunities for public input occur throughout the planning process, including during plan development and during the Draft M/RTP comment period. Input received during plan development will be summarized in an appendix and included with the adoption and submittal of the Plan.



## Section 2 Guiding the Development of the Regional Transportation Plan

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**Public Input.** Input from the public, stakeholders, and interested parties can be obtained via public workshops via an online comment form on the project website, via comment sheets that are available with the Draft Metropolitan and Regional Transportation Plan, and via email and letters addressed to YVCOG. Input in Spanish is accepted throughout the planning process.

**Comment Period.** Upon issuance of the Draft Metropolitan and Regional Transportation Plan, a comment period of at least 45 days is established prior to adoption of the M/RTP by the Yakima Valley MPO/RTPO Policy Board. If the final M/RTP differs significantly from the Draft M/RTP available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan will be made available.

## Organization of the Plan

The M/RTP is organized to assist member agencies, WSDOT, the public, and others with:

- Understanding how the M/RTP was developed.
- Defining the region's transportation priorities.
- Summarizing high priority transportation strategies and improvements for various parts of the region.
- Noting potential environmental issues of the projects.
- Identifying funding constraints and options.

The eight sections of the M/RTP address the following elements of the M/RTP:

1. **Executive Summary** – Provides a high level summary of the development of the M/RTP and the region's high priority transportation strategies.
2. **Guiding the Development of the Regional Transportation Plan** – Summarizes the federal and state requirement for the M/RTP and the public participation process.
3. **Relationship to Other Plans** – Summarizes how the M/RTP builds from and supports other regional, state, and local planning efforts.
4. **Plan Priorities and Framework** – Documents the region's highest transportation priorities which guided the selection of improvement projects and programs.
5. **Transportation Plan Policies and Strategies** – Presents the regional policies which will be used in guiding the implementation of the M/RTP. This section also provides an overview of the types of improvement projects and programs that are the focus of the M/RTP.
6. **Transportation Improvements and Programs** – Summarizes state and local agency improvement projects included in the fiscally-constrained M/RTP. It also identifies the next highest priority projects, should additional funding be secured.



## Section 2 Guiding the Development of the Regional Transportation Plan

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State highway projects in the M/RTP are summarized first because they are the core of the region's transportation system. Regional improvements to county and city arterials and collectors are then presented. These are summarized into seven subregions, as shown on the *Overall Plan Subregions* map at the end of this section and also in Section 6.

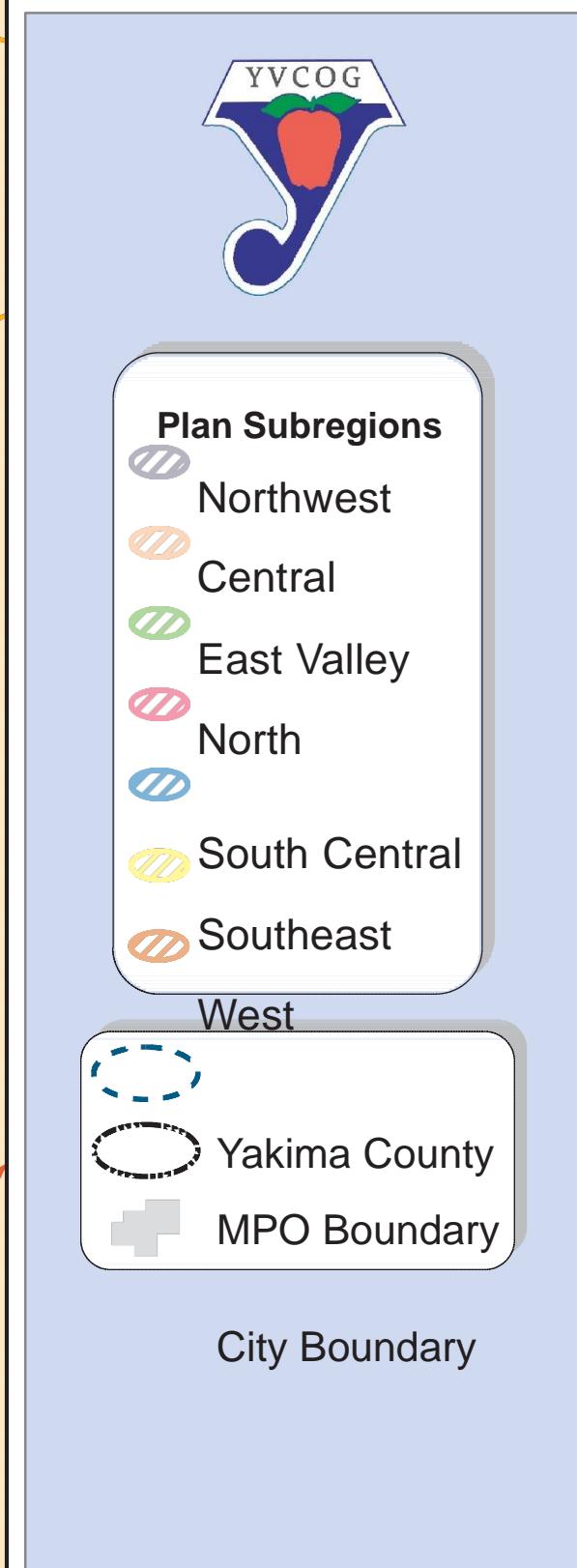
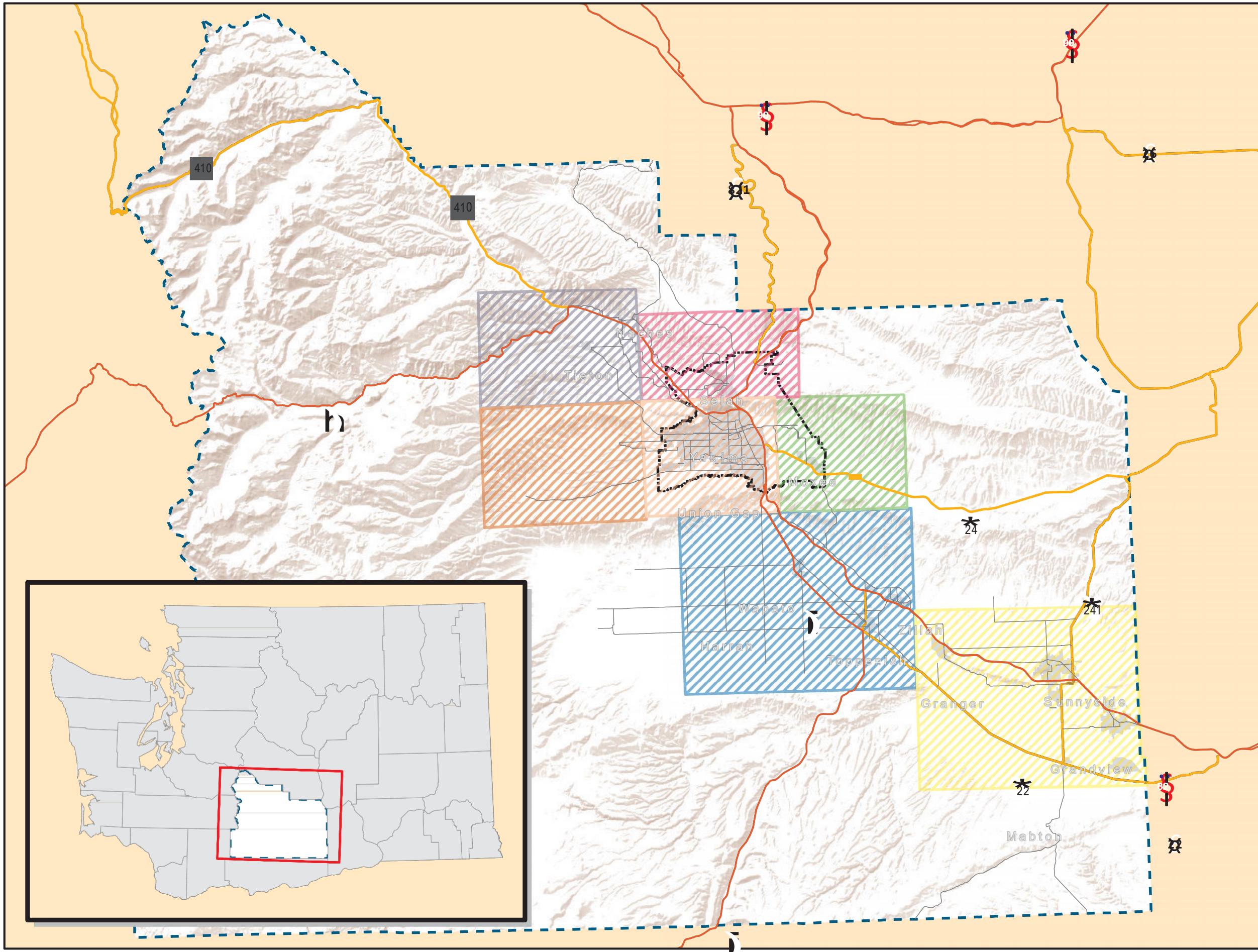
7. **Environmental Constraints Analysis** – Documents the range of potential environmental impacts that may need to be addressed with implementation of improvements identified in the M/RTP. This section also documents the required air quality analysis for the region.
8. **Financial Constraints** – Summarizes the analysis of 25-year revenue projections compared to project costs.
9. **Appendices** – The appendices are included and provide background materials that supported development of the M/RTP. These include the Public Participation Plan, documentation of existing transportation conditions, the environmental checklist and constraints analyses, the air quality analysis, financial revenue analyses, and a list of regional transportation improvements and programs covered in the M/RTP.

## Plan Updates

Under federal law, the MTP is required to be updated every four years. Therefore, the next scheduled M/RTP update will occur no later than March 2020. YVCOG can, however, amend the M/RTP as changes occur during that time period.

Under the Washington State GMA, the YVCOG is required to review the RTP at least every two years. This review process is intended to keep the M/RTP up-to-date with changes in regional conditions, needs, or funding.

# Metropolitan and Regional Transportation Plan Subregions



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## **Section 3 Relationship to Other Plans**



## Section 3 Relationship to Other Plans

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### Relationship to Other Plans

The 2014-2040 M/RTP is an update to the major planning update effort undertaken to create the 2010-2035 M/RTP to address MAP-21 requirements. This plan builds from 1) local agency plans, 2) the Washington State Transportation Plan ([WTP 2035](#)), and 3) influences from emerging strategies and principles, such as greenhouse gas reduction, livability, and sustainability, all in an increasingly unstable funding environment. The M/RTP identifies significant transportation projects and programs based on regional priorities that are consistent with the Goals and Policies of The WTP 2035 plan and others as discussed in this section.

The M/RTP builds from the region's history and prior investments in its transportation system. The 2014-2040 plan set the stage for regional transportation investments that have recently been constructed, are currently under way, or are otherwise committed for the region.

Land use and transportation are synergistic. Thus, while history and current commitments provide the initial basis for the M/RTP, the plan must also consider the effects of future land uses and growth patterns on forecasted transportation performance measures.

Understanding the broad regional travel characteristics assists in developing the M/RTP. In 2003, Yakima County undertook a survey of travel characteristics of area residents. The survey provides insights on socioeconomic factors that affect travel in the region. A summary of findings related to trip rates, travel patterns, and use of alternative modes is summarized.

The Yakima County region has embraced working collaboratively and cooperatively to identify and address the highest priority regional transportation needs. This cooperation has led to the creation of two regional transportation planning coalitions: TRANS-Action in the metropolitan area, and Driving Rural Yakima Valley's Economy (DRYVE) in the mid-lower valley.

In addition, the M/RTP incorporates key strategies from the Coordinated Public Transit and Human Services Transportation Plan. This plan is a separate MAP-21 requirement that focused on transportation issues for special needs populations.

### Regional Land Use Growth

While the history of the region establishes the background for the M/RTP, forecast growth patterns will also affect priorities. The Yakima metropolitan area is forecasted to continue as the focal point for residential growth within Yakima County. Employment growth, while focused primarily in the metropolitan area, will affect transportation needs throughout the region, especially along freight routes and within the communities along I-82 and US 97 southeast of the metropolitan area.

Local population dynamics are influenced by an area's employment climate. Generally, population growth is based primarily on migration, driven by people in search of, or taking, new jobs in an area. In a large part, population growth depends on how favorable an area's employment opportunities are in relation to other areas. Stated simply, people follow jobs and in turn create demand for local goods and services, such as housing.



## Section 3 Relationship to Other Plans

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The labor force in an area can be viewed as an indicator of an area's economic vitality. Changes in the labor force provide insight into how an economy is performing and how it has performed over time. The civilian labor force (defined as all persons 16 years of age and older who are either employed or unemployed and actively seeking work) can be seen as a key economic indicator for a region. Fluctuations in labor force growth and decline are influenced by broad economic cycles and the composition of the local industry sectors. Between 2000 and 2010 Yakima County's total labor force grew by about 0.38 percent per year. The unemployment rate increased from 9.4 to 11.1 percent during the same time period.

Changes in the labor force illustrate how an economy is performing but does not highlight changes in the composition of the local industry sectors. Employment data illustrate industry level trends in an area. Between 2000 and 2010, nonagricultural employment in the Yakima County region increased by 0.25 percent per year. The strongest growth occurred in the service-providing sectors, which grew by approximately 4.16 percent per year. These sectors include wholesale and retail trade, professional services, health services, and governmental services. A continuing shift in the composition of the Yakima County Region's economy is further shown by a decrease of 2,000 goods-producing jobs from 2000-2010. The implication of this growth and shift towards the service sector has land use and transportation planning implications.

Typically, jobs in the service sector tend to be located in more urban and metropolitan areas. With more people employed in service-producing industries, the Yakima County Region's population is becoming more urban. This shift is seen in the historical population estimates. In 2000, 58.1 percent of people lived in incorporated cities. By 2010, this increased to nearly 62.7 percent. The City of Yakima, the largest city in Yakima County, accounted for 32.3 percent of the county's population in 2000 and 35.6 percent by 2010. Changes in the economic condition within the county over time have driven the locational decisions of people seeking and receiving work in the county.

The existing land use data were derived from the 2010 metropolitan area travel demand model maintained by YVCOG and has had a few updates from local jurisdictions to develop the new region-wide Travel Demand Model. Since the region-wide travel demand model has not yet been calibrated or validated, stats from the 2010 model set continues to be used. For areas outside of the MPO boundaries, the data were derived from Yakima County and local agencies. The 2007 data were updated to 2010 conditions using Yakima County data and discussions with local agency staff. An overview of the land use methodology is provided in Appendix D.

Forecast land uses for 2040 are based on county forecasts and local jurisdiction plans. The resulting household and employment forecasts, and their allocation to specific analysis zones, were further reviewed and refined with agency staff.

For air quality analyses, land use forecasts were also prepared for the year 2040. These forecasts were developed using land use data provided by local agency staff.

The following summarizes the general growth patterns for Yakima County as a whole. Additional discussion of residential and employment growth for seven subregions (see the ***Overall Plan Subregions*** map in Section 6) is presented in Section 6.

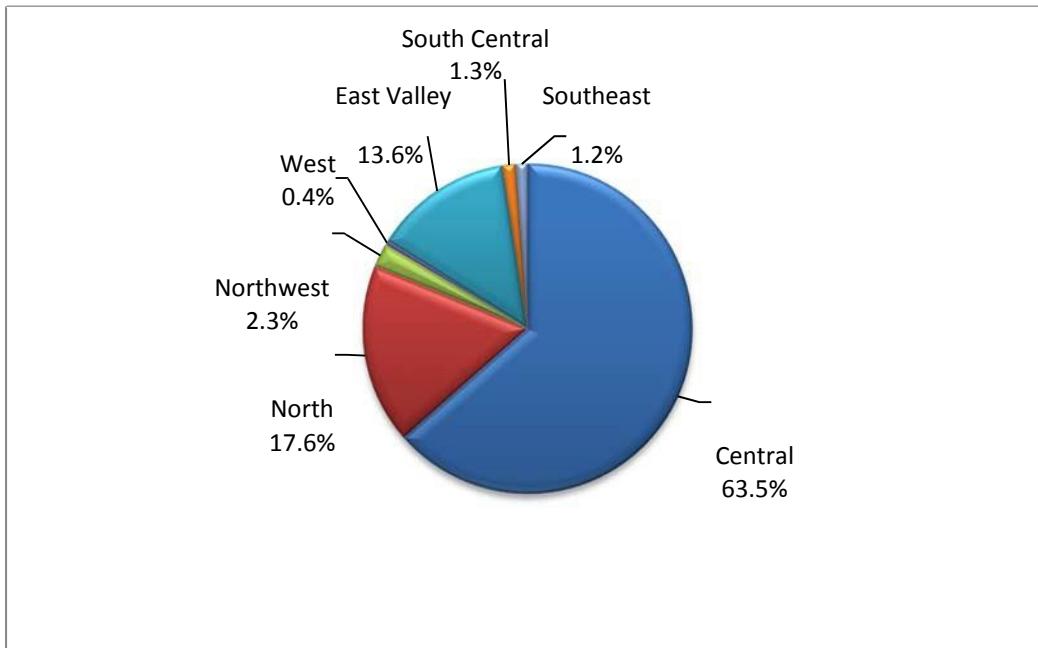


## Section 3 Relationship to Other Plans

### Residential Growth

During the next 25 years, almost 23,000 new residential units are expected in Yakima County. This represents an average annual growth rate of 0.74 percent. The forecast growth rate is somewhat higher than the county's population growth of 1.2 percent per year between 2000 and 2010. The higher growth rate will result in additional demands on the regional transportation system.

More than 91 percent of this growth is expected to occur in or near the Yakima metropolitan area, which includes the incorporated cities of Yakima, Union Gap, Selah, and Moxee, and their respective UGA's. Five percent of the growth is expected to occur within rural areas, with three percent occurring southwest of the metropolitan area and two percent east of the metropolitan area. Another three percent is expected in or near Naches and Tieton, northwest of the metropolitan area. Only 1.2 percent of residential growth is expected to occur within the small cities southeast of the metropolitan area including Grandview, Granger, Harrah, Mabton, Sunnyside, Toppenish, Wapato, and Zillah. An even smaller amount of growth is expected in the rural areas east, southwest, and northwest of the metropolitan area. While these specific numbers may not exactly replicate the growth expected in these areas as represented in local jurisdiction comprehensive plans, the overall trends are consistent with expected growth rates across the county.



**Figure 3.1 Percentage of Where the County Housing Growth is Expected by Subregion**

The increased residential growth within the metropolitan area will add more travel to the regional arterials and state highways in and around the cities of Yakima, Moxee, Union Gap, and Selah. This will result in a need for adding capacity and upgrading existing roads to current urban standards.

More than 50 percent of residential growth is expected to be in single-family residences; however, duplex and other multi-family residences are expected to grow at a faster rate within the metropolitan area. In 2014, almost 70 percent of



## Section 3 Relationship to Other Plans

the region's housing was single-family dwelling units. By 2040, this is forecast to decline to about 66 percent. The shift

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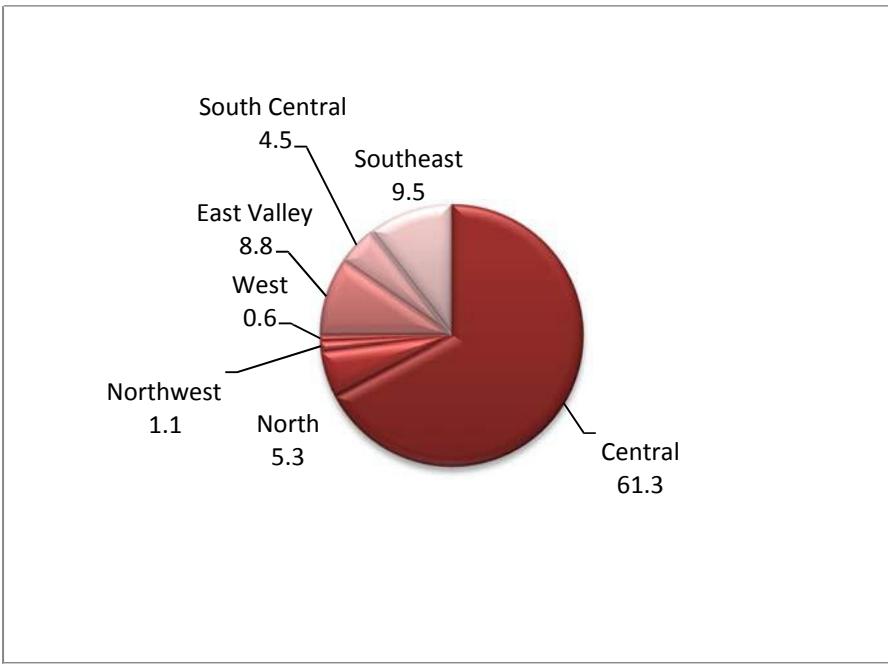
## Section 3 Relationship to Other Plans

to higher densities affects the types of transportation strategies that will be needed in the future. Roadways in the higher-density Yakima metropolitan area will need sidewalks, more traffic signals, more turn lanes, and capacity improvements. Expansion of transit service to serve the higher density areas also needs to be considered.

### Employment Growth

Over 21,000 new nonagricultural employees are expected to be added to the Yakima County region over the next 25 years. This represents an average annual growth rate of 1.3 percent. This translates into 0.9 new jobs for every new household of the region. The 1.3 percent forecast growth rate in the region's nonagricultural employment is consistent with the historical annual growth rate of 1.3 percent between 2000 and 2010.

As shown in Figure 3.2, employment within the metropolitan area, which includes the cities of Yakima, Union Gap, Selah, and Moxee, is expected to grow faster than outlying areas, capturing close to 84 percent of all employment growth. Another 14 percent is expected to occur within the cities southeast of the metropolitan area, including Grandview, Granger, Harrah, Mabton, Moxee, Sunnyside, Toppenish, Wapato, and Zillah. Approximately two percent of the employment growth is expected to occur in the rural areas of the county and within Naches and Tieton. The increase of employment relative to residential growth outside of the metropolitan area indicates an increase in local travel on I-82, US 97, SR 22, and other regional highways and arterials connecting workers to jobs. This will increase travel demands at interchanges and major regional access intersections.



**Figure 3.2 Percentage of Where the County Employment Growth is Expected by Subregion**

Within the greater Yakima metropolitan area, employment in the industrial and retail sectors is expected to increase at slightly faster rates than employment within the public and service sectors. The increase in industrial employment will add more truck traffic, which needs to be accounted for in the design of transportation systems improvements. In comparison, within the small cities southeast of the metropolitan area, employment within the service and industrial



## Section 3 Relationship to Other Plans

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sectors is expected to increase faster than employment within the retail and public sectors. The increase in service employment in the smaller communities along the I-82, US 97, and SR 22 corridors can help reduce some of the longer trips to the Yakima metropolitan area. These corridors also serve highway-oriented uses as volumes on I-82 continue to grow. However, the increase in traffic volumes may result in a need for improvements to the local arterials to serve the higher levels of employment in these communities.

### Regional Travel Patterns

In 2003, NuStats conducted a household travel survey for Yakima County (Yakima County Household Travel Survey, Draft Final Report, NuStats, June 2003). The survey covered households throughout the county, including the metropolitan area around Yakima, Selah, Union Gap, and Moxee; cities and towns outside of the metropolitan area; and unincorporated areas of Yakima County. The survey was conducted to assist agencies with understanding the socioeconomic factors that affect travel, which in turn are applied in updating the regional travel demand forecasting model. The resulting survey data and model outputs provide a technical basis for defining transportation improvement needs and for conducting air quality analysis.

The results of the survey provide information on regional travel patterns, which affect the need for transportation improvements. YVCOG has included in their State Fiscal Year 2017 Unified Planning Work Program (SFY 2017 UPWP) an unfunded need for updating travel patterns for their region-wide travel demand model update and to inform our partners in the region about county-wide travel patterns for planning purposes.

### Household Characteristics and Trip Rates

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The number of people in a household affects the number and types of trips generated. A larger number of people in a household does not directly result in a larger number of trips generated per day. This is due to differences in income levels, the ages of household members, the number of vehicles, the number of licensed drivers, and other factors. Results from the 2003 survey.

- Households in the Yakima/Union Gap/Selah area averaged 2.68 people, while households in Grandview/Sunnyside averaged 3.06 people. The countywide average was 2.87 people per household.
- Households in the Yakima/Union Gap/Selah and Grandview/Sunnyside areas averaged 1.43 workers; the rest of the county averaged 1.68 workers per household.
- The survey results indicate that households in the Yakima/Union Gap/Selah area generates an average of 7.19 trips per day, while households in the Grandview/Sunnyside area generates only 5.78 trips per day on average. The countywide average is 6.96 trips per household.
- Overall, trips between home-to-work (or work-to-home) account for 28 percent of the total trip-making on an average day. Within the Grandview/Sunnyside area, work/home trips account for 34 percent of the total trips. Within the Yakima/Union Gap/Selah area, approximately 25 percent of the daily trips are work/home related.
- Trips between home and shopping or other non-work activities account for 45 percent of the total travel.



## Section 3 Relationship to Other Plans

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- Trips that do not connect to/from a residential home (work to shopping, as an example) comprise the remaining 27 percent.

### Travel Patterns

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#### 2014-2040

In defining regional transportation priorities, it is important to understand the origins and destinations of travel. If most trips stay within their community, then the focus may be on improving local arterials to serve travel needs. If the trips are between communities, access to and from the state highway system and major regional arterials will likely be a higher priority. The 2003 NuStats survey provided the following data on total daily trips that helps guide the M/RTP.

- 84 percent of the trips with a Yakima origin stay within Yakima; another eight percent drive to destinations in Selah, Union Gap, or Moxee.
- 64 percent of the trips originating in Union Gap have destinations in Yakima, with 18 percent connecting to destinations in Union Gap and six percent connecting to Moxee or Selah.
- More than 60 percent of the trips generated in Moxee connect to destinations in Yakima, with 14 percent staying in Moxee and 11 to 12 percent connecting to Selah or Union Gap.
- Only 43 percent of Selah's trips connect to Yakima, while 44 percent stay within Selah. Approximately five percent of the trips originating in Selah connect with Union Gap or Moxee.
- 55 to 70 percent of the trips generated within communities southeast of the Yakima metropolitan area stay within the community.
- Two to six percent of the daily travel generated within Sunnyside, Grandview, Granger, and Mabton have destinations within the four primary cities in the Yakima metropolitan area; however, 10 to 20 percent of the trips from Grandview, Granger, and Mabton connect with Sunnyside.
- Wapato, Zillah, and Toppenish are closer to Yakima; this results in 15 to 30 percent of their trips connecting to the metropolitan area cities. Another 30 to 60 percent of their trips stay within their local communities.
- Naches has relatively limited local services, which results in only eight percent of these trips staying within the community. More than 80 percent of the trips originating in Naches connect with the metropolitan area cities. This reflects the City's direct connection via US 12.
- For Tieton, 20 percent of the trips generally stay within the community, with nearly 45 percent connecting to Yakima and surrounding cities.

These results show the importance of regional accessibility to the Yakima metropolitan area for jobs, services, and other daily travel needs. They also indicate the need for local arterial and highway improvements within the metropolitan area and connecting to communities outside of the metropolitan area.



## Section 3 Relationship to Other Plans

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As noted in the land use forecasts, the Yakima metropolitan area will be the primary growth area for both residents and employment over the next 25 years. The increases in employment in communities outside of the metropolitan area will also attract more trips to those communities, which will likely require transportation improvements.

### Travel Mode

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Based on the NuStats survey, 94 percent of the trips made by Yakima County households are by automobile. Of these, 81 percent are drivers and 13 percent are auto passengers. Walk trips comprise four percent of the trips and transit and other modes (such as bike) account for two percent of the trips. As discussed later, fixed route transit service was only available in Yakima in 2003, limiting its effectiveness in meeting regional travel demands.

Plans are under way to incorporate freight and transit as new modes into a single countywide travel demand model. The model set is expected to be completed in 2016 in time for the incorporation of Performance Measures into local, state, and federal Plans..

### Other Transportation Planning Efforts

The M/RTP builds from and supports the WTP, local agency transportation plans, and the TRANS-Action and DRYVE prioritization efforts. It also builds on and supports the Coordinated Public Transit and Human Services Transportation Plan (HSTP) for the region. The following summarizes how the M/RTP relates to these plans and implementation programs.

### Washington Transportation Plan

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The Washington State Transportation Commission's Plan 2035 (WTP) provides the umbrella for all metropolitan and regional transportation plans. The WTP's vision statement is:

*"By 2035, Washington's transportation system safely connects people and communities, fostering commerce, operating seamlessly across boundaries, and providing travel options to achieve an environmentally and financially sustainable system."*

As presented in Section 4, the regional priorities set by the Yakima Valley M/RTP align with these state guidelines. The M/RTP priorities focus on preservation, safety, economic development, congestion relief, and transit and special needs transportation. The process for establishing regional priorities and identifying improvement projects within the fiscally constrained M/RTP support and are consistent with these WTP objectives.

### Local Agency Transportation Plans

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As required by the Growth Management Act (GMA), Yakima County and its cities have prepared and regularly update their comprehensive plans. The comprehensive plans include transportation elements. The transportation elements set the communities' priorities and improvement strategies to address existing and future transportation needs. These plans primarily focus on arterials and collectors within the agency's jurisdiction; however, needs in designated urban growth areas (UGA) and connecting routes in other jurisdictions are also described in some of the plans.

The local transportation elements were reviewed to identify possible improvements and programs for the M/RTP. The M/RTP process combined projects from WSDOT and local jurisdictions into strategies to define the recommended



## Section 3 Relationship to Other Plans

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framework for the regional plan (see Section 4) based on the region's priorities and policies. The MPO/RTPO Policy board adopted a Transportation Element Certification Checklist on July 20, 2015.

The M/RTP project list incorporates all regionally significant local agency projects for reference. The M/RTP must provide a financial analysis demonstrating how the improvements and programs can be implemented; therefore, only the highest priority projects, based on the region's criteria, are included in the fiscally-constrained project list presented in the body of the M/RTP. The M/RTP also identifies projects that are a secondary priority for the regional transportation system, should additional funding become available or changes in regional needs occur prior to the next plan update.

The M/RTP also is consistent with local land use plans and forecasts from the comprehensive plans. This process provides consistency between the local land use plans and the regional transportation system needs.

Development of the M/RTP included a review of agency comprehensive plan goals and policies. The objective was to ensure that the M/RTP goals and priorities were in alignment with local plans and policies. The analysis confirmed that local agency goals are consistent with and support the M/RTP goals.

### **TRANS-Action and DRYVE**

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TRANS-Action and DRYVE (Driving Rural Yakima Valley's Economy) are coalitions of business leaders, elected officials agency staff, and community leaders. The purpose of these two groups is very similar. Their goals are to encourage the economic vitality of the region by defining, promoting, and obtaining funding for key transportation improvements. By working together, they are able to look beyond jurisdictional boundaries to support the regional needs. These objectives are consistent with the WTP, HSTP, M/RTP, and local comprehensive plans. TRANS-Action was established in 2002 and primarily focuses on needs in the metropolitan area. Based on the success of the TRANS-Action process, DRYVE was formed in 2006 to focus on rural needs in the mid to Lower Valley.

Both groups have identified a range of transportation improvement projects and strategies. Many of these projects are consistent with local agency or state plans. Other projects are newer ideas aimed at economic growth, freight traffic, and regional connectivity. Each of the TRANS-Action and DRYVE projects was evaluated based on the regional priorities and available funding. While not all of TRANS-Action and DRYVE projects are incorporated into the fiscally-constrained M/RTP, they are included in the regional project list (*Appendix F*). This allows the regional leaders to re-evaluate the project priorities and funding programs as part of future plan updates and Transportation Improvement Programs. Local agencies may opt to proceed with some of these projects outside of the regional planning and funding process to meet local or emerging needs that go beyond the regional priority process. YVCOG and member agencies will work together to track the status of the projects and consistency with the M/RTP.

### **Coordinated Public Transit and Human Services Transportation Plan (HSTP)**

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MAP-21 also requires communities to prepare a coordinated public transit and human services transportation plan to be eligible for certain Federal Transit Administration funding programs. The purpose of this requirement is to improve transportation services for people with special needs. In the Yakima Valley region, People for People led the development of the coordinated public transit and human services transportation plan in 2014.



## Section 3 Relationship to Other Plans

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The 2014 HSTP was developed based on extensive input from stakeholders and special needs population groups throughout the Yakima County region. The coordinated public transit and human services transportation plan 2014 identifies three primary services needs for the region:

- Preserve and expand transportation services for individuals with disabilities, older adults, youth, veterans, and individuals with low-incomes.
- Promote safe and accessible transportation services for individuals with special needs by educating and advocating for special needs transportation.
- Coordinate transportation and human services for increased efficiencies and utilization of resources

The plan supports preservation and expansion of the existing Community Connector, Pahto Public Passage, dial-a-ride service and transportation to employment for needy families. The plan includes the following measurement rankings which are used to address the needs of the special needs population:

- Preservation – Ensure that current transportation resources remain in place.
- Unmet/Greatest Need – Meets the identified needs of the population.
- Coordination – Assure non-duplication and coordination of resources.
- Effectiveness/Cost Efficient – Transportation resources are available, accessible and adaptable to meet the needs. Transportation resources provide community savings.

The M/RTP identifies how these services and programs fit within the overall transportation system for the Yakima County region.

### **Yakima Valley Regional ITS Architecture**

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In 2014, the MPO/RTPO Policy Board adopted the Yakima Valley Regional ITS Architecture. The architecture is a document that describes the Intelligent Transportation Systems (ITS) in the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) regions of Yakima County, Washington are currently deployed or are being planned for the near future. By showing what advanced technology systems are in place, this plan can illustrate opportunities for sharing resources and improve overall system functionality.

This regional architecture is built on the U.S. National Architecture version 7.0, and was developed on guidelines suggested by the National ITS Architecture team.

Within Yakima Valley's MPO boundaries, several key stakeholders have ITS systems. The municipalities of Yakima, Selah, and unincorporated areas of Yakima County all have signalized intersections. Yakima maintains its own signalized intersections and all others are maintained by the Washington State Department of Transportation (WSDOT).

WSDOT owns and maintains the majority of ITS components in the region, including several ITS system elements (fiber, variable message signs, data stations, etc.). WSDOT also collects some remote weather information, which is sent, along with transportation data, to be coordinated out of the WSDOT Traffic Management Center in Yakima. In addition, WSDOT works with the Washington State Patrol (WSP) to share real-time information.



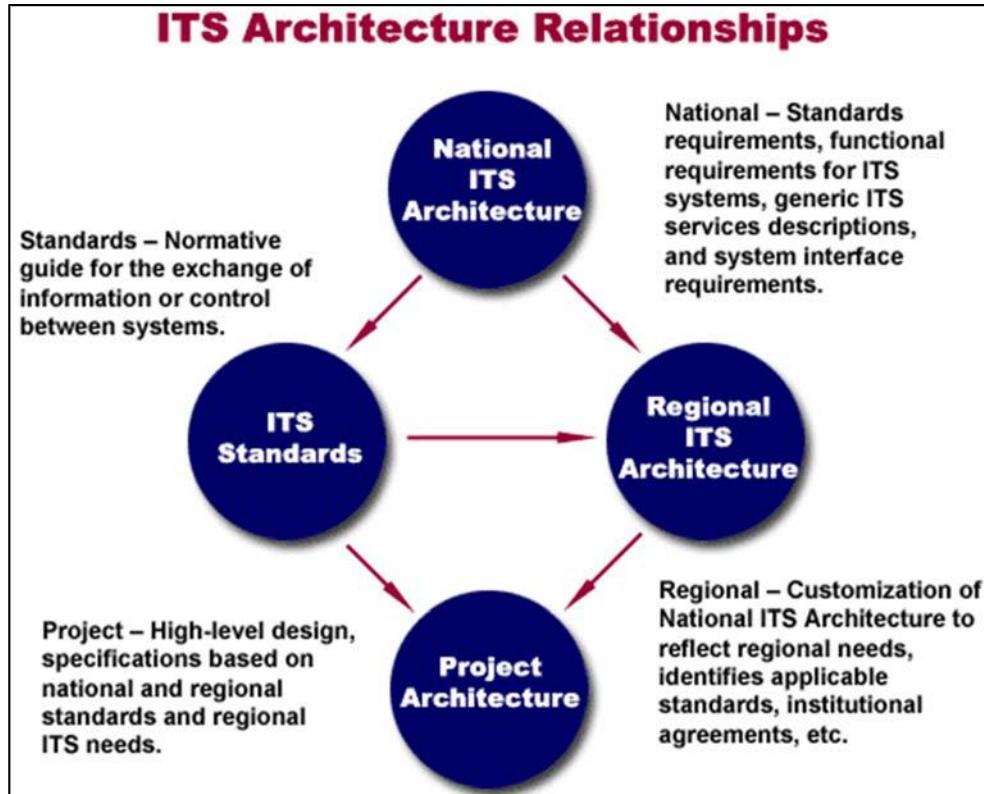
## Section 3 Relationship to Other Plans

Yakima Transit has ITS components in place and plans to expand systems to provide more dynamic services and improved security to their customers.

Stakeholders within the Yakima Valley's RTPD boundaries maintain a variety of ITS systems, as well. The cities of Grandview, Sunnyside, Toppenish, Wapato, and Zillah have signalized intersections.

In the U.S. National ITS Architecture, types of ITS equipment or projects are grouped into "service packages," which can be used to tie one region's architecture to the state or to specific project architectures. Several service packages have been selected to

describe the kind of services stakeholders have installed, or plan to install.



Another key purpose of the architecture is to define what standards are used in ITS equipment to make it easier for one system to interact with another. The architecture defines what standards are currently being used and suggests relevant national standards, which may be chosen to help make future projects more accessible to a wider range of stakeholders.

The architecture includes a list of data-sharing agreements within the region, showing how agencies work together to operate and maintain the various ITS systems.

The architecture, along with the broader Turbo database, fulfills the requirements set forth by the U.S. Federal Highway Administration Rule requiring regions with existing ITS applications to have a regional ITS architecture. It will be incorporated into the regional transportation plan update cycle, with any necessary amendments made as needed.

## **Section 4 Plan Priorities and Framework**



## Section 4 Plan Priorities and Framework

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### Plan Priorities and Framework

A wide range of transportation improvements and strategies have been identified by WSDOT, local agencies, Yakama Nation, Yakima Transit, People for People, and others in the region. As noted previously, TRANS-Action and DRYVE have assembled lists of regional transportation improvements for the upper and lower valleys. When taken together with WSDOT plans and projects, these programs and improvements create a comprehensive, multimodal transportation system to serve the region for 20 or more years.

However, as discussed in Section 8, the total costs of these improvements and programs far outstrip the likely available future funding. Because not all projects and programs can be funded over the next 25 years, the region established priorities for its transportation improvements. The priorities were used in the technical evaluation to establish a framework for the M/RTP. The framework essentially identifies the core transportation needs which other regional improvements will tie into. The framework was defined to help guide the development of a financially-constrained M/RTP; however, the framework for the M/RTP was not constrained by available funding.

### Regional Priorities

The M/RTP established five broad priorities for guiding the development of the Yakima Valley regional transportation system. The M/RTP priorities are based on input from DRYVE, TRANS-Action, Yakima County Special Transportation Needs Coalition, WSDOT, local agencies, and existing plans. The region's priorities blend the priorities of the Washington Transportation Plan 2035 (WTP 2035), the emerging principles of livability and sustainability, and the Transportation Elements of local agency comprehensive plans. The priorities will be used to help direct available funding, including grant monies, toward specific projects and programs. The regional priorities are generally consistent with the six transportation policy goals of the WTP 2035. The five highest priorities for the Yakima Valley M/RTP are:

#### **Preservation**

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Preservation of the existing transportation system and services will extend the life and utility of prior investments.

#### **Safety**

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Improving the safety and security of the regional transportation system.

#### **Economic Vitality**

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Optimizing mobility of people and goods on the transportation system supports economic development by reducing delays, improving operations, opening access to new areas of development, and addressing safety issues.

#### **Freight Mobility**

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Enhancing freight distribution by truck, rail, and air is a priority for economic recovery and growth.

#### **Transit Enhancement and Transportation Demand Management**

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Expanding the availability and types of transportation choices in and between communities throughout the Yakima Valley is a priority for the region to meet the travel demands and provide access to basic services.



## Section 4 Plan Priorities and Framework

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While these are the top five goals, the M/RTP also considers a range of other factors in the selection of transportation improvement projects and programs. These factors, some closely aligned with FHWA's livability and sustainability principles, include:

- Regional connectivity
- Costs
- Funding availability
- Non-motorized transportation
- Environmental impacts and mitigation
- Land use plans
- Security and emergency response needs

These factors can influence the measure of benefits of a project or program to the region. The region will strive to ensure that transportation projects and programs enhance communities while maintaining consistency with least-cost planning practices.

In the future, the M/RTP will identify federal, state, and regional performance measures and targets against which regional leaders will evaluate the federal, state, and local investments made in the Valley. Some performance measures have already been used in previous YVCOG M/RTPs and remain in place to align the transportation strategies to the region's priorities. The setting of targets was mandated in MAP-21 and is being continued in FAST Act. Although the setting of federal and state targets has experienced significant delay, Yakima Valley targets are anticipated to be in place for the next M/RTP update in 2020.

## Framework for the Metropolitan/Regional Transportation Plan

A framework for the M/RTP was prepared based on the regional goals. The framework establishes the key improvement projects and programs for the region. Other regional projects and programs were then added to the framework to complete the financially-constrained M/RTP.

The framework for the M/RTP was prepared through evaluation of alternative strategies, which are described below. An evaluation of the alternative strategies was used to identify the most cost-effective improvements to address existing and future transportation demands and deficiencies for the region. The major improvements and programs from each strategy that best achieved the priorities were combined into a recommended regional strategy. Based on review and input from the YVCOG member agencies, the framework for the M/RTP was established. The framework was then used as the basis for identifying other high priority transportation strategies for the region and subareas for the next 25 years. The other projects build on and complement the overall framework for the M/RTP.

## Overview of Alternatives Evaluation

Regional priorities are classified into two different types of projects: fiscally constrained and other planned high priorities. Of the two types, only those projects with committed funding are focused on for modelling for the forecast year of 2040. Each jurisdiction was asked to provide their expected local improvements to be included in the 2014 and 2040 base models. Then the



## Section 4 Plan Priorities and Framework

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identified priority projects with committed funding were added to create the 2040 build scenario. The overall mileage of the highway and arterial system is projected to increase by approximately six percent or less during the next 25 years region-wide.

Total travel demands (as measured in vehicle-miles traveled) in the metropolitan area are projected to increase by 45-47 percent over 2010 levels under the Build 2040 scenario. This compares with the forecast growth in households (31.5 percent) and employment (27 percent), in the communities covered by the MPO travel demand model for the metropolitan planning area. The vehicle miles of travel within the metropolitan planning area is forecast to grow at a faster rate than the growth in households or employment. This results from more people and cars per household, which in turn results in more trips within the area. The Yakima metropolitan area also is continuing to serve many of the regional needs for residents outside of the metropolitan area. This results in more travel between the metropolitan area and the smaller outlying communities within Yakima County or adjacent counties. The increases in through traffic on I-82 also results in the vehicle miles travel increasing at a faster rate than households and jobs in the MPO planning area.

The total vehicle miles traveled in the metropolitan area do not change significantly with the addition of the widening and new corridor improvements. This means that the widening projects and new corridors serve the desired travel patterns, instead of having traffic divert to avoid congestion in other corridors. Therefore, constructing some of these projects will provide efficient solutions to regional travel needs.

The biggest differences are found in the overall level of congestion in the system. Between 2014 and 2040, the overall level of delays due to congestion is projected to more than quadruple with only the 2040 Build scenario. This is a direct result of the 45 percent increase in vehicle miles traveled and only a one to two percent increase in the highway and arterial system lane miles in the metropolitan area.

Outside of the metropolitan area, significant regional projects were modelled based on the secured priorities to establish the M/RTP framework. These include improvements that address preservation, safety, and economic growth. Projects that improved access to the regional state highway system or improved flow of freight traffic in communities were identified as part of the framework for the plan.

### Plan Framework

The framework for the M/RTP uses the strategies outlined in Table 1 when prioritizing the project list from all agencies and jurisdictions in Yakima County.

### Baseline Improvements

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Already funded or partially funded significant regional improvement projects and programs that can reasonably expect to receive full funding form the baseline for the M/RTP.

### Key Corridor

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In addition to the Baseline improvements and Efficiency strategies, the M/RTP framework identifies the need for the creation of several new key corridors or widening of existing corridors to address future transportation demands of the region. These include:

- Development of a new east-west arterial connecting Terrace Heights to developing land just west of I-82 in the City of Yakima. This improvement is taking shape as partners from WSDOT, Yakima County and City of Yakima are proposing



## Section 4 Plan Priorities and Framework

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an Interchange Justification Report and supporting infrastructure in a project known in its infancy as the East-West Corridor.

- Upgrades to a proposed freight corridor that connects I-82 with US 97 south of and outside of the metropolitan area.

### Transit Enhancement and Transportation Demand Management

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The M/RTP framework includes strategies for expanding transit to meet the future travel demands throughout the Yakima Valley region. Strategies to reduce peak period travel demands also are included. The transit and transportation demand management (TDM) strategies include:

- Improving transportation services for people with special needs.
- Expanding fixed-route service coverage in the metropolitan area.
- Extending service hours to address nighttime and weekend needs.
- Targeting service to larger employers or groups of employers.
- Enhancing service to regional destinations such as colleges, medical facilities, and regional commercial areas.

### Non-motorized Transportation

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Many of the improvements in the Baseline scenario will also include enhancements for pedestrians and bicyclists. The framework for the M/RTP supports the completion of high-priority missing links to the non-motorized system, where roadway or other improvements are not identified as high priorities for the region. This will support growth in non-motorized travel options, will improve safety, and will enhance access to transit. YVCOG is involved and continuing to support local and regional programs and projects in the categories of Complete Streets and Safe Routes to Schools.

### Other Projects

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The M/RTP acknowledges that there are a range of needed improvements (both regional and local) that are desirable to meet the overall, transportation needs of the region. These projects are referenced in the M/RTP to help ensure that the total system needs are acknowledged and to support increases in future funding to help implement these projects.

## **Section 5 Transportation Plan Policies and Strategies**



## Section 5 Transportation Plan Policies and Strategies

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# Transportation Plan Policies and Strategies

The overall goal of the M/RTP is:

*"To develop and preserve a regional multimodal transportation system that:*

- *provides for the safe and efficient movement of people and goods;*
- *supports the economic growth of the region; and,*
- *is compatible with land use plans and the environment."*

The priorities and framework for the M/RTP discussed in Section 4 provide the general guidance to help direct available funding for regional transportation improvements. Policies were defined to help guide the region in implementing the plan. The policies focus on the five regional priorities, as well as coordination and implementation of projects and programs. The policies are presented below. The priorities and policies lead to overall improvement strategies, which are summarized in this section.

## Policies

YVCOG and its members will apply a range of policies in making decisions related to planning, funding, constructing, and operating the regional transportation system to meet the overall goal. These policies build off of the regional priorities discussed above. They also provide the regional interface between the transportation elements of local agency comprehensive plans and the Washington State Transportation Plan.

The policies cover the five priorities and other major elements of implementing the M/RTP. The policies are organized as follows:

- Agency Coordination and Public Involvement
- Preservation
- Safety
- Economic Development and Freight Mobility
- Congestion Relief
- Alternative Transportation Modes
- Environmental Quality
- Finance and Implementation

### **1. Agency Coordination and Public Involvement**

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YVCOG and its members are committed to working together and with affected stakeholders and the general public to successfully implement the M/RTP. This will occur as local, regional, and state transportation plans and improvement



## Section 5 Transportation Plan Policies and Strategies

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programs are updated and implemented. The following policies will be used to assure agency coordination and public involvement:

**1.1** – Provide for proactive public and stakeholder participation processes during the planning, design, and implementation of transportation projects and programs.

**1.2** – Promote understanding of how the regional transportation system is constructed and operated by a range of agencies.

**1.3** - Continue to coordinate planning, design, funding, and implementation of regional transportation projects and programs, based on the M/RTP priorities and policies.

**1.4** – Develop and share land use and transportation data and resources to maintain a database to support regional transportation decisions.

**1.5** – Coordinate with WSDOT to ensure consistency and compatibility of local and regional transportation plans with the Washington State Transportation Plan.

## 2. Preservation

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Preservation of the region's existing transportation infrastructure and services is the highest priority of the M/RTP. The following policies are used to guide member agencies in achieving this element of the plan:

**2.1** – Seek to ensure adequate funding to maintain and upgrade the existing transportation system to minimize life-cycle costs.

**2.2** – Enhance transportation operations programs to assure the safe and efficient use of the transportation system.

**2.3** – Seek opportunities to coordinate maintenance and operations programs between agencies to reduce total costs and to improve the system for users.

**2.4** – Explore alternative processes for maintaining, operating, and upgrading the regional transportation system that can reduce costs or increase benefits.

## 3. Safety

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Improving safety is a critical factor in the success of the regional transportation system. To meet this priority, Yakima Valley MPO/RTPO will apply the following policies:

**3.1** – Promote education and enforcement of transportation rules and regulations.

**3.2** – Support improvement projects and programs that resolve existing safety deficiencies, including area of congestion.

**3.3** – Develop plans and transportation improvement projects that help minimize conflicts between different travel modes.

**3.4** – Promote interaction between emergency response providers and transportation agencies to assist incident management, evacuation, or other emergency programs.



## Section 5 Transportation Plan Policies and Strategies

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**3.5** – Complete missing segments of the transportation system to provide alternative routes for all areas of the region.

**3.6** – Implement improvements to ensure that bridges and other key transportation facilities will better withstand natural disasters.

**3.7** – Maintain and expand traveler information systems.

**3.8** – Support the collection and analysis of weather data for addressing snow and ice removal.

## 4. Economic Development and Freight Movement

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The regional transportation system is used by all sectors of the MPO/RTPO economy. Planning, design, and implementation of transportation projects and programs will be guided by the following:

**4.1** – Support improvements to the regional transportation system that serve movement of freight.

**4.2** – Work to implement improvements to regional arterials and collector roadways that serve high volumes of freight, provide access to employment centers or serve regional commercial areas.

**4.3** – Upgrade bridges to eliminate weight restrictions on significant freight routes.

**4.4** – Implement transportation system improvements that increase the efficiency and opportunities for rail transportation serving the Yakima Valley region.

**4.5** – Promote projects that reduce delays and improve safety at rail crossings.

**4.6** – Explore the possible development of intermodal terminals to improve the efficiency of freight movement in the region.

**4.7** – Implement transportation system improvements that provide regional accessibility to McAllister Field and its surrounding employment centers and other airports in the region.

**4.8** – Improve transportation facilities that serve tourist destinations.

## 5. Congestion Relief

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Congestion results in delays and added costs in the movement of people and goods. Resolving congestion problems can also resolve some types of safety problems. The following policies will guide the region in evaluating congestion relief in prioritizing transportation improvements:

**5.1** – Define and implement improvements to provide level of service D or better, when feasible and cost effective.

**5.2** – Construct intersection and interchange improvements to add capacity, reduce delays, and improve traffic operations.

**5.3** – Preserve the capacity and throughput of regionally significant highways, arterials, and major collectors by managing and limiting direct access to these facilities.



## Section 5 Transportation Plan Policies and Strategies

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**5.4** – Enhance the operations and throughput of regional transportation corridors through application of intelligent transportation systems (ITS) technologies.

**5.5** – Expand capacity of existing highways and arterials which serve high volumes of traffic and connect with other regional transportation facilities.

**5.6** – Ensure that improvements that add capacity to the transportation system support alternative transportation modes.

**5.7** – Work to complete missing links of the regional transportation system.

**5.8** – Plan for, define, and preserve the right-of-way for future arterials.

## 6. Alternative Transportation Modes

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The regional transportation system is comprised of several modes, including cars, trucks, transit, bicyclists, and pedestrians. In order to provide a multimodal transportation system, the M/RTP establishes the following policies:

**6.1** – Encourage alternatives to driving alone such as transit, carpools, vanpools, walking, and bicycling.

**6.2** – Support transportation investments that serve a range of travel modes.

**6.3** – Expand fixed-route transit service within the Yakima metropolitan area and greater Yakima Valley region.

**6.4** – Work to increase the frequency and hours of operation of transit services in the region.

**6.5** – Expand demand-response transit services to developing areas outside of the metropolitan area.

**6.6** – Improve transit services to educational and medical facilities.

**6.7** – Support expansion of paratransit services for special needs populations.

**6.8** – Monitor and expand on Commute Trip Reduction (CTR) programs for affected employers and voluntary worksites.

**6.9** – Improve systems for pedestrian and bicycle travel as part of capital roadway projects and maintenance programs.

**6.10** – Complete key links of the regional bicycle system, sidewalks, pathways, or trails.

**6.11** – Ensure transportation facilities and services comply with the Americans with Disabilities Act (ADA).

## 7. Environmental Quality

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The transportation system can have positive and negative impacts on the environment. The M/RTP supports enhancing the region's environment.

**7.1** – Consider potential environmental impacts in the development of transportation projects to minimize possible adverse impacts in a cost-effective manner.

**7.2** – Promote use of alternative travel modes and transportation demand strategies to reduce the need for widening or constructing new roadways.



## Section 5 Transportation Plan Policies and Strategies

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**7.3** – Support land use patterns that reduce travel demands for single-occupant vehicles.

**7.4** – Pave gravel roads to reduce particulate matter air quality impacts.

**7.5** – Continue to monitor and implement air quality conformance measures.

**7.6** – Ensure that transportation projects and programs do not disproportionately impact minority and/or low income populations.

**7.7** – Assure that federal and state environmental laws and processes are followed.

## 8. Finance and Implementation

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The M/RTP will only be successful if its projects and programs are funded and implemented. The following policies will guide these decisions.

**8.1** – Apply the M/RTP priorities as the basis for funding transportation system projects and programs.

**8.2** – Promote transportation projects and programs that balance costs with benefits.

**8.3** – Ensure that transportation systems operations, maintenance, and administrative programs are cost effective.

**8.4** – Support state legislative funding for key transportation system improvements serving the Yakima Valley region.

**8.5** – Cooperatively work to fund regional transportation improvements.

**8.6** – Build upon prior investments to improve the transportation system.

**8.7** – Jointly seek state and federal grants for the highest priority transportation system improvements.

**8.8** – Apply developer mitigation programs to help fund local and regional transportation projects.

**8.9** – Seek additional funding for transit, special needs transportation, and transportation demand management programs.

## Strategies

The regional priorities and M/RTP policies provide the basis for the strategies and improvements that best meet the transportation objectives for the region. This section provides an overview of the strategies for each of the region's highest priorities:

- Preservation
- Safety
- Economic Development
- Freight Mobility
- Enhance Transit and Transportation Demand Management



## Section 5 Transportation Plan Policies and Strategies

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### **Preservation**

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Preserving the existing transportation system is the foundation for the region's future transportation system. Preservation of the system includes resurfacing roadways, ensuring safe bridges, resolving drainage problems, and improving the overall operations through maintenance of traffic signs, markings, and signals. Many of these elements are addressed through annual maintenance programs and, therefore, are not identified as specific improvement projects.

#### *Pavement*

The regional arterial system continues to carry increasing traffic loads. The increased volume of traffic and the number of heavy vehicles results in significant wear on these critical transportation corridors. The wear, if not addressed in a timely manner, can result in a need for more costly reconstruction of the roadway. Poor pavement conditions can also result in a poor quality travel surface and safety concerns.

The M/RTP sets a high priority for projects and programs to resurface the regional and local roadways. Agencies within the RTPO have projects and annual programs established to maintain the roadway pavements.

Yakima County and its cities also have programs to pave local gravel roads. These help preserve the roadways and reduce maintenance. They also help reduce particulate matter ( $PM_{10}$  and  $PM_{2.5}$ ) air quality impacts and support the air quality maintenance program for the Yakima metropolitan area.

#### *Bridges*

Rehabilitation of bridges is an important part of keeping the transportation system operating safely. In the Yakima Valley region, bridges cross rivers, streams, other roadways, railroads, and trails. A poorly maintained bridge could result in closure of the route to trucks or to all traffic.

Maintenance involves more than just the surface of the bridge. The bridge structure and foundation must be regularly evaluated and upgraded, as necessary, to serve the traveling public. When bridges cross rivers and streams, river scour and any buildup of floating debris must be addressed. Guardrails and other safety features on the approaches to the bridges also must be maintained and replaced when they become worn or old.

#### *Drainage*

Inadequate drainage on or near a roadway can damage pavement, the road bed and sideslopes. In freezing weather, poor drainage also can result in icy conditions which make surfaces slippery. Repairing locations where water can pond or where water runs over the roadways can significantly reduce these issues. Keeping storm drains cleaned also reduces these problems.

#### *Operations*

Operations is a broad category that supports the overall maintenance, development, and day-to-day operations of the transportation system. Related to preservation of the system, operations include street cleaning; repair of signs, markings, and other roadside appurtenances; maintenance of street lighting and traffic signals; maintaining sight distances; and similar activities.



## Section 5 Transportation Plan Policies and Strategies

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A consistent operations program supports regional transportation by removing potentially unsafe conditions. It also helps ensure smoother operations on a day-to-day basis, reducing spot congestion problems. In addition, the program supports non-motorized and transit travel by keeping sidewalks, shoulders, and bus shelters maintained.

### Safety

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Improving the safety of the regional transportation system is paramount to the M/RTP strategies. Almost all of the improvement projects and preservation programs help address safety in some manner. Projects and programs primarily focused on preservation can improve safety by filling in potholes or upgrading signs that have lost their reflectivity. Safety problems are also reduced with improvement projects that add capacity to interchanges and intersections. Enforcement of traffic regulations is important to safe operations of the transportation system.

The following summarizes some of the M/RTP strategies to improve safety of the regional transportation system.

#### *Highways*

State highways are the core of the Yakima Valley regional transportation system. Many of the state highways carry the highest traffic volumes at the highest speeds. They also serve longer distance travel, both within and through the Yakima Valley region. The high volume of truck traffic also can adversely affect safety due to longer passing distances, differences in travel speeds, and wider turns.

The M/RTP includes a range of strategies to address existing and future safety issues along state highways. Interchange improvements, especially in the metropolitan area, will enhance safety by reducing congestion for traffic entering and exiting a freeway. They also will add capacity at the intersections of the on- and off-ramps. Constructing new interchanges or implementing improvements that shift traffic to alternate routes will also help reduce safety problems at existing interchanges.

Along more rural highway segments, the M/RTP supports improvements to construct passing lanes and to realign portions of highways that do not meet current standards. Upgrading bridges, repaving highways, and upgrading signing and markings also will improve safety on these rural state highways.

#### *Regional Arterial and Collector Roadways*

Projects to widen or upgrade existing arterials and regional collectors support the region's focus on transportation safety. Adding capacity or upgrading a road to current design standards can reduce the number of potential conflict points along a corridor. Such projects can include wider shoulders or the addition of sidewalks to better separate non-motorized travel from vehicular travel. Intersection improvements also address safety concerns by adding capacity, improving visibility, and/or controlling traffic flows. These projects also will address how best to manage access, which will improve safety and operations.

As previously noted, roadway maintenance and operations activities of local agencies also improve the safety of the regional transportation system.



## Section 5 Transportation Plan Policies and Strategies

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### *Security and Evacuation*

Planning for incident management and evacuation is important for the region. Natural disasters—including wild land fires, floods, landslides, earthquakes, or volcano eruptions—can potentially occur. A radiological emergency at Hanford or collisions involving hazardous materials on highways or railroads are other potential risks.

The M/RTP addresses the goal of enhancing transportation security with both institutional and operational strategies. At the institutional level, the plan helps increase the level of interaction between the emergency management and transportation planning agencies, and better integrates evacuation planning in the existing emergency plans.

The Yakima County Office of Emergency Management (OEM) is the lead agency for facilitating coordination among groups in the Yakima County Region with exception of the City of Yakima. The City of Yakima also has a Yakima OEM and has developed a City of Yakima Comprehensive Emergency Management Program (CEMP). Yakima County has a CEMP for all other Yakima County communities.

At the operational level, the M/RTP helps by creating new access and egress routes in some areas with limited options in emergency situations, and by rehabilitating and improving key transportation facilities such as bridges. Security and evacuation management also benefit from technological improvements and Intelligent Transportation Systems (ITS) investments that allow for more efficient use of the transportation system during emergencies and improve the quality and quantity of traveler information both en-route and pre-trip.

### *Non-Motorized Transportation*

Many of the M/RTP improvement projects support safer non-motorized transportation in a variety of ways. Constructing new roadways, or widening and reconstructing existing roadways, typically includes provisions for pedestrians and/or bicyclists. Providing sidewalks, wider shoulders, and bike lanes separates the non-motorized travel from the vehicles, which increases safety of non-motorized travel. Construction of key links in the trail system also provides alternative corridors for pedestrians and bicyclists.

Signalization of intersections provides pedestrians with improved traffic control and visibility. At unsignalized intersections, improvements can enhance sight distances, thereby making pedestrians and bicyclists more visible to drivers.

### *Weather*

Yakima County and WSDOT have implemented sensors and cameras to assist them in monitoring the impacts of inclement weather on transportation. This system helps determine when sanding and snow plow crews should be sent to certain areas. This allows a faster and more consistent approach for addressing snow and ice issues that could otherwise result in safety problems.

The monitoring systems and associated highway advisory radio improve safety by reducing the volume and speed of traffic during bad weather. WSDOT uses this information to close highways such as I-82, if needed. The information is available online for travelers and to the media and using 511 for statewide travel information.



## Section 5 Transportation Plan Policies and Strategies

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### *Education and Enforcement*

Although not directly tied to building transportation improvements, state and local enforcement of traffic and vehicle regulations are critical elements to the safety of the region's transportation system. Educational programs and enforcement of regulations related to seat belts, child seats, impaired driving, speeding, and construction zone traffic also are important elements of the safety of the region's transportation system.

### **Economic Development and Freight Mobility**

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Projects that support the economic development of the region come in many shapes and sizes. Some improvements are focused primarily on enhancing freight movement to serve agricultural and other industries. Other improvements are focused on addressing spot safety or operational problems. Many of the arterial and highway improvements also support economic development by reducing delays and providing access to developable commercial and industrial land.

### *Regional Freight Movement*

The M/RTP includes a number of improvements along I-82 and other state highways. These highways serve access/egress for regional freight movements. Without good access and operations of the state highway system in the county, the region's economic growth will be adversely affected. Interchange and intersection improvements will reduce delays and enhance connectivity to the regional system for freight. They also provide regional access to the arterials that serve the airport, rail users, and regional commercial areas.

### *Local Freight Access and Circulation*

While the regional highway system is the core of freight movement in the region, local arterials and collectors are critical for moving goods between businesses and the highways as well as serving freight movements within the region. Local deliveries between industries and final users are important for both large and small businesses. The local arterial system also provides direct access to the airports and rail facilities in the region.

The M/RTP supports projects that improve capacity, operations, and safety of key arterials. Improvements to the arterials that connect to the state highway system, commercial and industrial areas, agricultural uses, and to the air and rail facilities, are key strategies in the M/RTP. These projects include widening roadways, reconstructing arterials to current standards, and improving or enhancing intersection operations.

Extension of and improvements to existing arterial corridors are also needed to better serve freight mobility outside of the metropolitan area. These include bringing arterials up to standards and developing more direct freight routes that bypass local streets.

### *Rail System*

Rail transportation is a critical component of the region's overall freight and goods mobility. Active rail spurs throughout the region connect numerous industrial and agricultural sites to rail lines serving the Puget Sound region and destinations to the east. The M/RTP supports improvements to maintain and enhance the region's rail lines to promote the safe and efficient movement of freight and goods to the marketplace. A summary of rail ownership and service providers is available in Appendix C.



## Section 5 Transportation Plan Policies and Strategies

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Due to factors such as regional economic growth and Stampede Pass rail line improvements, increased rail traffic is anticipated to continue into the future. Planned improvements, such as railroad grade separation projects, remove impediments to both rail and vehicular traffic. In addition, developing regional trans-modal loading facilities at strategic locations is desired. Enhancing freight distribution capabilities is a regional priority.

### Air Transportation

The air transportation system within the Yakima Valley region provides access to broader national and international air transportation systems. The general commercial and freight aviation needs for the region are primarily being met by the Yakima Air Terminal - McAllister Field. Other local airports in the region provide private and/or emergency air services.

The M/RTP supports future growth in commercial and freight air service by enhancing inter-modal connectivity to the regional airport. Improvements to the freeways and arterial roadways and transit systems serving the regional airport are integral to the plan. Direct and efficient access to the airport from I-82 is a regional priority was addressed with improvements to Valley Mall Boulevard and the I-82 interchange and reclassification of Valley Mall Boulevard as the primary route to the airport in the City of Yakima.

### Congestion Relief

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Relieving congestion along regional corridors or at spot locations enhances the efficiency and safety of all modes of transportation. Decreasing the delays on the arterial system also can reduce the use of the regional highway system for shorter, local trips. This, in turn, provides more available capacity on the regional state highways, reducing the need for, or delaying, expensive widening of the state highways.

### New Corridors and Capacity Expansions

Construction of new corridors and widening of existing arterials and highways is needed primarily to serve growth in the metropolitan area. Lower cost operational improvements adequately address some significant capacity needs. Many of the existing arterials in the region started as two lane rural roads. The region and local agencies have successfully begun the process for widening arterials and state highways including Valley Mall Boulevard, Ahtanum Road, and SR 24. Completion of these and other major corridor projects support the continued growth of employment and households. Within the metropolitan area, the region has established a grid of north-south and east-west arterials to serve access to the highway system and to serve intra-regional travel needs.

Near the end of the 25-year planning horizon, forecast traffic on I-82 between US 12 and South Union Gap will be approaching the capacity of the freeway. Planning and developing strategies for funding additional capacity was addressed in the 16-year transportation bill passed by Washington State in a program titled *Connecting Washington*. Developing plans for the ultimate capacity expansion of the freeway earlier in the planning horizon, allows those concepts to be incorporated into interchange improvements identified in the M/RTP.

The M/RTP also supports the need for better connectivity in the western part of the region. Although not directly needed to relieve future capacity deficiencies, development of one or more arterial corridors west of the City of Yakima will help reduce future operational problems by providing more direct connections.



## Section 5 Transportation Plan Policies and Strategies

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### *Interchanges and Intersections*

In more urbanized areas, intersections typically control the available capacity along a corridor. This results from the need to serve multiple travel patterns with the same space. The M/RTP gives a high priority to intersection improvements including the addition of turn lanes and the installation of traffic signals. These can be along arterial corridors such as 40th Avenue or at spot intersections that serve regional travel patterns.

Intersection improvements are also identified in the communities outside of the Yakima metropolitan area. These improvements will help reduce delays and will improve safety for commuter travel, freight movement, and enhance local circulation within the community.

Improvements to existing interchanges and construction of new interchanges are key elements of the M/RTP. The existing interchanges in the metropolitan area are becoming more congested and require improvements to increase capacity.

### *Transportation Systems Management*

Transportation Systems Management (TSM) includes a range of strategies to improve the efficiency and safety of the transportation system. These include controlling access to highways and arterials, improving traffic signals and timing, and implementing driver information systems.

As regional transportation projects are developed, WSDOT and local agencies evaluate opportunities to consolidate or reduce access points onto regional arterials. The number of access points and allowable turn movements within a corridor affects capacity and can result in safety problems. Strategies need to be evaluated for each corridor based on existing and forecast conditions.

A number of Intelligent Transportation Systems (ITS) applications have already been successfully deployed in the Yakima Valley by WSDOT, Yakima County, the City of Yakima and Yakima Transit. These applications focus on traffic management (WSDOT Union Gap Traffic Management Center, City of Yakima Traffic Control System), traveler information (weather stations, cameras, highway advisory radio, variable message signs), maintenance and construction management (bridge overload sensors, flood control), and transit management (on-board cameras, automatic vehicle location).

Plans for the future include improvements to the region's communications network such as extending the microwave system, interconnecting ITS devices, and developing fiber optic and wireless networks. Deployment of additional traveler information systems including expanding highway advisory radio, weather information system, dynamic message signs, and installing new camera locations also will serve the region in the future. Upgrades to the City of Yakima Traffic Control System are identified to improve operator efficiency, deployment of video detection for traffic signal control, and providing real-time transit information both on the buses and at bus stops.

### **Transit and Transportation Demand Management**

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Different agencies provide public transportation services within the region. Strategies to enhance transit and transportation demand management programs have been developed as part of the M/RTP to better serve the local community needs and reduce overall traffic volumes. These strategies are divided into different components including



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fixed-route transit, rural mobility, paratransit, Transportation Demand Management (TDM) and Commute Trip Reduction (CTR).

### *Fixed-Route Transit*

Suggested strategies for Yakima Transit and Union Gap Transit to continue meeting the transportation needs in the Greater Yakima-Selah-Union Gap Urbanized Area are to:

- Improve frequency of service.
- Improve speed and reliability on primary commuter corridors.
- Expand hours and days of service.
- Extend service to and develop a transit hub in East Valley.
- Add new service to developing areas of Moxee.
- Add demand response service for developing areas that cannot support fixed-route service.
- Invest in capital programs to acquire new buses as well as constructing benches and shelters at bus stops.

### *Rural Mobility*

Transit services provide access to basic services for people who do not have other means to get around. Disabilities, age, and income are some of the barriers that prevent people from being able to transport themselves. For improving regional mobility, additional coordination between intra-city and inter-city transportation providers is necessary. Union Gap Transit and Yakima Transit should continue to coordinate with existing and expanded rural transit service to the community colleges, hospitals, and other regional facilities and attractions.

People for People provides a single-route Lower Yakima Valley connector service between the cities of Yakima, Wapato, Toppenish, Zillah, Granger, Sunnyside, Grandview, and Prosser. The service is very limited running only four times per day. This Community Connector service should be expanded to directly serve both medical and educational facilities.

Union Gap Transit operates a single-route service within the City of Union Gap.

The Confederated Tribes and Bands of the Yakama Nation has established and is planning to expand a fixed route Tribal Transit system called Pahto Public Passage. The service helps meet the rural transit needs of the lower valley by improving access to employment, health care, shopping, and other activities for persons living on the reservation and surrounding communities. The Yakama Nation Tribal Transit provides transportation to the communities of Toppenish, White Swan, Harrah, Brownstown, Wapato. The service provides one route on the Yakama Reservation and anticipates coordinating efforts to connect to three other transit service providers – Union Gap Transit, Yakima Transit and the Community Connector. The Yakama Nation has recently received a grant to explore coordination opportunities.



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### *Paratransit*

The existing paratransit services should be maintained to provide transportation access for special needs populations. Additional paratransit services are necessary to continue meeting the transportation needs of residents who require access to employment, health care, social services, education, shopping, and activities that improve their quality of life.

### *Transportation Demand Management*

Transportation Demand Management (TDM) includes strategies that help to change travel behavior (how, when, and where people travel) in order to increase transportation system efficiency and achieve specific objectives such as reduced traffic congestion, road and parking infrastructure cost savings, improved mobility for non-drivers, energy conservation, and pollution emission reductions.

An important component of TDM at the regional and local level is Commute Trip Reduction (CTR). Under the 2006 Washington State Commute Trip Reduction Efficiency Act (RCW 70.94.521), major employers are required to offer trip reduction programs to help reduce automobile travel among their employees. This law requires employers of 100 or more employees who arrive between 6:00 a.m. and 9:00 a.m. to develop and implement a program to encourage their employees to reduce vehicle miles traveled and single-occupant vehicle trips.

The region should consider expanding the existing TDM programs by expanding existing transit services, purchasing more vehicles for vanpool programs, and constructing high priority missing links in the regional non-motorized system. Bicycle and pedestrian routes to and from the major employer worksites should be provided, and all facilities should comply with the Americans with Disabilities Act (ADA).

## **Section 6 Improvements and Programs by Subregion**



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### Transportation Improvements and Programs

**NOTE: For the Public Comment DRAFT version of the 2014-2040 M/RTP, the maps and tables for Section 6 are provided separately due to size of the map files. In the FINAL 2014-2040 M/RTP, the maps and tables will be inserted with the text that describes each sub-region.**

This section of the M/RTP summarizes the high-priority improvement projects and programs based on financial constraints, for the seven subregions shown on the *Overall Plan Subregions* map. It also identifies other high- priority improvements projects for consideration if additional funding is secured.

Improvement strategies for the state highways in the region are presented first. These highways connect the county and its cities to the rest of Washington State. They also serve the majority of intra-county travel. Other regional improvements on arterials or major collector routes are summarized for subregions of the county.

The **HSS** map in Appendix C shows the state highway system and its classifications. The current federal functional classification of the state highways and region's arterials and collectors are provided in Appendix C. Appendix C also summarizes existing traffic volumes, the classification of freight corridors, and other information on existing transportation conditions. These were used in defining the priorities of the regional transportation system.

#### State Highways

The state highways form the core of the Yakima Valley regional transportation system. These highways connect the region with other parts of Washington and serve intra-county travel. Therefore, keeping them operating efficiently and safely is critical. WSDOT, local agencies, TRANS-Action and DRYVE have identified a wide range of improvements to these highways to address preservation, safety, congestion, operations, and other transportation system needs. Each of these regional state highway corridors are briefly described below. Improvement strategies and programs that are currently in process and high priority projects over the next 20 years are also identified.

A location and general description of the high priority M/RTP state highway projects is summarized on the project tables at the end of Section 6. Each table also shows the relative time frame for the improvement, with short-term projects targeted for completion by 2019, mid-term by 2029, and long-term by 2040. For each project, a relative cost range is shown as \$, \$\$, or \$\$\$ and an indication of which of the five regional priorities the project or program addresses is shown as a check mark. More detailed project descriptions and cost estimates are summarized in Appendix F.

WSDOT conducts several ongoing regionwide programs to enhance the regional transportation system. These programs supplement the targeted capital improvements and maintenance projects identified for the region's state highway system. These ongoing programs include bridge scour prevention, roadway resurfacing, environmental mitigation, and safety enhancements.

#### I-82

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I-82 is the only interstate highway serving the Yakima County region. It is the backbone of the region's transportation system. To the north, I-82 connects Yakima County to I-90 near Ellensburg. To the south and east, I-82 connects the region to the Tri-Cities and Eastern Oregon. Within Yakima County, the interstate highway provides access and connectivity to the population centers along the corridor from Grandview to Selah. I-82 is classified as a Highway of Statewide Significance (HSS) and is part of the National Highway System (NHS).



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I-82 is a multi-lane divided freeway with full access control. Within the Yakima metropolitan area, it serves the region with eight interchanges, including its interchange with US 12. These eight interchanges are located within a distance of approximately 11 miles, with the six interchanges from south Selah to south Union Gap located within a distance of approximately seven miles.

Outside of the metropolitan area, interchanges along I-82 provide access to the smaller communities, agricultural lands, and recreation areas. The distance between interchanges along I-82 south of Union Gap is typically two to five miles.

### *Existing and Forecast Conditions*

**Traffic Volumes.** Within the Yakima metropolitan area, I-82 carries over 40,000 vehicles per day (vpd). North of Selah, existing volumes decrease to 16,000 vpd. South of Union Gap, the interstate highway carries 26,000 vpd. Near Sunnyside and Grandview, the volumes are approximately 19,000 vpd.

The 2040 travel forecasts for the metropolitan area show forecast volumes of 65,000 vpd between Union Gap and Selah. This represents an annual increase of around 2.3 percent per year. This is consistent with the annual growth rate between 1996 and 2009.

**Freight Travel.** I-82 is classified by the State of Washington as a T-1 freight corridor, which means it carries more than 10 million tons of freight per year. In fact, I-82 through the upper and middle Yakima Valley has some of the highest tonnage in the state, carrying nearly 24 million tons annually before falling to over 16 million tons in the lower Valley. This reflects both through truck traffic and local trucking and freight activities. All T-1 classified facilities are considered strategic freight corridors and receive priority for funding through the Freight Mobility Strategic Investment Board (FMSIB). (See Appendix C for discussion of freight classifications).

A relatively high percentage of the traffic along I-82 is trucks. Within the metropolitan planning area, approximately 14 percent of the daily traffic is trucks. This equates to an average of 6,000 trucks per day on the freeway through Yakima. North of Selah, trucks account for nearly one-quarter of the total daily traffic volume, with approximately 3,800-4,900 trucks per day. Near Sunnyside, trucks comprise about 17 percent of the 17,000 vpd or about 2,900 trucks per day.

**Safety and Operations.** Existing traffic volumes on I-82 in Yakima County do not, by themselves, result in any significant levels of congestion, even in the metropolitan area. However, the relatively close spacing of the interchanges in the metropolitan area, combined with the high volume of traffic entering and exiting the freeway, and the number of trucks has resulted in safety and operational deficiencies. These deficiencies occur both on the freeway and at the interchange ramps.

The forecast growth in traffic on I-82 by 2040 will result in the freeway mainline operating with increased delays due to volumes during the weekday peak periods, unless improvements are made. The increase in traffic to and from the interchanges will also result in additional safety and operations concerns.

**Other Modes.** I-82 primarily serves automobile and truck traffic. Inter-city buses use the corridor with connections to Seattle, Spokane, and Wenatchee. The Community Connector, operated by People for People, also uses I-82 for travel within the region.

The I-82 shoulders are open to bicycle use. However, I-82 can be a barrier for non-motorized travel, because people can only cross at existing interchanges or at the Beech Street undercrossing in Yakima. This can result in some out-of-direction travel for non-motorized travel crossing between the east and west sides of the freeway. Interchanges in the metropolitan area provide



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crossing points, but these have relatively high volumes of traffic, which can impact safety for non-motorized travel. The high traffic volumes near the interchanges also can discourage non-motorized travel.

### *Transportation Improvement Projects and Strategies*

Because I-82 is such an important transportation corridor to the region, several significant improvement projects are either underway or planned. These include maintenance, safety improvements, interchange upgrades, and planning for future widening of I-82 in the metropolitan area. Outside of the Yakima metropolitan area, DRYVE has identified future improvements to interchanges serving Grandview.

Within the Yakima metropolitan area, WSDOT has installed cable median barriers to reduce the number of crossover collisions. WSDOT also has identified paving, bridge deck, and slope stabilization projects to preserve the prior investments in the I-82 freeway. Supporting the overall corridor needs, WSDOT has recently installed weather sensors, cameras, and highway advisory radio to improve driver awareness of adverse roadway conditions. These systems also help improve maintenance response due to poor weather conditions.

A companion improvement to the completed I-82/Valley Mall Blvd. interchange project is the improvement to I-82/US 97/South Union Gap interchange. This project will complete the interchange by building the missing ramps connecting to/from I-82 and Main Street and northbound US 97 to eastbound I-82. In the future, the interchange will tie into the Union Gap Beltway which will connect between Main Street and Ahtanum Road. This improved interchange and associated arterial will provide access to the regional airport and to the associated industries near the airport. While not funded for construction, this improvement is in the preliminary engineering phase and is a high priority on the long range M/RTP.

The Yakima and Naches River recreational access project will provide more direct access to the area just south of the US 12/I-82 interchange. This will support the local communities and tourist activities.

By 2040, widening of I-82 in the metropolitan area will need to be considered to reduce congestion, operations, and safety problems. The project will be planned and constructed in phases. The highest priority for future widening of the freeway will be from US 12 to Yakima Avenue interchange. Widening of the freeway between Yakima Avenue interchange and South Union Gap interchange is the next highest priority, when funding is available.

### **US 12**

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US 12 is generally a two-lane highway connecting Yakima County with Western Washington via White Pass. It serves both rural and urban area transportation needs. It also serves recreational traffic. US 12 connects Naches, Tieton, and other communities with I-82 and the Yakima metropolitan area. The US 12 designation follows I-82 between Yakima and Pasco, Washington.

US 12 is part of the National Highway System (NHS) and is also classified as a Highway of Statewide Significance. These classifications make it a higher priority for some state and federal funding sources. US 12 also is designated as a scenic byway by the State of Washington.

From its interchange with I-82 west to N 40th Avenue, US 12 is a four-lane divided freeway with full access control. Three interchanges provide access to the metropolitan area – I-82/1st Avenue, 16th Avenue, and 40th Avenue. West of 40th Avenue, US 12 is a four-lane divided highway with at grade intersections. In the Naches vicinity, US 12 provides access to local commercial developments and front warehouses. Within the corporate limits, access is the responsibility of the Town of Naches in accordance



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with state law. West of Naches, US 12 generally has a limited number of intersections and functions as a high-speed rural highway.

### *Existing and Forecast Conditions*

**Traffic Volumes.** Daily traffic volumes on US 12 in Yakima County range from 37,000 vpd near I-82 to under 2,000 vpd at White Pass. Significant volume changes on the highway occur before and after its interchanges in the metropolitan area and in the vicinity of Naches.

The 2040 travel forecasts for the metropolitan area show an annual, compound growth rate of 2.0 percent per year between 2012 and 2040. This compares to the 2.5 to 3.0 percent per year recorded by WSDOT over the past 10 years.

**Freight Travel.** US 12 is designated as a freight corridor by the State of Washington. The highway is classified as a T-2 Strategic Freight Corridor between South Naches Road and 16th Avenue, and a T-1 from 16th Avenue to I-82. T-2s carry between 4 million and 10 million tons annually. West of Naches, the highway is classified as a T-3 freight corridor, carrying between 300,000 and 4 million tons of freight per year.

Within the Yakima metropolitan area, 11 percent of the daily traffic on US 12 is trucks. This equates to 3,000 to 4,000 trucks per day on the highway. Near Naches, almost 15 percent of the traffic is trucks. West of Naches, trucks comprise 15 to 24 percent, or more, of the 1,600 to 4,200 vpd.

The number and percentage of trucks illustrates the regional importance of US 12 to the Yakima County region. The high volume of trucks also can result in traffic delays on hills and curves. Safety problems also can develop when drivers following the trucks try to pass at unsafe locations or in inclement conditions.

**Safety and Operations.** There are a couple of high-collision locations or corridors along US 12. These include a short segment in the mountainous area southwest of SR 410. Safety has also been a problem at the at-grade, signalized intersection of Old Naches Highway/US 12 just west of Yakima. The high volume of traffic and high speeds on US 12 have resulted in collisions when the traffic signal changes. Traffic volumes on Old Naches Highway are continuing to increase with development in and west of Selah. The intersection also serves a large number of trucks.

Operational issues are likely to develop at intersections of US 12 at major cross streets as volumes continue to increase. The lack of access management in the vicinity of Naches also poses operational and safety concerns.

**Other Modes.** US 12 provides access to a range of recreational activities. Bicycling occurs along sections of the highway although alternate, parallel arterials and collectors are designated as non-motorized routes by Yakima County and other agencies. Pedestrian activity also can be fairly significant near Naches. Pedestrians cross the highway at unmarked and uncontrolled locations. Recently, the majority of the planned Greenway Gap to Gap trail system along the old rail line from Naches to Yakima has been completed.

### *Transportation Improvement Projects and Strategies*

The M/RTP includes a range of improvements along US 12. They focus on preservation, safety, and operational needs. The most significant operational improvements are in the metropolitan area. Preservation and safety enhancements are identified for the highway in and west of Naches.



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Within the metropolitan area, interchange improvements are identified at I-82 and North 16th Avenue. These improvements will address existing and forecast operational and safety issues.

The enhancement of the intersection at US 12/Old Naches Highway is also a high priority for the region. The intersection will see several ITS enhancements, including cameras, variable message sign, road weather information system, data stations, and a communications system.

WSDOT has several paving and slope stabilization projects scheduled for US 12. These projects are located from north Yakima to Rimrock Lake in the Cascade Mountains. Safety improvements, such as guardrails and repairing bridge decks, are also priorities in the plan. Within Naches, safety and access control improvements are a priority along US 12. These include rumble strips, turn lanes, access controls, and pedestrian facilities.

### SR 410

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SR 410 connects with US 12 west of Naches. It provides access to and from Western Washington and Mount Rainier National Park via Chinook Pass. It is a State Highway of Regional Significance within Yakima County. The mountain pass is closed during winter months, although 410 provides access to regional recreation areas year-round. SR 410 is a two-lane, undivided highway. There are relatively few local access roads and forest service roads that intersect the highway. SR 410 is a National Scenic Byway and is designated as an All American Road.

#### *Existing and Forecast Conditions*

**Traffic Volumes.** Within Yakima County, daily traffic volumes on SR 410 range from less than 1,000 vpd to approximately 2,000 vpd at US 12. These volumes are well within the capacity of the highway.

**Freight Traffic.** SR 410 is a T-3 freight corridor east of Bumping Road and a T-4 west of Bumping Road. T-4s carry between 100,000 and 300,000 tons annually. No commercial trucks are allowed within Mount Rainier National Park. Approximately 12 percent of the daily traffic at its intersection with US 12 is trucks. The vast majority of the truck traffic are single-unit vehicles and not semi-truck-trailer combinations.

**Safety and Operations.** No significant operations problems have been identified by WSDOT for SR 410. However, WSDOT data show a relatively high collision rate for a two mile segment of SR 410 just west of its intersection with US 12.

**Other Modes.** SR 410 is not a highly used corridor for non-motorized travel. Recreational use during summer months increases pedestrian and bicycle activities along some parts of the corridor.

#### *Transportation Improvement Projects and Strategies*

Due to its relatively isolated location in the county, and its low traffic volumes, the M/RTP focuses on preservation, safety and environmental enhancements along SR 410. In addition to constructing a permanent alignment in the Nile Road vicinity, these projects include paving, rock scaling and debris removal, erosion control, reducing roadside obstacles, installing guardrails, and removal of fish passage barriers.

### SR 821

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SR 821, also known as the Canyon Road, follows the Yakima River between Selah and Ellensburg. It provides an alternative route to I-82 north of Yakima and is located west of the interstate. SR 821 intersects with I-82 at an interchange just north of



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Selah. In addition to providing a regional connection to Ellensburg, this section of SR 821 provides access to local properties and agricultural lands. It also provides recreational access to the Yakima River. SR 821 is a State Highway of Regional Significance.

### *Existing and Forecast Conditions*

**Traffic Volumes.** Just north of I-82, SR 821 carries approximately 6,100 vpd. The volumes decrease to 1,400 vpd further north.

**Freight Traffic.** SR 821 is also a T-3 corridor. It primarily serves local truck traffic. Regional freight typically uses I-82 to connect to and from I-90 and other parts north. Commercial traffic is, however, restricted from using SR 821 during the summer months to reduce conflicts with recreational activities along the river.

**Safety and Operations.** No significant operations or safety concerns are noted for SR 821 within Yakima County.

**Other Modes.** SR 821 is not classified as a non-motorized corridor by Yakima County. The corridor does, however, provide for bicycle use and recreational access to the Yakima River, which results in some pedestrian activities along the corridor.

The Burlington Northern Santa Fe (BNSF) operates a rail mainline along this section of the Yakima River and a siding at Pomona. The rail line is located between the river and highway along the section of SR 821 in Yakima County.

### *Transportation Improvement Projects and Strategies*

The M/RTP improvements along SR 821 focus on preservation and safety projects. WSDOT has identified projects to overlay the pavement, conduct crack sealing, improve signing and striping, remove roadside objects within clear zones, and install guardrails.

## SR 823

SR 823 connects Selah and its agricultural processing industries to other state highways. South of Selah, SR 823 directly connects with I-82 just north of US 12. This section is also called Selah Road. Within Selah, SR 823 is called 1st Street, and serves the primary north-south arterial in Selah's downtown. North of Selah, SR 823 connects to I-82 via a short segment of SR 821. The north segment of SR 823 is also called Wenas Avenue, which becomes Harrison Road.

### *Existing and Forecast Conditions*

**Traffic Volumes.** Within the Selah downtown area, SR 823 carries 24,000 to 28,000 vehicles per day (vpd). These volumes reflect its function as the primary downtown commercial street for Selah. Between Selah and its interchange with I-82, SR 823 carries 30,000 vpd. North of Selah, traffic volumes on the highway are just under 6,000 vpd. Between 1999 and 2005, traffic volumes on SR 823 grew at an average of 2.0 percent per year.

**Freight Traffic.** SR 823 is an important freight route connecting local agricultural processing industries with I-82 and other regional transportation corridors. Trucks bring fruits to Selah for processing and then the finished products are trucked out for distribution. Within Selah and connecting to I-82 south of Selah, SR 823 is classified as a T-2 freight corridor. This makes it part of the state's Strategic Freight Corridor system. North of Selah, SR 823 is classified as a T-3 freight route.

**Safety and Operations.** The high volume of traffic and truck activity within Selah results in significant operational problems. The state highway corridor makes several turns as it transitions from north of Selah into the downtown commercial core. Mixing of truck traffic with local commercial traffic also poses potential safety hazards, but it has not been classified as a high collision location.



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**Other Modes.** SR 823 is also a transit route, operated by Yakima Transit. Bus stops are located throughout the City. Within Selah, the highway corridor has sidewalks on both sides of the street. North of Selah, sidewalks are located only on the west side of the highway.

### *Transportation Improvement Projects and Strategies*

The M/RTP supports construction of a new corridor for SR 823 within Selah as a high priority. The new alignment parallels 1st Street, approximately one block to the east. This alignment provides a more direct highway route through Selah and better serves freight movement within the city. The alignment, supported by WSDOT and included in Selah's Comprehensive Plan was completed in 2011.

The new corridor helps resolve operations and safety issues on 1st Street by diverting traffic onto the new alignment. The improvement also includes traffic signals and sidewalks, which further improve traffic operations and safety for all modes of travel.

### **SR 24**

This east-west highway connects the Yakima metropolitan area with Benton County, Hanford, the Tri-Cities, and other Eastern Washington communities. It connects to I-82 at the Nob Hill Blvd interchange. Traveling east from I-82, it serves a range of industrial, agricultural, and residential land uses and connects Moxee to Yakima and I-82. Traffic signals provide traffic control at some intersections between I-82 and Moxee. East of Moxee, the highway serves agricultural land uses and a vast area of undeveloped lands north of the Rattlesnake Hills.

### *Existing and Forecast Conditions*

**Traffic Volumes.** Traffic volumes on SR 24 vary greatly between the metropolitan area and eastern Yakima County. Near I-82, the highway carries 21,000 vpd. Just west of Moxee, traffic volumes on the highway decrease to 12,000 vpd. East of Moxee, volumes of 2,700 vpd or less reflect the rural nature of the adjacent land uses. East of its intersection with SR 241 (from Sunnyside), daily traffic volumes are approximately 2,900 vpd.

Traffic volumes on SR 24 between I-82 and Moxee have increased an average of 1.5 to 2.5 percent per year since 1996. Based on the 2040 forecasts, traffic is expected to grow at a rate of 2.0 percent over the next 25 years.

East of Moxee, traffic volumes have grown at less than one-half percent per year since 1996. This reflects the limited change in land uses along the corridor and its relatively low use as an inter-regional connector to the Tri-Cities or other nearby communities. The I-82 freeway provides a higher speed connection for inter-regional travel, reducing the overall traffic volume on SR 24.

**Freight Traffic.** SR 24 is identified as a Strategic Freight Corridor (T-2) by the State of Washington from I-82 to the SR 24 intersection with University Parkway. From that intersection east, SR 24 is a classified T-3 Freight Corridor. Approximately 10 percent of the daily traffic on SR 24 between I-82 and Moxee are trucks. East of Moxee, truck traffic increases to 22 to 30 percent of total volumes.

**Safety and Operations.** The section of SR 24 near I-82 has experienced significant operations and safety concerns. These impacts are especially critical at intersections with the I-82 interchange ramps and Riverside/University Parkway. Problems at these intersections result from the high volume of traffic accessing I-82 and connecting between the east and west sides of the interstate freeway.



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Based on the 2040 forecasts for the metropolitan area, SR 24 will also experience congestion between Riverside/University Parkway and Moxee. The increase in traffic reflects the ongoing commercial, industrial, and residential development in and around Moxee and the limited alternate east-west routes to connect to I-82 from the East Valley.

Existing safety problems also have been identified at the intersection of Bell Road/SR 24. Bell Road intersects SR 24 at less than a 90 degree angle, which contributes to the safety problem.

WSDOT has identified a corridor safety hazard in the vicinity of the intersection of SR 24 with SR 241. A number of crossover collisions have occurred on this segment of highway, even with the lower volume of traffic. The differences in travel speeds with traffic connecting between SR 24 and SR 241 also contributes to the safety hazard.

**Other Modes.** SR 24 serves bicyclists and pedestrians, especially near the I-82 interchange, because it is one of a limited number of corridors that cross the freeway and the Yakima River. This part of the corridor also provides access to the Yakima Greenway, parks and the Yakima Arboretum. Further east, the corridor provides access to the Yakima Sportsmen State Park. Non-motorized activity also is relatively high near Moxee, with schools, park, and residential development. Additionally, the Burlington Northern-Sante Fe railroad has a track that parallels a section of SR 24 between Moxee and Birchfield Road.

### *Transportation Improvement Projects and Strategies*

There are plans to signalize the intersections of SR 24 with Moirier Road, Rivard Road, and Faucher Road in Moxee, but there is currently no funding for these projects. The intersection improvements will address safety and operations issues due to the increased growth in and around the City of Moxee. WSDOT has secured funding to construct a southbound right turn lane on Birchfield Road at the SR 24/Birchfield Road intersection.

To alleviate long-term capacity, safety, and operational impacts associated with the growth in the East Valley, the M/RTP supports future widening of SR 24 between Riverside Road/University Parkway and Faucher Road in Moxee. These improvements will provide a consistent 4-5 lane highway connecting residential and industrial uses in the East Valley to/from I-82 and the rest of the Yakima metropolitan area. This improvement is in the fiscally-constrained project list.

To address the safety hazard near SR 241, WSDOT has recently installed centerline rumble strips.

## **SR 241**

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SR 241 is a two-lane north-south highway connecting Mabton and SR 22 in the south to I-82 and Sunnyside, and then to SR 24 in the north. SR 241 provides access to the Sunnyside Municipal Airport and the east side of Sunnyside, which contains some commercial and industrial areas.

### *Existing and Forecast Conditions*

**Traffic Volumes.** The highest volumes (13,000 vpd) along SR 241 are found between I-82 and the Yakima Valley Highway. North of the Yakima Valley Highway, daily volumes are approximately 4,400 vpd. Further to the north, traffic volumes drop below 2,000 vpd, reflective of the undeveloped areas in the Rattlesnake Hills.

Between the City of Mabton and Alexander Road existing traffic volumes range from 2,300 vpd to 4,500 vpd. The east-west segment of SR 241 along Alexander Road has volumes in the range of 1,400 vpd. This difference in volumes reflects traffic connections to the commercial areas in Sunnyside, which are most directly accessed by the continuation of Mabton-Sunnyside Road, which avoids traveling through the I-82 interchange.



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**Freight Traffic.** SR 241 is classified as a T-3 freight corridor by the State of Washington. It serves local agricultural uses and provides access to I-82. North of I-82, the highway also provides access to the Sunnyside Municipal Airport. Between Sunnyside and SR 24, 15 to 20 percent of the daily traffic is comprised of trucks. Between the City of Mabton and I-82, seven percent of the traffic is classified as trucks.

**Safety and Operations.** The most significant potential for safety and operational problems are between I-82 and the SR 241/Yakima Valley Highway intersection. This section of highway has the highest volume of traffic, an at-grade railroad crossing, closely-spaced local road intersections, and a freeway interchange which can result in future congestion and queuing problems. Further growth in the area will likely result in potential problems in the future.

A relatively high number of collisions also have occurred at the two intersections on SR 241 near Sunnyside Municipal Airport – Edison Road and Sheller Road. These two roadways serve industrial developments and the existing intersections with SR 241 are not designed to adequately support the volume of truck traffic.

WSDOT also has identified a segment of SR 241 (Mabton-Sunnyside Road) north of Mabton as having a history of collisions. This segment includes the intersection of SR 241/Grandview Pavement Road, which connects to Grandview further to the east.

**Other Modes.** As noted above, SR 241 provides access to the Sunnyside Municipal Airport. This is a general aviation airport without scheduled commercial passenger or cargo service. It can, however, serve as an alternative airfield if weather or other disruptions restrict use of McAllister Field in Yakima.

A major BNSF rail line crosses SR 241 just south of its intersection with the Yakima Valley Highway. This can result in operational and safety problems due to the close spacing and traffic queues at the signals.

SR 241 is not classified as a non-motorized route by Yakima County. The county identifies alternative, lower volume roadways for non-motorized travel near Sunnyside, Mabton, and Grandview.

### *Transportation Improvement Projects and Strategies*

The M/RTP includes projects for maintaining and upgrading safety along the SR 241 highway. WSDOT has a project programmed to repave SR 241 from Mabton to north of the airport within the next few years. The project will also include upgrading signing, striping, and other safety needs.

The Yakima River bridge, located just north of Mabton, also needs to be improved to current standards. Widening of the intersections of SR 241 with Edison Road and Sheller Road are needed to support growth of the industrial land uses near the airport. These improvements will address the existing safety deficiencies. These are proposed as improvements by the Port of Sunnyside, and are shown with the Southeast subregion projects discussed later in section 6.

## SR 22

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SR 22 essentially parallels the I-82 freeway between Toppenish and Prosser (in Benton County) east of Mabton. It has two travel lanes, with turn lanes at some key intersections. SR 22 connects I-82 to Toppenish and to US 97. The section of the highway north of Toppenish is also called Buena Way. Within Toppenish, the highway is called Elm Street. A couple of intersections within Toppenish, including US 97, are signalized. This section is on the National Highway System and is classified as a Highway of Statewide Significance (HSS) because it connects US 97 to I-82.



## Section 6 Transportation Plan Policies and Strategies

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East of Toppenish, the highway serves agricultural and rural residential land uses. Much of the highway is within the boundaries of the Yakama Nation.

### *Existing and Forecast Conditions*

**Traffic Volumes.** The highest traffic volumes on SR 22 are found within Toppenish. Daily traffic volumes within the city range from 10,000 to 11,000 vpd. This reflects the use of the corridor as a city arterial. Between Toppenish and I-82, daily volumes range from 8,000 to 10,000 vpd.

Southeast of Toppenish, volumes on SR 22 decrease to 5,000 to 5,400 vpd between US 97 and SR 223 (which connects to Granger). East of SR 223, daily volumes are less than 2,000 vpd.

During the past 10 years, traffic volumes on SR 22 near Toppenish have increased at an annual rate of 1.5 to 2.0 percent.

**Freight Traffic.** Between I-82 and Toppenish, SR 22 is designated as a T-2 freight corridor by Washington State. Other segments of the highway are classified as T-3 freight routes. The highway primarily serves local farm to market needs between Toppenish and Mabton and Prosser. Between I-82 and Toppenish, SR 22 is part of the Strategic Freight corridor system. This section provides a direct connection between US 97 and I-82, as well as serving local freight needs. Trucks account for 10 to 12 percent of the traffic between I-82 and US 97, and 12 to 23 percent south of Toppenish to the County line. The lower percentages are found in or near Toppenish, reflecting the higher volume of general local community traffic.

**Safety and Operations.** Safety and operational issues have been identified on SR 22 between I-82 and north Toppenish. This corridor serves commercial, industrial, and residential traffic between I-82 and Toppenish. Safety problems have been documented on SR 22 just east of Toppenish. This section includes the transition from a high-speed rural highway into a city arterial. Several major cross streets, such as Meyers Road also are located in the segment with safety hazards. There exists an at-grade railroad crossing and schools adjacent to the highway in this vicinity.

**Other Modes.** The section of SR 22 within Toppenish also supports non-motorized travel. It directly serves schools and parks and provides access to commercial developments.

The BNSF rail line crosses SR 22 in the north part of Toppenish. This crossing is located in relatively close proximity to arterials, which can affect traffic operations when trains are present.

Between Toppenish and the Yakima/Benton County line, SR 22 parallels the BNSF rail line. The rail line is on the north side of the highway. At-grade crossings are located on intersecting streets on the north side of SR 22.

### *Transportation Improvement Projects and Strategies*

The M/RTP builds off of currently planned improvements for SR 22. Projects to protect bridges along the corridor from scour and flood damage are planned by WSDOT. Repaving the highway between Toppenish and SR 223 near Granger is identified to preserve the facility and improve safety. This continues the recent pavement upgrade between SR 223 and Prosser.

Widening and reconstructing a 1.5 mile section of SR 22 just south of I-82 also is a priority to address safety and operations problems. This project will enhance mobility for freight, goods, and general travel between Toppenish and I-82.

DRYVE has identified a need for an alternative to SR 22 between US 97 and I-82 for freight movement. The current truck route travels through Toppenish. This section of highway provides access to schools, parks, and facilitates local circulation. The M/RTP



## Section 6 Transportation Plan Policies and Strategies

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identifies improving Meyers Road and Larue Road to connect US 97 to I-82 at the west Zillah interchange. This corridor will help improve operations and safety along SR 22 in Toppenish. This improvement is presented with the South-Central subregion projects.

### **SR 223**

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SR 223 is a short state highway connecting SR 22 to I-82 at Granger. It is less than four miles long. It is a two-lane facility and all of its intersections are unsignalized.

#### *Existing and Forecast Conditions*

**Traffic Volumes.** Traffic volumes on SR 223 range from 4,300 to 8,500 vpd. The highest volumes are near its interchange with I-82. Along some sections of the highway, traffic volumes have increased by 1,500 to 2,000 vpd during the past 10 years. Near I-82, the volumes have increased at an average annual rate of 2.5 to 3 percent since the mid-1990s.

**Freight Traffic.** Trucks account for 13 to 23 percent of the daily traffic on SR 223. The highway is designated as a T-3 freight route serving 300,000 to 4 million tons of freight per year.

**Safety and Operations.** No significant safety or operations concerns are currently noted along the highway. However, an increase in traffic volumes may result in increased delays and operations issues in the longer term future.

**Other Modes.** SR 223 is not classified as a non-motorized corridor by Yakima County. It does, however, provide the most direct link for bicyclists between Granger and SR 22. Some non-motorized activity also could occur near the commercial areas just south of the I-82 interchange area.

SR 223 crosses the BNSF rail line just north of SR 22. The crossing has automatic gates and lights.

#### *Transportation Improvement Projects and Strategies*

No projects are identified in the priority list of this M/RTP for SR 223 in the 25-year planning horizon.

### **US 97**

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US 97 connects the Yakima County region with Klickitat County and Oregon. South of Toppenish, it traverses very sparsely developed areas of the Yakama Nation. It intersects with SR 22 in Toppenish, providing a direct connection to I-82 via SR 22. West of its intersection with SR 22 in Toppenish, US 97 parallels I-82 to provide an alternative access connecting with the Yakima metropolitan area at Union Gap. This section of highway provides access to Wapato and adjacent developments. North of Union Gap, the US 97 designation follows I-82 to Ellensburg.

US 97 is designated as a Highway of Statewide Significance (HSS). Between Klickitat County and Toppenish, US 97 is designated as part of the National Highway System (NHS). The HSS and NHS designations raise the priority of funding for improvements to the corridor. US 97 also is designated as a National Scenic Byway.

South of Toppenish, US 97 is generally a two-lane, undivided highway. Hill climb lanes exist along sections of the highway to improve the operation and safety of this freight corridor.

West of Toppenish, US 97 is a four-lane, divided highway with limited access control. Frontage roads provide local property access along parts of this segment of the corridor. It has at-grade intersections. Within Toppenish and Wapato, some major



## Section 6 Transportation Plan Policies and Strategies

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intersections are controlled with traffic signals. An interchange provides access to and from I-82 and Main Street within Union Gap.

### *Existing and Forecast Conditions*

**Traffic Volumes.** Between the south county line and Toppenish, US 97 carries 3,000 to 5,000 vpd. Traffic volumes of 10,000 to 12,000 vpd are found just west of Toppenish. These higher volumes near Toppenish are due to local travel patterns and use of US 97 to access I-82 via McDonald Road/SR 22. Between Wapato and Union Gap, US 97 carries 14,000 to 20,000 vpd, illustrating its use to connect to/from the Yakima metropolitan area.

Traffic volumes near Union Gap are forecast to increase to over 28,000 vpd by 2040. This is approximately a two percent annual growth rate. This compares to 1.6 percent historical growth just south of Union Gap. Near Toppenish, historical traffic growth rates have averaged just under two percent per year since the mid- 1990s.

**Freight Traffic.** US 97 is classified as a T-1 freight corridor, carrying almost nine million tons per year. Being classified as a HSS and NHS facility, US 97 in Yakima County is also part of the state's Strategic Freight corridor system. This designation increases potential funding options through the Freight Mobility Strategic Investment Board (FMSIB). Between Union Gap and Toppenish, trucks account for approximately 10 percent of the total daily traffic. Trucks comprise 35 to 42 percent of the daily traffic on US 97 between Toppenish and the south county line.

**Safety and Operations.** Several collision locations are identified by WSDOT on US 97. These include vehicle crossovers on the highway south of Toppenish, and collisions near major intersections in and between Wapato and Toppenish. No significant capacity concerns have been identified, although operations at major intersections can be impacted by the high volume of truck traffic.

**Other Modes.** US 97 is not designated by Yakima County as a bicycle route. Other arterials and collectors are designated for bicycle travel between Toppenish and Wapato and Union Gap. The highway corridor does provide access to schools in Toppenish and Wapato.

Between Toppenish and Union Gap, the highway parallels the BNSF rail line. Along most of the corridor, the tracks are located more than one-half mile from the highway, which limits the impact of rail crossings on highway operations. Between Wapato and Union Gap, the rail line and highway are located in fairly close proximity to each other. There are a few, low volume roads crossing the tracks adjacent to this section of US 97. The railroad crosses Jones Road and Lateral A Road north of Wapato, with limited distance between the intersections and rail crossings. A frontage road serves local access and circulation in this part of the corridor.

US 97 crosses the Toppenish, Simcoe, and Western rail line near Branch Road. This rail line serves two sawmills for the Yakama Nation.

### *Transportation Improvements and Strategies*

The focus of improvements along US 97 is preservation and safety. South of Toppenish, the M/RTP incorporates WSDOT projects to repave sections of the highway and replace substandard bridges. Other safety improvements include realigning the roadway near Satus Creek.

Safety and operational improvements are also identified for US 97 between Wapato and Toppenish.



## Section 6 Transportation Plan Policies and Strategies

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### Regional Priorities by Subregion

**NOTE: For the Public Comment DRAFT version of the 2014-2040 M/RTP, the maps and tables for Section 6 are provided separately due to size of the map files. In the FINAL 2014-2040 M/RTP, the maps and tables will be inserted with the text that describes each sub-region.**

The regional state highway system, discussed above, connects Yakima County to the rest of Washington and provides for the most significant levels of intra-county travel. Other arterials and collectors connect individual communities with the state highways. They also provide for travel between communities in the region.

The needs for specific transportation improvements and strategies to meet the region's needs are summarized by seven subregions, shown on the *Overall Plan Subregions* map.

For each subregion, a summary of land use data is presented in graphs and pie charts. The land use summaries are based on boundaries from the regional travel demand model. The land use boundaries take into account census tracts, geographic features, and roadways; they closely match with the rectangular subregions used for presenting the M/RTP improvement projects.

For each subregion, high-priority transportation projects and strategies are summarized. These include the baseline improvements and secured-funding projects that best meet the regional priorities. In addition, high-priority transit and transportation demand management strategies that are appropriate for each subarea are identified. These summaries are intended to highlight those projects and programs that have the highest priorities, given the available funding.

Yakima County and local cities and towns also have a range of ongoing transportation programs to enhance the regional transportation system. Ongoing County programs include roadway overlays, traffic signal installation/upgrades, rural Intelligent Transportation Systems (ITS), and roadway safety projects. Local ongoing programs are targeted to the specific needs of the respective agency. Smaller cities and towns tend to focus on maintaining the local roadway system through overlay and surface treatment programs, while larger agencies have a more extensive and varied transportation system that is reflected by the types of programs conducted. These programs range from local street maintenance to transit facilities and operations.

### Northwest Subregion

As shown on the *Northwest\_Projects* map and associated projects table, the Northwest subregion is located along US 12 west of the Yakima metropolitan area. It extends west of the US 12/SR 410 intersection into the national forest lands. The cities of Naches and Tieton are in this subregion, as is the unincorporated community of Cowiche. Connections to the regional highway system are via US 12 in Naches. The other primary connection to other parts of the region is via Summitview Road which provides a link to west Yakima.

### Residential and Employment Growth

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**Residential Growth.** During the next 25 years, 152 new residential units are expected to be added to the Northwest subregion. This represents a nominal average annual growth rate. Most of the growth is expected to occur in the eastern portion of the subregion, with more than 60 percent of the new units expected to be in or near Tieton. The rest are expected to be spread out east of Tieton and south towards the Yakima metropolitan area. Much of the housing growth is occurring on lands currently in agricultural use. The vast majority of this growth is expected to be single-family residences with just a few new units expected to be duplex and multi-family.



## Section 6 Transportation Plan Policies and Strategies

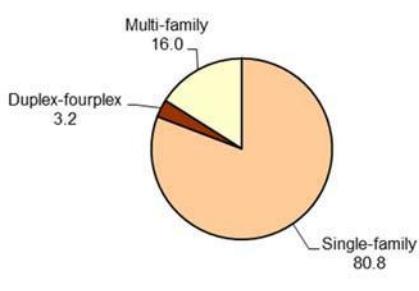


Figure 6.1 NW Region - Housing type by category for 2014

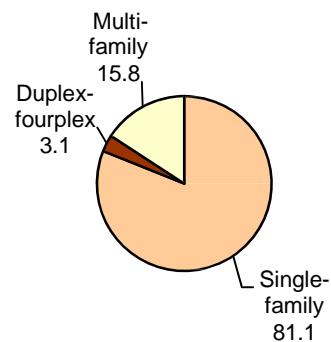


Figure 6.2 NW Region - Housing type by category for 2040

**Employment Growth.** More than 280 new employees are expected to be added within the Northwest subregion during the next 25 years. This represents an average annual growth rate over 0.69 percent. Most of the employment growth is expected to occur in or near Naches. The services and public sectors are expected to increase more rapidly than industrial and retail.

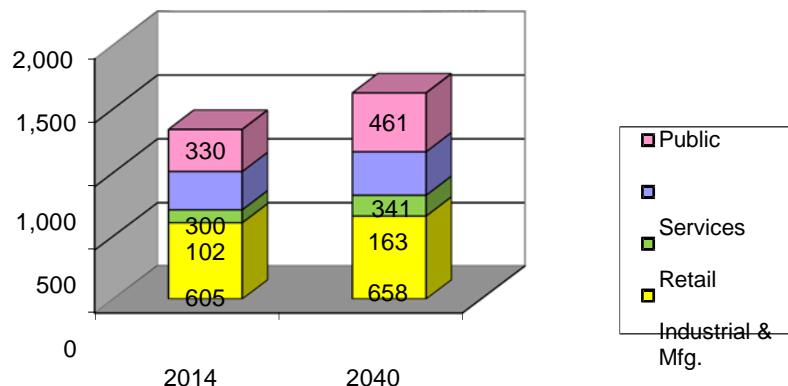


Figure 6.3 NW Region - Employment mix by category

### Transportation Improvements and Strategies

The relatively low densities of residential units and employment in the Northwest subregion have not resulted in any significant capacity deficiencies. Forecast growth also will not, by itself, result in roadway capacity issues. Therefore, the focus of the transportation improvements and strategies for the Northwest subregion is to improve connectivity to the broader regional highway and arterial systems. The high priority projects also are focused on preserving and upgrading the existing roadways. These projects will address safety concerns, support freight mobility, and fill in missing links of the non-motorized system. The high-priority strategies for the Northwest subregion are shown on the *Northwest\_Projects* map and associated table.

**Roadways.** Tieton and surrounding communities are located on a plateau which restricts access to US 12 and other regional facilities. The topography also makes it more difficult for travel to and from west Yakima and the core metropolitan area.

The number of trucks serving the local orchards and related industries can impact traffic operations on the limited number of regional routes, such as Summitview Road and Naches-Tieton Road. Hill climb lanes are provided on a section of Summitview Road southeast of Tieton and Cowiche and on the recently re-constructed Naches-Tieton Road. In addition, the connectivity between the regional corridors within the subregion is limited, which results in more circuitous travel.



## Section 6 Transportation Plan Policies and Strategies

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The only secured projects in the M/RTP in the NW region are WSDOT projects. There are no local agency projects for Yakima County, the City of Tieton, or the Town of Naches. Of the five WSDOT projects, three are preservation projects – two on US12 and one on SR410. The remaining projects include improvement of US12 Naches to Yakima corridor intersections and corridor enhancements to the US12/Old Naches Highway intersection.

Although there are no secured local projects, there are several planned projects for Naches, Tieton, and Yakima County. Naches includes several planned reconstruction projects to improve local streets. Tieton is planning several preservation and reconstruction projects for local streets. Yakima County includes several reconstruction projects for rural roads, including the replacement of two bridges.

**Non-Motorized.** Within the Northwest subregion, alternative modes of transportation, such as walking and biking, are ever-increasing. New and improved regional non-motorized links have been constructed which has encouraged more non-motorized transportation

There is one mile remaining of the Yakima to Naches trail project. This final section is planned to be constructed by the end of 2016. Upon completion, the Greenway trail system will span from Union Gap to Naches.

**Transit and Transportation Demand Management (TDM).** This subregion does not have fixed route bus service, but is served by People for People paratransit service. Eligibility for the paratransit service is limited to special purposes and services. There is a need to expand demand response service in this area and to coordinate with existing and expanded rural transit service to regional services and facilities. In addition, expanded promotion of carpooling and vanpooling is appropriate to serve the added residential growth in the Northwest subregion. The expanded non-motorized routes also should be promoted as a TDM strategy. Promotion of transportation alternatives to residents and employees in this subregion is essential in efforts to reducing commuter trips. This includes information on carpools, vanpool ridership signups, and materials informing people of other transportation choices.

## North Subregion

The North (N) subregion covers both rural and urban areas north of the City of Yakima. Much of the geographic area is in unincorporated Yakima County and is mostly rural. The subregion includes the City of Selah and the unincorporated area of Gleed along US 12. Direct connections to the regional highway system are via SR 823 both north and south of Selah. Connections to US 12 are available via the Old Naches Highway at Suntides and at several other unsignalized intersections west of Suntides.

## Residential and Employment Growth

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**Residential Growth.** During the next 25 years, approximately just over 1,000 new residences are expected to be added to the North subregion. This represents a nominal average annual growth rate. More than 90 percent of these new units are expected to be in or near Selah. The rest are expected to be spread out east and west of Selah on lands currently being used agriculturally. Of this growth, approximately 26 percent is expected to occur in duplex and multi-family residences.



## Section 6 Transportation Plan Policies and Strategies

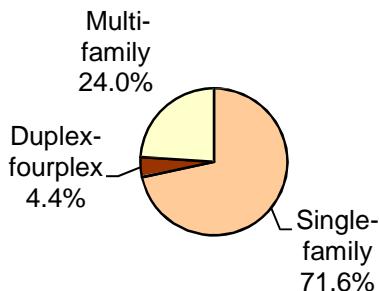


Figure 6.4 N Region - Housing type by category for 2014

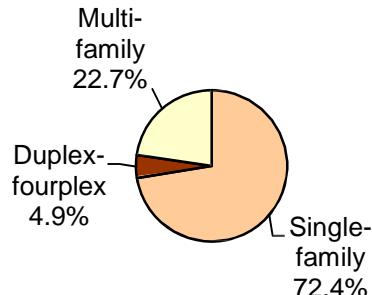


Figure 6.5 N Region - Housing type by category for 2040

**Employment Growth.** Approximately 1,400 new employees are expected to be added to the North subregion during the next 25 years. This represents an average annual growth rate of 0.78 percent. Most of this employment growth is expected to occur in or near Selah. Many employees are expected to be added to the service and industrial employment sectors with the rate of growth of the industrial sector expected to exceed that of all other sectors.

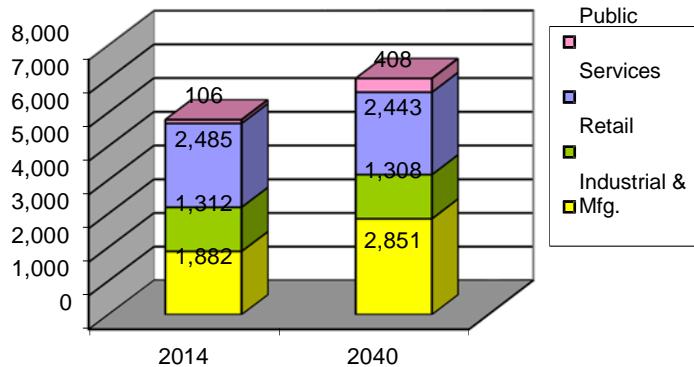


Figure 6.6 N Region - Employment mix by category

### Transportation Needs and Improvement Strategies

Transportation needs in the North subregion focus on addressing safety and operations issues in Selah, improving connections to the regional highway system, and improved corridors within the subregion. The *North\_Projects* map and associated projects table summarize the high priority regional transportation improvements for the North subregion.

#### Roadways.

WSDOT includes six secured projects in the M/RTP, spanning short to long range. There are four preservation projects on US12, and an additional new construction project on the US12/Old Naches Highway interchange. There is an additional preservation project on SR823 to repave and planned safety additions to the I-82/Selah Creek rest area interchange.



## Section 6 Transportation Plan Policies and Strategies

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The City of Selah has two projects in the M/RTP, both of which are widening projects. The project on East Goodlander will reconstruct the 2-lane road and add a turn lane, sidewalks, and illumination. The other project on Valley View Avenue/South 3<sup>rd</sup> will widen the 2-lane road and add sidewalks. Both projects will enhance driver safety and walkability.

**Non-Motorized.** The new construction, widening, and reconstruction roadway projects, discussed above, also will improve non-motorized travel in the North subregion. The projects within Selah will include sidewalks, while Yakima County projects will provide wider shoulders which can be used for non-motorized travel. The traffic signals and repaving projects also support non-motorized transportation.

New and improved bicycle and pedestrian facilities should be constructed with roadway projects or as separate improvement projects. These will help encourage more non-motorized transportation, including making connections between existing pedestrian and bicycle routes and enhancing the connections to major employer worksites. These new bicycle and pedestrian routes should be compatible with the Americans with Disabilities Act (ADA).

**Transit and Transportation Demand Management.** Alternative modes of transportation such as transit, car pooling and vanpooling, walking and biking also should be promoted in this subregion. The improved non-motorized facilities encourage more bicycle and pedestrian use within Selah and its major employers. These new bicycle and pedestrian routes should be compatible with the Americans with Disabilities Act (ADA).

The City of Selah is continuing to contract with Yakima Transit to provide fixed route bus service between Yakima and Selah. Currently there is one fixed route that has 10 morning trips and 10 afternoon trips, Monday through Friday; and two morning trips and seven afternoon trips on Saturday. The route has three stops in Selah and five stops in Yakima. Improved headways and frequency on this route is desirable to better serve Commute Trip Reduction (CTR) employers and other transit riders within Selah. Shorter headways also will provide more flexibility which could attract additional ridership. Yakima Transit also contracts with TC Transportation and People for People to provide a complimentary Dial-a-Ride service for persons with disabilities.

There are three CTR-affected worksites in Selah, which are required to meet the requirements of the Commute Trip Reduction Efficiency Act of 2006 (RCW 70.94.521), including reducing drive alone trips by 10 percent and vehicle miles traveled (VMT) by 13 percent for all major employers by 2011. In the last four years, the employers in Selah have held steady at around 21% of trips that did not drive alone. Some strategies that may be used by the City of Selah and the CTR employers to discourage single-occupancy commute trips include:

- Continue offering the guaranteed ride home program.
- Work with Yakima Transit to increase number of vanpools at CTR-affected work sites.
- Work with employers to provide bicycling and walking amenities.
- Work with CTR-affected work sites to offer incentives.
- Encourage employers to provide preferential parking for high-occupancy vehicles.
- Encourage employers to provide subsidies for transit, carpooling or vanpooling.
- Encourage employers to offer alternative work schedules such as compressed work weeks.



## Section 6 Transportation Plan Policies and Strategies

- Encourage employers to permit employees to work part or full time at home or at an alternative worksite closer to their homes.

CTR worksites should have a designated Employee Transportation Coordinator training program that addresses issues such as marketing CTR programs to employees, trip planning, and ride matching services. Transit and demand management programs should continue to be promoted to residents and employees within the North subregion to help reduce drive-alone trips.

### West Subregion

The West (W) subregion covers rural and agricultural areas west of the City of Yakima and south of Tieton and Cowiche. The land use data for the West subregion primarily covers areas west of the MPO boundaries. The land use data for the West subregion covers existing low density rural residential and agricultural areas west of the Wiley Road corridor. Growth within the MPO area between Tieton Drive and Wide Hollow Road are included in the Central subregion, discussed below. The West subregion for the M/RTP is not the same as the west valley area of the City of Yakima, which is within the MPO boundaries and is included in the Central subregion.

### Residential and Employment Growth

**Residential Growth.** Much of the West subregion is outside of the MPO boundaries and therefore, there is only a limited amount of residential growth. The residential growth is estimated to occur in the east part of the subregion. Almost eighty percent of the housing in this subregion is single-family units.

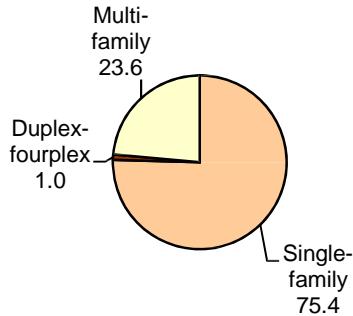


Figure 6.7 W Region - Housing type by category for 2014

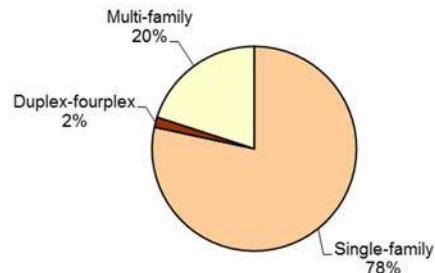


Figure 6.8 W Region - Housing type by category for 2040

**Employment Growth.** Total employment growth is also expected to remain slow over the next 25 years in the West subregion. Approximately 350 employees are expected to be added. Most of the growth will be in service and industrial sectors. Retail employment is estimated to decline, as some lands are converted from agricultural use. By 2040, almost three-quarters of the employment are forecast to be in the industrial or service sectors.



## Section 6 Transportation Plan Policies and Strategies

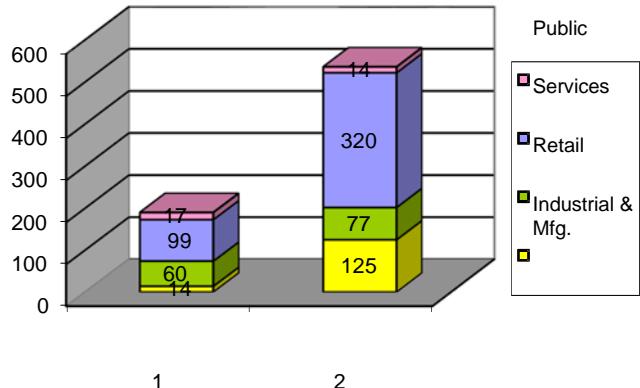


Figure 6.9 W Region - Employment mix by category

### Transportation Needs and Improvement Strategies

The low densities and location in the region do not result in any existing or forecast capacity or major operational deficiencies. East-west connections to and from Yakima are provided by Ahtanum Road, Washington Avenue, Wide Hollow/Nob Hill Road, Tieton Drive, and Summitview Avenue. Travel in some of these corridors requires a series of turns at intersections, because the roads are not continuous.

North-south travel in the West subregion is more difficult and circuitous because few links provide a continuous route. Connections from the West subregion to Cowiche, Tieton, and Naches typically require traffic to wind through a series of short road segments. This results in inefficient travel patterns and may result in some operational deficiencies in the future. The West\_Projects map and associated project table are not included because there are no secured funding roads projects in this sub-region for the 2014-2040 M/RTP update.

**Roadways.** Yakima County and its TRANS-Action partners have defined needs for future north-south corridors serving the areas west of Yakima. While not funded for construction in the 25-year M/RTP, segments of these corridors should be preserved and constructed as properties develop. This process will reduce the ultimate agency-funded cost of these improvements.

The highest priorities are the reconstruction of the Fort Road and North Fork Road Bridges, and the conversion of South 62<sup>nd</sup> Avenue between Meadowbrook and South Ahtanum Roads from gravel to pavement.

**Non-Motorized.** The future development on north-south and east-west corridors will create a framework for the long-range non-motorized facilities in the West subregion. These will primarily consist of roadway shoulders for pedestrian and bicycle travel.

**Transit and Transportation Demand Management.** Due to the low density of development, fixed route transit service is not a realistic strategy for the West subregion. There is a need to expand demand response service in this area and to coordinate with existing paratransit service to connecting to regional services and facilities. The West subregion is served by People for People paratransit. The People for People program is limited to special needs transportation and does not provide general transit service for residents in the subregion. Regional carpool, vanpool, and other alternative transportation programs should be promoted within the subregion.



## Section 6 Transportation Plan Policies and Strategies

### Central Subregion

The Central (C) region covers the core of the metropolitan planning area, including the cities of Yakima and Union Gap and unincorporated portions of the metropolitan area. The Central subregion relies heavily on I-82 and US 12. Access to I-82 is via five interchanges with local arterials – 1st Street, Yakima Avenue, Nob Hill Boulevard, Valley Mall Boulevard, and the South Union Gap interchange. Access to US 12 is available via the 1st Street, 16th Avenue, and 40th Avenue interchanges. At-grade intersections at Fruitvale Boulevard and Old Naches Highway also provide access to US 12 via Powerhouse Road.

### Residential and Employment Growth

**Residential Growth.** Over the next 25 years, approximately 13,000 new residential units are expected to be added to the Central subregion. This represents an average annual growth rate of 1.21 percent. More than 80 percent of these new units are expected to be in or near Yakima through infill or redevelopment. Another 15 percent are expected to be in or near Union Gap. The rest are expected to occur west and south of Yakima on lands currently being used for low-density residential or agricultural uses. Multi-family and Duplex-fourplex units are expected to gain 9 % over Single-family residences.

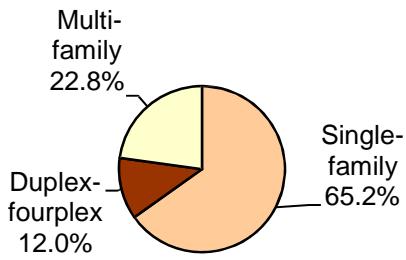


Figure 6.10 C Region - Housing type by category for 2014

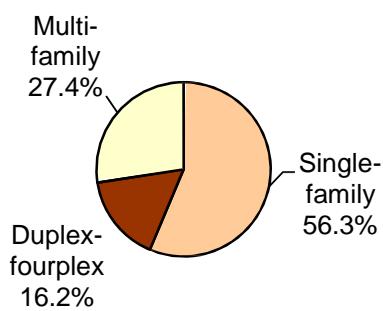


Figure 6.11 C Region - Housing type by category for 2040

**Employment Growth.** Approximately 13,300 new employees are expected to be added to the Central subregion over the next 25 years. This represents an average annual growth rate of 1.09 percent. Growth in retail and service employment is expected to be primarily concentrated within Yakima, while growth in manufacturing employment is expected to be roughly split between Yakima and Union Gap. The majority of growth in public sector employment is expected to be in Union Gap. In general, all of the employment sectors will grow at approximately the same rate, though public and industrial sector employment will grow at slightly higher rates than others.



## Section 6 Transportation Plan Policies and Strategies

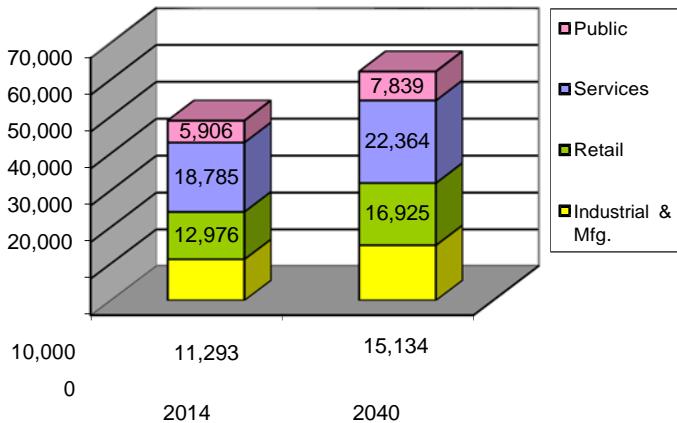


Figure 6.11 C Region - Employment mix by category

### Transportation Needs and Improvement Strategies

Being the heart of the metropolitan area, the Central subregion experiences a wide range of traffic operations, safety, and preservation issues. These issues are a result of significant levels of commuter traffic, access to/from the regional highways, freight movement, and access to regional shopping areas. The City of Yakima also is the region's center for major medical centers and the main campus of the community college. The regional airport – McAllister Field – is located along Washington Avenue in the south part of Yakima, west of Union Gap. The airport and associated industries are major generators of traffic that access I-82 and US 12. The State Fair Park and the Sun Dome are located near I-82 at the Nob Hill Boulevard interchange.

With a significant amount of the region's population and employment, the Central subregion has needs for a wide range of higher priority transportation needs. These needs support access to/from the regional highways and needs within the subregion. These are summarized on the *Central Projects* map and associated project table.

**Roadways.** WSDOT and the local agencies have committed to several improvements to interchanges on I-82 and US 12. These improvements will directly tie into the most significant arterial improvements in the Central subregion. These projects are further described under the state highway system improvements, presented previously.

The Yakima Cascade Mill Parkway Development and East-West Corridor is a large multi-year/multi-jurisdictional project and is the highlight of the M/RTP. The Yakima Avenue-Terrace Heights corridor is heavily traveled, and the I-82/Yakima Avenue interchange is nearing capacity. Plans for a new street will connect the Terrace Heights neighborhood with Yakima, while modifications to the existing interchange design will relieve congestion. The Terrace Heights street extension will also provide access to the Cascade Mill redevelopment area, improve traffic flow, and encourage economic growth in the region. The specific jurisdiction components are listed below: Yakima County: Yakima County is working to relieve traffic congestion and improve safety along Terrace Heights and the Yakima Avenue Interchange. The county will construct a new east-west corridor including a bridge over the Yakima River. *Project Schedule:* 2017-2023.

City of Yakima: The city is constructing a roundabout at the Fair Avenue, MLK Boulevard and Lincoln Avenue intersection. The city plans to build a north to south city street from Fair Avenue to R Street. Other improvements necessary to provide



## Section 6 Transportation Plan Policies and Strategies

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adequate access to the site include rehabilitation of H Street and a connection to the county's east-west corridor roadway. Environmental clean-up will be primarily funded by the Washington State Department of Ecology. *Project Schedule:* 2015-2022.

Washington State Department of Transportation: WSDOT plans to improve I-82 between the US 12 interchange and the Nob Hill overpass by increasing capacity, replacing bridges and improving connections on and off I-82. *Project Schedule:* 2024-2026.

To better serve north-south travel patterns in the Central subregion the City of Yakima, the M/RTP identifies the North 1<sup>st</sup> Street revitalization project, North 1<sup>st</sup> Street is the northeastern entrance to Yakima from I-82/US12. Yakima includes another secured project that will improve the intersection of East Nob Hill Boulevard and Fair Avenue.

There are also several planned projects within the City of Yakima that includes upgrading roads to current standards to support higher traffic volumes and include adding turn lanes, where needed, to improve traffic safety and operations.

Completion of missing links of other north-south routes in the west part of the City of Yakima or adjacent unincorporated areas also are part of the regional plan. Many of these connections can be constructed as adjacent properties are redeveloped into residential subdivisions. The completion of these corridors will improve circulation and reduce potential operations and safety concerns associated with circuitous arterial routes.

In Union Gap and south Yakima, north-south corridor improvements are identified for Main Street and S. 1<sup>st</sup> Street. The improvements will reconstruct the corridor from Nob Hill Boulevard to US 97. The projects address existing and future safety and operations deficiencies. The corridor is also a freight route. Main Street connects with the I-82 at the US 97 interchange. A state highway project will complete the interchange by providing direct connections between southbound I-82 and Main Street and from Main Street to north I-82. Main Street also is an extension of S. 1<sup>st</sup> Street in Yakima, which provides a continuous arterial between US 12 and I-82 through the Central subregion. The Main Street Reconstruction Phase 1 project is secured in the M/RTP for the planning period.

Combined, these improvements will provide an urban arterial corridor providing access to/from the regional highway system, a major commercial district, local industries, and a regional connection to the 16th Avenue corridor and airport.

Ahtanum Road is the most southerly of the east-west arterials serving the Yakima metropolitan area. It connects from Main Street in Union Gap to the foothills in west Yakima County. The corridor serves a variety of land uses including residential developments and agricultural products in the West subregion to industrial developments near the airport and in Union Gap. The corridor is designated as a major freight route. The region has already completed improvements to some segments of the corridor; the M/RTP incorporates improvements to the rest of the corridor. These improvements generally call for completing a five-lane arterial from Main Street in Union Gap to 90th Avenue in Yakima County. Union Gap has a secured project in the M/RTP to resurface West Ahtanum Road.

To further enhance accessibility to I-82 from the Ahtanum Road corridor, TRANS-Action has defined a new corridor between the freeway and Ahtanum near S. 3rd Avenue. This project, known as the Union Gap Beltway, will tie into the I 82/US 97/South Union Gap interchange. This new route will especially support freight connectivity from the Ahtanum Road corridor to the regional highway system. It will shift freight traffic from the Valley Mall Boulevard interchange and nearby arterials.

The M/RTP supports limiting direct property access to Nob Hill Boulevard, Valley Mall Boulevard, Ahtanum Road, and other regional arterials. Limiting direct property access along these arterials will maintain the available capacity for regional through



## Section 6 Transportation Plan Policies and Strategies

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traffic. Limiting direct property access to these regional corridors also reduces the number of potential conflict points, thereby minimizing future safety issues.

A range of other improvements to reconstruct existing arterials are also included in the M/RTP. Most of these arterials serve freight movement, commercial areas, or address safety or operational issues. Projects to upgrade or repair existing bridges are also included.

**Non-motorized.** The regional arterial widening and intersection projects will also include non-motorized improvements such as sidewalks, crosswalks, and curb ramps. These facilities will enhance non-motorized travel along major north-south and east-west corridors. Completion of missing links in the arterial system also will improve the connectivity of the non-motorized system.

The Yakima Greenway is nearing completion of the Yakima-Naches trail, which will connect Union Gap to Naches via a series of connected asphalt pathway systems.

In addition, sidewalk repair, street sweeping, and installing bike lanes or wide shoulders as part of arterial roadway projects will improve non-motorized transportation in the Central subregion. These improvements will comply with the Americans with Disabilities Act (ADA).

### **Transit and Transportation Demand Management Programs.**

In 2015, Yakima Transit operated at maximum service within the Cities of Yakima and Selah: 19 buses along 9 fixed routes; 18 vanpool vans travelling more than 20 miles to or from Yakima; and 25 paratransit vehicles. As a requirement for operating fixed-route service, Yakima Transit provides paratransit (Dial A Ride) services for persons with limited abilities during the same hours as the fixed-route bus service, serving both Yakima and Selah within their respective jurisdictions. Yakima Transit participates with the Washington State Department of Transportation, City of Selah, and Central Washington University in funding a commuter bus service that operates between Yakima (the Yakima Airport) and Ellensburg (Central Washington University). The commuter bus service operates along five stops in Yakima and Selah and two on Central Washington University's campus in Ellensburg. Planned strategies for Yakima Transit include extending service hours later into the evening, increasing frequency on high ridership fixed routes or fixed routes serving high density neighborhoods, and promoting the vanpool program.

The City of Selah contracts with Yakima Transit for fixed-route bus service in Selah. Currently, two buses operate in maximum service with more frequent half-hour service during the AM and PM peak times, M-F between the hours of 6am and 7pm. Hourly service is operated on the weekends on Saturdays from 9am-6pm and on Sundays from 8am-4pm. Route 10 operates from the Yakima Transit Center north along Yakima's North First Street, then into and throughout Selah, also connecting the Yakima Firing Center.

In 2015 there were 12 CTR-affected worksites in Yakima required to meet the CTR requirements of the Commute Trip Reduction Efficiency Act of 2006 (RCW 70.94.521), including reducing drive alone trips by 10 percent and VMT by 13 percent for all major employers by 2011. The 12 employers in Yakima, in the 2013-2014 biennium, produced an 18.7% rate of employees who did not drive alone. In addition, there were two CTR affected worksites in the City of Union Gap. Those employers maintained a 33.6% rate for employees who did not drive alone.

Some strategies that may be used by the CTR employers to discourage single-occupancy commute trips include:

- Continue guaranteed ride home program.



## Section 6 Transportation Plan Policies and Strategies

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- Work with Yakima Transit to increase number of vanpools at CTR-affected work sites.
- Work with employers to provide bicycling and walking amenities.
- Work with CTR-affected work sites to offer incentives.
- Encourage employers to provide preferential parking for high-occupancy vehicles.
- Encourage employers to provide subsidies for transit, carpooling or vanpooling.
- Encourage employers to offer alternative work schedules such as compressed work week schedules (such as 4/40 or 9/80).
- Encourage employers to permit employees to work part or full time at home or at an alternative worksite closer to their homes.
- CT worksites should have a designated Employee Transportation Coordinator training program that includes issues such as marketing CTR programs to employees, trip, planning, and ride matching services.
- The strategies and programs should effectively promoted to be successful. Information about commute alternatives should be distributed regularly to employees. Examples of information to be distributed include:
  - Transit system and non-motorized transportation maps.
  - Vanpool rider signup information.
  - Promotional materials informing people of their transportation choices.

### East Valley Subregion

The East Valley (EV) subregion includes the City of Moxee and surrounding rural residential and agricultural lands. In addition, the subregion includes commercial and industrial land uses adjacent to I-82 and along SR 24 and Terrace Heights Road. A slice of the City of Yakima between the Yakima River and I-82 is also within the East Valley subregion. This part of the City of Yakima includes several commercial developments and regional parks. The subregion also includes the low density areas north, south and east of Moxee. SR 24 and Terrace Heights Road connect the East Valley with interchanges at I-82. These corridors provide the primary access between East Valley and Yakima and Union Gap.

### Residential and Employment Growth

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**Residential Growth.** During the next 25 years, almost 3,600 new residences are expected to be added to the East Valley subregion. This represents an average annual growth rate over 1.12 percent. More than 70 percent of these new units are expected to be in Yakima's urban growth area and another 20 percent are expected to be in or near Moxee. The rest are expected to be spread out throughout the subregion on lands currently being used for low-density residential or agricultural uses. Single-family development is expected to comprise more than 80 percent of new residential growth, while duplex and multi-family residences are expected to comprise less than 20 percent.



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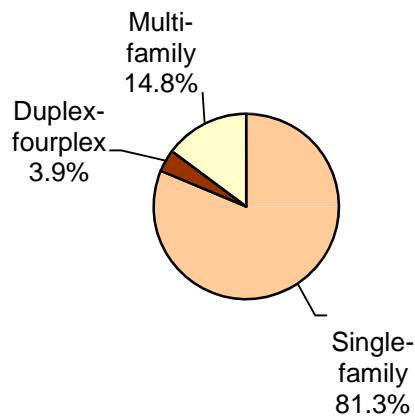
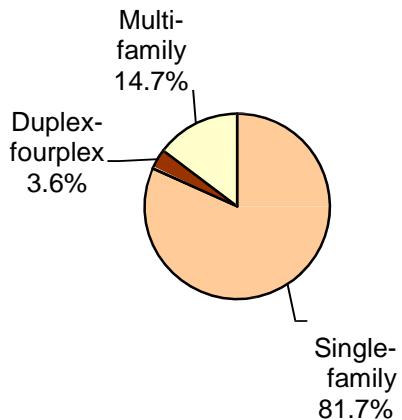


Figure 6.12 EV Region - Housing type by category for 2014

Figure 6.13 EV Region - Housing type by category for 2040

**Employment Growth.** Almost 2,000 new employees are expected to be added to the East Valley subregion over the next 25 years. This represents an average annual growth rate of 1.52 percent. Growth in retail, service and public employment is expected to be concentrated primarily within the Yakima UGA, while almost a third of growth in manufacturing employment is expected to occur in Moxee. The highest rate of growth is expected to be in the public sector.

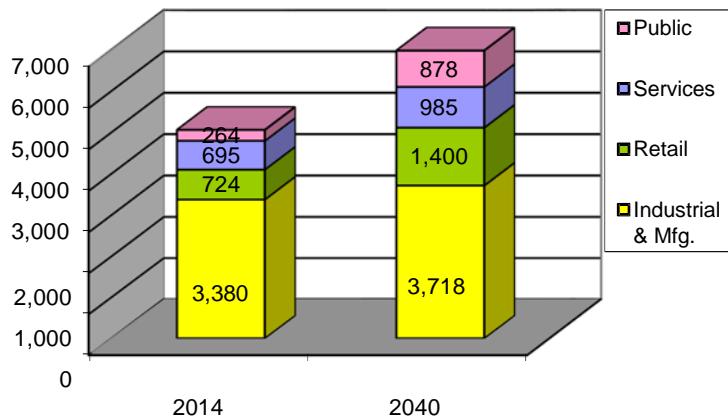


Figure 6.14 EV Region - Employment mix by category

## Transportation Needs and Improvement Strategies

The focus of improvement strategies for the East Valley subregion is on east-west capacity and connections to I-82 and the metropolitan area west of the freeway. Because only two routes, SR 24 and Terrace Heights Road, currently cross the Yakima River, the operations and safety of these routes is a priority. In addition, the M/RTP recognizes the need for improved north-south arterials within the East Valley. These connections will improve circulation, help reduce the volume of local area traffic on the east-west arterials and improve emergency services. The *EastValley\_Projects* map shows the location of high priority key regional projects for the East Valley subregion and the associated project table summarizes key elements of these projects.



## Section 6 Transportation Plan Policies and Strategies

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### Roadways.

Construction of a new east-west corridor over the Yakima River is included in the M/RTP as secured-funding project and is discussed in greater detail in the Central Subregion.

WSDOT has one secured project which will add a southbound right-turn lane at the intersection of Birchfield and SR24.

The City of Moxee has two secured projects for new construction in the M/RTP which are connected. The projects will construct a new intersection on SR 24 in the alignment of the new Moirier Lane. This new intersection will add another access point off of SR24 to the City of Moxee, which will provide new economic development opportunities and provide relief on local roads for freight traffic.

**Non-motorized.** Recent improvements to University Parkway and current widening of SR 24 include non-motorized facilities. Future widening of SR 24 to Moxee also will support non-motorized transportation. Yakima County also has programmed an improvement to provide a pedestrian undercrossing on Beaudry Road to serve the schools on both sides of the road. The improvements will comply with ADA requirements.

**Transit and Transportation Demand Management.** The East Valley subregion is not served by fixed-route bus service from Yakima Transit. The subregion is served by People for People paratransit service for Medicaid or the Job Access Transportation Program, for people that qualify for these services. There is a need to expand demand response service in this area and to coordinate with existing and expanded rural transit service to regional services and facilities. A strategy to mitigate some of the growing congestion on SR 24 between Moxee and Yakima is to implement a park-and-ride and commuter service between the two communities. The fixed-route service could also serve areas near the larger employers in Moxee.

The City of Moxee has three employers affected by the CTR law. These worksites in Moxee can encourage commute trip reduction by providing incentives or subsidies for employees who use alternative modes of transportation such as carpooling, vanpooling, walking or biking; allowing alternative work schedules; and providing bicycle lockers and shower facilities to employees. These types of strategies should be effectively promoted in order to be successful. Information about commute alternatives should be distributed regularly to employees. Examples of information to be distributed include non-motorized transportation maps, vanpool rider signup information, and materials informing people of their transportation choices. The three worksites in Moxee maintained a 22.5% rate of employees who did not drive alone in the 2013-2014 biennium.

### South Central Subregion

The communities of Toppenish, Wapato, Harrah, and Zillah are within the South Central (SC) subregion. The subregion extends from South Union Gap to just north of Granger. The portion of the South Central subregion that is west of the Yakima River and I-82 is mostly comprised of Yakama Nation land. The core of the regional transportation system serving this area are the state highways, including I-82, US 97, and SR 22. Yakima County has a system of major collector roads, such as the Yakima Valley Highway, Meyers Road, Fort Road, Branch Road, and Donald-Wapato Road that serve travel within the subregion and connections to the state highway system.

### Residential and Employment Growth

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## Section 6 Transportation Plan Policies and Strategies

**Residential Growth.** During the next 25 years, more than 1,000 new residences are expected to be added to the South Central subregion. This represents an average annual growth rate of 0.11 percent. More than 30 percent of these new units are expected to be in or near Zillah. Another 28 percent is expected to be in or near the cities and towns of Wapato, Toppenish, and Harrah. The remaining units are expected to be spread out throughout the lands currently being used for low-density residential or agricultural uses. The majority of growth in residential development will be in single-family units.

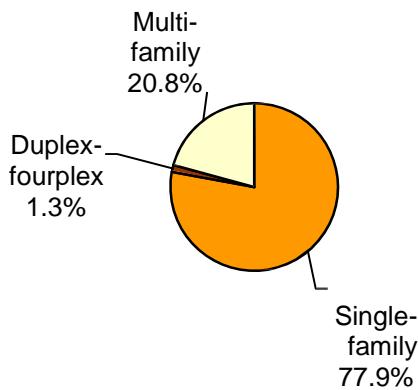


Figure 6.15 SC Region - Housing type by category for 2014

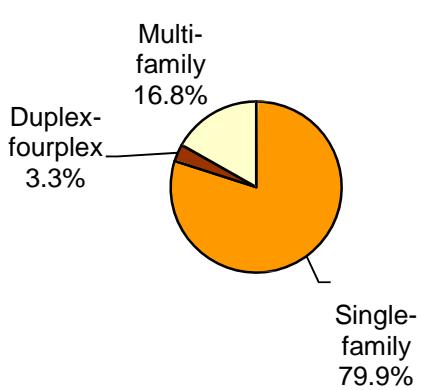


Figure 6.16 SC Region - Housing type by category for 2040

**Employment Growth.** Almost 1,200 new employees are expected to be added to the South Central subregion over the next 25 years. This represents an average annual growth rate of 0.7 percent. The highest rates of growth are expected in the service and retail sectors.

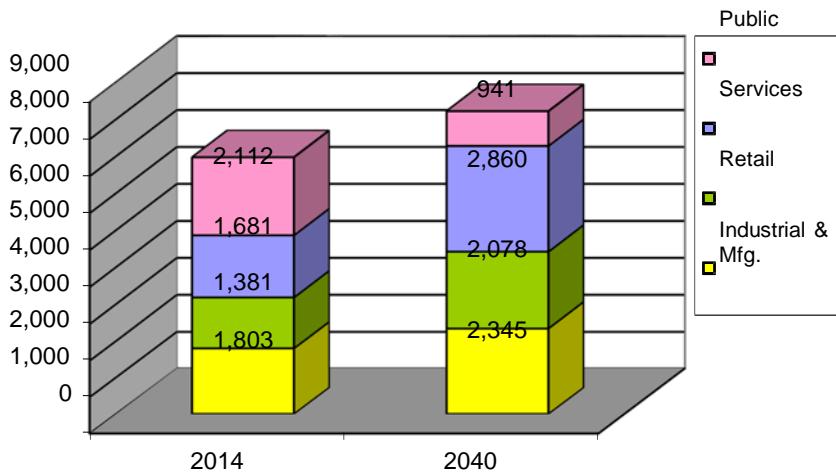


Figure 6.17 SC Region - Employment mix by category

More than half of new employment is expected to occur in or near Toppenish. Another 25 percent is expected to be in Wapato, and close to 10 percent is expected in Harrah and Zillah combined. Much of the growth in manufacturing and retail employment is expected to be concentrated primarily within Toppenish.



## Section 6 Transportation Plan Policies and Strategies

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### Transportation Needs and Improvement Strategies

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The primary focus of the M/RTP improvements in the South Central subregion are reconstructing and upgrading roadways to accommodate more traffic and freight safely. The *SouthCentral\_Projects* map and associated project table summarize the highest priority improvements, which are discussed below.

**Roadways.** Several improvements to the state highway system are included in the subregion project lists. These include multiple intersection improvements on US 97, an at-grade railroad crossing on SR223, rehabilitation to the I-82/Yakima Valley Highway Bridge, and the replacement of the SR22 Yakima River crossing near Toppenish just to name a few. The multitude of highway system projects in the SC region will greatly enhance safety for motorists and efficiency for freight movement. .

The secured intersection at US 97 and Robbins Road is a proposed Roundabout. This is the first of many planned roundabouts on the US 97 corridor designed to enhance freight mobility in the lower valley. An alternative freight route connecting US 97 to I-82, on the east side of Toppenish, is also included in the M/RTP. This route designated as a regional priority by DRYVE will upgrade Larue and Meyers Road to connect US 97 to I-82 at the west Zillah interchange.

Other M/RTP improvements in the South Central subregion include preservation projects to roadways sections and bridges, along with the installation of a Variable Message Sign which is also an Intelligent Transportation Systems (ITS) project.

Yakima County has one secured project to widen the intersection of Cheyne Road and Highland Drive. This project will greatly enhance safety at this rural intersection that sees several garbage trucks going to the Cheyne Landfill and seasonal agricultural traffic.

The City of Toppenish includes two secured projects in the M/RTP which include the reconstruction of Lincoln Ave., Dayton Ave., and Beech St.; along with a new construction project to extend Jackson St.

The Town of Harrah has several planned preservation and reconstruction projects through the M/RTP. There is one secured project during the planning period to construct new sidewalk on the east side of Harrah Road in front of the school.

The City of Wapato does not have any secured projects in the M/RTP, but does include several planned reconstruction projects that will enhance vehicle and pedestrian mobility throughout the city.

The City of Zillah includes one secured project in the M/RTP – the Vintage Valley Parkway Extension – which will significantly improve traffic and freight mobility on the west side of Zillah, along with opening a new corridor for commercial and industrial development.

**Non-motorized.** The roadway and intersection improvements will also support non-motorized travel, especially near Toppenish. The improvements that shift freight traffic to alternative corridors will also improve non-motorized travel by reducing total traffic and truck traffic along existing routes. Expanding facilities for non-motorized transportation should be incorporated into future roadway improvements and maintenance programs. These will help encourage bicycling and pedestrian travel in the subregion.

**Transit and Transportation Demand Management.** The South Central subregion is served by the People for People Community Connector, which connects Prosser and Yakima. This subregion is also served by People for People paratransit service for the Job Access Transportation program and the Medicaid transportation services program. There is a need to expand demand response service in this area and to coordinate with existing and expanded rural transit service to regional services and facilities. In addition, to provide better connections from this area to medical and educational facilities in Yakima, an extension



## Section 6 Transportation Plan Policies and Strategies

of Community Connector service should be considered within the City of Yakima in areas currently served by Yakima Transit to provide a one-seat ride directly to medical and educational opportunities.

The Yakama Nation has a Tribal Transit system, Pahto Public Passage, which provides a fixed route transportation service for the reservation and surrounding communities. The fixed route system provides traditional scheduled service at designated stops throughout the reservation and connects Yakima, Prosser, Sunnyside, Grandview, Wapato, Zillah, Toppenish, Harrah, Goldendale, and White Swan. The service improves accessibility to jobs, education, shopping, health care, social services, cultural, and other daily activities.

The South Central subregion should promote alternative modes of transportation such as walking, biking, carpooling, and vanpooling. These traffic demand management strategies should be effectively promoted in order to be successful. Information about commute alternatives should be distributed regularly to employees. Examples of information to be distributed include:

- Non-motorized transportation maps and schedules.
- Vanpool rider signup information.
- Promotional materials informing people of their transportation choices.

### Southeast Subregion

The Southeast (SE) subregion includes the communities of Granger, Sunnyside, and Grandview along I-82, and Mabton along SR 22. Similar to the South Central subregion, state highways are used for much of the travel in this subregion. City arterials and County collector roads connect the communities to the state highways and serve local travel patterns.

### Residential and Employment Growth

**Residential Growth.** During the next 25 years, more than 230 new residences are expected to be added to the Southeast subregion. This represents an average annual growth rate of about 0.07 percent. More than 34 percent of these new units are expected to be in and near Grandview. Another 15 percent are expected to be in or near Granger, Mabton, and Sunnyside. The remaining units are expected to be spread throughout the subregion on lands currently being used for low-density residential or agricultural uses. Single-family and duplex development are the categories that are expected to grow.

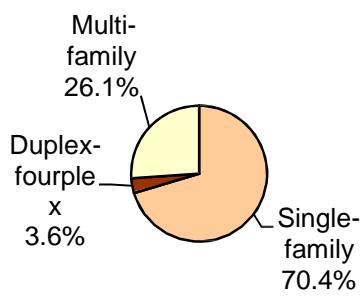


Figure 6.18 SE Region - Housing type by category for 2014

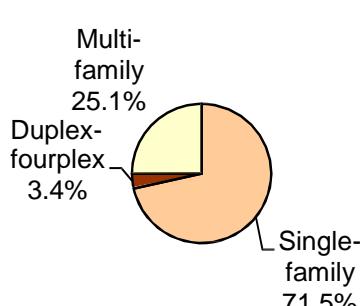


Figure 6.19 SE Region - Housing type by category for 2040



## Section 6 Transportation Plan Policies and Strategies

**Employment Growth.** Over 2,000 new employees are expected to be added to the Southeast subregion over the next 25 years. This represents an average annual growth rate of 0.58 percent. The highest rates of growth are expected to be in the industrial and service sectors.

More than half of new employment is expected to occur in or near Sunnyside. Another 30 percent is expected to be in Grandview, and 11 percent expected to occur in Granger and Mabton combined. Growth in manufacturing employment is expected to be concentrated primarily within Sunnyside (50 percent of the total), Grandview (29 percent) and Granger (16 percent). Growth in the retail employment is expected to be roughly split between Grandview and Sunnyside, with smaller amounts of retail growth occurring in Granger and Mabton. In both the service and public sectors, over 60 percent of employment growth is expected to occur in Sunnyside and 30 percent in Grandview with Granger and Mabton seeing less than five percent combined.

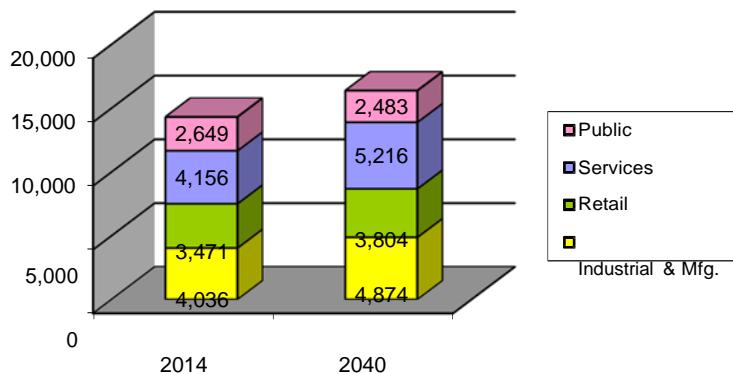


Figure 6.20 SE Region - Employment mix by category

### Transportation Needs and Improvement Strategies

The *Southeast\_Projects* map and associated project table summarize the higher priority M/RTP improvements for the Southeast subregion. The improvements focus on regional access and connectivity. They also address existing or forecast safety and operations needs along regional corridors.

**Roadways.** Regional improvements in the Southeast subregion will address safety and operational needs on highway, arterial, and collector road corridors accessing I-82. In Granger, the M/RTP includes several planned reconstruction and preservation projects throughout the city which will enhance vehicle and pedestrian traffic.

WSDOT has secured funding for several projects, including plans to improve three intersections along SR241, one intersection along SR22/SR223, reconstruct a bridge on SR241 near Mabton, and reconstruct a portion of the SR241 corridor north of Sunnyside. These improvements will greatly enhance safety at rural state-route intersections and improve freight/vehicle traffic in the lower valley.

Sunnyside includes a secured project for the reconstruction of South 6<sup>th</sup> Street which will improve the roadway within the commercial district and near an elementary school.

The M/RTP includes the reconstruction and widening of Old Inland Empire Highway as a fiscally-constrained project which will improve the east-west traffic, including freight, through the industrial center of Grandview. Grandview also shows a



## Section 6 Transportation Plan Policies and Strategies

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planned, but unfunded, project to signalize the intersection of Wine Country Road and McCreadie Road. This intersection is the eastern exit to Grandview off of I-82.

The City of Mabton includes a reconstruction project on Main Street which will greatly enhance vehicle and pedestrian traffic in the downtown. The project also includes a much-needed pedestrian crossing on SR22 which will provide a safe location for children walking to school from south Mabton.

**Non-motorized.** The roadway reconstruction and widening projects will include sidewalks or improved shoulders which will support non-motorized travel in these communities. These should be designed and constructed to comply with the ADA requirements. New and improved regional non-motorized links should be constructed to encourage more non-motorized transportation, including making connections between existing pedestrian and bicycle routes and adding bicycle and pedestrian routes to major employer worksites. These new bicycle and pedestrian routes should be ADA compatible.

**Transit and Transportation Demand Management.** The Southeast subregion is served by the People for People Community Connector, which connects Prosser and Yakima. This subregion is also served by People for People paratransit service for the Job Access Transportation program and the Medicaid transportation services program. There is a need to expand demand response service in this area and to coordinate with existing and expanded rural transit service to regional services and facilities. In addition, to provide better connections from this area to medical and educational facilities in Yakima, an extension of Community Connector service in the City of Yakima should be considered to provide a one-seat ride from the rural areas to these destinations.

Additional transit service will be developed to parts of the Southeast subregion through the Yakama Nation's Pahto Public Passage which provides fixed route service throughout the Yakama Reservation and surrounding communities. The service will provide access to employment, education, health care, social services, shopping and other activities.

The Southeast subregion should promote alternative modes of transportation such as walking, biking, carpooling, and vanpooling. These TDM strategies should be effectively promoted in order to be successful. Information about commute alternatives should be distributed regularly to employees. Examples of information to be distributed include distribution of non-motorized transportation maps, vanpool rider signup information, and promotional materials informing people of their transportation choices.

**NOTE: For the Public Comment DRAFT version of the 2014-2040 M/RTP, the maps and tables for Section 6 are provided separately due to size of the map files. In the FINAL 2014-2040 M/RTP, the maps and tables will be inserted with the text that describes each sub-region.**

## Section 7 Environmental Constraints



## Section 7 Environmental Constraints Analysis

### Environmental Constraints Analysis

A programmatic-level review of potential environmental constraints was conducted as part of the M/RTP. Environmental constraints may be encountered with planning, design, permitting and construction of future transportation improvement projects identified in the M/RTP. The complete environmental constraints analysis and other supporting environmental documentation is found in Appendix G.

The State Environmental Policy Act (SEPA) provides the context for the analysis of environmental constraints, but specific federal and local regulations are also applicable. Generally, the environmental analysis for the M/RTP looked at the potential for impacts from road construction and improvements. The analysis identified where there may be potential for impacts to:

- Geologic hazard areas.
- Water resources and wetlands.
- Endangered, threatened, sensitive, candidate and priority plant and animal habitat areas.
- Air quality.
- Land use and housing.
- Noise.
- Aesthetics/light and glare.
- Environmental justice.
- Recreation.
- Historic/cultural resources.

Due to the uncertain nature of transportation funding during the next few years, the environmental constraints analysis focused on projects that are currently within the fiscally constrained portion of the plan (see Section 8). The environmental constraints analysis also focused on projects that will significantly add to the footprint of roadways, including projects identified for the state highways, as well as regional transportation projects as summarized into the seven subregions. Several major widening projects are identified in the M/RTP for state highways. In addition, several projects will add to the roadway surface area at intersections. Within the subregions, the M/RTP identifies several major corridors for road widening and/or extensions. Projects in the M/RTP that could significantly add to the footprint of roadways are summarized by subregion.

For M/RTP projects that do not involve significant increases in roadway surface, there may be some potential for temporary construction impacts such as noise and air quality. However, it is generally not expected that there will be environmental constraints associated with these projects that will create significant impacts, lengthen the project approval process, or increase the cost of project design and approval. Projects that will not add roadway surface are discussed under the heading “Maintenance, Upgrades, and Reconstruction Projects.” The M/RTP also includes improvements to transit and trails, which are discussed under “Projects for Improving Alternative Transportation Modes.”



## Section 7 Environmental Constraints Analysis

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The environmental constraints analysis for the M/RTP is not intended to identify specific environmental impacts of road projects included in the M/RTP, or to be used in determining environmental mitigation. Analysis of specific direct and indirect impacts and potential mitigations will occur as individual transportation projects and programs are further defined and permitted.

### Environmental Elements

A brief summary of each element of the environment for which constraints may exist is presented in a table titled *Overview of Environmental Elements* at the end of this section. Information on applicable regulations and data sources are included in Appendix G.

## Potential for Environmental Impacts of Major Improvement Projects State Highway Projects

The potential for environmental impacts of the fiscally-constrained state highway projects is greatest for those that will considerably add to roadway footprints (impervious surface area) such as the addition of lanes or new highway interchanges. In general, widening projects that will be located near rivers may affect shoreline jurisdiction area, floodplains, habitat area, aesthetic conditions, wetlands where they may exist adjacent to rivers, and to some extent water quality. There is also potential to affect recreation activities where they are located adjacent to these rivers. Some geologic hazard areas may also be affected. Increased noise associated with these projects also has the potential to affect both habitat areas and recreation where they are located in the immediate vicinity. Projects that will add impervious surface area without increasing capacity will have minor impacts and will be less likely to affect land use or housing. Projects located in urban areas are expected to have fewer impacts to the natural environment than projects in rural areas, due to existing levels of urbanization and impervious surface area, and existing disturbance of habitat.

## Regional Transportation Projects by Local Agencies

For regional roadways, several major widening projects are identified, as well as several projects that would add to the roadway surface area at intersections. Within these subregions, the M/RTP identifies several major corridors for road widening and/or extension. This environmental constraint analysis focuses on these types of major regional transportation projects. In addition, this analysis focuses on fiscally-constrained projects due to the uncertainty of transportation funding in the next few years. The potential impacts of regional transportation projects will be completed by local agencies during project development and pre-design. A brief summary of projects in each subregion is summarized below.

### Northwest Subregion

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The Northwest subregion is somewhat urbanized but also includes considerable agricultural and less urbanized areas. Regional improvements in this subregion developed by local agencies would generally have minimal environmental impacts, with the exception of the Summitview Road reconstruction, which may impact watercourses.

### North Subregion

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The North subregion includes the urbanized areas in and around Selah, and considerable agricultural and rural areas to the north. No fiscally-constrained projects adding considerably to roadway footprints were identified in the North Subregion for this analysis.



## Section 7 Environmental Constraints Analysis

### West Subregion

This subregion includes the western edge of the Yakima urbanized area, and considerable rural and agricultural areas to the west. No fiscally-constrained projects adding considerably to roadway footprints were identified in the West Subregion for this analysis.

### Central Subregion

The Central subregion contains the majority of the non-state highway improvement projects that will have the greatest potential for environmental impacts. Most of these projects will be in urban areas that are already developed; therefore, the potential for impacts is relatively low. However, many watercourses exist in this subregion, and could be adversely affected. Many of these projects will not add significant roadway capacity and will not contribute to noise, light or glare, but may include small increases in impervious surface area and associated stormwater runoff. The urban areas in the Central subregion include some plant and animal habitat. The priority habitat areas that exist within the urban areas are primarily located in the immediate vicinity of major watercourses, and aquatic habitat for priority fish species is located in a number of smaller streams in the north, south and southwest portions of this subregion. Where road projects occur near habitat areas, habitat may become further degraded, or connections between some habitat areas could be reduced or eliminated. The urban area also includes some shoreline jurisdiction area adjacent to the Yakima River, Naches River, Ahtanum Creek and Cowiche Creek. Road projects in shoreline jurisdiction areas will need to comply with applicable shoreline regulations. Major watercourses such as the Yakima River and Ahtanum Creek have adjacent floodplain areas, and some road projects will cross floodplains.

Road extension and widening projects that add lanes have the potential to disturb existing land uses if located where additional right-of-way will need to be acquired. These projects can also add noise, light and glare, and will change aesthetic conditions. In some cases, nearby parks or other sensitive uses such as schools and residences could be affected. A variety of historic resources exist within the Yakima urban area, however these are generally concentrated in downtown Yakima. Further study of potential effects on historic resources will be needed as projects are refined. The Yakima urban area also includes concentrations of housing for low income and minority populations, particularly in areas between 1st Street and I-82 and to some extent the area south of West I Street and east of North 5th Avenue, northwest of downtown Yakima.

The East-West Corridor project has significant potential impacts beyond the scope of the Plan and will be considered as a part of the partners' (City of Yakima, Yakima County, WSDOT) Interchange Justification Report and subsequent PE, R/W, and Construction phases.

In less densely urbanized portions of this subregion, such as southwest of the Yakima city limits, there is a greater presence of streams and potentially some wetland areas. While terrestrial habitat areas for priority species are limited, there is more potential to disturb habitat, and the presence of priority aquatic habitat areas may require further study. However, there is less potential to affect sensitive land uses in this area.

### East Valley Subregion

The East Valley subregion includes the City of Moxee and the surrounding unincorporated areas. Several state highway improvement projects are identified within the East Valley subregion. Moderate impacts and constraints are expected for the regional transportation projects developed by Yakima County, WSDOT, or the City of Moxee including new roadways like Morrier Lane/Duffield Road project. The East-West Corridor project has significant potential impacts beyond the scope of the Plan and will be considered as a part of the partners' Interchange Justification Report and subsequent PE, R/W, and Construction phases.



## Section 7 Environmental Constraints Analysis

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### South Central Subregion

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The South Central subregion includes the communities of Wapato, Harrah, Toppenish and Zillah. Watercourses and floodplains in this subregion will likely be affected. There may be potential to affect wetlands, and relatively low potential for land use constraints and impacts. The M/RTP includes a project to widen North Myers Road, which would impact watercourses, wetlands, and floodplains, and is located in a shoreline jurisdiction area. Identified projects to reconstruct or replace bridges on North Myers Road and SR 22 would have similar impacts.

### Southeast Subregion

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This subregion includes widening and reconstruction projects which generally have a low potential to affect wetlands, land use, housing, noise, aesthetics, and environmental justice when constructed within existing rights of way.

### Other High Priority Local Agency Projects

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The M/RTP identifies a number of future regional projects that are not included in the fiscally constrained M/RTP that could be implemented by local agencies if additional funding is secured. Potential environmental impacts and constraints associated with these projects are similar to the impacts for other fiscally-constrained M/RTP projects in their respective subregions as discussed above. Projects that increase capacity through widening or extension of existing roads can have the greatest effects. Projects that add impervious surface area without increasing capacity will have more minor impacts and will be less likely to affect land use or housing. Projects located in urban areas are expected to have lesser impacts than projects in rural areas, due to existing levels of urbanization and impervious surface area, and existing disturbance of habitat.

### Potential for Environmental Impacts of Other Transportation Programs

The M/RTP establishes preservation, safety, and efficiency of the transportation system as high priorities. WSDOT, Yakima County, and the other local agencies have programs to maintain, operate, and otherwise systematically address transportation needs of the region. These programs address maintenance and reconstruction of existing transportation facilities, and enhancements to address existing environmental impacts. They also address intersection/operations improvements. Programs and projects to enhance use of transit or non-motorized transportation are also addressed in this section. These programs may not trigger project-specific environmental review. However, some of the programs can result in potential impacts to the environment. The table titled *Potential for Positive and Negative Impacts* at the end of this section summarizes the potential environmental constraints that may need to be addressed for these programs. Both potential positive and negative impacts are noted. Potential short-term impacts that are noted are associated with construction and will be temporary.

### Maintenance, Reconstruction, Environmental Projects and Area-wide Improvement Programs

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The M/RTP includes a number of projects that, based on the project type, are not discussed individually in this summary or *Appendix F*. These include general maintenance and roadway overlay projects, signage modifications, sidewalk completion, lighting improvements, rail crossing improvements, safety improvements such as installation of guardrails, and installation of curbs and gutters, for example. Some of these projects are categorically exempt from environmental review. For others, potential environmental constraints cannot be specifically identified at this level of planning. Others, such as intersection and operational improvements, may result in improved environmental conditions. Some of these projects apply to specific road segments or local areas, while others will be area-wide improvements.



## Section 7 Environmental Constraints Analysis

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Area-wide projects included in the M/RTP are not analyzed individually because specific locations are not identified. These include roadway overlays, sidewalk improvements, signal timing enhancements, intelligent transportation system, and other area-wide improvement strategies. These project types include improvements that will not result in increased impervious surface area.

### Projects for Improving Alternative Transportation Modes

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The M/RTP also includes improvements to transit, transportation demand management, and non-motorized transportation. The potential impacts of these are not specifically discussed for two reasons: 1) the nature of transit and trail improvements generally require less physical construction and generally have less potential for adverse impact than road widening or extension projects, and 2) specific alignments for trail improvements and bus routes are not identified. Although specific projects that serve other travel modes are not specifically presented, a general overview of the potential environmental impacts of these project types are listed in *Potential for Positive and Negative Impacts*. *Overview of Environmental Elements* also provides a summary of potential impacts to environmental elements, similar to the summaries provided above for maintenance and reconstruction type projects, and area-wide improvement programs. Potential short-term impacts that are noted are associated with construction and will be temporary.

### Air Quality Analysis

Air quality planning for transportation is focused on meeting the National Ambient Air Quality Standards (NAAQS) and deadlines set by the federal Environmental Protection Agency (EPA), and upon the state Department of Ecology (DOE) guidelines for meeting the standards. Specific federal and state air quality conformity requirements come from the integration of requirements in the Clean Air Act Amendments of 1990 and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and are codified in 40 CFR Part 93.

These requirements were also included in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU), and Washington State's Clean Air Act (RCW 70.94 & WAC 173-420-110). The requirements include:

- Frequency of Conformity Determinations (40 CFR 93.104)

YVCOG is responsible for completing the metropolitan transportation plan (MTP), and the metropolitan transportation improvement program (MTIP) for the Greater Yakima metropolitan area. Transportation plans and transportation improvement programs must be demonstrated to meet air quality standards at least every four years – or at any time when changes are proposed.

- Latest Planning Assumptions (40 CFR 93.110)

Nonattainment and maintenance areas must use the most recent planning assumptions in force at the time of the determination when making their conformity determination.

- Interagency Consultation (40 CFR 93.105, 40 CFR 93.112)

Under the approved limited maintenance plans (LMPs) for CO and PM10 there are no motor vehicle emissions budgets. Therefore a regional emissions analysis is not required. The Environmental Protection Agency (EPA) assumes that VMT growth is not expected to create a violation of NAAQS. However, a conformity determination is still required via the interagency consultation process.



## Section 7 Environmental Constraints Analysis

Transportation conformity rules require that YVCOG must demonstrate via the interagency consultation process that the projects included in the transportation plan and the transportation improvement program successfully demonstrate that either singly or taken together, they will not cause the region's air quality to deteriorate nor will they cause or contribute to any new violation of the federal air quality standards for CO or PM10.

The Environmental Protection Agency (EPA) re-designated both the Yakima carbon monoxide (CO) nonattainment area and the PM10 nonattainment area to "attainment" for the National Ambient Air Quality Standards (NAAQS) and approved a limited maintenance plan (LMP) effective December 31, 2002 for CO and March 10, 2005 for PM10. Additionally, on March 9, 2005 an EPA approved boundary change to the PM10 maintenance area to exclude lands belonging to the Yakama Nation went into effect.

Under limited maintenance plans, the motor vehicle emissions may be treated as essentially non-constraining because growth would need to exceed reasonable expectations to create a potential violation of the air quality standards for either PM10 or CO. Under the limited maintenance plans, a regional emissions analysis is not required. Please note that even though a regional emissions analysis is not required, there are still other requirements that the area must meet for conformity. Remaining conformity requirements (as detailed in 40 CFR 93.109) include consultation (40 CFR 93.112), timely implementation of transportation control measures (40 CFR 93.113), and project level analysis (40 CFR 93.116). Individual transportation projects may be required to undergo air quality conformity analysis in order to obtain project approval. Project level analysis is performed by the project sponsor in accordance with state and federal requirements and methodologies. Having attainment status is a recognition that air quality has improved and the probability of future violations of the NAAQS is very low.

### METROPOLITAN TRANSPORTATION MODEL CONVERSION AND UPDATE

In 2011 YVCOG successfully updated its transportation model for purposes of the Yakima Valley Metropolitan and Regional Transportation Plan 2010-2035. The model was updated again in 2012 and an enhanced model set is currently in the later stages of development. The updated model maintains consistency with the previous model as it employs the same underlying assumptions, the same gravity equations, and continues to simulate PM peak hour traffic. The enhancements in the upcoming model, anticipated to be completed for the analysis of this year's 2017-2020 CMAQ Call for Projects, maintains consistency and provides enhancements of: freight data, transit routes, and greater delineation of input land use and employment categories.

The VISUM platform allows YVCOG to continue to track vehicle miles of travel (VMT) based on updated information. Through consultation with DOE on July 29, 2008 it was determined that YVCOG would report the annual VMT growth rate for the entire PM10 maintenance area. Since the PM10 maintenance area contains the CO maintenance area, YVCOG can use the PM10 maintenance area VMT growth rate for the CO maintenance area. If the annual growth rate is less than or equal to 2 percent, the M/RTP conforms to the LMP. If the growth rate exceeds 2 percent, then YVCOG will use the transportation consultation process to determine how to demonstrate conformity. If the growth in VMTs is shown to exceed 2 percent per year, further analysis is needed to determine the cause(s). A growth rate higher than 2 percent per year indicates extraordinarily large increases in population, vehicles and traffic, and the air quality impacts of these changes need to be studied more closely. The 2 percent annual VMT growth rate matches the VMT growth assumptions made in the approved PM10 LMP.

Under the current limited maintenance plans, individual transportation projects may be required to undergo air quality conformity analysis in order to obtain project approval. Project level analysis will continue to be performed by the project sponsor in accordance with state and federal requirements and methodologies.



## Section 7 Environmental Constraints Analysis

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The air quality conformity analysis for the 2040 forecast year was conducted for the Build condition, which assumes all capacity-adding projects and those projects changing intersection controls; the build scenario includes the WSDOT and local agency Transportation Improvement Programs (TIPs). In addition, the analysis was conducted based on the projects identified as “secured” in the 2016-2040 Draft M/RTP. Included in the financially-constrained plan, the 2040 conformity analysis was performed with the inclusion of the east-west corridor from the City of Yakima to the Terrace Height community.

**Carbon Monoxide (CO).** A limited maintenance plan is also in place for CO emissions in and around downtown Yakima. The limited maintenance plan does not establish a transportation conformity budget for CO. The limited maintenance plan includes programs to optimize signal timing in downtown Yakima to reduce pollutants and continue CTR programs. It also includes public information measures to encourage voluntary efforts to reduce CO emissions.

Similar to PM<sub>10</sub> emissions, the CO conformity analysis was performed for 2016 and 2040.

**Conformity.** The 2016-2040 M/RTP achieves and maintains the NAAQS as required by the Clean Air Act Amendments of 1990, meets the requirements set forth in WAC 173-420, and the current Yakima limited maintenance plans for both CO and PM10.

## **Section 8 Financial Constraints**



## Section 8 Financial Constraints

### Introduction

This section identified funding mechanisms and types of revenue available for the transportation improvements listed in Section 6 of the Plan. These mechanisms include sources provided through local, state and federal sources. The purpose of the financial analysis is to demonstrate what funding may be reasonably available during the planning horizon of the Plan. There are a variety of approaches that can be taken to develop what may be reasonably available during the planning horizon years.

For the purposes of this M/RTP, YVCOG has examined historical growth rates for various revenue streams used to support transportation operations, maintenance, and capital investments during the period of 1988-2015. The historical and projected financial information has been obtained from a variety of sources including the WSDOT Economic Analysis Branch, Washington State Transportation Revenue Forecast Council February 2012 Transportation Economic and Revenue Forecasts, Vol. II Detailed Forecast Tables (<http://www.ofm.wa.gov/budget/info/Feb12transpovol2.pdf>) , and transit agencies. Project costs have been annually adjusted based on WSDOT's cost index or assumed growth rates agreed upon by MPO/RTPO members in the development of this Plan. Projects are described in Year of Expenditure (YOE) dollars.

This analysis should in no way be construed to be an actual forecast of individual programs or projects, but rather an order of magnitude analysis of funds that could be reasonably available for transportation investments during the planning horizon of the Plan. Local jurisdictions, WSDOT, transit agencies and the Washington State Office of Financial Management prepare and release forecasts of revenues and expenditures and should be consulted during the actual development of projects and programs unique to their area of expertise or funding program.

### Funding Sources

Detailed descriptions of funding sources can be found in Appendix H. For planning purposes, historical revenues received by local and transit agencies from all sources were used to project estimates of future funding. Anomalies for historical one-time or situational revenues received such as federal ARRA funds, earmarks, and emergency funding for natural disasters were not assumed to be available in future years.

### Financial Capacity Analysis

#### Revenues

YVCOG staff developed projections for local, state, and federal revenue based on historical data trends and assumptions developed through the Plan development process with the MPO/RTPO Technical Advisory Committee (TAC). TAC members include representatives from local agency planning and public works, WSDOT, tribal, and transit agencies.

The financial capacity analysis for future years assumes that existing revenue streams will remain in the future, even though they may be only reasonably available for future use. Revenue assumptions for Yakima Transit include approval of incremental fare and sales tax increases in 2017, and 2021.

#### Cities and Counties

As stated previously, YVCOG staff examined averages over several year bands for the period of 1988-2015. Local jurisdictions within Yakima County, as a group, reported an average of \$38 million per year from various dedicated revenue sources. Non-



## Section 8 Financial Constraints

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federal funds are expected to provide the largest percentage of transportation revenue through the planning horizon. The table titled ***Reasonably Available Revenues 2016-2040*** provides the percentage of funding available for local agencies assumed for the period 2016-2040.

### *Washington State Department of Transportation*

State and federal funding for WSDOT maintenance, operations, and improvements is subject to biennial appropriations by the legislature. WSDOT does not have dedicated funding for the Yakima County region. Therefore, historical funding and expenditures are not an appropriate prediction of future funds. WSDOT has provided the projected funds available for projects, maintenance and operations of the state-owned system based on state level forecasts assuming no new revenue sources. Recently, Washington State passed a 16-year transportation bill with identified projects in a program called Connecting Washington. Many of WSDOT's projects are included in that program.

### *Public Transportation*

Currently, public transportation in the Greater Yakima MPO area is supported primarily through the use of Local Option Sales Tax, Federal Transit Administration (FTA) Section 5307 funding, and fare revenue. The local option sales tax is currently set at 3/10ths of 1% for Yakima and Selah, and 2/10th of 1% for Union Gap. Yakima Transit operates service in both Yakima and Selah; Union Gap Transit contracts with a private operator for service within Union Gap. Both are city-owned systems, but Union Gap Transit operates fare-free and does not currently use any FTA funds. FTA funding requires a non-federal match that varies based on how the funds are to be used (capital versus operating expenses). The non-federal matching funds are derived from a variety of sources, but primarily fare box and local option sales tax.

Public transportation services outside of the MPO area are provided using various discretionary grants that are subject to annual or biennial appropriations and competitive grant application processes. These funding sources are not predictable and therefore have not been included as part of the fiscally constrained plan.

For this M/RTP, we assume Yakima Transit will increase fares and local option sales taxes incrementally in 2017, and 2021. Local option sales taxes are subject to voter approval.

The table below provides the reasonably available financial resources during the planning horizon periods including public transportation.

**Table. Reasonably Available Revenues 2016-2040**

	<b>2016-2019</b>	<b>2020-2029</b>	<b>2030-2040</b>	<b>Total</b>
Local	\$163,738,000	\$446,383,000	\$555,654,000	\$1,165,775,000
Federal	\$13,600,000	\$33,300,000	\$36,630,000	\$83,530,000
Transit	\$39,954,000	\$140,639,081	\$165,012,677	\$345,605,758
WSDOT	\$140,304,000	\$155,000,000	\$690,000,000	\$985,304,000
<b>Total</b>	<b>\$357,596,000</b>	<b>\$775,322,081</b>	<b>\$1,447,296,677</b>	<b>\$2,580,214,758</b>

\* Does not attempt to include potential earmarks from Federal or State legislative actions.



## Section 8 Financial Constraints

### Expenditures

For the purpose of this plan, expenditures include transportation capital costs and operations and maintenance (O&M) for the Yakima County region. Historical expenditures were used to develop approximate percentages of funding available and used for local (non-regional) capital projects, regional projects, and O&M. Preservation of the existing transportation system is a regional priority identified in this plan and reflected in the O&M expenditures. The Plan assumes that 15% of available revenue for local agencies will be used for local (non-regional) capital projects, 30% is available for regional projects, and 55% is available for O&M. The table below summarizes the forecasted expenditures for the period of 2014-2040.

**Table. Anticipated Expenditures 2016-2040**

2016-2019		2020-2029		2030-2040	
Capital	O&M	Capital	O&M	Capital	O&M
Roads, Highways, Bridges, and Non-					
motorized Public	\$24,535,000	\$248,389,345	\$34,395,000	\$496,778,690	\$33,212,000
Transportation	\$12,316,781	\$51,045,097	\$40,250,000	\$102,522,115	\$15,596,000
Subtotal	\$36,851,781	\$299,434,442	\$74,645,000	\$599,300,805	\$48,808,000
<b>Total</b>	<b>\$336,286,223</b>		<b>\$673,945,805</b>		<b>\$741,170,922</b>

### *Projects in Fiscally Constrained Plan*

The tables on the next page list the short-range, mid- range, and long-range projects in the fiscally constrained plan and are included in this financial analysis. Also included is the list of WSDOT fiscally constrained projects in this financial analysis. For all other priority projects in the metropolitan and regional transportation planning areas please refer to *Appendix F*.



## Section 8 Financial Constraints

Table 16. Regional Short-Range Projects Included in Fiscally Constrained Expenditures

<b>Metropolitan and Regional Transportation Plan Short-Range Projects</b>			
<b>Years 2016 - 2019</b>			
<b>Project Name</b>	<b>Project Description</b>	<b>Jurisdiction</b>	<b>Project Cost (YOE)</b>
Lincoln Avenue/Dayton Avenue/Beach Street Improvements - North "F" Street to North "L" Street to Elm Street to Zillah Avenue	Reconstruct Roadway	Toppenish	\$1,622,000
Cheyne Road - At Highland Drive Intersection	Intersection Improvements	Yakima County	\$2,000,000
East Goodlander Road - North First Street to North Wenas Road Main Street Reconstruction - Phase 1 - 2nd Street to West Franklin Street	Reconstruct and Widen Roadway	Selah	\$1,416,000
North 1st Street Revitalization	Reconstruct and Improve Roadway	Yakima	\$15,300,000
East Nob Hill BLVD & Fair Avenue	Intersection Improvements	Yakima	\$1,644,000
<b>Total 2016-2019 Regional Capital Projects</b>			<b>\$24,535,000</b>

Table 17. Regional Mid-Range Projects Included in Fiscally Constrained Expenditures

<b>Metropolitan and Regional Transportation Plan Mid-Range Projects</b>			
<b>Years 2020-2029</b>			
<b>Project Name</b>	<b>Project Description</b>	<b>Jurisdiction</b>	<b>Project Cost (YOE)</b>
Old Inland Empire Highway Improvement - Grandridge Avenue to Elm Street	Reconstruct Roadway	Grandview	2,468,000
Main Street Reconstruction - Washington Avenue to SR22	Roadway and Sidewalk Reconstruction	Mabton	2,304,000
Harrah Road Sidewalk Improvements	Sidewalk Construction	Harrah	472,000
Vintage Valley Parkway Extension - SR22 and Buena-Toppenish Road to end of Road	New Roadway Construction	Zillah	5,704,000
Moirier Lane & SR24 Intersection	New Intersection Construction	Moxee	1,500,000
Moirier Lane /Duffield Road	Extend Duffield out to Moirier Lane	Moxee	100,000
ValleyView Avenue/South Third	Reconstruct and Widen Road	Selah	2,183,000
West Ahtanum Road Resurfacing - Goodman Road to South 15th Avenue	Grind and Overlay	Union Gap	1,569,000
Freight Express Route - New connection between I-82 South to Toppenish to SR97	New Construction with grade separation over BNSF Line	Yakima County	18,095,000
<b>Total 2020-2029 Regional Capital Projects</b>			<b>34,395,000</b>



## Section 8 Financial Constraints

Table 18. Regional Long-Range Projects Included in Fiscally Constrained Expenditures

Metropolitan and Regional Transportation Plan Long-Range Projects			
Years 2030 - 2040			
Project Name	Project Description	Jurisdiction	Project Cost (YOE)
South 6th Street Improvements and Overlay - Lincoln Avenue to Franklin Avenue	Reconstruct Roadway	Sunnyside	\$2,705,000
Jackson Street Extension - Juniper Street to Ward Road	Reconstruction and Extension of Road	Toppenish	\$1,507,000
E-W Corridor Construction	New construction of arterial between Terrace Heights and City of Yakima	Yakima County	\$29,000,000
<b>Total 2030-2040 Regional Capital Projects</b>			<b>\$33,212,000</b>

## Transit Enhancement and Transportation Demand Management

Strategies to enhance transit and transportation demand management (TDM) programs are important elements of the M/RTP. These strategies include expanding fixed-route transit, paratransit, and Commute Trip Reduction (CTR) programs in the greater Yakima metropolitan area. Expanding the availability and types of transportation choices in and between communities throughout the Yakima Valley is a priority for the region.

Recently, Selah Transit and Union Gap Transit were formed as results from successful Yakima Transit route expansions. In the last M/RTP, a pilot program was highlighted that expanded a commuter transit route into Kittitas County with cooperation from HopeSource; the route found a steady and dedicated ridership and continues today. The Confederated Tribes and Bands of the Yakama Nation's (Yakama Nation's) Pahto Public Passage began in 2007 and expanded to serve Yakima, Prosser, Sunnyside, Grandview, Wapato, Zillah, Toppenish, Harrah, Goldendale, and White Swan before service ended briefly between 2010-2012. Services have resumed, although the routes are now somewhat reduced as a result of a steady FTA Tribal Transit fund.

Reducing congestion along regional corridors such as I-82 and US 97 or at spot locations such as interchanges and intersections enhances the efficiency and safety of all modes of transportation. Decreasing delays on city arterial systems likewise reduces reliance on the regional highway system for local trips and avoids premature and expensive highway widening. The M/RTP incorporates Transportation Systems Management (TSM) and Intelligent Transportation Systems (ITS) strategies to improve the efficiency and safety of the transportation system. These transportation demand management strategies include controlling access to highways and arterials, improving traffic signals and timing, and continued implementation of driver information systems.

The tables on the next page list the short-range, mid- range, and long-range projects in the fiscally constrained plan and are included in this financial analysis.



## Section 8 Financial Constraints

Table 19 - Metropolitan And Regional Transportation Plan Short-Range Transit Projects 2016-2019

Metropolitan and Regional Transportation Plan Short-Range Transit Projects			
Years 2016 - 2019			
Project Name	Project Description	Jurisdiction	Project Cost (YOE)
Vanpool vehicles	Purchase 18 new 12- to 15-passenger vans	Yakima Transit	\$832,000
Fixed-Route vehicles	Purchase 15 new buses	Yakima Transit	\$7,550,000
Paratransit vehicles	Purchase 14 minivans, 8 cutaways	Yakima Transit	\$1,766,000
Transit Passenger Shelters & Benches	Purchase 50 shelters 70 benches	Yakima Transit	\$452,500
West Side Transit Center (2018)	Build out new Transit Center (West Valley)	Yakima Transit	\$5,000,000
Security - Cameras and Accessories	Purchase cameras for buses & facilities along with any accessories. Technology upgrades on buses (new modems, new computers, new passenger counters (tablets and software), & ADA announcement upgrades).	Yakima Transit	\$400,000
<b>Total 2016-2019 Regional Capital Projects</b>			<b>\$16,000,500</b>

Table 20 - Metropolitan And Regional Transportation Plan Short-Range Transit Projects 2020-2029

Metropolitan and Regional Transportation Plan Mid-Range Transit Projects			
Years 2020 - 2029			
Project Name	Project Description	Jurisdiction	Project Cost (YOE)
Vanpool vehicles	Purchase 12 new 12- to 15-passenger vans	Yakima Transit	\$648,000
Fixed-Route vehicles	Purchase 12 new buses	Yakima Transit	\$6,600,000
Paratransit vehicles	Purchase 6 minivans, 6 cutaways	Yakima Transit	\$1,320,000
Transit Passenger Shelters & Benches	Purchase 30 shelters 50 benches	Yakima Transit	\$277,500
Transit Facility - West Valley (2021)	Build Administration and Maintenance Facility	Yakima Transit	\$25,000,000
Security - Cameras and Accessories	Purchase cameras for buses & existing facilities along with any accessories	Yakima Transit	\$200,000
Boise Cascade Site transit center	Purchase Land & Build Small Transit Center	Yakima Transit	\$2,600,000
<b>Total 2020-2029 Regional Capital Projects</b>			<b>\$36,645,500</b>

Table 21 - Metropolitan And Regional Transportation Plan Short-Range Transit Projects 2030-2040

Metropolitan and Regional Transportation Plan Long-Range Transit Projects			
Years 2030 - 2040			
Project Name	Project Description	Jurisdiction	Project Cost (YOE)
Vanpool vehicles	Purchase 25 new 12- to 15-passenger vans	Yakima Transit	\$1,510,000
Fixed-Route vehicles	Purchase 30 new buses	Yakima Transit	\$18,600,000
Paratransit vehicles	Purchase 20 minivans, 15 cutaways	Yakima Transit	\$3,825,000
Transit Passenger Shelters & Benches	Purchase 50 shelters 80 benches	Yakima Transit	\$580,000
Security - Cameras and Accessories	Purchase cameras for buses & facilities along with any accessories	Yakima Transit	\$600,000
East Valley Transit Center and Park & Ride (2026)	Purchase land and build a small transit center near Kmart off of Nob Hill Blvd and I-82		\$4,600,000
<b>Total 2030-2040 Regional Capital Projects</b>			<b>\$29,715,000</b>

Please See Appendix H for the DRAFT WSDOT List as it is in a format not easily displayed here.

## Conclusion

The financial analysis developed for this plan indicates financial resources forecast for the short-range, mid-range, and long-range planning time periods are sufficient to support the planned expenditures identified in this plan as shown in the table on the next page.



## Section 8 Financial Constraints

Table 23. Forecasted Revenues and Expenditures 2016-2040

	2016-2019	2020-2029	2030-2040	Total
Revenues	\$357,596,000	\$775,322,081	\$1,447,296,677	\$2,580,214,758
Expenditures	\$336,286,223	\$673,945,805	\$741,170,922	\$1,751,402,950

# **APPENDIX A**

## **LIST OF ACRONYMS**



# **Yakima Valley Metropolitan and Regional Transportation Plan**

## **List of Acronyms**

ADA	Americans with Disabilities Act
ADVMT	Average Daily Vehicle Miles Traveled
B&O	Business and Occupation Tax
BNSF	Burlington Northern Santa Fe Railroad
CMAQ	Congestion Management Air Quality
CO	Carbon Monoxide
CTR	Commute Trip Reduction
DOE	Department of Ecology
DRYVE	Driving Rural Yakima County's Economy - a coalition of business leaders, elected officials, agency staff, and community leaders promoting transportation improvements for the lower Yakima Valley.
EPA	Environmental Protection Agency
FMSIB	Freight Mobility Strategic Investment Board
FTA	Federal Transit Administration
G.O.	General Obligation Bond
GMA	Washington State Growth Management Act
HSP	State of Washington Highway Systems Plan
HSS	Highway of Statewide Significance
HUD	Housing and Urban Development
ICDBG	Community Development Block Grant Program for Indian Tribes and Alaska Native Villages
ITS	Intelligent Transportation System
JARC	Jobs Access Reverse Commute
LMP	Limited Maintenance Plan
LOS	Level of Service
M/RTP	Yakima Valley Metropolitan and Regional Transportation Plan
MO&A	Maintenance, Operations, and Administration

MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NHS	National Highway System
PM <sub>10</sub>	Particulate Matter air quality
PTBA	Public Transportation Benefit Area
RCW	Revised Code of Washington
REET	Real Estate Excise Tax
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
SAFETEA-LU	The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
SEPA	State Environmental Policy Act
SMA	Shoreline Management Act
SR	State Route
TAC	Technical Advisory Committee
TDM	Transportation Demand Management
TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
TIP	Transportation Improvement Program
TRANS-Action	A coalition of business leaders, elected officials, agency staff, and community leaders promoting transportation improvements for the upper Yakima Valley.
TS&W	Toppenish Simcoe & Western Rail Line
TSM	Transportation Systems Management
UGA	Urban Growth Area
vpd	vehicles per day
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan 2007 - 2026
YVCOG	Yakima Valley Conference of Governments

# **Yakima Valley Conference of Governments (YVCOG)**



## **Public Participation Plan**

### **for the Yakima Valley Metropolitan and Regional Transportation Plan Update**

Published by:

**Yakima Valley Conference of Governments (YVCOG)**  
311 North 4<sup>th</sup> Street, Suite 204  
Yakima, Washington 98901  
Phone: (509) 574-1550  
Fax: (509) 574-1551  
Web Site Address: [www.yvcog.org](http://www.yvcog.org)

**Policy Board Approved (6-15-2015)**

Prepared by:

Yakima Valley Conference of Governments

Para obtener información en español sobre este plan de participación pública o sobre el proceso de planificar para el transporte en el régión, puede llamar al número 574-1550.

# Public Participation Plan

## Introduction

### Metropolitan Planning Organization (MPO)

The Yakima Valley Conference of Governments (YVCOG) is the lead planning agency for the federally-designated Yakima Valley Metropolitan Planning Organization (MPO). 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...” ([23 USC Section 134](#)).

MPOs receive dedicated Federal Highway Funds known as [Title 23 USC](#) Planning Funds (PL) and transit planning funds known as [Title 49 USC Section 53](#) Planning Funds (5303) to carry out their programs. 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.

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

### Regional Transportation Planning Organization (RTPO)

YVCOG is also the lead planning agency for the state-designated Yakima Valley Regional Transportation Planning Organization (RTPO). One of the purposes of an RTPO is to see that provisions of the Washington State Growth Management Act ([RCW 47.80.023](#)), 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 a 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](#). RTPOs also certify that the transportation elements of comprehensive plans adopted by counties, cities and towns within each region are consistent with the regional transportation plans adopted by the RTPO.

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

## Purpose of Public Participation and of the Public Participation Plan (PPP)

This Public Participation Plan (PPP) will explain why public involvement is important to the MPO/RTPO, when and how public involvement is going to be solicited in the different transportation planning processes, and what types of information will be gathered during public outreach efforts.

### Why public involvement is important locally

Public involvement is integral to good transportation planning. Without meaningful public participation, there is a risk of making poor decisions, or decisions that have unintended negative consequences. Public participation early and often is intended to make a lasting contribution to an area's quality of life. Public involvement is more than an agency requirement or a statutory obligation. Meaningful public participation is designed to inform the planning process about the community's needs and goals early enough to become guiding principles for policies, programs, and project selection.

The fundamental objective of the Yakima Valley MPO/RTPO's public participation plan is to ensure that the concerns and issues of everyone with a stake in transportation decisions are identified and addressed in the development of the planning processes in the Yakima Valley communities.

*“Conducting meaningful public participation involves seeking public input at specific and key points in the decision-making process issues where such input has a real potential to help shape the final decision or set of actions.” - Federal Highways Administration (FHWA)<sup>4</sup>*

The MPO/RTPO is responsible for actively involving all affected parties in an open, cooperative, and collaborative process that provides meaningful opportunities to influence transportation decisions. Decision makers must consider fully the social, economic, and environmental consequences of their actions, and assure the public that

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<sup>4</sup>FHWA Public Involvement/Public Participation [http://www.fhwa.dot.gov/planning/public\\_involvement/](http://www.fhwa.dot.gov/planning/public_involvement/)

transportation programs support adopted land use plans and community values. In consultation with interested parties, MPOs and RTPOs develop and document a participation plan that details strategies for incorporating visualization techniques, using electronic media, holding public meetings, and responding to public input.

## **Why public involvement is important at the federal and state level**

Funding for transportation plans and projects comes from a variety of sources, including the federal government, state governments, special authorities, public or private tolls, local assessment districts, local government general fund contributions (such as local property and sales taxes), and impact fees. In particular, federal funding requires MPOs to use a continuing, cooperative, and comprehensive (3C) approach to transportation planning.

Federal funding — transferred to the state and later distributed to metropolitan areas — is typically the primary funding source for major MPO plans and projects. Federal transportation funding is made available through the Federal Highway Trust Fund and is supplemented by general funds. Most FHWA sources of funding are administered by the state Department of Transportation (DOT). Funding for the Yakima Valley MPO is administered by WSDOT. The RTPO funding covers all of Yakima County and is administered solely from WSDOT. The state DOT allocates the money to urban areas (MPOs) and rural areas (RTPOs) based on state and local priorities and needs. Most transit funds for urban areas are sent directly from the Federal Transit Administration (FTA) to the transit operator. Transit funds for rural areas are administered by the state DOT.

Federal funds are made available through a specific process:

- **Authorizing Legislation:** Congress enacts legislation that establishes or continues the existing operation of a federal program or agency, including the amount of money it anticipates to be available to spend or grant to states, MPOs, and transit operators. Congress generally reauthorizes federal surface transportation programs over multiple years. The amount authorized, however, is not always the amount that is available to spend.
- **Appropriations:** Each year, Congress decides on the federal budget for the next fiscal year. As a result of the appropriation process, the amount appropriated to a federal program is often less than the amount authorized for a given year and is the actual amount available to federal agencies to spend or grant.
- **Apportionment:** The distribution of program funds among states and metropolitan areas (for most transit funds) using a formula provided in law is called an apportionment. An apportionment is usually made on the first day of the federal fiscal year (FFY = October 1 through September 30) for which the funds are authorized. At that time, the funds are available for obligation (spending) by a state in accordance with an approved State Transportation Improvement Program (STIP). In many cases, the state is the designated

- recipient for federal transportation funds; in some cases, transit operators are the recipient.
- **Determining Eligibility:** Only certain projects and activities are eligible to receive federal transportation funding. Criteria depend on the funding source.
  - **Match:** Most federal transportation programs require a non-federal match. State or local governments must contribute some portion of the project or program cost. This matching level is established by legislation. For the Yakima Valley MPO, the required match for the federal funding administered by WSDOT is 13.5% for both Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding.

## The Metropolitan and Regional Transportation Plan (M/RTP) or Long-range Transportation Plan (LRTP)

In metropolitan areas, transportation planning is covered by federal regulations. The transportation plan in the metropolitan area is known as the Metropolitan Transportation Plan (MTP) and is the statement of the ways the metropolitan planning area plans to invest in the transportation system. Per the federal regulation known as [23 USC § 134](#), the Long-range Transportation Plan (LRTP) shall

*"... provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States."*

The LRTP addresses, for example:

- Policies, strategies, and projects for the future;
- A systems-level approach by considering roadways, transit, non-motorized transportation, and intermodal connections;
- Projected demand for transportation services over at least the next 20 years;
- Regional land use, development, housing, and employment goals and plans;
- Cost estimates and reasonably available financial sources for operation, maintenance, and capital investments; and
- Ways to preserve existing roads and facilities and make efficient use of the existing system.

The metropolitan LRTP and the long-range statewide transportation plan must be consistent with each other. Since Yakima Valley's MPO had air quality violations in the past, the LRTP must be updated every four years. MPOs are encouraged to make special efforts to engage interested parties in the development of the LRTP.

Yakima Valley's MPO also provides the RTPO membership with transportation planning services. The Metropolitan and Regional Transportation Plan elements are combined into one document. The resulting plan is known as a Metropolitan and Regional Transportation Plan (M/RTP or LRTP). The RTPO regulations are State requirements, not federal requirements. The planning area for the RTPO includes all of Yakima County.

A strategic outline for the LRTP is scheduled to be completed by June 30, 2015. This outline will stratify the LRTP into sections with estimated timelines and milestones for each section. Table 1 shows an illustrative list of generic sections and associated outreach efforts that are anticipated when creating a LRTP. Since this Public Participation Plan (PPP) precedes the LRTP, the table is for illustration purposes and may not include all or may include more sections than those resulting from the public process of creating the Yakima Valley M/RTP.

Public outreach will always be preceded by English and Spanish notifications in multiple local newspapers, online notification on YVCOG's website and Facebook page, solicitation from the MPO/RTPO for members to place the same information on their websites or provide links to the MPO/RTPO website, and notification at the regularly scheduled MPO/RTPO Technical Advisory Committee (TAC) and Policy Board (PB) meetings leading up to the event. At public outreach events, all materials and printed information will be provided by the MPO/RTPO in English. The four-factor analysis performed for the development of the Public Participation Plan will help assess the need for providing materials in Spanish as well.

Table 1. Illustrative List of Generic Long-range Transportation Plan Sections and Associated Public Outreach Efforts

<b>Long-range Plan Section</b>	<b>Deliverable</b>	<b>Type of Public Participation</b>
Evaluation Criteria, Methods and Measures	Evaluation criteria created by which to evaluate individual future scenarios	Open workshops, stakeholder solicitation, charettes, electronic/radio/television media events...
Transportation Deficiencies	Existing and anticipated transportation deficiencies lists and needs lists	Open meetings, open workshops, stakeholder solicitation, charettes, fair booth or open market booth, electronic/radio/television media events...
Strategies	Strategies for addressing, mitigating, or accepting the identified deficiencies	Open workshops, stakeholder solicitation, charettes, electronic/radio/television media events...
Plan Scenarios	Gather, develop and consider plan scenarios that incorporate strategies for the identified deficiencies	Open workshops, stakeholder solicitation, charettes, electronic/radio/television media events...
Adopt Preferred Plan Scenario	Select the scenario approach through consensus	Open meeting

The MPO/RTPO takes advantage of supporting and staffing a Central Washington Fair booth in the fall with MPO/RTPO staff and volunteer members. In the booth, many public outreach materials are made available depending on what activities the MPO/RTPO is currently engaged in.

The following are examples of information usually available from the MPO/RTPO and its members at the fair booth:

- Transit schedules, maps and public transportation information;
- MPO/RTPO maps, fact sheets, and business cards;
- Announcement postcards of upcoming MPO/RTPO public events;
- Surveys of various sorts that identify public service needs;
- Promotional items from the MPO/RTPO programs and items from member agencies as well.

The volunteers for the fair booth are asked to note discussion topics brought up by the public. The types of information that were sought in print and by conversation with the fair goers will be evaluated and compared to each future public outreach event. The intended outcome of monitoring different efforts of public outreach is a listing of information elements that can be offered separately or in strategic combinations to maximize feedback from the outreach.

Frequent review of local, state and federal outreach strategies will allow Yakima Valley's MPO/RTPO to freshen the approaches made to involve the public in the long-range transportation planning process.

### **Public Comment Opportunities for the 2016 Long-range Plan**

MPO/RTPO staff anticipates that development discussions will occur at Technical Advisory Committee meetings and Policy Board meetings with increasing frequency from April 2015 through the adoption of the LRTP, scheduled to occur in March 2016. Please see page 13 for discussion of those groups.

Opportunities for public input will occur throughout any planning process, including during the LRTP development and during the Draft LRTP comment period. Input from the public, stakeholders, and interested parties will be obtained via an online comment form on the project website, via comment cards that will be available at various public outreach meetings, with printed copies of the Draft LRTP at identified physical locations throughout the region, and via email and letters addressed to YVCOG. Input will be accepted in both English and Spanish.

Copies of the Public Participation Plan, the Draft LRTP and related environmental documents under the State Environmental Policy Act (SEPA) will be available for review at the following locations:

YVCOG  
311 North 4<sup>th</sup> Street, Suite 204  
Yakima, WA 98901

Yakima Valley Regional Library  
102 N 3rd Street  
Yakima, WA 98901

Sunnyside Library  
621 Grant  
Sunnyside, WA 98944

Input received during plan development will be summarized as part of the Draft LRTP. Input received during the comment period will be summarized in an Appendix maintained as part of the final LRTP.

If the final LRTP differs significantly from the Draft LRTP available for public comment or raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan will be made available.

If you need special accommodations to participate in a meeting or materials in an alternative format, please call YVCOG at 509-574-1550 by 10:00 AM three days prior to the meeting. For TTY users, please use the State's toll-free relay service, 7-1-1, and ask the operator to dial 509-574-1550.

Para obtener información en español sobre este plan de participación pública o sobre el proceso de planificar para el transporte en el régión, puede llamar al número 574-1550.

## **Metropolitan Transportation Improvement Program (MTIP) and Regional Transportation Improvement Program (RTIP)**

In the Metropolitan Transportation Improvement Program (MTIP), the MPO identifies the transportation projects and strategies from the LRTP in the metropolitan planning area to be started over the next four years. All projects receiving federal funding in the MPO area must be in the MTIP. The MTIP allocates the limited transportation resources in the MPO area based on a clear set of short-term transportation priorities.

The Washington State 2016-2019 TIP will begin development in June 2015. As with the LRTP, Yakima Valley's MPO provides the RTPO members with programming services. The metropolitan and regional transportation improvement program elements are being combined into one document. The resulting program is known as a Metropolitan and Regional Transportation Improvement Program (M/RTIP).

The M/RTIP is sent to Washington State Department of Transportation (WSDOT) to be incorporated into the Washington Statewide Transportation Improvement Program (STIP). All projects receiving federal funding must be in the corresponding STIP.

Under federal law, the MTIP:

- Covers a minimum four-year period of investment;
- Is updated at least every four years;
- Is realistic in terms of reasonably available funding and is not just a "wish list" of projects. This concept is known as fiscal constraint;
- Conforms with the Statewide Improvement Program (SIP) for air quality in nonattainment and maintenance areas;
- Is approved by the MPO and the governor; and
- Is incorporated directly, without change, into the Statewide Transportation Improvement Program (STIP).

The Yakima Valley MPO/RTPO provides a public comment period for STIP documents. Below is an example of the upcoming process for the M/RTIP for Yakima Valley.

## 2016-2019 M/RTIP DEVELOPMENT SCHEDULE

### LOCALS

6/30/15	Washington city and Washington transit TIPs to be approved by elected officials (RCW 35.77.010).
July 2015	Local jurisdictions/agencies and WSDOT submit projects for inclusion in the M/RTIP to YVCOG. YVCOG will retrieve online TIP entries.
7/31/15	Adopted local TIPs for Washington State jurisdictions/agencies due to WSDOT Highways & Local Programs (via online STIP or mail).

### Yakima Valley MPO/RTPO

7/31/15 – 8/29/15	YVCOG assembles M/RTIP and prepares analysis for conformity finding.
8/29/15	Beginning of Public Review period for draft M/RTIP for jurisdictions/agencies; review copy posted on YVCOG's website.
9/12/15	End of 2-week Public Review period for Draft M/RTIP.
9/16/15	TAC recommends action by MPO/RTPO Policy Board.
10/1/15	MPO/RTPO Policy Board Review/Approval of Final 2016-2019 M/RTIP.
10/24/15	2016-2019 YVCOG M/RTIP due to WSDOT Headquarters for inclusion in the Washington STIP.

### WSDOT

Nov/Dec 2015	Draft STIP available for public review. WSDOT approves MTIP.
Dec 2015	WSDOT submits the Washington STIP to FHWA and FTA for approval.

### FHWA & FTA

Jan 2016	FHWA and FTA approve the Washington STIP.
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Three public comment periods are highlighted in yellow on the schedule. Interested individuals are encouraged to make comment during any or all of these outreach periods. The first opportunity for public comment on proposed projects is at the adoption meeting that each jurisdiction convenes before submitting the projects to the MPO/RTPO. The second opportunity for public comment is during the advertised public comment period managed directly by the MPO/RTPO. The public is invited to attend any of the open meetings during this period to express their comments verbally or in writing. Access to the MPO/RTPO TIP is also made available in print at local libraries and online at the YVCOG website and Facebook page.

For the 2016-2019 M/RTIP, YVCOG will hold three public meetings during the MPO/RTPO public comment period in addition to the regularly scheduled Technical Advisory Committee (TAC) and Policy Board (PB) meetings (which are also open meetings). Written comments will be solicited by forms included in the available copies of the draft documents at the Yakima Public Library, the Sunnyside Library, and the MPO/RTPO office in Yakima. Electronic comments will be solicited through the YVCOG webpage at [www.yvcog.org](http://www.yvcog.org). At public outreach events, all materials and printed information will be provided by the MPO/RTPO in English. The four-factor analysis performed for the development of Public Participation Plan will help assess the need for providing materials in Spanish as well.

Development of the M/RTIP for jurisdictions and agencies is an annual task in the Unified Planning Work Program (UPWP), and a development schedule such as the example provided is drafted each spring in anticipation of the process. This development schedule is available on the YVCOG webpage as well.

## **Human Service Transportation Plan (HSTP) and the associated Human Services Transportation Coalition**

Recognizing the existing public transportation services in the metropolitan and regional planning areas, and identifying the unmet needs of individuals with disabilities, older adults, and individuals with limited income are a few of the primary objectives in the Human Services Transportation Plan (HSTP). People For People, selected as the Lead Agency to develop the HSTP for the Yakima Valley Region, formed the Yakima County Special Needs Transportation Coalition (Coalition) to investigate the needs of the special needs populations in Yakima County.

The Coalition reaches out to the public and private transportation service providers in and near the combined planning areas as a standing committee of the MPO/RTPO. This

group's membership is composed of the many organizations that provide services (transportation and other) to the special needs populations in the MPO/RTPO areas. It is the intention of the coalition to meet at least quarterly in open meetings to share information and keep each other apprised of emerging legislation and conditions.

The Coalition, with MPO/RTPO staff, develops the HSTP every four years. Midway between HSTP updates, the Coalition creates a ranked project list from a prioritization process. The ranked project list can be submitted to WSDOT for consideration in a statewide transit funding selection process.

As the lead for the Coalition, People For People will be responsible for public outreach efforts. As with other metropolitan and regional plans and programs, public outreach will be preceded by an English and Spanish notification in multiple local newspapers, online notification on the website for the MPO/RTPO, solicitation from the MPO/RTPO for members and Coalition members to place the same information on their websites or provide links to the MPO/RTPO website, and notification at the regularly scheduled MPO/RTPO TAC and PB meetings leading up to the event. At public outreach events, all materials and printed information will be provided by the MPO/RTPO in English. The four factor analysis performed for the development of Public Participation Plan will help assess the need for providing materials in Spanish as well.

As with the LRTP covered earlier in this document, a generic table of potential HSTP sections and their possible associated public outreach activities is summarized for illustrative purposes.

Table 2. Illustrative List of Generic Human Services Transportation Plan Sections and Associated Public Outreach Efforts

HSTP Section	Deliverable	Type of Public Participation
Stakeholder Services and Transportation Providers	Statements of Existing Service Providers both Public and Private	Open meetings, stakeholder solicitation, electronic/radio/television media events...
Emergency Management	Develop emergency management activities available by service providers	Open workshops, stakeholder solicitation, charettes, electronic/radio/television media events...
Common Origins	Use of Census, ACS, OFM and other data sources to communicate demographics with local data gathering	Surveys, four-factor analysis, electronic/radio/television media events...

Common Destinations	Use of Census, ACS, OFM and other data sources to communicate demographics with local data gathering	Surveys, electronic/radio/television media events...
Existing Transportation Services	Statements of Existing Conditions	Open workshops, stakeholder solicitation, surveys, charettes, electronic/radio/television media events...
Unmet Transportation Needs	Existing and anticipated transportation deficiencies lists and needs lists	Open meetings, open workshops, stakeholder solicitation, charettes, fair booth or open market booth, electronic/radio/television media events...
Technology	Identify role for improving or mediating needs through possible technology	Open workshops, stakeholder solicitation
Strategies	Strategies for addressing, mitigating, or accepting the identified deficiencies	Open workshops, stakeholder solicitation, charettes, electronic/radio/television media events...
Coordination	Gather, develop and consider coordination scenarios that incorporate strategies for the identified deficiencies	Open workshops, stakeholder solicitation, charettes, electronic/radio/television media events...

## Infrequent Studies or Other Prioritization Processes

In addition to these three regularly scheduled periodic tasks (LRTP, M/RTIP, and HSTP), there will be times when the Yakima Valley MPO/RTPO performs outreach for a short-term WSDOT study or transportation survey. There may also be times when a funding source becomes available that will initiate a prioritization of local or regional projects. Each time, the public outreach portion of a process will be preceded with bilingual newspaper notifications in multiple newspapers and online notification.

## **Regularly Scheduled Meetings and Opportunities for Public Input**

Meetings of the following committees and the general public are identified as part of the public participation process. All meetings are open to the public. See *Appendix B* for a schedule of meetings.

### **Technical Advisory Committee**

YVCOG has established a Yakima Valley MPO/RTPO Technical Advisory Committee to ensure coordination of the regional transportation planning process. The TAC will make recommendations to the Yakima Valley MPO/RTPO Policy Board at key points during any planning process.

### **MPO/RTPO Policy Board**

The Yakima Valley MPO/RTPO Policy Board is the formal decision-making body for matters relating to regional transportation planning. The Policy Board has the authority to adopt regional transportation plans. The Policy Board meets once per month.

## **Appendix A**

### **Relevant Federal and State Regulations**

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#### **Federal Regulations cited in this document**

23 USC Section 134 – Metropolitan Transportation Planning

23 USC Section 135 – Statewide and nonmetropolitan transportation planning

23 CFR Part 450 – Planning Assistance and Standards

42 USC Chapter 85 – Clean Air Act

Title 23 USC – Federal-Aid Highways

Title 49 USC Section 53 – Public Transportation

#### **State Regulations cited in this document**

RCW 47.80 – Regional Transportation Planning

WAC Section 468 – Department of Transportation

RCW 36.70A – Growth Management Act

RCW 35.77 – Local 6-year TIP

## **Appendix B**

### **Meetings for Regional Transportation Planning**

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Please see schedules on next 2 pages for 2015 meeting dates. The MPO/RTPO/YVCOG meeting dates are advertised every year and can also be found on the YVCOG website at: [www.yvcog.org](http://www.yvcog.org). The meetings are customarily held as follows:

**MPO/RTPO TAC Meetings** (usually 2<sup>nd</sup> Thursday of each month, 10am - noon)

**MPO/RTPO Policy Board Meetings** (usually 3<sup>rd</sup> Monday each month, 1:30pm – 3:30pm)

**YVCOG General Membership Meeting** (3<sup>rd</sup> Wednesday of 5 months, 6:30pm – 8:30pm)

Other Meetings for Public Outreach (as scheduled):

**Driving Rural Yakima Valley's Economy (D.R.Y.V.E.)** (usually held on the 3<sup>rd</sup> Thursday of 6 months, 1:30pm – 3:30pm)

**TRANS-Action** (usually held on the 3<sup>rd</sup> Wednesday of 6 months, 2:00pm – 4:00pm)

**Yakima County Special Needs Transportation Coalition** (usually 4<sup>th</sup> Tuesday of 4 months, 8:30am - 10:00am)



## 2015 YAKIMA VALLEY CONFERENCE OF GOVERNMENTS MEETING DATES

<b>*MPO/RTPO POLICY BOARD &amp; YVCOG EXECUTIVE COMMITTEE</b>	<b>**YVCOG GENERAL MEMBERSHIP</b>	<b>***MPO/RTPO TECHNICAL ADVISORY COMMITTEE</b>
****JANUARY 12 – Monday	JANUARY 21	JANUARY 8
FEBRUARY 18 – Wednesday	MARCH 18	FEBRUARY 12
MARCH 16	MAY 20	MARCH 12
APRIL 20	SEPTEMBER 16	APRIL 9
MAY 18	OCTOBER 21	MAY 14
JUNE 15	DECEMBER 9	JUNE 11
JULY 20		JULY 9
AUGUST 17		AUGUST 13
SEPTEMBER 21		SEPTEMBER 10
OCTOBER 19		OCTOBER 8
NOVEMBER 16		NOVEMBER 12
DECEMBER 21		DECEMBER 10

\*The Metropolitan and Regional Transportation Planning Organization (MPO/RTPO) Policy Board and YVCOG Executive Committee meet at 1:30 p.m. at the YVCOG office, 311 North 4<sup>th</sup> Street, Suite 204, in Yakima on the **3rd Wednesday** of February, and on the **3rd Monday** of each month thereafter.

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

\*\*\*\*January YVCOG Executive Committee meeting date changed to **2<sup>nd</sup> Monday** instead of Wednesday.



# D.R.Y.V.E. / TRANS-Action

## Committee Meeting Schedules (2015 Year)

(All Dates & Times are Tentitive)



Date	Time	Event	Key Topic(s)	Meeting Place
November 19, 2014 November 20, 2014	2:00 - 4:00 1:30 - 3:30	TRANS-Action DRYVE General Meeting	Executive Board Elections / Budget Budget Approval / Olympia/DC Preview	WSDOT Offices - Union Gap Zillah Community Center
January 3, 2015 TBD	Federal Legislature Session Begins (Pending)	WA Legislature (Long Session) Begins	New Federal Transportation Bill (Pending) New State Transportation Bill (Pending)	Washington, DC Olympia, WA
January 21, 2015 January 22, 2015	2:00 - 4:00 1:30 - 3:30p	TRANS-Action General Meeting DRYVE General Meeting	TRANS-Action DC & Olympia Delegations DRYVE DC & Olympia Delegations	WSDOT Offices - Union Gap TBD
TBD	(Pending)	Olympia Trip Window Opens	Legislative Outreach & Introductions	Olympia, WA
TBD		Yakima Chamber of Commerce Expo	Business Outreach & Recruiting	Yakima Convention Center
March 2015	(Pending)	Nat'l Assoc of Cities / Assoc. of Counties	TBD	Washington, DC
March 25, 2015 March 26, 2015	2:00 - 4:00p 1:30 - 3:30p	TRANS-Action General Meeting DRYVE General Meeting		WSDOT Offices - Union Gap TBD
TBD	(Pending)	Washington DC Trip Window Opens	Legislative Outreach & Introductions	Washington DC
April 9, 2015		Yakima Chamber of Commerce Expo	Business Outreach & Recruiting	Yakima - TBD
April 2015	(Pending)	Washington DC Trip Window Closes	TBD	Washington DC
May 20, 2015 May 21, 2015	2:00 - 4:00 1:30 - 3:30	TRANS-Action General Meeting DRYVE General Meeting	Begin Prioritization Updates / CWSF Planning Begin Prioritization Updates / CWSF Planning	TBD TBD
June 2015 June 2015		Yakama Nation Treaty Days Granger Dino-in-a-Day	DRYVE Booth (?) DRYVE Booth (?)	Yakama Nation Granger, WA
July 2015 July 22, 2015 July 23, 2015	2:00 - 4:00 1:30 - 3:30	Toppenish Pow-Wow & Rodeo TRANS-Action General Meeting DRYVE General Meeting	DRYVE Booth (?) 15' CWSF Planning / Project Prioritization 15' CWSF Planning / Project Prioritization	
August 2015 August 2015		Zillah Bluegrass Festival Moxee Hop Festival	DRYVE Booth (?) TRANS-Action Booth (?)	Zillah, WA Moxee, WA
September 2015 September 2015		Wapato Harvest Festival Sunnyside Sunshine Days	DRYVE Booth (?) DRYVE Booth (?)	Wapato, WA Sunnyside, WA
September 23, 2015	TBD	3rd Annual DRYVE/TRANS-Action Joint Committee Meeting	Exec. Cmte. Nominations / Budget Review	TBD
September 25, 2015	All Day	Central Washington State Fair (Start)	DRYVE / TRANS-Action Fair Booth	Sun Dome
October 4, 2015 October	All Day (Pending)	Central Washington State Fair (Ends) Central WA Transportation Symposium	DRYVE / TRANS-Action Fair Booth Transportation Symposium	Sun Dome Howard Johnson's Center
November 2015		General (Off-Year) Elections	Congress Only (No WA St Senators)	
November 18, 2015 November 19, 2015	2:00 - 4:00 1:30 - 3:30	TRANS-Action DRYVE General Meeting	Budget Approval / Olympia/DC Preview Budget Approval / Olympia/DC Preview	WSDOT Offices - Union Gap Zillah Community Center
December 2015	(Pending)			

## **Appendix C**

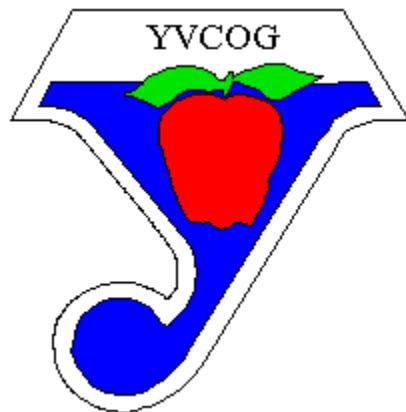
### **Four-Factor Analysis**

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**(DRAFT)**

**Yakima Valley Conference of Governments Limited English  
Proficiency (LEP) Four Factor Analysis**

**Produced Concurrently with the 2015 YVCOG Title VI Program**



February 2015

Upon request, alternative formats of this document will be produced for people with disabilities. Please call (509) 574-1550 or email [curtinb@yvcog.org](mailto:curtinb@yvcog.org)

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### **Maps**

**Map 1- LEP Population by Census Track**

## **Introduction**

Yakima Valley Conference of Governments (YVCOG) has conducted a Four Factor Analysis to meet the requirements under Title VI of the Civil Rights Act of 1964. The Four Factor Analysis provides a framework to conduct a needs assessment of people with Limited English Proficiency (LEP). Based on the needs assessment, a language assistance plan was developed that was consistent with the provisions of Section VII of the LEP guidance.

Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq., and its implementing regulations provide that no person in the United states shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program or activity that receives Federal financial assistance. The Supreme Court, in *Lau v. Nichols*, 414 U.S. 563 (1974) interpreted that Title VI regulations prohibit conduct that has a disproportionate effect on persons with Limited English Proficiency (LEP) because such conduct constitutes national origin discrimination.

According to the Federal Transit Administration Office of Civil Rights handbook dated April 13, 2007, “*Implementing the Department of Transportation’s Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons: A Handbook for Public Transportation Providers*, “Individuals, who have a limited ability to read, write, speak, or understand English are limited English proficient or “LEP.”

# The Four Factor Analysis

## **Factor 1: The number and proportion of LEP persons served or encountered in the eligible population**

The purpose of Factor 1 is to determine the number and proportion of LEP persons served or encountered within the service area. There are several suggested steps including: examine prior experiences, review U.S. Census data, identify the geographical boundary, consult other sources of data, and reach out to community organizations. Yakima Valley Conference of Governments has broken Factor 1 into two phases: 1) Data and Information Gathering, and 2) Review and Findings. Below are the actions that were taken by YVCOG for each phase.

### **Data and Information Gathering:**

- Interviewed local providers of transportation related services (Yakima Transit, Union Gap Transit, Selah Transit, People for People, PAHTO Tribal Transit) as well as YVCOG staff and WSDOT-SCR staff to gather information related to contact with LEP persons.
- Collected 2010 U.S. Census and American Community Survey Data and displayed the data into a visual format that is included in this report (Attachment 1, Map).
- Interviewed community organizations both on phone and in person.
- Described the YVCOG service area and concentrations of LEP populations in the service area.

Based on the review of the information collected above, the following characteristics of the LEP population in Yakima County are described below.

### **Review and Findings:**

- According to 2000 Census data, the top non-English language spoken at home in the region is Spanish. Spanish is spoken at home by approximately 30% (40% per 2010 census and ACS) of the region's population over the age of 5. Approximately 81.4% (based on 2013 ACT <http://tinyurl.com/mtus5f5>) of this group reported that they speak English "very well" or "well;" less than 19% (based on 2013 ACS, same link) reported that they spoke English "not well" or "not at all."
- The most common language encountered by community organizations (based on surveys conducted by those organizations) was Spanish and to a lesser extent, Indo-European.
- Several community organizations stated that transit was extremely important for LEP persons' mobility.
- Several community organizations expressed that LEP people have experienced difficulty using public transit or that current transit services were inadequate.
- Concentrations of LEP people are moderate and spread out throughout the service area.

### **Geographical Service Area:**

The Yakima County Service area includes the entirety of Yakima County.

### **Census Overview:**

According to 2000 Census data, the top non-English language spoken at home in the region is Spanish. Spanish is spoken at home by approximately 30% (40% per 2010 census and ACS) of the region's population over the age of five. Approximately 81.4% (based on 2013 ACT <http://tinyurl.com/mtus5f5>) of this group reported that they speak English "very well" or "well;" less than 19% (based on 2013 ACS, same link) reported that they spoke English "not well" or "not at all." Individuals demonstrating a limited ability to read, write, speak, or understand English are considered to be of limited English proficiency. The 2010 Census states that the top two non-English languages spoken at home in the region are Spanish and Other Indo-European. Since the percentage of persons with limited English proficiency is relatively large in Yakima County, it is essential that language does not prove a barrier to accessing transportation services.

The percentage of persons in Yakima County speaking a language other than English is far above the 5% threshold that most organizations use as a trigger to increase outreach to LEP communities, Spanish being the top language.

### **Factor 2: The frequency with which LEP individuals come in contact with a YVCOG program, activity, or service**

#### **Description of Services:**

Yakima Valley Conference of Governments (YVCOG) is the lead planning agency for the federally designated Yakima Valley Metropolitan Planning Organization (MPO). The purpose of the MPO is to implement 23 USC Section 134 which requires that an MPO be designated for each urbanized area with a population over 50,000. In the metropolitan area, planning and programming processes incorporate all transportation modes, support community development, and respect societal goals.

YVCOG is also the lead planning agency for the state-designated Yakima Valley Regional Transportation Planning Organization (RTPO). One of the purposes of an RTPO is to see that provisions of the Washington State Growth Management Act ((RCW 47.80.20), as further defined under Washington Administrative code (WAC) Section 468-86, are met.

The RTPO performs transportation-related planning tasks similar to the MPO, but unlike the MPO, the RTPO includes rural and small urban areas outside of the greater metropolitan area. Often a 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 YVCOG member

jurisdictions recognized the need, the desirability, and the regional benefits that result from a collaborative forum for transportation planning and decision-making.

Although YVCOG authors regional planning documents and seeks input from stakeholders, members, interested parties and the general public, YVCOG generally does not provide any direct services to the population.

At this time, YVCOG is largely an association of local jurisdictions that serves as a forum for developing policies and making decisions about regional transportation and planning issues.

The frequency and extent with which LEP individuals come into contact with YVCOG Metropolitan and Regional Transportation Planning program is estimated to be quite low.

### **Factor 3: The nature and importance of programs, activities, or services provided to the LEP population**

The more important the activity, information, service, or program, or the greater the possible consequences of the contact to the LEP individuals, the more likely language services are needed. While essential to the long-term livability and economic vitality of the region, long-range transportation and community planning may not be as important of a service to LEP individuals as health care, employment, or financial assistance. YVCOG promotes any opportunity to increase public comment on long-range decision making. The level and complexity of public outreach is determined by MPO/RTPO staff and on a task by task basis.

YVCOG encourages public comment on its policies, programs, and funding cycles, and therefore would like to increase opportunities for public comment, particularly by historically underserved populations including LEP individuals.

### **Factor 4: The resources available to Yakima Valley Conference of Governments and overall cost**

YVCOG has limited resources to pursue translation services; therefore, an ideal solution would be to find a low cost point of access for LEP individuals. This gives LEP individuals a way to find out about the YVCOG's activities and provides a method for YVCOG to determine the demand for translation services.

### **Review of Four Factor Analyses**

- YVCOG will publish its newspaper notifications for its programs, plans and projects in English and Spanish.
- Based on the low LEP population in the service area and limited prior request for translation services, the most fiscally responsible use of resources is for YVCOG to provide translation services.

- For any major planning document drafted, YVCOG will translate the Title Page, Table of Contents and Executive Summary.
- Plan for assisting persons of Limited English Proficiency.
- Determine how to identify LEP persons who need language assistance.
- Examine records requests for language assistance from past public notice meetings and events to anticipate the possible need for assistance at upcoming public meetings.
- Though language needs may not be able to be met at a current meeting, an inventory of those needs will help staff plan for language needs at future meetings.
- YVCOG currently does publish Spanish language public legal notices in Spanish language newspapers to notify the LEP population of upcoming public comment periods for planning and policy related issues.

## **Monitoring and Updating the LEP Four Factor Analysis**

This strategic analysis is designed to be flexible and is one that can be easily updated. At a minimum, YVCOG will follow the Title VI program update schedule for the LEP Four Factor Analysis.

Each update should examine all plan components such as:

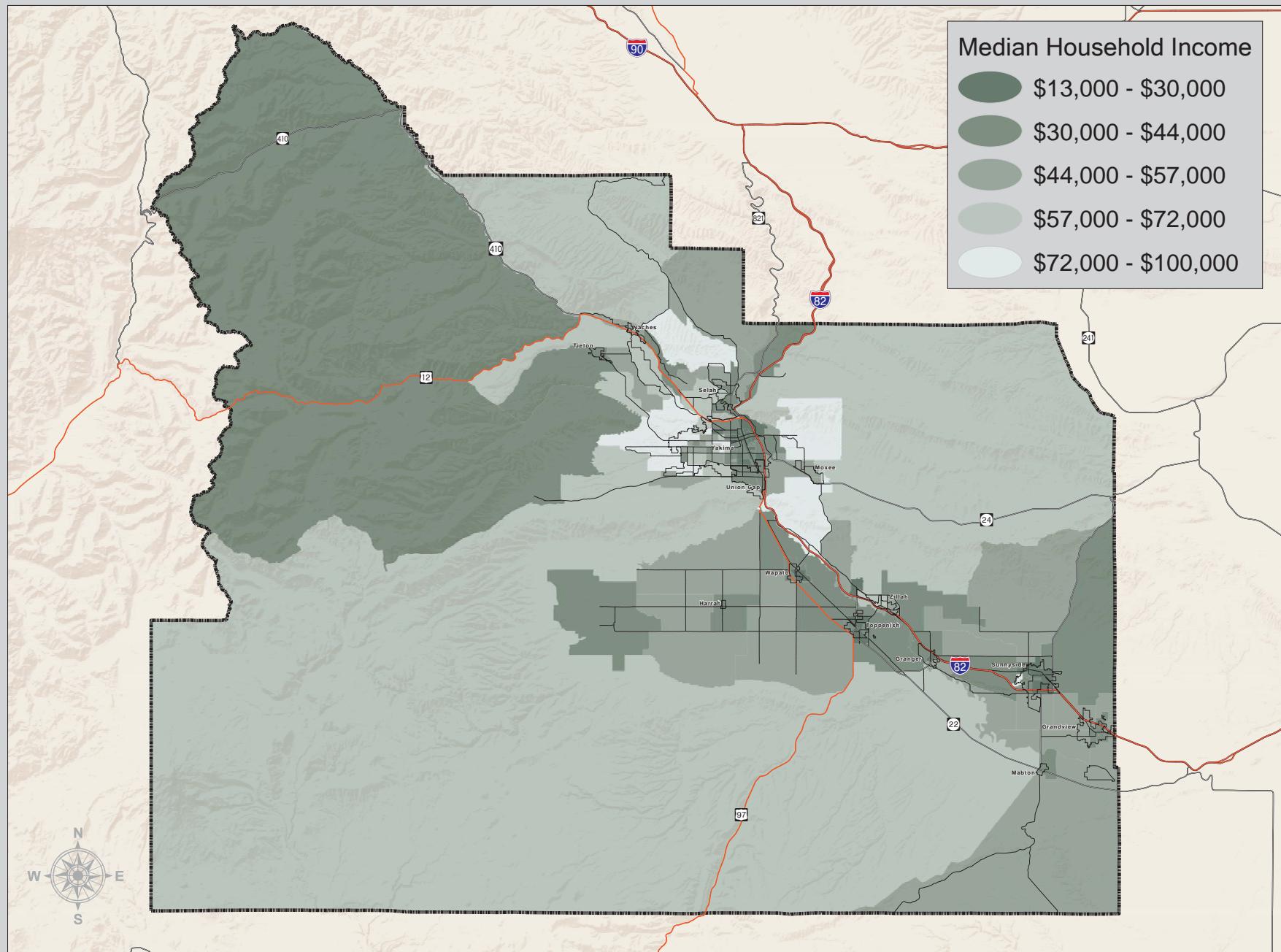
- How many LEP persons were encountered?
- Were their needs met?
- What is the current LEP population in the service area?
- Has there been a change in the types or concentrations of languages spoken in the service area?
- Have YVCOG's available resources such as technology, staff, and financial costs changed?
- Has YVCOG fulfilled the goals of the LEP Plan?
- Were there any complaints received?

## **Dissemination of the Yakima Valley Conference of Governments Limited English Proficiency Four Factor Analysis**

YVCOG will post the LEP Four Factor Analysis on its website at [www.yvcog.org](http://www.yvcog.org). An LEP person may obtain copies of the report upon request. Any questions or comments regarding this analysis should be directed to:

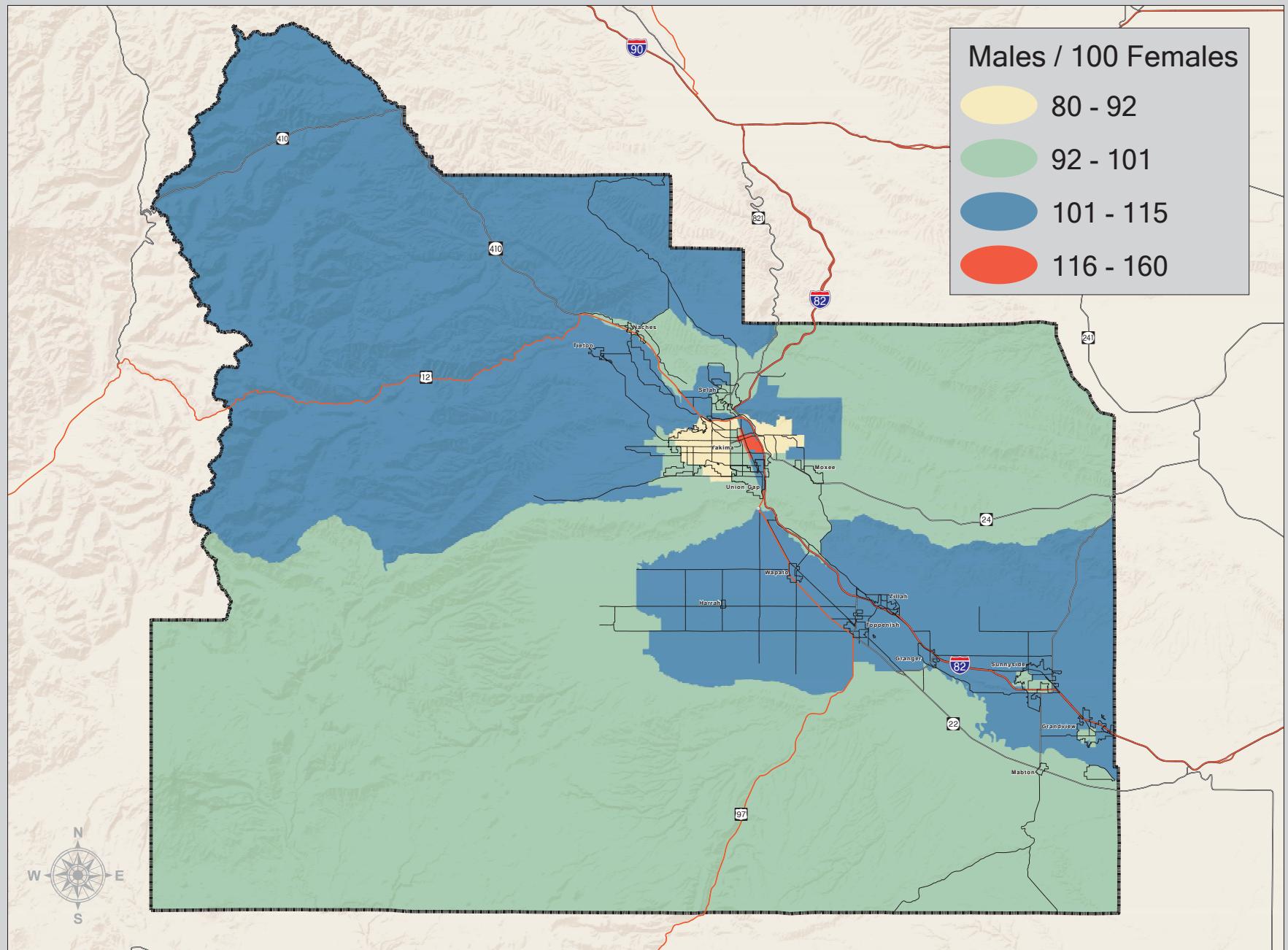
Brian Curtin, Program Coordinator  
 311 North 4<sup>th</sup> Street, Suite 204  
 Yakima, WA 98901  
 (509) 574-1550  
[bcurtin@yvcog.org](mailto:bcurtin@yvcog.org)

# *Yakima County, Washington - Median Household Income*



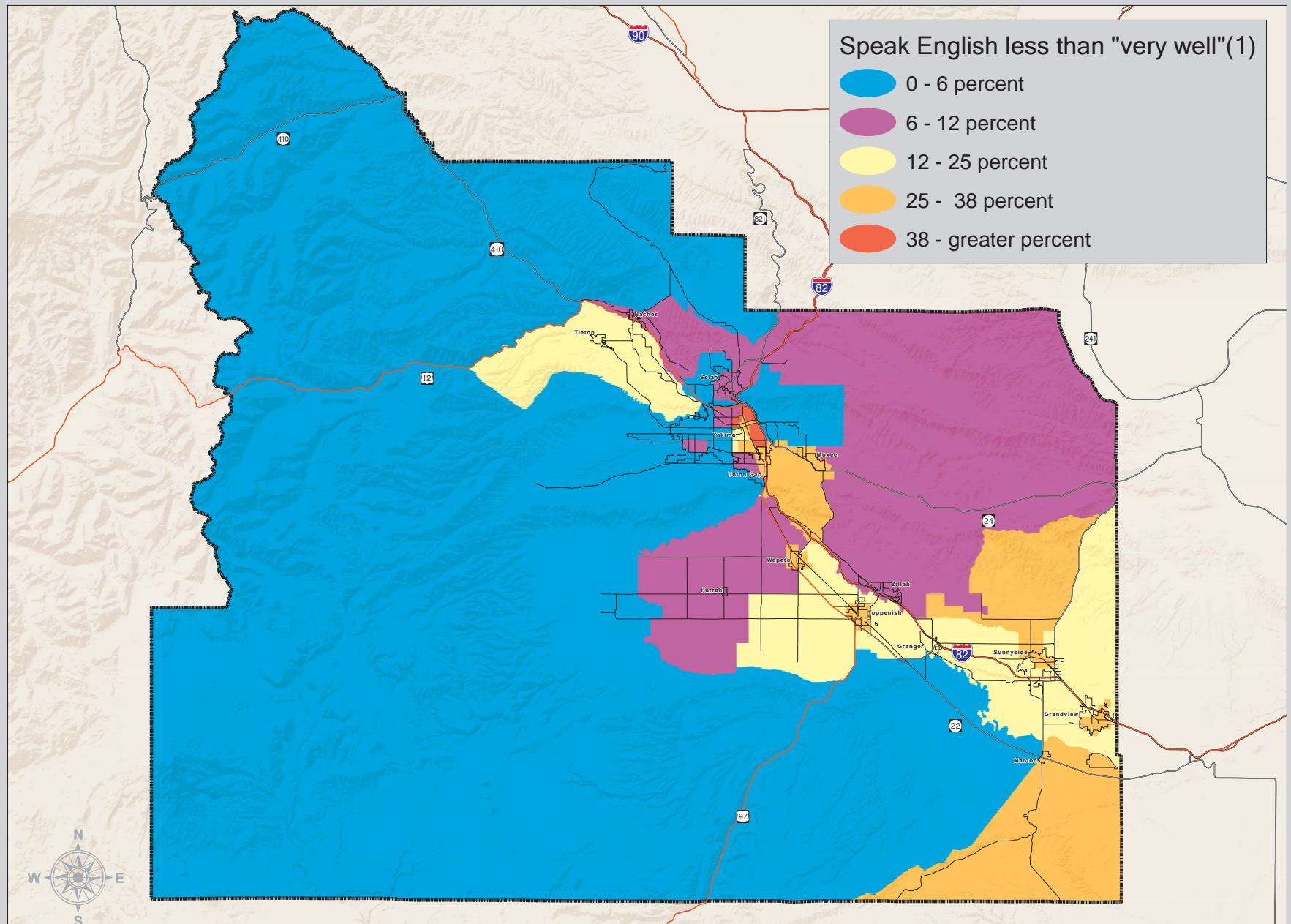
*NOTE: Data derived from best available estimates based upon 2000 Census Information*

# Yakima County, Washington - Gender Ratio: Males per 100 Females



NOTE: Data derived from best available estimates based upon 2000 Census Information

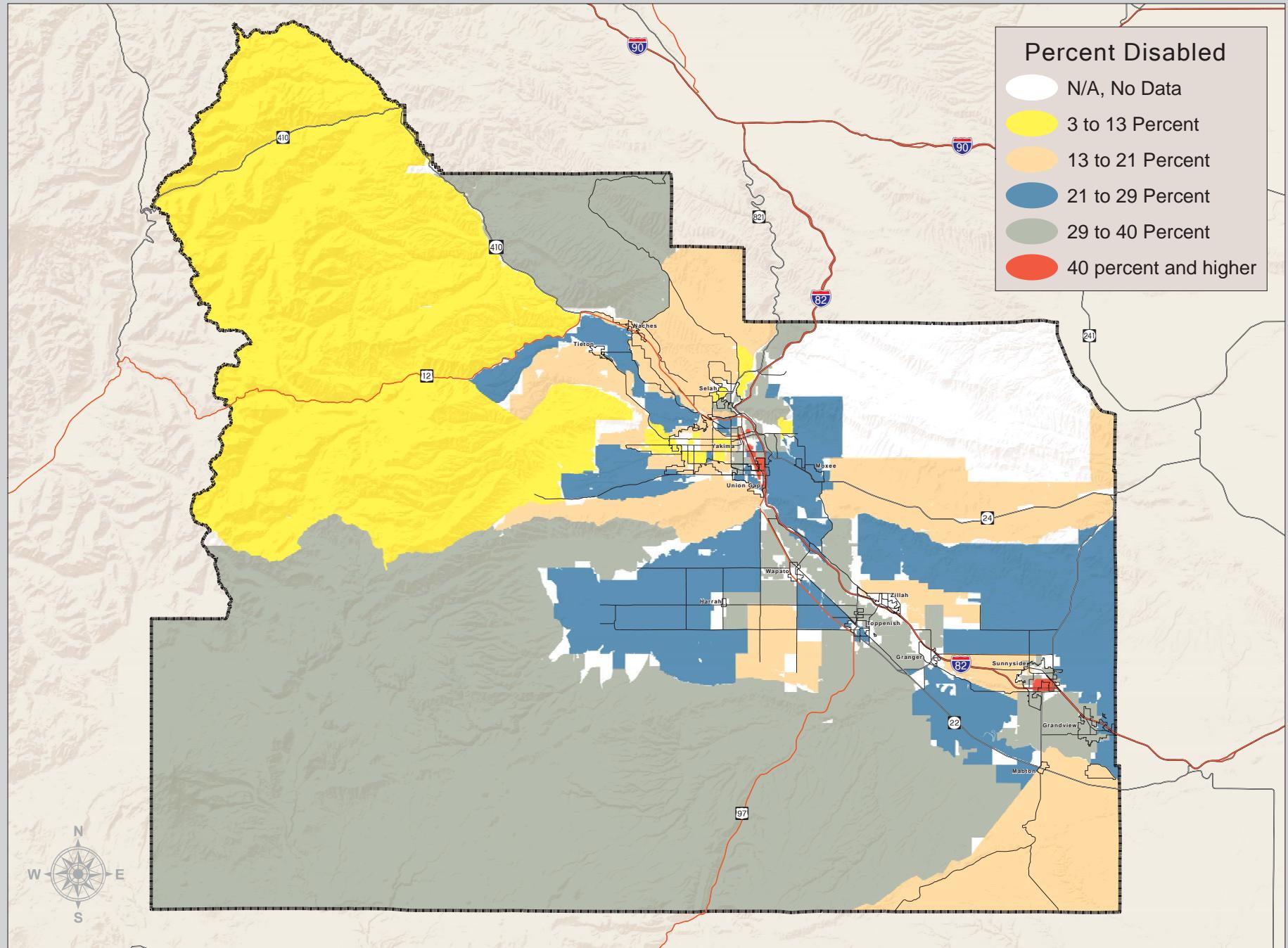
# Yakima County, Washington - English Proficiency - Percentage of Population



NOTE: Data derived from best available estimates based upon 2000 Census Information

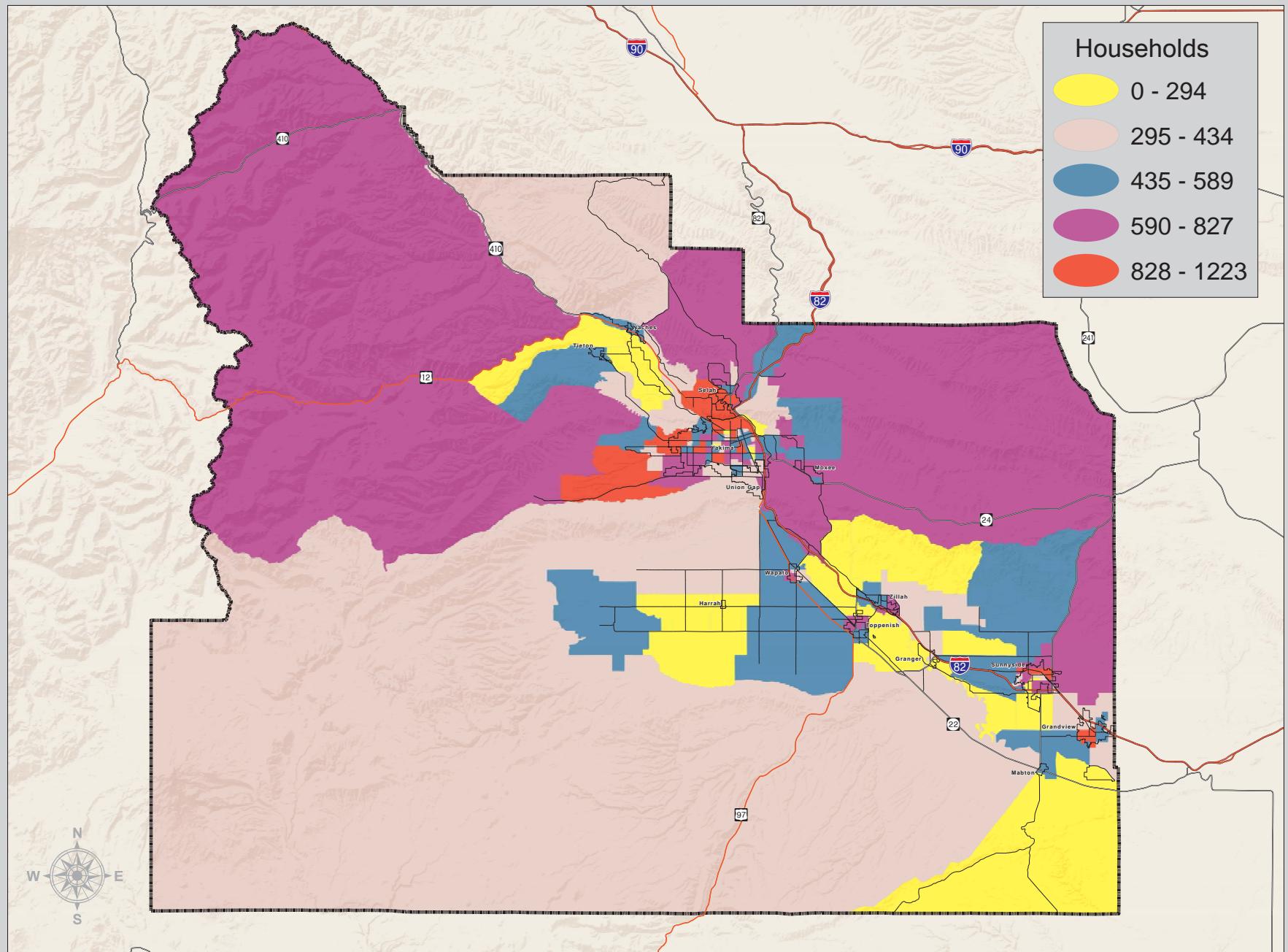
(1) Data implies English not spoken at home. Table definition: "LANGUAGE SPOKEN AT HOME -Language other than English - Speak English less than "very well"

# Yakima County, Washington - Percent of Population with Disability



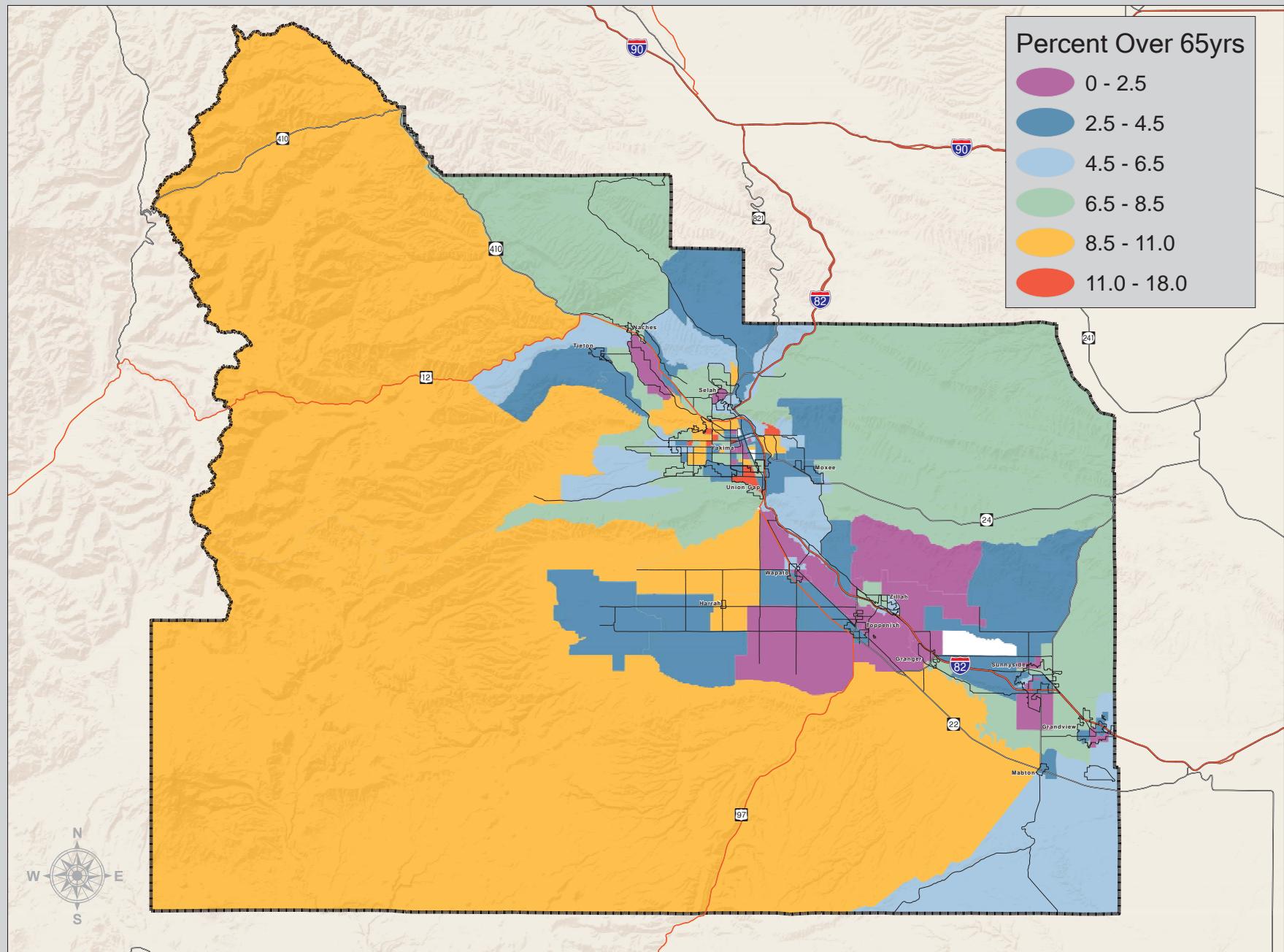
NOTE: Data derived from best available estimates based upon 2000 Census Information

# Yakima County, Washington - Households Receiving Public Assistance



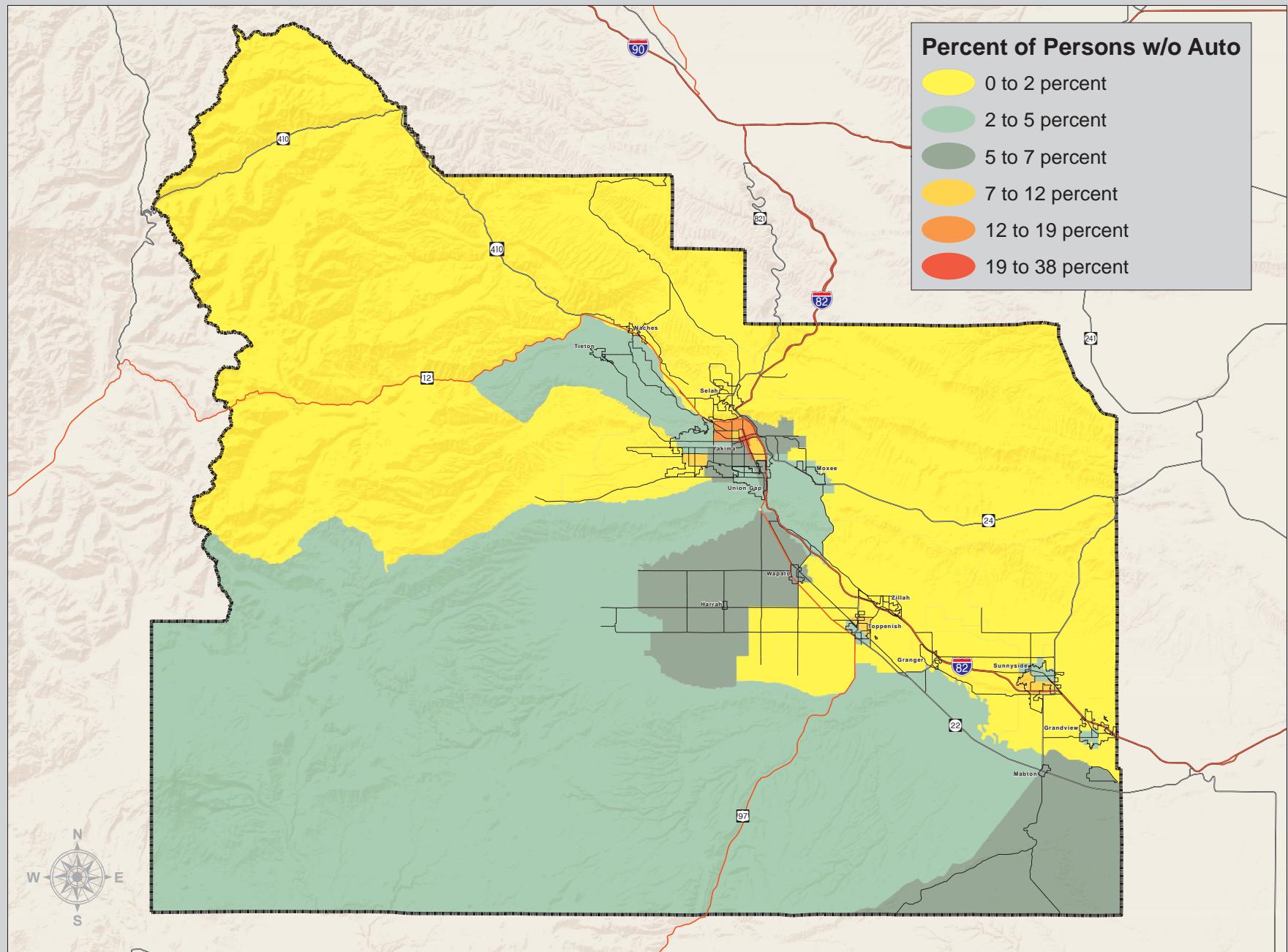
NOTE: Data derived from best available estimates based upon 2000 Census Information

# Yakima County, Washington - Percent of Persons over 65 Years of Age



NOTE: Data derived from best available estimates based upon 2000 Census Information

# Yakima County, Washington - Percent of Persons w/o Automobile Access



NOTE: Data derived from best available estimates based upon 2000 Census Information

## **Appendix D**

### **Public Comments Received**

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No public comments received during the 3/23/2015 – 5/29/2015 period for the call for public comments.

Scheduled Public Participation Plan outreach meetings:

April 27 9:00am	City Hall, 2nd Floor Conf Rm	129 N. 2nd St	Yakima, WA
April 28 2:30pm	YVCOG Law Library, 2nd Floor	311 N. 4th St	Yakima, WA
May 5 3:00pm	Town Hall	29 E. 2nd St	Naches, WA
May 6 10:00am	City Hall	255 W. Seattle Ave	Moxee, WA
May 13 12:00pm	Council Chambers	21 W. First Ave	Toppenish,WA
May 21 6:00pm	Yakima Convention Center	10 N. 8th St	Yakima, WA

# **APPENDIX C**

## **EXISTING TRANSPORTATION FACILITIES**

## Appendix C - Existing Transportation Facilities

### 1. Highway and Arterial System

#### Introduction & Purpose

The regional highway and arterial system consists of federal highways, state highways, county roads, and city streets. RTPO's are responsible for designating the regional system as part of the Regional Transportation Plan. The criteria for establishing the regional system is set forth in RCW 47.80.30. A facility should have one or more of the following characteristics:

- Crosses member county lines.
- Is or will be used by a significant number of people who live or work outside the county in which the facility, service, or project is located.
- Significant impacts are expected to be felt in more than one county.
- Potentially adverse impacts of the facility, service, program, or project can be better avoided or mitigated through adherence to regional policies.
- Transportation needs addressed by a project have been identified by the regional transportation planning process and the remedy is deemed to have regional significance.
- Provides for system continuity.

The following sections provide a description of the Highway and Arterial System components and highlight issues and deficiencies identified.

#### System Description

The Highway and Arterial System consists of different components serving different transportation users and needs. The following highlights the relevant functional classification systems, historical traffic growth and associated congestion, as well as safety issues.

#### **Functional Classification**

Functional classification is the process by which public streets and highways are grouped into classes according to the character of service they are intended to provide.

Generally, highways fall into one of four broad categories-- principal arterials, minor arterials, collector roads, and local roads.

- Arterials provide longer through travel between major trip generators (larger cities, recreational areas, etc.)
- Collector roads collect traffic from the local roads and also connect smaller cities and towns with each other and to the arterials.
- Local roads provide access to private property or low volume public facilities.

Table 1 shows the federal functional classification for the rural and urban areas. Urban area boundaries are fixed primarily to establish eligibility for project funding and are not to be confused with planning area boundaries that are defined for the comprehensive planning process. Urban area boundaries are established by WSDOT in cooperation with Metropolitan Planning Organizations using a set of criteria. All boundaries are approved by Federal Highways Administration (FHWA).

**Table 1. Federal Functional Classification (FCC) System**

Rural Area	Urban Area
Interstate	Interstate
Principal Arterial or Minor Arterial	Principal Arterial
Major Collector	Minor Arterial
Minor Collector	Collector
Local Access	Local Access

In addition to federal functional classification, the roadway system has the following federal and state classifications:

National Highway System (NHS) – The federal National Highway System designation includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS includes the following subsystems of roadways:

- Interstate - The Eisenhower Interstate System of highways.
- Other Principal Arterials - These are highways in rural and urban areas which provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.
- Strategic Highway Network (STRAHNET) - This is a network of highways which are important to the United States' strategic defense policy and which provide defense access, continuity and emergency capabilities for defense purposes.
- Major Strategic Highway Network Connectors - These are highways which provide access between major military installations and highways which are part of the Strategic Highway Network.
- Intermodal Connectors - These highways provide access between major intermodal facilities and the other four subsystems making up the National Highway System.

Highways of Statewide Significance (HSS) – Washington State has designated Highways of Statewide Significance per RCW 47.06.140. These facilities include interstate highways and other principal arterials that are needed to connect major communities in the state. The designation helps assist with the allocation and direction of funding.

Non-HSS Routes – State designation includes state highways that are not classified as HSS. These are also known as State Highways of Regional Significance

National Scenic Byways – Federal designation of byways based on scenic, cultural, historic, natural, recreational, and archaeological qualities. Includes the following classes:

- All American Roads (SR 410 Enumclaw to Naches)
- National Scenic Byway (SR 97 from Kittitas County to Klickitat County)

#### Local Roadways -

- Approximately 70% of the classified roadways in Yakima County are Major and Minor Collectors.
- Major and Minor Collectors are located in the more rural areas of the County and span longer distances to provide critical connections between the outlying rural communities and the urban centers, including the interstate system.

## Existing Traffic Volumes and Congestion

Traffic volumes throughout the Yakima Valley region vary by facility. Table 2 shows existing and historical traffic volumes for state facilities within the region.

Table 2. State Route Annual Average Growth Rates

Route	SRMP <sup>2</sup>	Annual 2005	Average Daily Traffic 2014	Compound Annual Growth Rate
I-82	34.02	43,000	48,000	1.2%
US-12	200.55	24,000	29,000	2.1%
SR-22	0.86	7,800	7,900	0.1%
US-97	61.62	6,300	8,000	2.7%
SR-24	8.68	2,600	2,900	1.2%

1. Source: 2014 WSDOT Annual Traffic Report

2. State Route Mile Post

- State routes within Yakima County have experienced modest growth during the last 10 years.
- I-82 and US-12 carry a majority of the daily traffic in the region with over 77,000 vehicles a day between them.
- US-97 is experiencing the significant growth with approximately 3% growth per year. This is a shift from the US-12 approach to I-82 which has been at 3% in the past M/RTP. The other routes are growing more modestly at less than 1.5% per year.
- Currently few roadway capacity deficiencies exist within Yakima County. Over 99% of arterial roadways have a v/c of less than 0.70 (70% of capacity).
- The MPO/RTPO model set shows some approaches to the I-82 are experiencing some congestion. The east approach to the SR-24/I-82 junction is nearing a volume-to-capacity (v/c) ratio of 1.0 or 100% of capacity. More detailed analyses have been performed on the I-82 corridor through the development of the Interchange Justification Report for I-82 at Yakima Avenue. That report is being reviewed by FHWA and FTA for approval as staff are writing this M/RTP.

## Collision Data

The Washington State Department of Transportation uses two major programs to identify and prioritize potentially unsafe locations. These are the High Accident Location (HAL) and the High Accident Corridor (HAC) programs. Historically, the following locations have been identified:

High Accident Locations (HAL) – These are spot locations less than a mile long which have experienced a higher than average rate of severe accidents during previous years.

- US-12
- SR-24
- US-97
- SR-241 (4 locations)

High Accident Corridors (HAC) – These are sections of state highway one or more miles long, which have a higher than average number of severe accidents over a continuous period of time.

- US-12

- SR-22
- SR-24
- I-82 (3 sections)
- US-97 (3 sections)
- SR-22
- SR-241 (2 sections)
- SR-410

SR-241 has multiple HAL and HAC locations. This state facility is low volume 2-lane rural highway through that carries significant percentage (15% to 20%) heavy vehicles.

Improvements such as additional truck climbing lanes or passing lanes should be considered.

The SR-97/SR-22 junction has 3 HAC sections within a short proximity. This area has higher traffic volumes and a high percentage of heavy vehicles (over 40% on SR-97 south of SR-22). This area should be reviewed for safety improvements.

### **Summary**

- Historical growth has been modest on most arterial roadways within Yakima County. Currently few roadway capacity issues exist. However, poor intersection operations may inhibit mobility within specific corridors.
- Safety issues with auto and truck traffic on urban and rural roadways should be evaluated. Improvements such as truck climbing lanes and pull outs may improve safety in certain locations.

## 2. Non-motorized Transportation System

### Introduction & Purpose

Almost every trip begins or ends with a non-motorized transportation component. Non-motorized transportation consists primarily of pedestrian and bicycle travel. A non-motorized transportation component may consist of a sidewalk connects a parking lot to an office building, or a bike path from a transit stop to a downtown commercial district.

Non-Motorized transportation facilities serves recreation and other travel needs in the region. Non-motorized transportation systems provide alternatives to motorized travel and access to public transit for users who may not have access to a motorized vehicle of their own. In short, the livability of a community can be greatly enhanced or degraded by the existence or lack of an adequate and comprehensive non-motorized transportation system.

### System Description

#### **Bicycle Facilities**

Bicycle facilities are classified according to WSDOT design standards. The following standards apply to facilities in Yakima County.

- Bike Lane – Bike lanes delineate the rights of way assigned to bicyclists and motorists through lane striping and signage.
- Shared Roadway – Highways and streets without bikeway designations, striping, and signage but where the roadway widths and shoulders are sufficient to allow for safe and efficient movement for cyclists and motorists.
- Signed Shared Roadway – Highways and streets with bikeway designations and signage but no striping.
- Shared Use Path – Bike and pedestrian paths.
- WSDOT has designated two bicycle routes in Yakima Valley (US 12 and US 97)
  - On US 12, there is a one half mile segment north of SR 410 Junction that is below standard.
  - On US 97, there is one and one-half mile segment between Mile Post 44.58 and Mile Post 46 that is below standard.
- The bicycle routes compliment the Yakima Transit bus routes. All Yakima Transit buses are equipped to handle bicycles.

#### **Pedestrian Facilities**

- The Yakima Greenway Path, shadows the Yakima River from the southern end of the City of Yakima, not far from Union Gap, almost to the City of Yakima. Access across the Yakima River on the north end of the trail provides convenient access to the Greenway for residents of Selah. Parking lots at various points along the trail accommodate visitors who travel to the trail by motor vehicle. The final piece of unfunded section to connect the two communities was awarded funding in the recent 16-year Washington State Transportation bill in the *Connecting Washington* program.

### Summary

- A comprehensive physical inventory of non-motorized facilities has not been completed or is not readily available. This would provide a basis for identifying missing facilities and/or connections between regional attractions. More of the inventory is being tackled as the Cities and the County are updating their Comprehensive Plans this year and next.

This update of the M/RTP precedes their efforts.

- City and County non-motorized facility classifications are not coordinated at a regional level. Facilities are classified differently in the urban and rural areas. Without a coordinated and consistent regional classification system, it is difficult to identify deficiencies and prioritize needed improvements.
- The status of compliance with Americans with Disabilities Act (ADA) regulations is needed. A detailed inventory of sidewalks, ramps, etc. is underway in Yakima County as a response to an ADA complaint investigation and subsequent remedy.
- CTR work sites are served by a well-developed network of bicycle facilities. With the exception of five of the worksites (Yakima Valley Farmers Clinic, Department of Ecology, City of Moxee, Alexandria Moulding and Yakima Valley Hospital), the sites directly connect to a bicycle network route. (Yakima Hospital is located four blocks away from a signed bike path).
- The majority of CTR work sites are not connected to pedestrian routes. However, because there was no sidewalk inventory to analyze, it is unclear on whether the CTR work sites have sidewalks.

### **3. Transit System**

#### **Introduction & Purpose**

The purpose of this section is to provide a description of the current public transportation services within Yakima County and provide a preliminary analysis of the existing system accomplishments and any unmet customer needs. The public transportation system is an important component of the integrated transportation system as it relates to Commute Trip Reduction

#### **System Description**

Several different transportation providers provide public transportation services within Yakima County. Services to enhance transit and transportation demand management programs have been developed to better serve the local community needs and reduce overall traffic volumes. These services are divided into several different components including:

- Fixed route transit,
- Rural mobility routes,
- Paratransit, and
- Total Demand Management (TDM) and Commute Trip Reduction (CTR).

#### **Population Characteristics of Yakima County**

Yakima County has substantial population segment that is likely to have unmet transportation needs. This population may consist of persons with disabilities, older adults, youth, and individuals with limited incomes. The percentage of individuals falling into one or more of these categories is as follows:

- 22 percent have a disability (5 years of age or older)
- 12.8 percent are 65 years of age or older
- 29.8 percent are under 18 years of age
- 20 percent of individuals have income that falls below poverty level<sup>1</sup>

As the County grows, these percentages indicate that transportation needs will grow with them. The elderly population in particular will grow faster than the general population as baby boomers age and because Yakima has become a more popular destination for retirees. An increased elderly population in particular, will place additional demands on the need for transportation to nursing homes, assisted living facilities, and health care facilities.

#### **Yakima Transit**

Yakima Transit is closing in on its 108<sup>th</sup> year of operation and has provided many different types of service throughout its existence in the Yakima valley, such as busses, trolleys, and streetcars.

- Since 1907, there have been many changes to the system and also a tremendous increase in ridership.
- In 2014, transit ridership is exceeding one million passengers annually on its fixed route service.

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<sup>1</sup> U.S. 2010 Census

- Yakima Transit operates nine fixed routes, of which all operate on Saturdays and 6 routes operate on Sundays.
- Yakima Transit contracts with Access Paratransit and People for People to provide Dial-A-Ride service for persons with disabilities.
- Transit service is operated within the city limits of Yakima with the exception of commuter service to Ellensburg, Selah, and Union Gap.

Hours of operations for Yakima Transit are as follows:

Monday - Friday, 6:00 am – 7:00 pm

Saturday - 8:45 am - 6:00 pm

Sundays - 8:00am – 4:00pm

Holiday Service Schedule (as announced)

Looking at the system as a whole, Yakima Transit ridership has ranged from 1.4 million in 2011 to 1.1 million in 2014.

### **Residential Areas Needing Service**

Based on the TRB's Transit Cooperative Research Program (TCRP) Report 100: Transit Capacity and Quality of Service Manual, 2nd Edition, fixed-route bus service becomes viable with densities of seven persons per acre or better. As shown in the *PopDen\_final* map at the end of this appendix, the only significant concentrations of high density residential housing of seven persons per acre or better are located within the City of Yakima. In addition, there are small concentrations of higher density residential areas in Selah, Union Gap, Wapato, Toppenish, Grandview, Zillah, and Sunnyside. This information is intended to be clarified if YVCOG can obtain funding for it's as yet unfunded Regional Transit Study as described in the State Fiscal Year Unified Planning Work Program (SFY 2017 UPWP).

Virtually all of the areas with higher density residential concentrations within Yakima are currently served by Yakima Transit. The People for People Connector between Prosser and downtown Yakima serves the concentrations in Wapato, Toppenish, and Sunnyside. The one area that is unserved currently is Union Gap. Union Gap has the residential densities that are supportive of fixed route transit.

The growing areas to the west of Yakima have transportation needs, yet the densities are insufficient to support fixed-route transit service. West Yakima areas would be best served by expanded demand response or dial-a-ride service.

### **Traffic Bottlenecks Creating a Transit Need**

Existing and projected traffic levels of service show that the majority of the Yakima Transit service area will not experience significant traffic congestion. There are some large exceptions to this, however. The I-82 corridor is being used for both regional and local trips within the Yakima urbanized area, and therefore is subject to congestion at the interchanges. In addition, Selah, Union Gap, and Moxee are connected to Yakima proper via a very limited street network, and therefore are subject to bottleneck traffic. Transit is necessary to provide an alternative to automobile traffic in the SR 823 corridor in Selah and on the North 1<sup>st</sup> Street corridor in Yakima/Union Gap. Transit can play a role in reducing congestion on SR 24 between Moxee and Yakima as well.

## **Transit Needs Based on Market Changes**

On a nationwide basis, a shift in primary employment type has been taking place. The Yakima urbanized area is no exception to a greater emphasis on service based jobs. These jobs typically do not have the regular “9 to 5” timeframe, but instead have later hours and weekend hours. Yakima Transit is currently not positioned to capture this growing market due to the short cut-off for weekend service. There is a demonstrated need for later service on weekdays and Saturdays and for continued service on Sunday.

## **CTR Employers Needing Service**

Several employers with 100 or more employees that are subject to commute trip reduction (CTR) regulations are located within Yakima County. The majority of these employers are located within Yakima proper. In addition, there are three CTR employers in Selah, two in Union Gap, and one west of Yakima city limits. These employers further highlight the importance of bringing Yakima Transit service to these communities. The map titled *TransitCTR\_final* at the end of this appendix shows the locations of large employers in Yakima County and their vicinity to Yakima Transit service. Moxee stands out as having two large employers without transit service in close proximity.

In addition, there are three CTR employers in Selah, two in Union Gap, and one west of Yakima city limits. These employers further highlight the importance of bringing Yakima Transit service to these communities. Figure 4 shows the locations of large employers in Yakima County and their vicinity to Yakima Transit service. Moxee stands out as having two large employers without transit service in close proximity.

## **Summary**

Yakima Transit is showing increased ridership throughout the system. Some potential unmet needs include:

- A need for Sunday service. The service industry employees need access to service seven days a week.
- Longer service span for both weekdays and Saturday. The service industry employees need expanded access to service.
- With the increased on the urban area fringes, service area expansion for Yakima Transit may be necessary.
- All but three CTR work sites have access to transit services within a quarter mile of the work site.
- While many of the CTR work sites have access to transit service, the transit service does not connect the commuters from their residential locations to their work site locations. The coverage and frequencies for transit service is limited. These two factors may discourage commuters from using transit.
- Despite the lack of transit services, the 2005 overall drive alone rate for Yakima Valley CTR work sites is 70%. This rate compares favorable to the 2005 overall state drive alone rate which is 66%.

## 4. Regional Freight and Goods Transportation System

### Introduction & Purpose

The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads and city streets according to the average annual gross truck tonnage they carry as directed by RCW 47.05.021(4). The FGTS is primarily used to establish funding eligibility for the Freight Mobility Strategic Investment Board (FMSIB) grants. In addition, it also supports Highways of Statewide Significance (HSS) designations, pavement upgrades, traffic congestion management, and other investment decisions.

The Freight Mobility Strategic Investment Board (FMSIB) is a 12-member Board that reviews, prioritizes, and recommends freight mobility projects of strategic importance.

The RTPO's role is to set forth a regional approach to freight mobility. The regional economy is dependent on the ability to provide and maintain key connecting highways to the region's communities.

### System Description

Washington's Strategic Freight Corridors as defined by RCW 47.06A.10 are corridors of economic importance within an integrated freight system that have the following characteristics:

- Serves international and domestic interstate and intrastate trade
- Enhances the state's competitive position through the regional and global gateways
- Carries four million or more gross tons of freight annually (T-1 and T-2)
- Carries five million gross tons annually on railroads
- New links to strategic corridors that enhance freight movement

Table 1 defines the FGTS classification system by annual tonnage.

Table 1. WSDOT Tonnage Classifications

FGTS Classification	Annual Tonnage
T-1	Greater than 10,000,000
T-2	4,000,000 to 10,000,000
T-3	300,000 to 4,000,000
T-4	100,000 to 300,000
T-5	At least 20,000 tons in 60 days

Routes classified as T-1 or T-2 are considered strategic freight corridors and are given priority for receiving FMSIB funding. See the map series titled FGTS at the end of this appendix. The maps have been divided into Lower Valley, Upper Valley and the Metro area so that detail can be displayed on each map.

One of the eight strategic freight corridors in Yakima County is classified as a T-1 corridor. I-82 is the most significant corridor carrying more than 30 million tons annually. Four corridors carry 5 to 10 million tons annually. Three corridors carry more than 4 million tons.

### Summary

- The primary freight route (T-1) through the region is the I-82 corridor, carrying over 30 million tons annually.
- At-grade rail crossings present the primary barrier to the movement of freight and goods

within County. There are approximately 14 at-grade rail crossings within Yakima County, (several within the City of Yakima).

- I-82, US-97, SR-24, and US-12 have the highest percent trucks, ranging from 15% to over 40% percentage trucks. These routes are significant in the overall State and regional freight system.
- US-12 provides an alternate mountain pass (White Pass) corridor to I-90 (Snoqualmie Pass) and US-2 (Stevens Pass).

## **5. Air and Rail Transportation System**

### **Introduction & Purpose**

The air transportation system in Yakima County complements the rail, motorized, and non-motorized transportation systems in the movement of goods and people.

The primary purpose of the air transportation system in Yakima County is to provide users access to broader national and/or international air transportation systems. In addition to commercial passenger and freight services, airports like those in Yakima County may also facilitate in any one of the following activities:

- Medical Transport (Blood, Tissues, Organs, MEDEVAC)
- Search and Rescue
- Forestry and Wildlife (Firefighting and Wildlife Tracking)
- Recreation

The YVCOG can work to provide and/or facilitate access to the airports for all forms of transportation from within Yakima County.

### **Rail Transportation System**

Rail services in Yakima County are provided by Burlington Northern & Santa Fe (BNSF), and the Columbia Basin Railroad Company (CBRW). Union Pacific also retains trackage rights in parts of the county. No passenger rail service is currently provided in Yakima County. The map titled ***Rail\_Air\_final*** at the end of this appendix illustrates the air and rail system in Yakima County.

### **System Description**

#### **Air Transportation System**

Three airports provide service to the County of Yakima as illustrated in 5A. The airports include the Yakima Air Terminal – McAllister Field, the Sunnyside Municipal Airport, and the Tieton State (Rimrock) Airport.

##### **Yakima Air Terminal – McAllister Field Airport**

- The only Primary Service airport in the county and the only airport that provides scheduled commercial flights for passengers and cargo. Daily scheduled flights are provided by Horizon Air while Xtra Airways provides intermittent charter flights.
- In 2015 approximately 62,300 passengers enplaned at the airport on an average of 4 scheduled daily departures. Because of a steady increase in passengers, Alaska Airlines added the fourth flight in and out of Yakima.
- The Washington State Department of Transportation Aviation Division estimates that the airport in Yakima generates approximately 488 jobs resulting in approximately \$8.7 million dollars in labor earnings and \$31.7 million dollars in economic activity for commercial service visitors alone.
- Taxis, rental cars, hotel shuttles, and pick-up/drop-off zones are available to facilitate transport to and from the airport. Yakima Transit routes 7 and 9 also provide service to the airport.
- The primary access route to the airport is along Valley Mall Boulevard.

##### **Sunnyside Municipal Airport**

- This general aviation airport does not provide scheduled commercial passenger or cargo service.

- The Washington State Department of Transportation Aviation Division estimates that the airport in Sunnyside generates approximately 76 jobs resulting in approximately \$1.2 million dollars in labor earnings and \$4.5 million dollars in economic activity.
- Primary access to the airport is along E. Edison Road

#### Tieton State (Rimrock) Airport

- Serves aircraft in distress, provides access to the Rimrock recreational area, and serves as a fire fighting post and air search and rescue control point.
- The Airport is located at the end of Tieton Reservoir Road which can be accessed from SR 12.

### Rail Transportation System

#### Burlington Northern & Santa Fe (BNSF)

- Owns most of the tracks through Yakima County.
- Leases to CBRW to provide freight rail access to smaller cities and short haul lines in Yakima County.

#### Columbia Basin Railway Company (CBRW)

- Operates approximately 60 miles of lines in Yakima County leased from BNSF
- Serves the cities of Grandview, Sunnyside, Toppenish, White Swan, Yakima, Union Gap, Granger, Fruitvale, and Moxee.
- Operates a short-haul line leased from Yakima County, called the Toppenish Simco & Western (TS&W) line, between White Swan and Toppenish that principally serves two sawmills in the Yakima Nation.
- WSDOT funded upgrades to the TS&W line are planned to be completed by the end of 2007 and will accommodate increased traffic from two Yakama Nation sawmills
- The Yakama Nation sawmills provide **250** local jobs.
- Since 1994, carloads on the TS&W line have risen from 30 per year to over 1,500

### Rail Transportation System

- There currently is no passenger rail service in Yakima County. Amtrak provides thruway service (bus service) by coordinating with Genie Tours. Service from the City of Yakima to the Pasco and Seattle Amtrak Stations.
- Types of freight and annual tonnage hauled by the railroads would be readily available. This information would provide insight into the relative importance of rail and truck freight transportation in Yakima County

# **APPENDIX D**

## **LAND USE METHODOLOGY**



## Land Use Analysis – Methodology

### *Comparisons*

Since the metropolitan model was updated recently in 2004, the objective for this update was to review land use numbers in that model currently and make adjustments where major inconsistencies were identified. Comparisons of dwelling units and employees were made between the transportation models' figures and Yakima County Assessor data, county jurisdictions' Future Land Use Maps (FLUMs), and State Office of Financial Management (OFM) estimates and projections for 2006 and 2025. Methods used for these comparisons are explained in greater detail below.

### Base Year (2006) Comparisons

#### Dwelling Unit Comparisons

Dwelling unit data in the metropolitan and regional models were aggregated into three residential categories representing single-family (LU1), duplex through four-plex (LU2), and multi-family (LU3) residential as defined below:

**LU1 Single Family Residential** includes those lands occupied by either a single family home or a manufactured home on a single lot. Measured in dwelling units.

**LU2 Duplex through Four-Plex** uses are lots which contain two to four residences on a single parcel of land. Measured in dwelling units.

**LU3 Multi-Family Residential** uses contain five or more residential units on a parcel of land. Also, this category includes mobile home parks, apartment buildings, and some condominiums. Occupied motel rooms, hotels, and camp areas. Measured in dwelling units.

To check the current model's baseline figures for dwelling units in 2006, two comparisons were made. The first was between the metropolitan model's figures and County Assessor data by metropolitan TAZ (MM\_TAZ); the second was between the regional model's figures and OFM dwelling unit estimates for each jurisdiction. Explanations of the methods used for each comparison are described below.

#### *Comparison between Model and Assessor land use data*

Using ArcMap, a geographic information system (GIS) software program by ESRI, the number of dwelling units existing currently within each metropolitan TAZ were estimated from Yakima County Assessor parcel data using the following conversion factors:

Existing Land Use	Assessor Use Code	Operand	Conversion Factor
Single-family residential	11	parcel count	1 unit / parcel
Duplex-four-plex residential	12	parcel count	2.5 units / parcel
Multi-family residential	13	acreage sum	15 units / acre
Mobile Home Parks residential	15	acreage sum	7 units / acre

Dwelling unit totals for each residential land use category were then compared with the metropolitan model figures for each TAZ. TAZ's with discrepancies of over 100 units were highlighted for further analysis, which consisted of examining 2005 aerial photography to determine which dwelling unit estimates were more likely correct.

#### *Comparison between Model and OFM dwelling unit estimates*

TAZs from the regional transportation model were aggregated into districts to approximate geographically the different jurisdictions within the county. Dwelling units within each district were then summed and compared to 2006 OFM population estimates for each jurisdiction. A second check against assessor data was made where large discrepancies existed and adjustments were made accordingly.

#### Employment Comparisons

Employment data in the metropolitan and regional models were aggregated into four categories representing industrial and manufacturing (LU4), retail trade (LU5), services, offices (LU6), and public use (LU7) as defined below:

- LU4 **Industrial and Manufacturing** uses are included in assessor use codes: 16, 20-39, within a broad range of general or specialty contractors: the production of food, textile, wood, furniture, paper, printing, metal, machinery, electrical and other products. **Wholesale Trade** facilities are described in SIC categories: 51 and include the storage of durable or non-durable goods. Measured in employees.
- LU5 **Retail Trade** includes those uses identified in assessor use codes: 52-59 and motels and hotels 16. Retail uses include a broad range of establishments which sell goods directly to the general public, such as restaurants, automotive dealers, home furnishings, food stores or other products. Measured in employees.
- LU6 **Services, Offices** includes those uses in assessor use codes: 60-66. Services and offices include banks or other financial institutions, real estate and insurance offices, personal services, such as laundry or cleaning services, business services such as advertising, automotive repairs, health care, legal services and other assorted services. Measured in employees.
- LU7 **Public Use** are those land uses which are owned, or operated by units of government and provide the administration of public programs, which are identified in assessor use codes of 67-68. Measured in employees.

To check the current model's baseline figures for employees in 2006, two comparisons were made. The first was between the metropolitan model's figures and County Assessor data by metropolitan TAZ (MM\_TAZ); the second was between total employment shown in the regional model and an employment estimate calculated from the OFM population estimate for the county. Explanations of the methods used for each comparison are described below.

*Comparison between Model and Assessor land use data*

Using ArcMap, rough estimates of commercial and industrial employees existing currently within each metropolitan TAZ were calculated from Yakima County Assessor parcel data using the following conversion factors:

Existing Land Use	Assessor Use Code	Operand	Conversion Factor
Industrial	21-39, 51	acreage sum	5 employees / acre
Commercial	16, 52-69	acreage sum	6 employees / acre

Conversion factors used above were estimated from employment density studies completed in other areas. The figures used used to estimate approximate employment densities are similar to other similar counties. Acreages used in the calculation are gross parcel acres.

Employment totals for each category were then compared with metropolitan model figures for each TAZ (industrial (LU4) and commercial (LU5 + LU6)). TAZ's with discrepancies of over 100 employees were highlighted for further analysis. 2005 aerial photography and assessor information on parcel ownership were examined further to determine where more information was needed.

*Comparison between Model and OFM projections*

The regional model's figure for county employment (LU4-LU7) was compared with a 2006 employment security department (ESD) estimate for non-agricultural employees within Yakima County and adjustments to each employment category were made proportionately.

## Forecast Comparisons

### Dwelling Unit Comparisons

To check the current model's figures for dwelling units in 2025, two comparisons were made. The first was between the metropolitan model's figures and future land use map (FLUM) designations by metropolitan TAZ (MM\_TAZ); the second was between the regional model's figures and Countywide Planning Policy (CPP) dwelling unit allocations for each jurisdiction. Explanations of the methods used for each comparison are described below.

*Comparison between Model and FLUM designations*

Future residential land use designations within the different jurisdictions were categorized generally as either rural, transitional, low-density, medium-density, high-density or mixed-use. The number of potential dwelling units in 2025 within each metropolitan TAZ was estimated using the following market and conversion factors for each future land use designation:

Future Land Use Designation	Market Factor	Conversion Factor (Units / Acre)
Rural Residential	0.5	0.05
Transitional Residential	0.5	0.20
Low-density Residential	0.8	5.00
Medium-density Residential	0.8	7.00
Mixed-Use	0.8	10.00
High-density Residential	0.8	20.00

#### *Comparison between Model and CPP dwelling unit allocations*

TAZs from the regional transportation model were aggregated into districts to approximate geographically the different jurisdictions within the county. Dwelling units within each district were then summed and compared to 2025 CPP population allocations for each jurisdiction.

#### Employment Comparisons

To check the current model's figures for employees in 2025, two comparisons were made. The first was between the metropolitan model's figures and future land use map (FLUM) designations by metropolitan TAZ (MM\_TAZ); the second was between the regional model's figure for total county employment and an estimate calculated from the OFM's population forecast for 2025 and an employment ratio. Explanations of the methods used for each comparison are described below.

#### *Comparison between Model and FLUM designations*

Future employment land use designations within the different jurisdictions were categorized generally as either industrial or commercial. Metropolitan model TAZs that showed both employment growth **and** employment densities greater than 5 employees per acre were flagged for further analysis.

#### *Comparison between Model and OFM projections*

The regional model's figure for total county employment was compared with an estimate calculated from the OFM's population forecast for 2025 and an employment ratio of 34.3 employees per 1,000 population and adjustments to each employment category were made proportionately. This ratio was based on the current employment to population ratio for the county.

#### *Local Knowledge*

County and city staff in the local jurisdictions reviewed and commented on maps highlighting those TAZs where major inconsistencies existed between the transportation models' figures and Yakima County Assessor data, county jurisdictions' Future Land Use Maps (FLUMs), and State Office of Financial Management (OFM) estimates and projections for 2006 and 2025. Adjustments to the numbers of existing dwelling units and employees and future buildout in TAZs were made according to feedback given by local officials.

# APPENDIX E

## MODEL METHODOLOGY

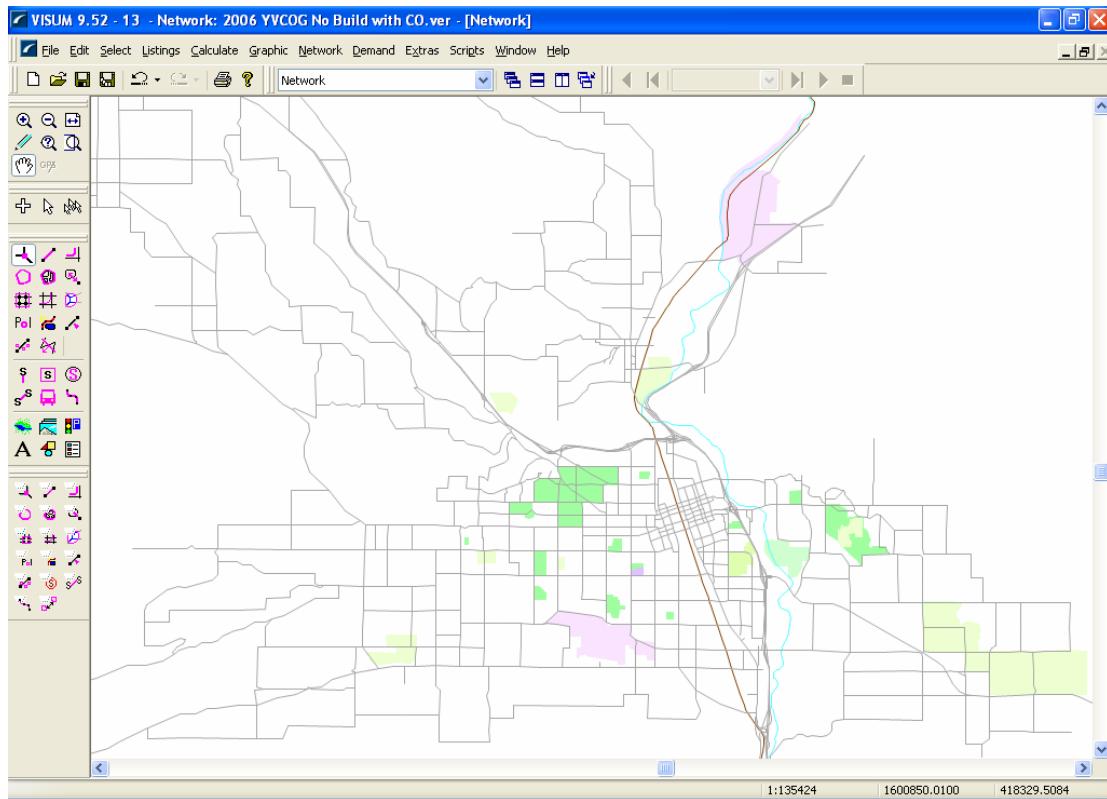


## Model System

The existing YVCOG Urban Area Model was one of the tools used in the analysis of the Transportation Improvements in the M/RTP. The model, which covers the MPO boundary, is a PM Peak hour model. The model system is currently configured to forecast vehicle demand only.

## Network

The existing YVCOG Urban Area model area is shown in Figure 1.



**Figure 1. YVCOG Urban Area Model Area**

The model contains a fairly extensive network for the urban area. There are 383 zones, 1689 nodes and 4104 links in the model. The links include facilities down to the collector level; local streets are not included. A summary of the link types and their base capacities are shown in Table 1.

**Table 1. Link Types**

Type #	Base Capacity (per lane)	Number of Links	Description
10	2000	150	Freeway
20	1600	195	Ramps
30	1800	203	Multi-Lane Highway
40	1600	176	Arterial Class I
50	1400	862	Arterial Class II
60	1200	562	Arterial Class III
70	1000	354	Arterial Class IV
80	800	774	Collector
90	1600	828	Rural Two-Lane Highway

The model also contains node capacity as well. The node capacity is based upon the incoming link capacity and an assumption of the green time for a signalized intersection or the amount of stop time for a two or four way stop.

The entire model process of Trip Generation, Distribution and Trip Assignment takes place in one software platform. As such, all land use inputs are contained within the model for ease of review and presentation. Since the model only predicts vehicle trips, there is no Mode Choice component in the model.

## Trip Generation

Trip Generation is the model step that takes the land use inputs and creates the trip ends that are eventually assigned to the model network as vehicle trips. The results of Trip Generation are total productions and attractions for each zone in the network. These values are stored in attributes on each zone in the model file.

Trips are stratified by five trip purposes for the PM Peak Hour:

1. Home to Work
2. Work to Home
3. Home to Other
4. Other to Home
5. Non-Home Based

Trip Generation uses several land use categories along with trip generation rates to calculate the overall Productions and Attractions for each zone by trip purpose. Each value of the land use category is multiplied by its corresponding trip rate to create either a production or an attraction. The trip rates do not change amongst the model forecast years and are shown by trip purpose below.

**Table 2. Home Based Work Trip Rates**

Model Attribute	Home to Work		Work to Home	
	Production Rate	Attraction Rate	Production Rate	Attraction Rate
Single Family Units	0.0520	0.0000	0.0000	0.3050
Multi-Family Units <=4	0.0400	0.0000	0.0000	0.2530
Multi-Family Units >4	0.0320	0.0000	0.0000	0.2070
Industrial	0.0000	0.0180	0.1130	0.0000
Retail	0.0000	0.1210	0.5670	0.0000
Services	0.0000	0.0150	0.2040	0.0000
Public Use	0.0000	0.0220	0.1710	0.0000
Agriculture	0.0000	0.0110	0.1130	0.0000
School Administration	0.0000	0.0000	0.0040	0.0000
Elementary School	0.0000	0.0110	0.0390	0.0000
High School	0.0000	0.0090	0.0390	0.0000
Community College	0.0000	0.0100	0.0230	0.0000
Park & Rides	0.0000	0.0140	0.4300	0.0000
External to Internal	0.0500	0.0000	0.4000	0.0000
Internal to External	0.0000	0.0500	0.0000	0.4000

**Table 3. Home Based Other Trip Rates**

Model Attribute	Home to Other		Other to Home	
	Production Rate	Attraction Rate	Production Rate	Attraction Rate
Single Family Units	0.2330	0.0000	0.0000	0.2300
Multi-Family Units <= 4	0.1810	0.0000	0.0000	0.1870
Multi-Family Units >4	0.1420	0.0000	0.0000	0.1530
Industrial	0.0000	0.0360	0.0530	0.0000
Retail	0.0000	0.7080	0.6240	0.0000
Services	0.0000	0.0440	0.1000	0.0000
Public Use	0.0000	0.0630	0.0840	0.0000
Agriculture	0.0000	0.0300	0.0560	0.0000
School Administration	0.0000	0.0010	0.0020	0.0000
Elementary School	0.0000	0.0320	0.0180	0.0000
High School	0.0000	0.0260	0.0180	0.0000
Community College	0.0000	0.0310	0.0100	0.0000
Park & Rides	0.0000	0.0000	0.0000	0.0000
External to Internal	0.1200	0.0000	0.1400	0.0000
Internal to External	0.0000	0.1200	0.0000	0.1400

**Table 4. Non-Home Based Trip Rates**

Non-Home Based

Model Attribute	Production Rate	Attraction Rate
Single Family Units	0.0390	0.0400
Multi-Family Units <=4	0.0300	0.0280
Multi-Family Units >4	0.0240	0.0230
Industrial	0.0440	0.0360
Retail	0.6990	0.7810
Services	0.0960	0.0410
Public Use	0.0810	0.0590
Agriculture	0.0560	0.0340
School Administration	0.0010	0.0010
Elementary School	0.0140	0.0280
High School	0.0140	0.0230
Community College	0.0080	0.0270
Park & Rides	0.0480	0.1280
External to Internal	0.2900	0.0000
Internal to External	0.0000	0.2900

Trip Productions and Attraction for each zone are the result of Trip Generation. Productions and attractions are then linked together in Trip Distribution to create the overall zone to zone travel demand by trip purpose.

## Trip Distribution

Trip Distribution is performed using a Gravity Model formulation with the zone to zone travel times on the highway network as the measure of impedance between zones. In much the same way that gravity works, two zones are attracted to each other based upon their size (in this case a production and attraction by purpose) with the travel time between the zones being the pull of gravity between the two. Trip Distribution takes the trip ends from Trip Generation and creates zone to zone travel demand by trip purpose. In this process, each production is matched to an attraction. The gravity model equation is:

$$f(u) = \frac{1}{u^b + cu^a}$$

The parameters for the trip distribution function by trip purpose are shown in Table 5.

**Table 5. Trip Distribution Parameters**

Trip Purpose	Trip Distribution Parameters		
	alpha ( a )	beta ( b )	constant ( c )
Home to Work	-0.5	1.9	25
Work to Home	-0.5	1.9	25
Home to Other	-0.5	2.8	25
Other to Home	-0.5	2.8	25
Non-Home Based	-0.5	2.7	25

The results of Trip Distribution are matrices of zone to zone travel demand by the five trip purposes.

## Highway Assignment

Trip tables, which have total zone to zone travel demand, are assigned to the model links and nodes to calculate the travel time and volumes on every link, node and turn in the network. The routes that trips use to get from one zone to another zone are calculated using a multi-equilibrium assignment process.

The calculation of the travel time on a link uses a volume delay function (VDF). The volume delay function can vary by link type. In the YVCOG model, freeways and ramps use one VDF and arterials and collectors use another. The basic formulations of the link volume delay functions in the YVCOG model are:

### *For Sat <= Critical Sat*

$$t_{cur} = (t_0 + a) * (1 + d * (sat + f)^b)$$

Link Type	Less than SatCrit				
	a	b	d	f	SatCrit
Freeway & Ramps	0	4	0.25	0.15	0.85
Arterials	0	4	0.25	0.25	0.75
Collectors	0	4	0.25	0.25	0.75

### *For Sat > Critical Sat*

$$t_{cur} = (t_0 + a') * (1 + d' * (sat + f')^b')$$

Link Type	Greater than SatCrit				
	a'	b'	d'	f	SatCrit
Freeway & Ramps	0	10	0.25	0.15	0.85
Arterials	0	10	0.25	0.25	0.75
Collectors	0	10	0.25	0.25	0.75

The YVCOG model also implements node volume delay functions as well. These functions, which are identical in function to the link functions, add delay to the intersection based on the incoming volume and capacity of the intersection. The parameters in the node volume delay functions are shown below.

#### ***For Sat <= Critical Sat***

Node Type	a	b	d	f	SatCrit
Merge	0	3.8	30	0.15	0.85
All Way Stop	3	3.6	30	0.20	0.80
2-Way Stop	3	3.6	30	0.20	0.80
Railroad					
Crossing	6	3.6	30	0.20	0.80
Signal	1.2	3.6	30	0.20	0.80

#### ***For Sat > Critical Sat***

Node Type	a'	b'	d'	f'	SatCrit
Merge	0	5.8	30	0.15	0.85
All Way Stop	3	5.8	30	0.20	0.80
2-Way Stop	6	6	30	0.20	0.80
Railroad					
Crossing	9	6	30	0.20	0.80
Signal	1.2	5	30	0.20	0.80

By including delays at nodes, the model is better able to replicate travel delay experienced by users in a corridor.

### **Multi-Point Assignment (MPA)**

The YVCOG model also implements the Multi-Point Assignment (MPA) technique first developed in the TModel software. The MPA technique allows a user to set the percentage of demand that should use each connector leaving a zone. The effect of MPA is very similar to splitting zones. In fact, the 379 zones in the model become over 1170 “equivalent” zones once the MPA technique is used. By setting proper connector shares, the routes into zones are more representative of real world conditions and in turn both link and turn movement count validation is improved.

## Level of Service Analysis with Traffix

Intersection detail for signalized intersections in the YVCOG model was added to the model network to enable the Level of Service calculations to be performed directly in the model stream. The inputs, which included turn pockets and lengths, were added for 110 intersections in the model area. An example of the lane inputs is shown in Figure 2.

**Legs and lanes Node 1669**

	Orientation	Template	LegTemplate	Stop line Distance
1	S	<input type="checkbox"/>		0.00
2	E	<input type="checkbox"/>		0.00
3	N	<input type="checkbox"/>		0.00
<b>4</b>	<b>W</b>	<input checked="" type="checkbox"/>		0.00

Symmetric distance 0.0ft Apply New node template

**Lanes at node leg W (Lane-based)**

	Lane	Length	Transport systems	N (left)	E (straight)	S (right)	W (U-Turn)
<b>1</b>	1 Exit		C				
2	2 Exit		C				
3	3 Left pocket	200.00	C	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	2 Entry		C	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	1 Entry		C	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Addit. lane New Left New Right Delete New leg template OK Cancel

Figure 2. Intersection Lane Configuration

Along with the intersection geometry, the existing signal timings were also added to the model. By having both the timings and lane configurations, Level of Service calculations could be calculated for all the signalized intersections directly after any model scenario run. An example of the signal timing inputs are shown in Figure 3.

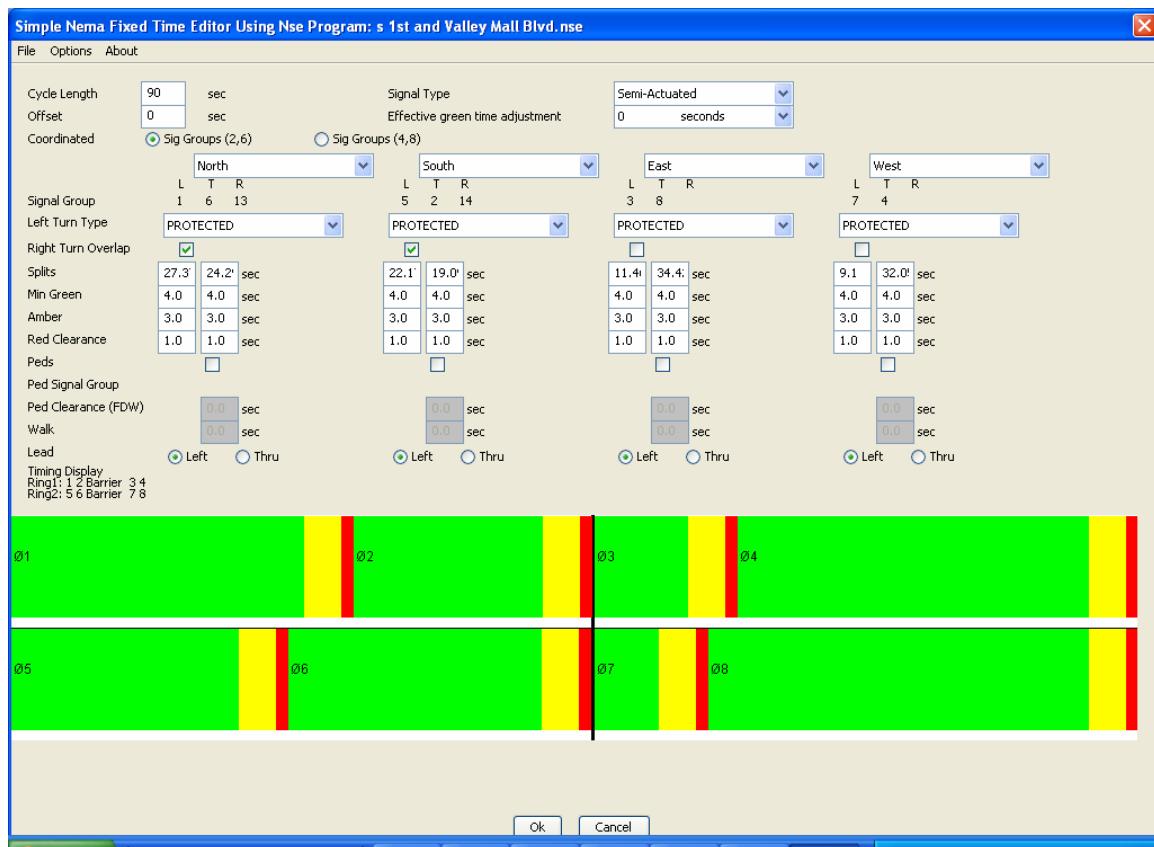


Figure 3. NEMA Editor Signal Timings

This Level of Service calculation was combined with basic link level statistics to help the Project Team develop and analyze the performance of the various model scenario packages. In all future scenarios, the signal timings were automatically optimized in the software.

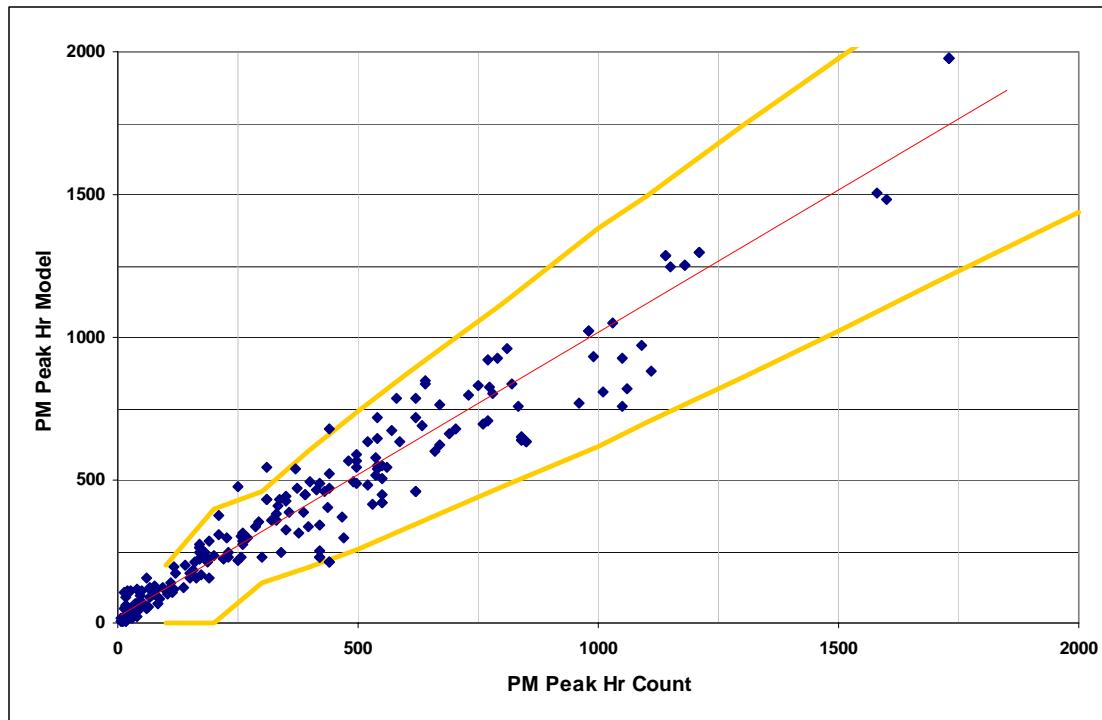
## Model Update and Validation Statistics

The previous model had last been updated for a 2003 base year. For purposes of the YVCOG M/RTP update, the model was updated to a 2006 Base Year with land use inputs and traffic counts. The model was then re-validated to the new counts. This validation effort consisted of refinements to the multi-point assignment weights on some connectors. Table 6 shows the overall model validation results.

**Table 6. Model Validation Statistics**

Class	# of Counts	RMSE	R2	Slope	Functional Classification
1	41	0.16	0.97	1.11	Freeway & Ramps
2	95	0.24	0.90	0.88	Arterials
3	87	0.36	0.89	1.02	Collectors
Total	223	0.24	0.95	1.00	All Facilities

According to Transportation Model Improvement Program (TMIP) Guidelines produced by FHWA, a travel demand model should have an overall  $R^2$  of 0.88, an RMSE of 30 or less and a slope as close to 1.0 as possible. As seen in Table 6, the YVCOG Urban area model meets these guidelines and as such is considered a validated travel demand model. Figure 4 is a Scattergram of the link volumes versus the link counts which also shows the correlation of the model to the traffic counts. The orange bars show the bandwidth for the desired variation of the counts and the model.



**Figure 4 2006 Model Validation Link Scattergram**

## Region Wide (1 of 2)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
S-17	Fiscally Constrained	WSDOT		Secured	RTPO	Guardrail Installation	Various	Various	Install Guardrails	Safety	0.040	0.040	\$	Short
S-18	Fiscally Constrained	WSDOT		Secured	RTPO	Intersection Safety Implementation program	Various	Various	Install signs and markings	Safety	0.224	0.224	\$	Short
S-19	Fiscally Constrained	WSDOT		Secured	RTPO	Regionwide Basic Safety signing	Various	Various	Replace existing signs	Safety	0.164	0.164	\$	Short
S-20	Fiscally Constrained	WSDOT		Secured	RTPO	SCR 15-17 Regionwide strategic pavement replacement	138.6	165.2	Restore drainage system and repair erosion	Preservation	0.426	0.426	\$	Short
S-21	Fiscally Constrained	WSDOT		Secured	RTPO	SCR 15-17 Regionwide Basic Safety Guardrail	Various	Various	Update guardrails as necessary	Safety	0.115	0.115	\$	Short
S-22	Fiscally Constrained	WSDOT		Secured	RTPO	SCR Regionwide curve warning signing chevron alignment	Various	Various	Curve warning signage improvements	Safety	0.250	0.250	\$	Short
S-23	Fiscally Constrained	WSDOT		Secured	RTPO	SR 24/2 miles E. of Badger Ln to 7.4 miles W of SR 241-Chip Seal	15.66	23.05	Chip Seal SR 24	Preservation	0.709	0.709	\$	Short
S-24	Fiscally Constrained	WSDOT		Secured	RTPO	SR 410 / 0.5 E of Chinook Pass-Emergent Need Wall Repair	69.7	69.84	Replace retaining wall and barrier	Preservation	0.308	0.308	\$	Short
S-25	Fiscally Constrained	WSDOT		Secured	RTPO	SR 410 / Yakima Co Line to East Winter Gate-Chip Seal	69.21	74.5	BST with crack seal and restore delineation	Preservation	0.483	0.483	\$	Short
S-26	Fiscally Constrained	WSDOT		Secured	RTPO	US 12 / E of White Pass-major drainage	138.6	165.2	Restore drainage system and repair erosion	Preservation	0.441	0.441	\$	Short
S-27	Fiscally Constrained	WSDOT		Secured	RTPO	US 12 / White Pass Vicinity-Major Drainage Phase 1	138.6	165.2	Restore drainage system and repair erosion	Preservation	0.512	0.512	\$	Short
S-28	Fiscally Constrained	WSDOT		Secured	RTPO	US 97 / Satus Creek 3rd crossing bridge-Deck Rehabilitation	37.53	37.59	Repair and resurface existing bridge deck	Preservation	0.768	0.768	\$	Short
S-29	Fiscally Constrained	WSDOT		Secured	RTPO	US 97 / Yakima County Line to Satus Creek Vic-Chip Seal	33.52	35.36	Chip Seal roadway	Preservation	0.232	0.232	\$	Short

Short Range 2014-2019  
 Mid Range 2020-2029  
 Long Range 2030-2040

RTPO	\$	up to \$1 million
MPO/RTPO	\$\$	\$1 - \$10 million
MPO	\$\$\$	> \$10 million

## Region Wide cont. (2 of 2)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
S-31	Fiscally Constrained	WSDOT		Secured	RTPO	US 12 / 3 miles E of willows Campground -Drainage System Rehab	US 12 Corridor		Replace Culverts	Maintenance/ Preservation	0.083	0.085	\$	Short
S-30	Fiscally Constrained	WSDOT		Secured	RTPO	I 82 Shoulder Paving	I 82 Corridor		Rehabilitate aging asphalt shoulders along these concrete routes	Maintenance/ Preservation	55.000	63.250	\$\$\$	Mid
<hr/>														
P-1	Other High Priority Projects	Yakima County	TBD	Planned	MPO/RTPO	Countywide Traffic Safety Projects-Local Selection	Countywide		Construct Spot Safety Improvements	Safety	0.600	0.692	\$	Short
P-2	Other High Priority Projects	Yakima County	TBD	Planned	MPO/RTPO	Overlays-Various Roads	Countywide		Construct Structural Overlays on arterial roadways	Maintenance/ Preservation	5.750	5.750	\$\$	Short
P-3	Other High Priority Projects	Yakima County	TBD	Planned	MPO/RTPO	Countywide Traffic Signals upgrades-local selection	Countywide		Install traffic signals at various locations and/or traffic operation improvements	Intersection/ Operations	0.300	0.300	\$	Short
P-4	Other High Priority Projects	YVCOG		Planned	MPO/RTPO	Regional Safe Routes to School Planning and Assistance	Countywide		To coordinate and assist with development of Safe Routes to School activities and projects.	Safety	0.010	0.010	\$	Short
P-5	Other High Priority Projects	YVCOG		Planned	MPO/RTPO	Yakima County Regional Transit Feasibility Study - Phase 1	Countywide		To allow YVCOG to initiate a regional transit feasibility study for the Yakima Valley region.	Transit Enhancement and Travel Demand Management	0.050	0.050	\$	Short
P-6	Other High Priority Projects	YVCOG		Planned	MPO/RTPO	State Committees and Task Forces	Countywide		To allow YVCOG to participate on statewide or regional transportation committees and/or task forces, either standing or ad-hoc, representing the interests and perspectives of MPO/RTPOs or local agencies.	Planning	0.025	0.025	\$	Short
P-7	Other High Priority Projects	YVCOG		Planned	MPO/RTPO	Regional CTR Planning	Countywide		To update and maintain a regional commute trip reduction plan with regional goals; develop and administer a CTR Pilot Project involving agriculture industry employers and college campuses; and to participate in state CTR Board activities.	Transit Enhancement and Travel Demand Management	0.120	0.120	\$	Short
P-8	Other High Priority Projects	Yakima County	31	Planned	MPO	Countywide Sidewalk ADA retrofit projects	Countywide		Retrofit non-compliant sidewalks with required ADA compliant improvements at various locations.	Reconstruction	1.200	1.200	\$\$	Short
P-9	Other High Priority Projects	Yakima County	30	Planned	MPO	Countywide L.E.D. streetlight upgrade project	Countywide		Replace existing streetlight fixtures with high efficiency LED fixtures at various locations	Safety	0.180	0.180	\$	Short

Short Range	2014-2019	\$	up to \$1 million
Mid Range	2020-2029	\$\$	\$1 - \$10 million
Long Range	2030-2040	\$\$\$	> \$10 million

## SE Sub-region (1 of 6)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
S-32	Fiscally Constrained	WSDOT		Secured	RTPO	SR241/Forsell Rd/Green Valley Rd Intersection Improvement	3.15	3.32	Intersection Improvements	Intersection/ Operations	2.23	2.23	\$\$	Short
S-33	Fiscally Constrained	WSDOT		Secured	RTPO	SR241/Yakima Valley Highway-Railroad Crossing Improvements			Install RR Crossing Signal	Intersection/ Operations	0.068	0.068	\$	Short
S-34	Fiscally Constrained	WSDOT		Secured	RTPO	SR22/SR223 Intersection-replace lighting system	8.54	8.65	Replace existing illumination	Safety	0.125	0.125	\$	Short
S-36	Fiscally Constrained	WSDOT		Secured	RTPO	SR241/Forsell Rd-Intersection improvements	Intersection-SR 241 & Rosell Road		Safety improvements-revise turn lanes and improve sight distance	Safety	2.23	2.23	\$\$	Short
S-14	Fiscally Constrained	Grandview	1	Secured	RTPO	Old Inland Empire Highway Improvement	Grandridge Ave	Elm Street	Reconstruct roadway including widening, excavation, gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, storm drainage improvements, and street lighting	Reconstruction	2.193	2.468	\$\$	Mid
S-11	Fiscally Constrained	Mabton	3	Secured	RTPO	Main Street Reconstruction	Washington Ave.	SR22	Roadway and sidewalk reconstruction. Install pedestrian crossing of SR22.	Reconstruction	2.304	2.304	\$\$	Mid
S-35	Fiscally Constrained	WSDOT		Secured	RTPO	SR241/Yakima River Bridge Replacement	Bridge		Replace bridge	Reconstruction	20.407		\$\$\$	Mid
S-12	Fiscally Constrained	Sunnyside	12	Secured	RTPO	South 6th Street Improvements and overlay	Lincoln Avenue	Franklin Ave	Reconstruct roadway	Reconstruction	2.705	2.705	\$\$	Long
S-37	Fiscally Constrained	WSDOT		Secured	RTPO	SR241/North Sunnyside	SR 241 Corridor		Reconstruct Existing Roadway	Reconstruction	0.412	9.471	\$\$	Long
P-10	Other High Priority Projects	Grandview	2	Planned	RTPO	Wine Country Road Pavement Preservation	Elm Street	Fir Street	Planning asphalt, hot mix asphalt, ADA ramps, and pavement markings	Preservation	0.243	0.243	\$	Short
P-11	Other High Priority Projects	Grandview	3	Planned	RTPO	Wine Country Road Improvements	Ash Ave.	Fir Street	Planning asphalt, hot mix asphalt, ADA ramps, and pavement markings	Preservation	3.800	3.914	\$\$	Short
P-12	Other High Priority Projects	Grandview	4	Planned	RTPO	Wine Country Road & McCreadie Signalization	Intersection of Wine Country Road and McCreadie		Signalization	Intersection/ Operations	0.372	0.395	\$	Short
P-13	Other High Priority Projects	Grandview	5	Planned	RTPO	Larson Street Improvements	5th Street south	Queen Street	Widen, drainage, surface, curb, gutter	Widening	0.366	0.400	\$	Short
P-14	Other High Priority Projects	Grandview	6	Planned	RTPO	Stassen Way Improvements	Hillcrest east	Velma	Widen, drainage, surface, curb, gutter	Widening	0.313	0.342	\$	Short
P-15	Other High Priority Projects	Grandview	9	Planned	RTPO	City-Wide Sidewalk Improvements	N/A	N/A	Reconstruct sidewalk, curb and gutter, vegetation removal/replace	Reconstruction/ Preservation	0.500	0.500	\$	Short
P-16	Other High Priority Projects	Grandview	10	Planned	RTPO	City-Wide Pavement Rehabilitation	N/A	N/A	Resurfacing, grind, and overlay	Preservation	0.500	0.500	\$	Short

Short Range 2014-2019  
 Mid Range 2020-2029  
 Long Range 2030-2040

RTPO  
 MPO/RTPO  
 MPO

\$ up to \$1 million  
 \$\$ \$1 - \$10 million  
 \$\$\$ > \$10 million

## SE Sub-region cont. (2 of 6)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-17	Other High Priority Projects	Grandview	11	Planned	RTPO	City-Wide Surfacing Improvements	N/A	N/A	Seal coat, fog seal	Preservation	0.500	0.500	\$	Short
P-18	Other High Priority Projects	Grandview	12	Planned	RTPO	City-Wide ADA Improvements	N/A	N/A	ADA upgrades	New Construction/ Reconstruction	0.500	0.500	\$	Short
P-19	Other High Priority Projects	Grandview	13	Planned	RTPO	City-Wide Illumination Improvements	N/A	N/A	Illumination upgrades	New Construction/ Reconstruction	0.500	0.500	\$	Short
P-20	Other High Priority Projects	Grandview	14	Planned	RTPO	City-Wide Safety Improvements	N/A	N/A	Safety upgrades to roadway and sidewalk network, including traffic calming	New Construction/ Reconstruction	0.500	0.500	\$	Short
P-21	Other High Priority Projects	Grandview	15	Planned	RTPO	City-Wide Transportation Alternatives	N/A	N/A	Transportation alternatives upgrades including trails	New Construction/ Reconstruction	0.500	0.500	\$	Short
P-22	Other High Priority Projects	Grandview	16	Planned	RTPO	City-Wide Stormwater Improvements	N/A	N/A	Stormwater upgrades	New Construction/ Reconstruction	0.500	0.500	\$	Short
P-23	Other High Priority Projects	Grandview	17	Planned	RTPO	City Equipment Acquisition	N/A	N/A	Equipment acquisition	Purchase	0.500	0.500	\$	Short
P-24	Other High Priority Projects	Mabton	2	Planned	RTPO	B Street Reconstruction	Boundary Road	6th Street	Street and sidewalk rehabilitation and illumination	Reconstruction	1.301	1.301	\$\$	Short
P-25	Other High Priority Projects	Sunnyside	1	Planned	RTPO	South 6th Street Improvements and Pedestrian Mobility Project	Grant Avenue	Railroad Avenue	Reconstruct roadway, curb, gutter, sidewalk, storm drainage, ADA ramps, landscaping	Reconstruction	0.530	0.578	\$	Short
P-26	Other High Priority Projects	Sunnyside	3	Planned	RTPO	Yakima Valley Highway	West City Limits	East City Limits	Construct curb, gutter, sidewalk, landscaping, bicycle lanes, intersection signals and safety improvements, storm drainage, lane reconstruction, and utility adjustments	Reconstruction	6.154	6.523	\$\$	Short
P-27	Other High Priority Projects	Sunnyside	4	Planned	RTPO	9th Street & East Edison Avenue Signal Project	Intersection of 9th Street & East Edison Avenue		Install new traffic signal and intersection improvements	Intersection/ Operations	0.285	0.319	\$	Short
P-28	Other High Priority Projects	Sunnyside	5	Planned	RTPO	East Edison Avenue Improvements Phase I	5th Street	9th Street	Reconstruct curb & gutter, sidewalks, landscaping, intersection safety, utility adjustments	Reconstruction	0.500	0.545	\$	Short
P-29	Other High Priority Projects	Sunnyside	8	Planned	RTPO	Scoon Road Improvements	Yakima Valley Highway	North City Limits	Reconstruct roadway, curb, gutter, sidewalks, storm drainage	Reconstruction	0.185	0.207	\$	Short
P-30	Other High Priority Projects	Sunnyside	9	Planned	RTPO	Bridge Street Bridge	Bridge		Replace bridge	Reconstruction	0.310	0.329	\$	Short
P-31	Other High Priority Projects	Sunnyside	10	Planned	RTPO	Grandview Avenue Improvements	Riverside Avenue	Swan Rd	Construct curb, gutter, sidewalk and storm drainage	Reconstruction	0.250	0.273	\$	Short
P-32	Other High Priority Projects	Sunnyside	11	Planned	RTPO	East Lincoln Avenue Overlay	South 6th Street	South 16th Street	Overlay existing roadway	Preservation	0.196	0.214	\$	Short
P-33	Other High Priority Projects	Sunnyside		Planned	RTPO	East Lincoln Avenue Turn Lanes	South 1st Street	South 4th Street	Construct new eastbound lane and turn lane	Widening	0.150	0.164	\$	Short

Short Range 2014-2019  
 Mid Range 2020-2029  
 Long Range 2030-2040

RTPO	\$ up to \$1 million
MPO/RTPO	\$\$ \$1 - \$10 million
MPO	\$\$\$ > \$10 million

### SE Sub-region cont. (3 of 6)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-34	Other High Priority Projects	Sunnyside		Planned	RTPO	East Edison Avenue Railroad Signal Project	Railroad Crossing on East Edison		Install new railroad crossing signal	Rail	0.239	0.261	\$	Short
P-35	Other High Priority Projects	Sunnyside		Planned	RTPO	16th Street Phase II	East Edison Avenue	Yakima Valley Highway	Reconstruct existing roadway, curb, gutter, sidewalks, pipe open drainage channel, illumination, landscaping	Reconstruction	0.700	0.742	\$	Short
P-36	Other High Priority Projects	Sunnyside		Planned	RTPO	Beckner Alley Improvement and Pedestrian Mobility Project	Cemetery Road	Washout Road	Construct curb, gutter, sidewalk, intersection signals and safety improvements, storm drainage, road reconstruction, and utility adjustments	Reconstruction	0.813	0.862	\$	Short
P-37	Other High Priority Projects	Sunnyside		Planned	RTPO	11th Street Improvements	Lincoln Avenue	Yakima Valley Highway	Reconstruct roadway, curb, gutter, sidewalks, storm drainage, landscaping	Reconstruction	0.762	0.853	\$	Short
P-38	Other High Priority Projects	Sunnyside		Planned	RTPO	13th Street & East Edison Avenue Traffic Signal Project	Intersection of 13th Street & East Edison Avenue		Install new traffic signal and intersection improvements	Intersection/ Operations	0.285	0.311	\$	Short
P-39	Other High Priority Projects	Sunnyside		Planned	RTPO	Citywide Traffic & Intersection Study	Transportation Study		Study citywide patterns, uses functional classifications, levels of service, intersection warrant analysis	Planning	0.250	0.258	\$	Short
P-40	Other High Priority Projects	Yakima County	14	Planned	RTPO	Independence Road	Fordyce Road	Maple Grove Road	Reconstruct to rural collector standards	Reconstruction	1.270	1.270	\$\$	Short
P-41	Other High Priority Projects	Yakima County	33	Planned	RTPO	Bagley Drive	Hill Ave.	Beckner Road	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.515	0.318	\$	Short
P-42	Other High Priority Projects	Yakima County	34	Planned	RTPO	McClain Drive	Beckner Road	Hill Ave	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.395	0.247	\$	Short
P-43	Other High Priority Projects	Yakima County	35	Planned	RTPO	Beckner Road	McClain Drive	Rouse Road	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.300	0.185	\$	Short
P-44	Other High Priority Projects	Yakima County	36	Planned	RTPO	Hill Ave.	McClain Drive	Bagley Drive	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.195	0.128	\$	Short
P-45	Other High Priority Projects	Grandview	7	Planned	RTPO	Birch Avenue Improvements	Wine Country Road south	East Third Street	Curb, gutter, drainage	Reconstruction	0.410	0.475	\$	Mid
P-46	Other High Priority Projects	Grandview	8	Planned	RTPO	Highland Road Improvements	Elm east	City Limits	Widen, curb, gutter, sidewalk, drainage, illumination, and surface	Widening	2.588	3.000	\$\$	Mid
P-47	Other High Priority Projects	Granger		Planned	RTPO	Bailey Ave Grind & Overlay	East E Street	SR 223	Grind & overlay and improve the sidewalks to ADA compliance	Reconstruction	0.541	0.541	\$	Mid
P-48	Other High Priority Projects	Granger		Planned	RTPO	East Third Street Overlay	SR223	Main Street	Overlay project from SR223 to Main Street	Preservation	0.400	0.400	\$	Mid
P-49	Other High Priority Projects	Granger		Planned	RTPO	2nd Ave. N. and Ruehl Road Reconstruction	Mentzer Ave.	W. Hudson Road	Reconstruct road with curb and gutter both sides. Asphalt concrete paved roadway. Drainage improvements and some sidewalks	Reconstruction	1.500	1.500	\$\$	Mid
P-50	Other High Priority Projects	Granger		Planned	RTPO	Sidewalks - Various Locations	Various Locations		Replace 4 blocks of sidewalk, both sides	Non-Motorized	0.200	0.212	\$	Mid

Short Range 2014-2019  
 Mid Range 2020-2029  
 Long Range 2030-2040

RTPO  
 MPO/RTPO  
 MPO

\$ up to \$1 million  
 \$\$ \$1 - \$10 million  
 \$\$\$ > \$10 million

## SE Sub-region cont. (4 of 6)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-51	Other High Priority Projects	Granger		Planned	RTPO	Sealcoat - Various Streets	Various Locations		Sealcoat	Preservation	0.051	0.051	\$	Mid
P-52	Other High Priority Projects	Granger		Planned	RTPO	Bailey Avenue Extension	South of Bailey Avenue	Cherry Hill Road	Construct a new road and intersection, curbs, gutters, sidewalks, and railroad and drainage crossing	New Construction	0.200	0.200	\$	Mid
P-53	Other High Priority Projects	Mabton	4	Planned	RTPO	Park & Ride	NE Corner of Main & South Street		Construct a park & ride.	Transit	0.015	0.015	\$	Mid
P-54	Other High Priority Projects	Mabton	5	Planned	RTPO	South Street Reconstruction	Boundary Road	Main Street	Reconstruct South Street	Reconstruction	0.100	0.100	\$	Mid
P-55	Other High Priority Projects	Mabton	6	Planned	RTPO	2nd Street Overlay	Pine Street	Maple Street	Overlay	Preservation	0.020	0.020	\$	Mid
P-56	Other High Priority Projects	Mabton	7	Planned	RTPO	3rd Street Overlay	Pine Street	Maple Street	Overlay	Preservation	0.020	0.020	\$	Mid
P-57	Other High Priority Projects	Mabton	8	Planned	RTPO	Maple Street Overlay	Main Street	2nd Street	Overlay	Preservation	0.045	0.045	\$	Mid
P-58	Other High Priority Projects	Mabton	10	Planned	RTPO	Pine Street Overlay	6th Street	Allison Road	Upgrade Pine Street from gravel road to hard surface	Reconstruction	0.100	0.100	\$	Mid
P-59	Other High Priority Projects	Mabton	11	Planned	RTPO	Fern Street Overlay	SR22	Pine Street	Upgrade gravel road to hard surface	Reconstruction	0.030	0.030	\$	Mid
P-60	Other High Priority Projects	Mabton	12	Planned	RTPO	Allison Road Overlay	End of Pavement	City Limits	Upgrade Allison Road from gravel road to hard surface	Reconstruction	0.100	0.100	\$	Mid
P-61	Other High Priority Projects	Mabton	16	Planned	RTPO	Vance Road BST	Cemetery	Treatment Plant	BST existing roadway	Preservation	0.100	0.100	\$	Mid
P-62	Other High Priority Projects	Mabton	17	Planned	RTPO	Citywide Chipseal	Various Streets		Chipseal	Preservation	1.050	1.050	\$\$	Mid
P-63	Other High Priority Projects	Sunnyside	6	Planned	RTPO	Citywide Intersection ADA Ramp Improvements	Grant on 6th & 5th on Edison	Decatur on 6th & 9th on Edison	Construct additional intersection pedestrian safety improvements	Non-Motorized	0.310	0.357	\$	Mid
P-64	Other High Priority Projects	Sunnyside	7	Planned	RTPO	16th Street Improvement and Pedestrian Mobility Project	Yakima Valley Highway	North City Limits	Reconstruct and Widen Roadway, Intersections Signals and Safety Improvements	Reconstruction	1.778	1.831	\$\$	Mid

Short Range 2014-2019  
 Mid Range 2020-2029  
 Long Range 2030-2040

RTPO	\$	up to \$1 million
MPO/RTPO	\$\$	\$1 - \$10 million
MPO	\$\$\$	> \$10 million

## SE Sub-region cont. (5 of 6)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-65	Other High Priority Projects	Sunnyside	13	Planned	RTPO	Riverside Avenue	West City Limits	West Grandview Avenue	Construct new roadway to provide improved access on south side of Harrison Hill, curb, gutter, sidewalk, storm drainage, utility adjustments	New Construction	0.075	0.086	\$	Mid
P-66	Other High Priority Projects	Sunnyside		Planned	RTPO	North 6th Street Overlay and Pedestrian Mobility Project	East Railroad Avenue	Yakima Valley Highway	Construct roadway enhancements and safety improvements, curb, gutter, sidewalk, storm drainage, ADA ramps, landscaping	Reconstruction	0.498	0.573	\$	Mid
P-67	Other High Priority Projects	Sunnyside		Planned	RTPO	Street Improvements Phase II	Yakima Valley Highway	Port Property	Construct additional roadway, pedestrian safety and mobility improvements	Reconstruction	0.125	0.144	\$	Mid
P-68	Other High Priority Projects	Yakima County	10	Planned	RTPO	Wide Hollow Road	Yakima City Limits	Cottonwood Canyon Road	Reconstruct to rural collector standards	Reconstruction	0.550		\$	Mid
P-69	Other High Priority Projects	Yakima County	14	Planned	RTPO	Independence Road	North Outlook Road	Fordyce Road	Reconstruct roadway to rural major collector standards	Reconstruction	1.270		\$\$	Mid
P-70	Other High Priority Projects	Yakima County	47	Planned	RTPO	Vance Road	Edge of BST	Ferry Road	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.285	0.330	\$	Mid
P-71	Other High Priority Projects	Yakima County	TBD	Planned	RTPO	North Putterbaugh Road	Yakima Valley Highway	East Alexander Road	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.760	0.878	\$	Mid
P-72	Other High Priority Projects	Yakima County	TBD	Planned	RTPO	17th Street	Madison Ave.	South Ave.	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.130	0.151	\$	Mid
P-73	Other High Priority Projects	Yakima County	TBD	Planned	RTPO	Madison Ave.	Mabton-Sunnyside Road	17th Street	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.070	0.081	\$	Mid
P-74	Other High Priority Projects	Yakima County	TBD	Planned	RTPO	South Ave.	Mabton-Sunnyside Road	17th Street	Reconstruct gravel road to standard 30ft pave roadway	Reconstruction	0.070	0.081	\$	Mid
P-75	Other High Priority Projects	Granger		Planned	RTPO	Emerald Road Safety Improvements	County Line	0.41 miles from County Line	Construct a guardrail	Safety	0.100	0.100	\$	Long
P-76	Other High Priority Projects	Granger		Planned	RTPO	Emerald Road Reconstruction	County Line	SR223	Reconstruct road including bike lanes, sidewalk on one side	Reconstruction	1.000	1.000	\$\$	Long
P-77	Other High Priority Projects	Granger		Planned	RTPO	Hudson Road	N Granger Road	Blaine Road	Reconstruct Hudson Road	Reconstruction	2.956	2.956	\$\$	Long
P-78	Other High Priority Projects	Mabton	1	Planned	RTPO	Mabton Schools Safe Route	5th Ave.	6th Ave.	Sidewalk bulb-outs, signage revisions, improve crossing at SR22 Curb, gutter, sidewalk	Reconstruction	0.560	0.560	\$	Long
P-79	Other High Priority Projects	Mabton	9	Planned	RTPO	Monroe Street Construction	7th Avenue	Vance Road	Construct a new street.	New Construction	0.110	0.110	\$	Long

Short Range 2014-2019  
 Mid Range 2020-2029  
 Long Range 2030-2040

RTPO  
 MPO/RTPO  
 MPO

\$ up to \$1 million  
 \$\$ \$1 - \$10 million  
 \$\$\$ > \$10 million

### SE Sub-region cont. (6 of 6)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-80	Other High Priority Projects	Mabton	13	Planned	RTPO	Boundary Road	SR22	Pine Street	Reconstruct Boundary Road	Reconstruction	0.590	0.590	\$	Long
P-81	Other High Priority Projects	Mabton	14	Planned	RTPO	Jefferson Street	1st Ave.	7th Ave.	Reconstruction of Jefferson Street. Curb, gutter, sidewalk and storm drain	Reconstruction	1.117	1.117	\$\$	Long
P-82	Other High Priority Projects	Mabton	15	Planned	RTPO	Adams Street Reconstruction	1st Ave.	7th Ave.	Reconstruct Adams Street. Curb, gutter, sidewalk and storm drainage.	Reconstruction	1.117	1.117	\$\$	Long
P-83	Other High Priority Projects	Sunnyside	14	Planned	RTPO	16th Street Sidewalk	Yakima Valley Highway	Beckner Ally Road	Construct new curb, gutter and sidewalks	New Construction	0.152	0.152	\$	Long

### SC Sub-region (1 of 7)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
S-6	Fiscally Constrained	Toppenish	1	Secured	RTPO	Lincoln Ave/Dayton Ave./Beach St. Improvements	N "F" St. to N "L" St. To Elm St. To Zillah Ave.		Lincoln Ave.: Construct new sidewalk, curb and gutter, and illumination. Dayton Ave and Beech St.: Widen and construct new 40-44' wide roadway section , new curb and gutter, sidewalk, storm drainage and illumination	Reconstruction	1.622	1.622	\$\$	Short
S-1	Fiscally Constrained	Yakima County	13	Secured	RTPO	Cheyne Road -At Highland Drive Intersection	Leg of Intersection	Cheyne Road and Highland	Widen Existing Intersection, Safety Improvements	Reconstruction	1.130	2.000	\$\$	Short
S-38	Fiscally Constrained	WSDOT		Secured	RTPO	RR Crossing-Construct Grade Separation	0.32	0.81	Railroad crossing grade separation SR223/Track Road	Intersection/ Operations	12.356	12.356	\$\$\$	Short
S-39	Fiscally Constrained	WSDOT		Secured	RTPO	US 97/McDonald Rd/Becker Rd Intersection improvements	Intersection-McDonald Road & Becker Road		Intersection Improvements	Intersection/ Operations	3.382	3.382	\$\$	Short
S-40	Fiscally Constrained	WSDOT		Secured	RTPO	US 97/Lateral "A" Intersection Improvements	US 97 Corridor		Intersection Improvements	Intersection/ Operations	4.170	4.170	\$\$	Short
S-41	Fiscally Constrained	WSDOT		Secured	RTPO	US 97 / 2nd Ave Vicinity-Roadside Improvements	73.61	74.45	Install rumble strips, median barrier, recessed pavement markers	Safety	0.35	0.35	\$	Short
S-42	Fiscally Constrained	WSDOT		Secured	RTPO	US 97/Wapato Road/S. Camas Ave. Intersection Improvements	US 97 Corridor		Intersection Improvements	Intersection/ Operations	8.369	8.369	\$\$	Short
S-43	Fiscally Constrained	WSDOT		Secured	RTPO	US 97 / Lateral 1-Intersection improvements	71.22	71.44	Install median barrier	Safety	0.224	0.224	\$	Short
S-44	Fiscally Constrained	WSDOT		Secured	RTPO	US 97 / Robbins Rd-Intersection Improvements	62.3	63.2	Construct Roundabout	Safety	9.312	9.312	\$\$	Short

Short Range 2014-2019  
 Mid Range 2020-2029  
 Long Range 2030-2040

RTPO  
 MPO/RTPO  
 MPO

\$ up to \$1 million  
 \$\$ \$1 - \$10 million  
 \$\$\$ > \$10 million

## SC Sub-region cont. (2 of 7)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
S-45	Fiscally Constrained	WSDOT		Secured	RTPO	I-82 / Yakima Valley Highway Bridge WB-Bridge Rehabilitation	41.53	41.71	Repair and resurface existing bridge deck	Preservation	1.868	1.868	\$\$	Short
S-46	Fiscally Constrained	WSDOT		Secured	RTPO	US 97 / SR 22 Vicinity to W. Wapato Rd Vicinity-Paving	61.27	69.28	Grind and repave HMA	Preservation	0.232	0.232	\$	Short
S-13	Fiscally Constrained	Harrah		Secured	RTPO	Harrah Road Sidewalk Improvements			Construct 6 foot sidewalks along west and east side of street	New Construction/ Reconstruction	0.472	0.472	\$	Mid
S-7	Fiscally Constrained	Zillah	2	Secured	RTPO	Vintage Valley Parkway Extension	End of road	SR-22 Buena-Toppenish Road	Construction of new roadway, barrier curb and gutter, sidewalks with ADA ramps (where needed), Storm drainage improvements, and street lighting. Widening of Buena-Toppenish Road for right turn lane	Construction	5.704	5.704	\$\$	Mid
S-47	Fiscally Constrained	WSDOT		Secured	RTPO	SR 22 / Yakima River Crossing at Toppenish- Replace Bridges		SR 22 Corridor	Replace Bridges	Reconstruction	46.000	46.000	\$\$\$	Mid
S-50	Fiscally Constrained	WSDOT		Secured	RTPO	SR 22 / Toppenish Vicinity		Bridge	Bridge Deck repair	Maintenance / Preservation	0.506	0.582	\$	Mid
S-16	Fiscally Constrained	Toppenish	5	Secured	RTPO	Jackson Street Extension	Juniper Street	Ward Road	Reconstruction of existing street and extension to Ward Road	New Construction	1.770	1.507	\$\$	Long
S-48	Fiscally Constrained	WSDOT		Secured	RTPO	US 97 / Toppenish to Goldendale	Toppenish	Goldendale	Construct Passing Lane	Reconstruction	20.000		\$\$\$	Long
S-49	Fiscally Constrained	WSDOT		Secured	RTPO	US 97 / South of Toppenish-VMS		US 97 Corridor	Install variable message sign just south of Toppeinsh for drivers about to enter Status Pass	Corridor Enhancement	0.200	0.260	\$	Long
P-84	Other High Priority Projects	Harrah		Planned	RTPO	City-Wide Sidewalk Improvements	N/A	N/A	Reconstruct sidewalk, curb and gutter, vegetation removal/replace	Reconstruction/ Preservation	0.500	0.500	\$	Short
P-85	Other High Priority Projects	Harrah		Planned	RTPO	City-Wide Pavement Rehabilitation	N/A	N/A	Resurfacing, grind, and overlay	Preservation	0.500	0.500	\$	Short
P-86	Other High Priority Projects	Harrah		Planned	RTPO	City-Wide Surfacing Improvements	N/A	N/A	Seal coat, fog seal	Preservation	0.500	0.500	\$	Short
P-87	Other High Priority Projects	Harrah		Planned	RTPO	City-Wide ADA Improvements	N/A	N/A	ADA upgrades	New Construction/ Reconstruction	0.500	0.500	\$	Short
P-88	Other High Priority Projects	Harrah		Planned	RTPO	City-Wide Transportation Alternatives	N/A	N/A	Transportation alternatives upgrades including trails	New Construction/ Reconstruction	0.500	0.500	\$	Short
P-89	Other High Priority Projects	Harrah		Planned	RTPO	City-Wide Safety Improvements	N/A	N/A	Safety upgrades to roadway and sidewalk network, including traffic calming	New Construction/ Reconstruction	0.500	0.500	\$	Short
P-90	Other High Priority Projects	Harrah		Planned	RTPO	City-Wide Illumination Improvements	N/A	N/A	Illumination upgrades	New Construction/ Reconstruction	0.500	0.500	\$	Short
P-91	Other High Priority Projects	Harrah		Planned	RTPO	City-Wide Stormwater Improvements	N/A	N/A	Stormwater upgrades	New Construction/ Reconstruction	0.500	0.500	\$	Short

Short Range 2014-2019  
 Mid Range 2020-2029  
 Long Range 2030-2040

RTPO	\$ up to \$1 million
MPO/RTPO	\$\$ \$1 - \$10 million
MPO	\$\$\$ > \$10 million

**SC Sub-region cont. (3 of 7)**

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-92	Other High Priority Projects	Harrah		Planned	RTPO	City Equipment Acquisition	N/A	N/A	Equipment acquisition	Purchase	0.500	0.500	\$	Short
P-93	Other High Priority Projects	Wapato	1	Planned	RTPO	Resurfacing West 1st Street	Wapato Street	SR97	Resurface the existing roadway and repair some failing sections	Reconstruction	0.579	0.579	\$	Short
P-94	Other High Priority Projects	Wapato	2	Planned	RTPO	Trader Street Improvements	West 1st Street	East 3rd Street	Reconstruct curb, gutter, sidewalk, illumination	Reconstruction	0.200	0.200	\$	Short
P-95	Other High Priority Projects	Wapato	3	Planned	RTPO	9th Street Sidewalk Improvements	South Camas	Wasco	Install curb, gutter, sidewalk, ADA ramps for school children	Non-Motorized	0.265	0.273	\$	Short
P-96	Other High Priority Projects	Wapato	4	Planned	RTPO	Resurface 9th Street and S. Camas	7th Street	9th Street	Resurface street	Preservation	0.160	0.160	\$	Short
P-97	Other High Priority Projects	Wapato	6	Planned	RTPO	North Wasco Avenue and Sicutum Avenue Improvements	W. First Street	Sicutum Ave. + 600 feet	Pave roadway and add curb, gutter, sidewalk	Reconstruction	0.766	0.766	\$	Short
P-98	Other High Priority Projects	Wapato	7	Planned	RTPO	French Lane & Kateri Lane Improvements	South Camas Ave.	Blessed Kateri Appts	Pave roadway and add curb, gutter, sidewalk	Reconstruction	0.840	0.840	\$	Short
P-99	Other High Priority Projects	Wapato	8	Planned	RTPO	North Ahtanum Avenue Improvements	W. First Street	N. end of Ahtanum	Pave two lane road, curb, gutter, sidewalk	Reconstruction	0.555	0.555	\$	Short
P-100	Other High Priority Projects	Wapato	11	Planned	RTPO	Resurfacing of South Satus Avenue	E. 6th Street	E. 10th Street	Grind/overlay curb, gutter sidewalk	Reconstruction	0.402	0.402	\$	Short
P-101	Other High Priority Projects	Wapato	12	Planned	RTPO	9th Street Pavement Overlay	Highway 97	S. Wasco Ave.	Grind and overlay	Reconstruction	0.365	0.365	\$	Short
P-102	Other High Priority Projects	Wapato		Planned	RTPO	ADA Improvements	Citywide		Replace or install ADA ramps at intersections	Non-Motorized	0.025	0.026	\$	Short
P-103	Other High Priority Projects	Yakima County	18	Planned	RTPO	North Meyers Road	Lincoln Avenue	I-82	Widen Existing Roadway	Widening	1.960	2.080	\$\$	Short
P-104	Other High Priority Projects	Yakima County	21	Planned	RTPO	North Meyers Road Bridge #485	Bridge		Reconstruct Existing Bridge	Replace Bridge	8.020	7.234	\$\$	Short
P-105	Other High Priority Projects	Yakima County	22	Planned	RTPO	North Meyers Road Bridge #502	Bridge		Reconstruct Existing Bridge	Replace Bridge	1.825	1.825	\$\$	Short
P-106	Other High Priority Projects	Yakima County	39	Planned	RTPO	2nd Ave. (Parker)	Main Street	Yakima Street	Reconstruct gravel road to 30' pavedway	Reconstruction	0.170	0.196	\$	Short
P-107	Other High Priority Projects	Yakima County	40	Planned	RTPO	Yakima Street Reconstruction	2nd	5th Ave	Reconstruct gravel road to reduced standard BST section	Reconstruction	0.090	0.090	\$	Short
P-108	Other High Priority Projects	Zillah	3	Planned	RTPO	Merclyn Lane Overlay	Edison	EOR	Roadway surfacing overlay	Preservation	0.065	0.065	\$	Short
P-109	Other High Priority Projects	Zillah	9	Planned	RTPO	Cutler Way Reconstruction	Cheyne Road	5th Street	Reconstruction of roadway, drainage	Reconstruction	0.500	0.560	\$	Short

Short Range 2014-2019  
 Mid Range 2020-2029  
 Long Range 2030-2040

RTPO	\$	up to \$1 million
MPO/RTPO	\$\$	\$1 - \$10 million
MPO	\$\$\$	> \$10 million

### SC Sub-region cont. (4 of 7)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-110	Other High Priority Projects	Zillah	12	Planned	RTPO	Bartlett Avenue Resurfacing	Glen Drive	Pearson Street	HMA Overlay	Preservation	0.030	0.032	\$	Short
P-111	Other High Priority Projects	Zillah	24	Planned	RTPO	Second Avenue & Fifth Street	2nd Street/First Ave	5th St/Second Ave	The installation of a Stormwater collection and disposal system. Construction of barrier curb and gutter to direct Stormwater for dispersal into infiltration trenches and construction of new concrete sidewalks with ADA, where needed. LED Street lighting	Construction	0.995	0.995	\$	Short
P-112	Other High Priority Projects	Zillah		Planned	RTPO	Sealcoat - Various Streets	Various Streets		HMA Overlay	Preservation	0.604	0.658	\$	Short
P-113	Other High Priority Projects	Harrah		Planned	RTPO	Chipseal - Various Streets	Various Streets		Chipseal	Preservation	0.029	0.029	\$	Mid
P-114	Other High Priority Projects	Harrah		Planned	RTPO	Branch Road Chipseal	East City Limits	West City Limits	Chipseal	Preservation	0.020	0.020	\$	Mid
P-115	Other High Priority Projects	Harrah		Planned	RTPO	Fill Cracks in Pioneer Circle	E. End of Pioneer St.	E. End of Pioneer St.	Fill Cracks	Preservation	0.004	0.004	\$	Mid
P-116	Other High Priority Projects	Harrah		Planned	RTPO	Harrah Road Chipseal	N. City Limits	S. City Limits	Chipseal	Preservation	0.017	0.017	\$	Mid
P-117	Other High Priority Projects	Harrah		Planned	RTPO	Pioneer Circle Chipseal	E. Pioneer Street	E. End of Pioneer St.	Chipseal	Preservation	0.006	0.006	\$	Mid
P-118	Other High Priority Projects	Harrah		Planned	RTPO	West Pioneer St. Chipseal	Harrah Road	Dane Ave.	Chipseal	Preservation	0.004	0.004	\$	Mid
P-119	Other High Priority Projects	Toppenish	2	Planned	RTPO	Washington Ave Sidewalks	Buena Way	Alder Street	Construct new sidewalks. Construct new curb and gutter and storm drainage improvement as needed	New Construction	0.174	0.174	\$	Mid
P-120	Other High Priority Projects	Toppenish	3	Planned	RTPO	Second Avenue Resurfacing	Bolin Drive	S. Division Street	Remove and replace subgrade material (dig outs), place paving fabric, and overlay with hot mix asphalt, ADA sidewalk ramps, and pavement markings.	Reconstruction	0.536	0.536	\$	Mid
P-121	Other High Priority Projects	Toppenish	4	Planned	RTPO	Second Avenue improvements	S. Elm Street	Bolin Drive	Reconstruct roadway including widening, new gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, and storm drainage improvements	Reconstruction	0.598	0.598	\$	Mid
P-122	Other High Priority Projects	Wapato	5	Planned	RTPO	U.S. Highway 97 and 9th Street Intersection Improvements	Intersection: US 97 and 9th Street		Install roundabout or traffic signal	New Construction	1.200	1.200	\$\$	Mid
P-123	Other High Priority Projects	Wapato	9	Planned	RTPO	North Track Road Reconstruction	W. A Street	City Limits	Reconstruct curb, gutter, sidewalk, utilities	Reconstruction	1.225	1.225	\$\$	Mid
P-124	Other High Priority Projects	Wapato	10	Planned	RTPO	South Wasco Avenue Improvements	W. 1st Street	W. 10th Street	Grind/overlay curb, gutter sidewalk	Reconstruction	0.490	0.490	\$	Mid

Short Range 2014-2019  
 Mid Range 2020-2029  
 Long Range 2030-2040

RTPO \$ up to \$1 million  
 MPO/RTPO \$\$ \$1 - \$10 million  
 MPO \$\$\$ > \$10 million

## SC Sub-region cont. (5 of 7)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-125	Other High Priority Projects	Wapato		Planned	RTPO	Asphalt Overlay on Local Streets	2nd, 3rd, 4th, 5th Streets	9th Street	Overlay local access streets as prioritized by surface rating system	Preservation	0.115	0.118	\$	Mid
P-126	Other High Priority Projects	Wapato		Planned	RTPO	Central Street Improvements	East "A" Street	East Wapato Road	Curb, gutter, sidewalk, drainage, illumination, paving	Reconstruction	0.565	0.582	\$	Mid
P-127	Other High Priority Projects	Wapato		Planned	RTPO	Lincoln Street Improvements	East "A" Street	East Wapato Road	Curb, gutter, sidewalk, drainage, illumination, paving	Reconstruction	0.510	0.541	\$	Mid
P-128	Other High Priority Projects	Wapato		Planned	RTPO	Harding Street Improvements	Donald Road	Track Road	Curb, gutter, sidewalk, drainage, illumination, paving	Reconstruction	0.425	0.476	\$	Mid
P-129	Other High Priority Projects	Wapato		Planned	RTPO	East "A" Street	Donald Road	Lincoln Street	Curb, gutter, sidewalk, drainage, illumination, construction of roadway	New Construction	0.630	0.687	\$	Mid
P-130	Other High Priority Projects	Wapato		Planned	RTPO	Resurfacing Yakima Avenue	South 1st Street	South 3rd Street	Resurface and rebuild the roadway as needed, curb, gutter, sidewalk	Reconstruction	0.480	0.509	\$	Mid
P-131	Other High Priority Projects	Wapato		Planned	RTPO	Intersection School Signal - Camas Street	Intersection: Camas & Dove Lane		Install a school signal at this location	Non-Motorized	0.200	0.212	\$	Mid
P-132	Other High Priority Projects	Yakima County	2	Planned	RTPO	Fort Road reconstruction	0.08 mi W. of Teo Road	Campbell Road	Reconstruct existing rural two lane roadway to Yakima County rural 2 and major connector standard	Reconstruction	0.875		\$	Mid
P-133	Other High Priority Projects	Yakima County	17	Planned	RTPO	Donald Wapato Bridge #395 to Wapato City limits	Bridge #395	Wapato City Limits	Reconstruct to county standard 40' road, improve horizontal and vertical alignment	Reconstruction	0.495	0.588	\$	Mid
P-134	Other High Priority Projects	Yakima County	19	Planned	RTPO	South Wapato Road and McDonald Road intersection safety	2.73	3.11	Realign and straighten S. Wapato road at intersection with McDonald Rd approximately 1,300 feet in each direction	Reconstruction	0.690		\$	Mid
P-135	Other High Priority Projects	Yakima County	20	Planned	RTPO	Fort Road	Robbins Road	Campbell Road	Reconstruct to Yakima County major collector standards	Reconstruction	0.350	0.392	\$	Mid
P-136	Other High Priority Projects	Yakima County	43	Planned	RTPO	Poulin road	Parish Road	Collins Road	Reconstruct gravel road to 30' paved road	Reconstruction	0.236	0.272	\$	Mid
P-137	Other High Priority Projects	Yakima County	48	Planned	RTPO	Durham Road	Division Road	Orchardvale Road	Reconstruct gravel road to 30ft paved roadway	Reconstruction	0.365	0.392	\$	Mid
P-138	Other High Priority Projects	Yakima County	TBD	Planned	RTPO	Hoffer Road	Campbell Road	End of road	Reconstruct gravel road to 30ft paved roadway	Reconstruction	0.325	0.354	\$	Mid
P-139	Other High Priority Projects	Zillah	1	Planned	RTPO	Vintage Valley Road Reconstruction-short	W. First Ave.	End road	Resurfacing of approx. 2700 LF of roadway, barrier curb and gutter, sidewalks with ADA ramps (where needed) and storm drainage improvements	Reconstruction	1.100	1.100	\$\$	Mid
P-140	Other High Priority Projects	Zillah	5	Planned	RTPO	Second Street Sidewalks	First Avenue	Second Ave.	Construct 6 foot sidewalks along west and east side of street	Construction	0.040	0.040	\$	Mid
P-141	Other High Priority Projects	Zillah	7	Planned	RTPO	First Ave. Resurfacing Improvements	Meade Street	East City limits	Resurfacing of approx. 3200 LF of roadway, install barrier curb and gutter, and storm drainage improvements	Reconstruction	0.775	0.775	\$	Mid
P-142	Other High Priority Projects	Zillah	11	Planned	RTPO	Dean Street Resurfacing and Improvements	Carlsonia Ave	Fourth Street	Resurfacing of approx. 500 LF of roadway, sidewalks on west side of roadway	Reconstruction	0.290	0.290	\$	Mid

Short Range 2014-2019  
 Mid Range 2020-2029  
 Long Range 2030-2040

RTPO  
 MPO/RTPO  
 MPO

\$ up to \$1 million  
 \$\$ \$1 - \$10 million  
 \$\$\$ > \$10 million

## SC Sub-region cont. (6 of 7)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-143	Other High Priority Projects	Zillah	13	Planned	RTPO	Pearson Street Reconstruction	First Avenue	Second Ave.	Reconstruction of approx. 1300 linear feet, barrier curb and gutter, storm drainage improvements, sidewalks with ADA ramps (where needed), and street lighting	Reconstruction	0.950	0.950	\$	Mid
P-144	Other High Priority Projects	Zillah	17	Planned	RTPO	Chenaur Drive Resurfacing	Pearson Street	Sunset Way	Resurfacing of approx. 1500 LF of roadway	Preservation	0.085	0.085	\$	Mid
P-145	Other High Priority Projects	Zillah	18	Planned	RTPO	Glen Drive Resurfacing	First Avenue	Second Ave.	Resurface approx. 1109 LF of roadway	Preservation	0.150	0.150	\$	Mid
P-146	Other High Priority Projects	Zillah	20	Planned	RTPO	Second Street Reconstruction	First Avenue	Second Ave.	Resurfacing of approx. 1200 LF of roadway, barrier curb and gutter, sidewalks with ADA, Storm Drainage improvements	Reconstruction	0.456	0.456	\$	Mid
P-147	Other High Priority Projects	Zillah	21	Planned	RTPO	Zillah West Road Sidewalks	W. First Ave.	EOR	Install sidewalks on north and south side of road	Construction	0.070	0.070	\$	Mid
P-148	Other High Priority Projects	Zillah	22	Planned	RTPO	Zillah West resurfacing	W. First Ave.	EOR	Resurface approx. 900 LF of roadway	Reconstruction	0.600	0.600	\$	Mid
P-149	Other High Priority Projects	Toppenish	6	Planned	RTPO	S. Juniper Street and Jackson Street Improvement	Magnolia Street	Monroe Avenue	Reconstruct both streets including planning and re-use of grindings, grading, install missing segments of curb and gutter and sidewalk, new hot mix asphalt, street lights and storm drainage improvements	Reconstruction	5.590	5.590	\$\$	Long
P-150	Other High Priority Projects	Toppenish		Planned	RTPO	"L" Street Improvements Project	Lincoln Avenue	East First Avenue	Widen Existing Roadway; Intersection Improvements	Widening	0.843	1.081	\$	Long
P-151	Other High Priority Projects	Toppenish		Planned	RTPO	East McDonald Road	Buena Way	City Limits	Reconstruct Existing Roadway	Reconstruction	0.378	3.732	\$	Long
P-152	Other High Priority Projects	Toppenish		Planned	RTPO	Guyette Lane Improvement Project	Rentschler Lane	South Hawthorne Street	Finish construction of street, connecting Hawthorne Street to Rentschler Lane	New Construction	0.350	0.340	\$	Long
P-153	Other High Priority Projects	Wapato	13	Planned	RTPO	Trail Construction along North Track Road	City limits	City Limits	Pave asphalt trail	Reconstruction	0.335	0.335	\$	Long
P-154	Other High Priority Projects	Yakima County	18	Planned	RTPO	Freight Express Route	Construct a new arterial connection from I-82 south to Toppenish to SR97		Construct new roadway with grade separation over BNSF Mail Line Rail	New Construction	18.095	18.095	\$\$\$	Long
P-155	Other High Priority Projects	Zillah	4	Planned	RTPO	Third Avenue Resurfacing	Reo Drive	Fifth Street	Resurfacing of approx. 2950 LF of roadway, install ADA where needed	Preservation	0.703	0.703	\$	Long
P-156	Other High Priority Projects	Zillah	8	Planned	RTPO	Schoentrup Lane Drainage Control	Concord Street	End road	Construction of 1600 LF of sidewalk or barrier curb along Schoentrup Lane	Construction	0.040	0.040	\$	Long
P-157	Other High Priority Projects	Zillah	10	Planned	RTPO	Eighth Street Resurfacing	First Avenue	Second Ave.	Resurfacing of 1000 LF of roadway, Stormwater improvements, and sidewalks	Reconstruction	0.130	0.130	\$	Long
P-158	Other High Priority Projects	Zillah	14	Planned	RTPO	Fifth Street Resurfacing	Second Ave	Glenwood Drive	Resurfacing of approx. 900 LF	Preservation	0.350	0.350	\$	Long
P-159	Other High Priority Projects	Zillah	15	Planned	RTPO	Edson Street Reconstruction	Carlsonia Ave	End road	Reconstruction of 1000 LF of roadway and storm drainage improvements	Reconstruction	0.440	0.440	\$	Long

Short Range 2014-2019  
 Mid Range 2020-2029  
 Long Range 2030-2040

RTPO  
 MPO/RTPO  
 MPO

\$ up to \$1 million  
 \$\$ \$1 - \$10 million  
 \$\$\$ > \$10 million

### SC Sub-region cont. (7 of 7)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-160	Other High Priority Projects	Zillah	16	Planned	RTPO	Cheyne Road Improvements	Cutler Way	Yakima Valley Hwy	Reconstruct and widen approx. 1600 LF of roadway. Add storm drainage, street light, bike lanes, and sidewalks	Reconstruction	0.850	0.850	\$	Long
P-161	Other High Priority Projects	Zillah	19	Planned	RTPO	Second Avenue Reconstruction	Begin Street	Second Street	Reconstruction of approx. 1000 LF of existing 2 lane roadway, barrier curb and gutter, sidewalk with ADA ramps (where needed) storm drainage improvements	Reconstruction	0.575	0.575	\$	Long

### EV Sub-region (1 of 2)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
S-2	Fiscally Constrained	Moxee	1	Secured	MPO	Moirier Lane & SR24 Intersection	Birchfield Road	Beaudry Road	Construct a new intersection on SR 24 in alignment with Moirier Lane	New Construction	1.220	1.500	\$\$	Mid
S-8	Fiscally Constrained	Moxee	1	Secured	MPO	Moirier Lane / Duffield Road	Adjacent and Supporting Infrastructure		Extend out Duffield to Moirier	New Construction	0.100	0.100	\$	Mid
S-51	Fiscally Constrained	WSDOT		Secured	MPO	SR 24 / Birchfield Rd Intersection-Construct SB Right Turn Lane	Intersection-SR24 & Birchfield		Construct southbound right turn lane on Birchfield Rd at the SR 24 / Birchfield Rd Intersection	Intersection/ Operations	0.242	0.278	\$	Mid
P-162	Other High Priority Projects	Moxee	3	Planned	MPO	Seattle Ave. Sidewalk	Spokane Street	Liberty Ave.	Remove damaged sidewalk replace sidewalk and trees with root barrier	Sidewalk Reconstruction	0.096	0.096	\$	Short
P-163	Other High Priority Projects	Moxee	4	Planned	MPO	Moxee Avenue Grind & Overlay	SR24	Rivard Road	Grind & overlay	Preservation	0.295	0.295	\$	Short
P-164	Other High Priority Projects	Moxee	5	Planned	MPO	Beaudry Road Seal Coat	Railroad Crossing	Duffield Road	Seal coat and markings	Preservation	0.110	0.110	\$	Short
P-165	Other High Priority Projects	Yakima County	6	Planned	MPO	Beaudry Road-Norman Road Bridge	Bridge		Construct a new bridge crossing to intersect with Bittner/Wendt Roads	New Construction	1.470	1.646	\$\$	Short
P-166	Other High Priority Projects	Moxee	6	Planned	MPO	Moxee Ave. and Charron Road	200 ft. East of Seattle Ave.	North Rivard Road	Construct new curbs gutters, sidewalk and drainage	Reconstruction	0.189	0.189	\$	Mid
P-167	Other High Priority Projects	Moxee	7	Planned	MPO	East Moxee Ave. Resurfacing	Rivard Road	Tacoma Street	Grind & overlay	Preservation	0.343	0.343	\$	Mid
P-168	Other High Priority Projects	Moxee	8	Planned	MPO	North Iler Street Sidewalk	East Seattle Ave.	East Charron Road	Remove trees, reconstruct curb, gutter and sidewalks	Sidewalk	0.246	0.246	\$	Mid
P-169	Other High Priority Projects	Moxee	9	Planned	MPO	South Iler Street Resurfacing	Park	Moxee Ave.	Grind and overlay, install new pedestrian ramps	Preservation	0.236	0.236	\$	Mid
P-170	Other High Priority Projects	Moxee	11	Planned	MPO	North Iler Street Resurfacing	Moxee Avenue	Charron Road	Grind and overlay, install new pedestrian ramps	Preservation	0.226	0.226	\$	Mid
P-171	Other High Priority Projects	Moxee	15	Planned	MPO	Yakima Avenue Improvements	Iler Street	Tacoma Street	Reconstruct with new pavement, curbs, gutters, sidewalks, drainage, illumination	Reconstruction	0.305	0.332	\$	Mid

Short Range 2014-2019  
 Mid Range 2020-2029  
 Long Range 2030-2040

RTPO	\$	up to \$1 million
MPO/RTPO	\$\$	\$1 - \$10 million
MPO	\$\$\$	> \$10 million

## EV Sub-region cont. (2 of 2)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-172	Other High Priority Projects	Yakima County	49	Planned	MPO	Mieras Road Reconstruction Project	Coombs Road	End of Road	Reconstruct gravel road to standard 30ft BST Roadway	Reconstruction	0.970		\$	Mid
P-173	Other High Priority Projects	Moxee	2	Planned	MPO	Postma Road and Beaudry Road Sidewalk	Beaudry Road	Postma Road	Construct larger radius, with curb, gutter and sidewalk and pave.	Reconstruction	0.060	0.060	\$	Long
P-174	Other High Priority Projects	Moxee	10	Planned	MPO	Faucher Road Half-Street	Moxee Avenue	East Charron Road	Reconstruct with new pavement, curbs, gutters, sidewalks, drainage, illumination	Reconstruction	0.522	0.522	\$	Long
P-175	Other High Priority Projects	Moxee	12	Planned	MPO	East Charron Road Improvements	Faucher Road	East City Limits	Reconstruct with new pavement, curbs, gutters, sidewalks, drainage, illumination	Reconstruction	1.135	1.135	\$\$	Long
P-176	Other High Priority Projects	Moxee	13	Planned	MPO	Postma Road Improvements	Rivard Road	East City Limits	Widen and reconstruct with curb, gutter and sidewalk	Reconstruction	0.785	0.785	\$	Long
P-177	Other High Priority Projects	Moxee	14	Planned	MPO	Faucher Road Improvements	East Charron Road	West City Limits	Reconstruct with new pavement, curbs, gutters, sidewalks, drainage, illumination	Reconstruction	1.640	1.640	\$\$	Long
P-178	Other High Priority Projects	Moxee	16	Planned	MPO	Mieras Road Improvements	Birchfield Road	Beaudry Road	Reconstruct with new pavement, curbs, gutters, sidewalks, drainage, illumination	Reconstruction	5.569	5.569	\$\$	Long

## NW Sub-region (1 of 2)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
S-52	Fiscally Constrained	WSDOT		Secured	RTPO	SR 410 / Sawmill Flat Campground Vic to Nile Road-Chip Seal	93.63	107.4	BST with crack seal and restore delination	Preservation	1.277	1.277	\$\$	Short
S-53	Fiscally Constrained	WSDOT		Secured	MPO	US 12 / Old Naches Highway Vic to I82-Paving	197.76	202.75	Grind and repave HMA	Preservation	3.972	3.972	\$\$	Short
S-54	Fiscally Constrained	WSDOT		Secured	RTPO	US-12 / Tieton River Bridges to Naches - Chip Seal	177.43	189.38	Chip Seal and restore delination	Preservation	0.845	0.845	\$	Short
S-55	Fiscally Constrained	WSDOT		Secured	RTPO	US 12 / Naches to Yakima- Corridor Intersection Safety	US 12 Corridor		Improve intersection	Safety	0.913	0.516	\$	Mid
S-56	Fiscally Constrained	WSDOT		Secured	MPO	US 12 / Old Naches Hwy Intersection-ITS	Intersection-Old Naches Highway & US12		Install cameras, variable message sign, road weather information system, data stations, communications system	Corridor Enhancement	0.455	0.592	\$	Long
P-179	Other High Priority Projects	Naches	4	Planned	RTPO	Sinclair Avenue, 2nd to 3rd Street Improvements	Second Street	Third Street	Grading, drainage, asphalt concrete pavement, curbs, gutters, sidewalks	Reconstruction	0.264	0.272	\$	Short
P-180	Other High Priority Projects	Naches	3	Planned	RTPO	Sinclair Avenue, 1st to 2nd Street Improvements	First Street	Second Street	Grading, drainage, asphalt concrete pavement, curbs, gutters, sidewalks	Reconstruction	0.169	0.174	\$	Short
P-181	Other High Priority Projects	Naches	5	Planned	RTPO	First Street Improvements	Moxee Avenue	Sinclair Avenue	Widen roadway, grading, asphalt concrete pavement, curbs, gutters, sidewalks	Widening	0.154	0.159	\$	Short

Short Range 2014-2019  
 Mid Range 2020-2029  
 Long Range 2030-2040

RTPO \$ up to \$1 million  
 MPO/RTPO \$\$ \$1 - \$10 million  
 MPO \$\$\$ > \$10 million

## NW Sub-region (2 of 2)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-182	Other High Priority Projects	Naches	1	Planned	RTPO	Shafer Avenue Improvements	US12	Old Naches Highway	Grind & overlay street, improve intersection geometry, and sidewalk ramps	Intersection/ Operations	0.295	0.304	\$	Short
P-183	Other High Priority Projects	Naches	2	Planned	RTPO	Naches Ave. Resurfacing	US12	Second Street	Grind & overlay, new ADA sidewalk ramps, and pavement markings	Restoration	0.237	0.237	\$	Short
P-184	Other High Priority Projects	Naches		Planned	RTPO	Penny Avenue	Third Street	Second Street	Reconstruct with grading, asphalt concrete pavement, curbs, sidewalk (Inc. ramps), illumination	Reconstruction	0.214	0.220	\$	Short
P-185	Other High Priority Projects	Naches		Planned	RTPO	Railroad Avenue Improvements	Naches Avenue	Old Naches Avenue	Grading, drainage, asphalt concrete pavement, curbs, gutters, sidewalks, illumination	Reconstruction	0.506	0.521	\$	Short
P-186	Other High Priority Projects	Tieton		Planned	RTPO	Citywide		Various Roads	Pave areas between asphalt driving lane and sidewalk on streets with storm drains	Preservation	0.300	0.336	\$	Short
P-187	Other High Priority Projects	Yakima County	12	Planned	RTPO	Summitview Road	Forney Road	Hatton Road	Reconstruct to county standard 40ft road, improve horizontal and vertical alignment	Reconstruction	0.150	0.168	\$	Short
P-188	Other High Priority Projects	Yakima County	23	Planned	RTPO	Mahoney Road Bridge #068	0.08 mi W of Teo Road	Campbell Road	Replace existing bridge structure with new 2 lane bridge	Reconstruction	0.430	0.430	\$	Short
P-189	Other High Priority Projects	Yakima County	TBD	Planned	RTPO	Bumping River Road	M.P. 2.10	M.P. 4.50	Excavate and repair subgrade, new base, and resurface-spot	Reconstruction	0.397	0.397	\$	Short
P-190	Other High Priority Projects	Naches	8	Planned	RTPO	Kel-Lowry Road Improvements	Old Naches Highway	Bonlow Drive	Reconstruct existing roadway and extend roadway to Bonlow Drive including grading, curb and gutter, sidewalk, hot mix asphalt, street lights, storm drainage, and related improvements	Reconstruction	1.730	1.730	\$\$	Mid
P-191	Other High Priority Projects	Tieton	1	Planned	RTPO	Downtown Sidewalks	Maple Street	Tieton Ave.	Reconstruct Sidewalks on Maple Street, Wisconsin Ave., Elm Street and Tieton Ave. in the downtown area	Reconstruction	0.460	0.460	\$	Mid
P-192	Other High Priority Projects	Tieton	2	Planned	RTPO	South Tieton Road	Summitview Road	Hatton Road	Reconstruct S. Tieton road, includes sidewalk from Summitview Road approx. 1000 feet south	Reconstruction	0.730	0.730	\$	Mid
P-193	Other High Priority Projects	Tieton	3	Planned	RTPO	Pongola Road BST	Rozenkranz Road	Pongola Road	Double Shot BST Pongola Road	Preservation	0.050	0.050	\$	Mid
P-194	Other High Priority Projects	Tieton	4	Planned	RTPO	Wisconsin Avenue Seal Coat	North Tieton Road	Maple Street	Seal Coat existing Roadway	Preservation	0.020	0.020	\$	Mid
P-195	Other High Priority Projects	Tieton	5	Planned	RTPO	North Tieton Road Seal Coat	Naches Avenue	City Limits	Seal Coat existing Roadway	Preservation	0.025	0.025	\$	Mid
P-196	Other High Priority Projects	Yakima County	16	Planned	RTPO	South Naches Road	Powerhouse Road	Young Grade	Reconstruct to county standard 40ft road, improve horizontal and vertical alignment	Reconstruction	0.150	0.178	\$	Mid
P-197	Other High Priority Projects	Yakima County	26	Planned	RTPO	Old Naches Highway Bridge #460		Bridge	Reconstruct existing bridge	Reconstruction	0.240	0.284	\$	Mid
P-198	Other High Priority Projects	Naches	7	Planned	RTPO	US 12 Pedestrian Bridge		South side of US 12 near Allan Rd. to north side of US 12 near Allan Road	Construction of complete pedestrian bridge across US 12 near Allan Road including hard surface pathways to connect to existing facilities	New Construction	1.500	1.500	\$\$	Long
P-199	Other High Priority Projects	Tieton		Planned	RTPO	Bridge on North Tieton Road		Bridge	Reconstruct bridge	Reconstruction	0.600	0.994	\$	Long

Short Range 2014-2019  
 Mid Range 2020-2029  
 Long Range 2030-2040

RTPO \$ up to \$1 million  
 MPO/RTPO \$\$ \$1 - \$10 million  
 MPO \$\$\$ > \$10 million

## N Sub-region (1 of 3)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
S-4	Fiscally Constrained	Selah	1	Secured	MPO	East Goodlander Road	North First Street	North Wenatchee Road	Reconstruct and widen existing 2 lane, add turn lane, sidewalks, storm drainage, curbs and gutters, illumination	Widening	1.325	1.416	\$\$	Short
S-57	Fiscally Constrained	WSDOT		Secured	RTPO	I-82 / Selah Creek Rest Area EB & WB-ADA Compliance	22.27	24.32	Update existing curb ramps	Safety-ADA	0.055	0.055	\$	Short
S-58	Fiscally Constrained	WSDOT		Secured	MPO	SR 823 / Yakima to Selah-Paving	0.00	0.67	Grind and repave HMA	Preservation	1.648	1.648	\$\$	Short
S-59	Fiscally Constrained	WSDOT		Secured	RTPO	US 12 / Naches River Nelson Bridge EB-Bridge Painting	198.66	198.72	Paint Bridge	Preservation	3.311	3.311	\$\$	Short
S-60	Fiscally Constrained	WSDOT		Secured	MPO	US 12 / Naches River Nelson Bridge WB-Bridge Painting	198.66	198.72	Paint Bridge	Preservation	3.416	3.416	\$\$	Short
S-10	Fiscally Constrained	Selah	2	Secured	MPO	Valley View Avenue/South Third	South 1st Street (SR823)	South 3rd Street	Reconstruct and widen existing 2 lane, acquire r/w as needed, sidewalks, storm drainage, curbs and gutters	Widening	2.079	2.183	\$\$	Mid
S-62	Fiscally Constrained	WSDOT		Secured	MPO	US 12 / Yakima Vicinity-Install 4 Strand Cable Median Barrier	US 12 Corridor		Replace existing 3 strand cable median barrier with 4 strand cable	Maintenance/ Preservation	0.100	0.115	\$	Mid
S-61	Fiscally Constrained	WSDOT		Secured	MPO	US 12 / Old Naches Highway-Build IC	Interchange		Construct interchange to address safety	New Construction	38.000	49.400	\$\$\$	Long
P-199	Other High Priority Projects	Selah	3	Planned	MPO	Park Avenue	South First Street	South Third Street	Reconstruct and widen existing 2 lane, add turn lane, sidewalks, storm drainage, curbs and gutters, illumination	Widening	0.395	0.415	\$	Short
P-200	Other High Priority Projects	Selah	4	Planned	MPO	North First Street Grind & Overlay	Fremont Avenue	Goodlander Road	Rottomill asphalt, replace wheel chair ramps, relocate traffic signal pole	Reconstruction	8.158	8.566	\$\$	Short
P-201	Other High Priority Projects	Selah	5	Planned	MPO	South Selah Ped/Bike Study	Non-motorized Study		Pedestrian/Bicycle Study	Non-Motorized	0.053	0.056	\$	Short
P-202	Other High Priority Projects	Selah	6	Planned	MPO	Southern Avenue	South 5th Street	South 3rd Street	Reconstruct and widen existing 2 lane, acquire r/w as needed, sidewalks, replace storm drainage as needed, curbs and gutters	Widening	0.543	0.570	\$	Short
P-203	Other High Priority Projects	Selah	7	Planned	MPO	West Goodlander Road	North First Street	Goodlander Drive	Reconstruct and widen existing roadway; signalization	Widening	3.134	3.291	\$\$	Short
P-204	Other High Priority Projects	Selah	8	Planned	MPO	South Third Street	Naches Avenue	Southern Avenue	Reconstruct curb & gutter, drainage, sidewalks, grading & paving to widen existing travel lanes, acquire r/w	Reconstruction	1.727	1.813	\$\$	Short
P-205	Other High Priority Projects	Selah	14	Planned	MPO	Third Street/W. Fremont Street	Spot Improvement		Furnish and install two new school zone beacons.	Safety	0.020	0.210	\$	Short
P-206	Other High Priority Projects	Selah		Planned	MPO	West Fremont Avenue Grind & Overlay	North First Street	West 16th Street	Plane and overlay asphalt, replace sidewalk ramps, relocate traffic signal pole	Reconstruction	0.695	0.737	\$	Short

Short Range 2014-2019

Mid Range 2020-2029

Long Range 2030-2040

RTPO

\$ up to \$1 million

MPO/RTPO

\$\$ \$1 - \$10 million

MPO

\$\$\$ > \$10 million

## N Sub-region (2 of 3)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-207	Other High Priority Projects	Selah		Planned	MPO	Overlays - Various Roads	Various Roads		Construct structural overlays on arterial roadways	Preservation	0.335	0.345	\$	Short
P-208	Other High Priority Projects	Selah		Planned	MPO	Street Asset Amenities, Route Maintenance, Repair, Improvements	Citywide		Maintenance of shelters, benches, and signage throughout our route system	Transit	0.100	0.105	\$	Short
P-209	Other High Priority Projects	Selah		Planned	MPO	School Safety Projects	Various Locations		Citywide crossing flashers, sidewalks, signing	Safety	0.080	0.084	\$	Short
P-210	Other High Priority Projects	Selah		Planned	MPO	ADA Improvements	Citywide		Replace or install ADA ramps at intersections	Non-Motorized	0.025	0.026	\$	Short
P-211	Other High Priority Projects	Yakima County	37	Planned	RTPO	Taylor Road	McKee Road	Selah Loop Road	Reconstruct gravel road to 30ft paved roadway	Reconstruction	0.726	0.447	\$	Short
P-212	Other High Priority Projects	Yakima County	38	Planned	RTPO	McKee Road reconstruction-Taylor Road Vic	0.70	0.80	Reconstruct gravel road to standard 30ft BST Roadway	Reconstruction	0.100	0.100	\$	Short
P-213	Other High Priority Projects	Yakima County	45	Planned	RTPO	Parish Road	Selah Loop Rd	End of Road	Reconstruct gravel road to reduced standard BST section	Reconstruction	0.685	0.685	\$	Short
P-214	Other High Priority Projects	Yakima County	TBD	Planned	MPO	Hillcrest Drive Bridge #160	Bridge		Reconstruct existing bridge	Reconstruction	0.919	0.947	\$	Short
P-215	Other High Priority Projects	Selah	9	Planned	MPO	East Naches Avenue	Wenas Road east	Railroad Avenue	Drainage, replace curb & gutter, sidewalks, grading & paving, illumination	Reconstruction	1.389	1.597	\$\$	Mid
P-216	Other High Priority Projects	Selah	10	Planned	MPO	North Fourth Street	Fremont	West Naches Avenue	Curb & gutter, sidewalk on one side, cut fill, retaining wall on one side, clearing, curbing & paving	Reconstruction	0.495	0.569	\$	Mid
P-217	Other High Priority Projects	Selah	11	Planned	MPO	Valley View Avenue & South Fifth Street	S 3rd & Valley View Avenue	S 5th Street & Southern Avenue	Curb & gutter, sidewalk on one side, cut fill, retaining wall on one side, clearing, curbing & paving	Reconstruction	2.284	2.627	\$\$	Mid
P-218	Other High Priority Projects	Selah	12	Planned	MPO	South Wenatchee Avenue	East Fifth Avenue	East 11th Avenue to 1st Avenue	Drainage, curb & gutters, sidewalks one side, grading & paving 3 lanes, illumination, signalization at Southern Avenue and 1st Street	Reconstruction	3.368	3.873	\$\$	Mid
P-219	Other High Priority Projects	Selah	13	Planned	MPO	East Goodlander/Lancaster	Spot Improvement		Traffic Signalization	Signalization	0.325	0.374	\$	Mid
P-220	Other High Priority Projects	Selah		Planned	MPO	Transit Operating/Capital Expenditures	Citywide		Supplemental funding for transit service operating expenses	Transit	0.568	0.653	\$	Mid
P-221	Other High Priority Projects	Selah		Planned	MPO	Sealcoat Program/Various Roads in MTP area	Various Roads		Sealcoat various roads at various locations to be determined by the Pavement Management Plan to reduce PM10	Preservation	0.300	0.309	\$	Mid
P-222	Other High Priority Projects	Selah		Planned	MPO	Roadway Citywide Shoulder Improvements	Citywide		Citywide shoulder improvements - PM10 abatement	Environmental	0.175	0.186	\$	Mid
P-223	Other High Priority Projects	Yakima County	7	Planned	MPO	Old Naches Highway	SR 12	Mapleway Road	Reconstruct to 4 lanes w/curb, gutter, sidewalk, illumination, bike lanes and channelization	Reconstruction	0.450	0.519	\$	Mid

Short Range	2014-2019	RTPO	\$ up to \$1 million
Mid Range	2020-2029	MPO/RTPO	\$\$ \$1 - \$10 million
Long Range	2030-2040	MPO	\$\$\$ > \$10 million

### N Sub-region (3 of 3)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-224	Other High Priority Projects	Yakima County	8	Planned	MPO	Mapleway Road	Selah Heights Road	Old Naches Highway	Reconstruct to 4 lanes w/curb, gutter, sidewalk, illumination, bike lanes and channelization	Reconstruction	0.600	0.692	\$	Mid
P-225	Other High Priority Projects	Yakima County	42	Planned	RTPO	Collins Road	Grabenstein road	Poulin Road	Reconstruct gravel road to 30ft paved roadway	Reconstruction	0.440	0.480	\$	Mid
P-226	Other High Priority Projects	Yakima County	46	Planned	MPO	Selah Ridge Road Reconstruction Project	Collins road	End of Road	Standard 30ft BST Roadway	Reconstruction	0.245		\$	Mid

### C Sub-region (1 of 7)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
S-5	Fiscally Constrained	Union Gap	2	Secured	MPO	Main Street Reconstruction Phase I	2nd Street	W.Franklin Street	reconstruct, widen, curb, gutter, sidewalk, ACP, storm drainage, illumination, signalization	Reconstruction	2.553	2.553	\$\$	Short
S-3	Fiscally Constrained	Yakima	2	Secured	MPO	North 1st Street Revitalization	SR 12	N Street	Reconstruct and improve existing road w/pavement and lane markings, illumination, median islands, pedestrian environment improvements	Reconstruction	2.497	15.300	\$\$\$	Short
S-15	Fiscally Constrained	Yakima	4	Secured	MPO	East Nob Hill Boulevard & Fair Avenue	Intersection: East Nob Hill & Fair Avenue		Intersection widening , new signal, curb, gutter, sidewalk, illumination, Stormwater	Intersection/ Operations	1.644	1.644	\$\$	Short
S-63	Fiscally Constrained	WSDOT		Secured	RTPO	I-82 / Valley Mall Blvd Vic to Yakima River Bridge-Paving	36.950	38.780	HMA Grind and inlay and restore delineation	Preservation	1.419	1.419	\$\$	Short
S-64	Fiscally Constrained	WSDOT		Secured	MPO	I-82 / Yakima Vicinity Install 4 Strand Cable Median Barrier	29.360	39.010	Install cable median barrier	Safety	1.226	1.226	\$\$	Short
S-65	Fiscally Constrained	WSDOT		Secured	MPO	US 12 / Yakima Vicinity Install 4 strand Cable Median Barrier	201.900	202.500	Install 4 strand cable median barrier	Safety	0.225	0.225	\$	Short
S-66	Fiscally Constrained	WSDOT		Secured	MPO	US 97 / Lateral A Vic to Ahtanum Creek- paving	74.800	76.360	Grand and repave HMA	Preservation	1.872	1.872	\$\$	Short
S-68	Fiscally Constrained	WSDOT		Secured	MPO	South Union Gap I/C Improvements	Union Gap		Reconstruct I-82 / South Union Gap interchange to include on and off ramps, brings to current standards	Reconstruction	1.200	2.187	\$\$	Short
S-9	Fiscally Constrained	Union Gap	4	Secured	MPO	West Ahtanum Road Resurfacing	Goodman Road	South 15th Avenue	Grind and overlay with new HMA	Preservation	1.569	1.569	\$\$	Mid
S-67	Fiscally Constrained	WSDOT		Secured	MPO	SR 24 / Yakima to Moxee	SR 24 Corridor		Widen to add lanes	Widening	0.242	25.000	\$\$\$	Long
S-69	Fiscally Constrained	WSDOT		Secured	MPO	I-827 US 12 Interchange to Yakima Ave.	US12	Yakima Ave Interchange	Add lanes and replace bridges	Widening	2.934	48.738	\$\$\$	Long

Short Range 2014-2019  
 Mid Range 2020-2029  
 Long Range 2030-2040

RTPO	\$	up to \$1 million
MPO/RTPO	\$\$	\$1 - \$10 million
MPO	\$\$\$	> \$10 million

## C Sub-region (2 of 7)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
S-70	Fiscally Constrained	WSDOT		Secured	MPO	US 12 / 16th Ave I/C-interchange modifications	Interchange		Improve pedestrian safety at existing interchange	Interchange	3.200	4.160	\$\$	Long
P-227	Other High Priority Projects	Union Gap	1	Planned	MPO	Longfibre Road Extension - Phase 3	Ahtanum Road	South Union Gap Beltway	New roadway construction, 3 lane with curb, gutter, sidewalks, and bridge	New Construction	1.746	1.851	\$\$	Short
P-228	Other High Priority Projects	Union Gap	3	Planned	MPO	Valley Mall Boulevard/ Goodman Road	Valley Mall Boulevard & Goodman Road Intersection		Install new signal, curb, gutter, sidewalk	Intersection/Operations	0.360	0.393	\$	Short
P-229	Other High Priority Projects	Union Gap	5	Planned	MPO	Main Street Reconstruction	W.Franklin Street	S. City Limits	reconstruct, widen, curb, gutter, sidewalk, ACP, storm drainage, illumination, signalization	Reconstruction	3.100	3.100	\$\$	Short
P-230	Other High Priority Projects	Union Gap	5	Planned	MPO	Downtown Future Initiatives	North City Limits	South City Limits	Sidewalk modifications & other improvements to be determined	Non-Motorized	0.010	0.010	\$	Short
P-231	Other High Priority Projects	Union Gap	7	Planned	MPO	Exit I-82 South Union Gap	I-82	Main Street	Partner with WSDOT, construct new on/off ramp for southbound I-82	New Construction	35.000	35.000	\$\$\$	Short
P-232	Other High Priority Projects	Union Gap	8	Planned	MPO	South 14th Street Reconstruction	E. Washington Ave.	E. Mead Ave.	reconstruct, widen, curb, gutter, sidewalk, ACP, storm drainage, illumination, signalization	Reconstruction	1.968	1.968	\$\$	Short
P-233	Other High Priority Projects	Union Gap	9	Planned	MPO	Regional Beltway Phase 2	Longfibre Road	HWY 97	New construction, 3-lane w/left turn lane, curb, gutter, storm, pathway/ bicycle lanes	New Construction	5.000	5.000	\$\$	Short
P-234	Other High Priority Projects	Union Gap	11	Planned	MPO	Sealcoat Program/ Various Roads in MTP area		Various Roads	Sealcoat various roads at various locations to be determined by the Pavement Management Plan to reduce PM10	Preservation	0.300	0.309	\$	Short
P-235	Other High Priority Projects	Union Gap	12	Planned	MPO	East Mead Avenue Reconstruction	Rudkin Road	South 10th Street	Partner with City of Yakima, reconstruct, excavate, ballast, top course, curb, gutter, storm drainage, sidewalk, ACP	Reconstruction	2.158	2.352	\$\$	Short
P-236	Other High Priority Projects	Union Gap	13	Planned	MPO	Overlays - Various Roads		Various Roads	Construct structural overlays on arterial roadways	Preservation	0.335	0.345	\$	Short
P-237	Other High Priority Projects	Union Gap	14	Planned	MPO	Goodman Road	Ahtanum Road	Valley Mall Boulevard	New construction, 3 lane center turn lane, curb, gutter, sidewalk	New Construction	3.100	3.100	\$\$	Short
P-238	Other High Priority Projects	Union Gap	15	Planned	MPO	School Safety Projects		Various Locations	Citywide crossing flashers, sidewalks, signing	Safety	0.080	0.080	\$	Short
P-239	Other High Priority Projects	Union Gap	17	Planned	MPO	Street Asset Amenities, Route Maintenance, Repair, Improvements		Citywide	Maintenance of shelters, benches, and signage throughout our route system	Transit	0.100	0.100	\$	Short
P-240	Other High Priority Projects	Union Gap	18	Planned	MPO	Old Town Road Reconstruction	Main Street	Valley Mall Boulevard	Reconstruction, curb, gutter, sidewalk	Reconstruction	0.463	0.505	\$	Short
P-241	Other High Priority Projects	Union Gap	19	Planned	MPO	North Rudkin Road Reconstruction	East Mead Avenue	I-82 Valley Mall Blvd Int.	Partner with City of Yakima, reconstruct, excavate, ballast, top course, curb, gutter, storm drainage, sidewalk, ACP	Reconstruction	1.193	1.300	\$\$	Short

Short Range 2014-2019  
Mid Range 2020-2029  
Long Range 2030-2040

RTPO \$ up to \$1 million  
MPO/RTPO \$\$ \$1 - \$10 million  
MPO \$\$\$ > \$10 million

### C Sub-region (3 of 7)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-242	Other High Priority Projects	Union Gap	20	Planned	MPO	Roadway Citywide Shoulder Improvements	Citywide		Citywide shoulder improvements - PM10 abatement	Environmental	0.175	0.186	\$	Short
P-243	Other High Priority Projects	Union Gap	22	Planned	MPO	Citywide Transportation Planning Projects	Citywide		Performance of various transportation planning, traffic operations, and safety related planning activities	Planning/Safety	0.050	0.054	\$	Short
P-244	Other High Priority Projects	Union Gap	23	Planned	MPO	Storm Drain / Vegetation			Citywide Storm Drain Maintenance	Preservation	0.040	0.040	\$	Short
P-245	Other High Priority Projects	Union Gap	24	Planned	MPO	Signal Upgrades - Local Selection	Citywide		Upgrade signals	Intersection/Operations	0.225	0.245	\$	Short
P-246	Other High Priority Projects	Union Gap	28	Planned	MPO	East Washington Avenue Extension	South 18th Street	Rudkin Road	New construction, 3-lane w/left turn lane, curb, gutter, sidewalk, bicycle lanes	New Construction	2.915	2.918	\$\$	Short
P-247	Other High Priority Projects	Union Gap		Planned	MPO	Transit Operating/Capital Expenditures	Citywide		Supplemental funding for transit service operating expenses	Transit	0.568	0.568	\$	Short
P-248	Other High Priority Projects	Yakima	1 -Will be completed in 2016	Planned	MPO	Yakima Railroad Grade Separations - Phase 4	N 1st Street	N 1st Avenue	Install art as project aesthetics of the railroad grade separations, and construct raised sidewalk on the south side of Lincoln Avenue	Rail	13.011	14.800	\$\$\$	Short
P-249	Other High Priority Projects	Yakima	3	Planned	MPO	North 1st Street Revitalization	MLK Boulevard	N Street	Reconstruct and improve existing road w/pavement and lane markings, illumination, median islands, pedestrian environment improvements	Reconstruction	7.200	7.200	\$\$	Short
P-250	Other High Priority Projects	Yakima	5	Planned	MPO	Powerhouse Road Sidewalk	Cowiche Canyon Road	Mobile Home Park	Widen westbound lane to provide a shared bike lane and construct curb, gutter and sidewalk on the north side of the road	Widening	0.245	0.245	\$	Short
P-251	Other High Priority Projects	Yakima	6	Planned	MPO	Yakima Valley Transportation Company Preservation	Intersection of Yakima Avenue and 6th Avenue		Remove and replace a portion of the existing trolley rail		0.060	0.060	\$	Short
P-252	Other High Priority Projects	Yakima	7	Planned	MPO	Adams Elementary/Washington MS Pedestrian Safety improvements	Various Improvements in the vicinity of Adams Elementary		Construct sidewalks, upgrade roadway crossings, install flashers and fencing	Safety	0.357	0.357	\$	Short
P-253	Other High Priority Projects	Yakima	8	Planned	MPO	Garfield Elementary Safety Improvements	Various Improvements in the vicinity of Garfield Elementary		Constructing sidewalk, improving roadway crossings and installing flashers	Safety	0.173	0.173	\$	Short
P-254	Other High Priority Projects	Yakima	10	Planned	MPO	I-82 & Lincoln Avenue Interchange	East "G" Street	I-82	Reconstruct/ extend off-ramp from existing I-82 off-ramp for Lincoln Avenue to East "G" Street	Reconstruction	1.000	1.030	\$\$	Short
P-255	Other High Priority Projects	Yakima	11	Planned	MPO	East Yakima Avenue & Fair Avenue Signalization	East Yakima Avenue	Fair Avenue	Install Traffic Signal	Intersection/ Operations	1.000	1.030	\$\$	Short
P-256	Other High Priority Projects	Yakima	16	Planned	MPO	East "H" Street Extension, Phase 1	1st Street	10th Street	Reconstruct and widen existing roadway, including water, sewer, curb, gutter, sidewalk, street lighting and storm drainage system	Reconstruction	8.110	8.840	\$\$	Short
P-257	Other High Priority Projects	Yakima	17	Planned	MPO	Cascade Mill Parkway, Phase 1	H Street	Lincoln Avenue	Construct a new road, water, sewer, curbs, gutters, sidewalks for future development	New Construction	8.015	16.992	\$\$\$	Short

Short Range 2014-2019  
Mid Range 2020-2029  
Long Range 2030-2040

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## C Sub-region (4 of 7)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-258	Other High Priority Projects	Yakima	19	Planned	MPO	S. 75th Avenue Improvements	Mead Avenue	Nob Hill Boulevard	Construct new two-lane roadway and widen portions of existing roadway, install curb, gutter, sidewalk, street lighting and drainage system	New Construction	1.500	1.500	\$\$	Short
P-259	Other High Priority Projects	Yakima	32	Planned	MPO	E Mead Avenue Reconstruction	Rudkin Road	Fair Avenue	Partner with City of Union Gap, reconstruct, excavate ballast, top course, curb, gutter, storm water, ACP	Reconstruction	2.158	2.287	\$\$	Short
P-260	Other High Priority Projects	Yakima	40	Planned	MPO	18th Street Underpass	Yakima Avenue	18th Street	Repair or replace 18th Street underpass	Reconstruction	0.050	0.050	\$	Short
P-261	Other High Priority Projects	Yakima	44	Planned	MPO	Northside Alley Pavers	16th Avenue	6th Avenue	Pave the east/west alleys between Folsom Avenue and Fruitvale Boulevard	Environmental	0.410	0.410	\$	Short
P-262	Other High Priority Projects	Yakima	45	Planned	MPO	S. 80th Avenue Bridge	Wide Hollow Road	Plath Avenue	Replace existing bridge over Wide Hollow Creek	Reconstruction	0.100	0.100	\$	Short
P-263	Other High Priority Projects	Yakima	46	Planned	MPO	Wide Hollow Road Bridge	89th Avenue	88th Avenue	Replace existing bridge over Wide Hollow Creek	Reconstruction	0.100	0.100	\$	Short
P-264	Other High Priority Projects	Yakima	52	Planned	MPO	E. H Street Extension	10th Street	I-82	Construct new roadway, water, sewer, curb, gutter, sidewalk, street lighting and drainage system	New Construction	3.500	3.500	\$\$	Short
P-265	Other High Priority Projects	Yakima		Planned	MPO	Fixed route Bus Services to Moxee along SR-24 Corridor		Moxee Demonstration Route	Demonstration project to determine ridership potential to/from Moxee incl stops at 2 Park & Rides on SR-24	Transit	0.262	0.278	\$	Short
P-266	Other High Priority Projects	Yakima		Planned	MPO	Fixed route Bus Services to Moxee along SR-24 Corridor		Moxee Demonstration Route	JARC funded demonstration project to determine ridership potential to and from Moxee including stops at 2 Park & Rides on SR-24	Transit	0.262	0.278	\$	Short
P-267	Other High Priority Projects	Yakima County	1a	Planned	MPO	E-W Corridor Preliminary Design and Environmental	1st Street (Yakima)	Butterfield Road (Terrace Heights)	Preliminary design of a new arterial connection between Terrace Heights and North Yakima	New Construction	0.500	5.000	\$\$	Short
P-268	Other High Priority Projects	Yakima County	4	Planned	MPO	Butterfield Road	Terrace Heights Drive	North 33rd Street	Reconstruct to 3 lanes w/curb, gutter, sidewalk, illumination,, install traffic signal at Terrace Heights Drive	Reconstruction	0.240	0.262	\$	Short
P-269	Other High Priority Projects	Yakima County	50	Planned	MPO	Bridle Way	Bittner Road	End of pavement	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.260	0.840	\$	Short
P-270	Other High Priority Projects	Yakima County	51	Planned	MPO	Bridle Lane	Terrace Heights Drive	Bridle Way	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.190	0.147	\$	Short
P-271	Other High Priority Projects	Union Gap	6	Planned	MPO	Yakima Non-motorized Loop - Phase 1		Wide Hollow Creek Pathway	Construct pedestrian pathway	Non-motorized	0.072	0.072	\$	Mid
P-272	Other High Priority Projects	Union Gap	10	Planned	MPO	Ahtanum Road Reconstruction Phase 2	Goodman Road	16th Avenue	Reconstruct and widen to include curb, gutter, sidewalk, ACP, storm drainage, illumination, bridge and culvert replacement	Reconstruction	4.554	4.827	\$\$	Mid
P-273	Other High Priority Projects	Union Gap	16	Planned	MPO	South 12th Avenue	Valley Mall Boulevard	West Washington Avenue	Reconstruct existing roadway, curb, gutter, sidewalks, replace existing bridge	Reconstruction	0.350	0.383	\$	Mid
P-274	Other High Priority Projects	Union Gap	21	Planned	MPO	Goodman Road Bridge	Wide Hollow Creek		Replace existing Bridge	Reconstruction	2.265	2.619	\$\$	Mid

Short Range 2014-2019  
 Mid Range 2020-2029  
 Long Range 2030-2040

RTPO  
 MPO/RTPO  
 MPO

\$ up to \$1 million  
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 \$\$\$ > \$10 million

## C Sub-region (5 of 7)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-275	Other High Priority Projects	Union Gap	26	Planned	MPO	South 10th Avenue - North/South Connector - 2 Phases	Ahtanum Road	West Washington Road	New roadway construction, reconstruction of existing roadway, replace existing bridge, improve intersection and signalization at Pioneer Street	New Construction	7.000	8.115	\$\$	Mid
P-276	Other High Priority Projects	Union Gap	27	Planned	MPO	Pathway Project		Citywide	Build, connect pathways in various areas	Non-Motorized	1.100	1.265	\$\$	Mid
P-277	Other High Priority Projects	Yakima	12	Planned	MPO	South 3rd Avenue & Washington Avenue Signal	Intersection: South 3rd Avenue & Washington Avenue		Signal Upgrade	Intersection/Operations	0.227	0.227	\$	Mid
P-278	Other High Priority Projects	Yakima	13	Planned	MPO	East Washington Avenue Intersection Improvement	Intersection: South 1st Street & East Washington Avenue		Realign intersection, widen E. Washington to accommodated additional lane, upgrade traffic signal	Intersection/Operations	0.290	0.290	\$	Mid
P-279	Other High Priority Projects	Yakima	14	Planned	MPO	South 48th Avenue Reconstruction	Summitview Avenue	Nob Hill Boulevard	Reconstruct and widen, install curb, gutter, sidewalk street lighting and drainage system	Reconstruction	2.575	2.652	\$\$	Mid
P-280	Other High Priority Projects	Yakima	18	Planned	MPO	Yakima Downtown Future Initiatives Phase 5	1st Street	9th Street	Install historic lighting, sidewalk modification, other improvements, exact locations TBD	Non-Motorized	6.000	6.000	\$\$	Mid
P-281	Other High Priority Projects	Yakima	20	Planned	MPO	Longfibre Road & Washington Avenue	Intersection: Longfibre Road & Washington Avenue		Construct left-turn lanes on Washington Avenue and Longfiber Road	Reconstruction	0.909	0.936	\$	Mid
P-282	Other High Priority Projects	Yakima	21	Planned	MPO	East Nob Hill Boulevard and South 18th Street	Intersection: East Nob Hill Boulevard & South 18th Street		Widen south leg for double LT from west bound Nob Hill, curb, gutter, sidewalk, upgrade traffic signal system, possibly tie to WSDOT project	Intersection/Operations	0.282	0.282	\$	Mid
P-283	Other High Priority Projects	Yakima	24	Planned	MPO	West Lincoln Avenue and MLK Boulevard Realignment	West 5th Ave	Custer Street	Realignment of West Lincoln Avenue, sidewalks, curb, gutter, illumination	Reconstruction	3.783	4.123	\$\$	Mid
P-284	Other High Priority Projects	Yakima	25	Planned	MPO	East Nob Hill Boulevard Reconstruction	South 6th Street	South 18th Street	Reconstruct and widen existing Roadway; Intersection Improvements	Reconstruction	9.442	10.642	\$\$\$	Mid
P-285	Other High Priority Projects	Yakima	26	Planned	MPO	South 72nd Avenue and West Washington Avenue Intersection	Intersection: South 72nd Avenue & West Washington Avenue		Intersection improvement - install traffic signal or construct roundabout	Intersection/Operations	0.840	0.916	\$	Mid
P-286	Other High Priority Projects	Yakima	28	Planned	MPO	40th Avenue and Summitview Avenue Signal Upgrade	Intersection: 40th Avenue & Summitview Avenue		Signal upgrade, radius improvements, turn lane extension	Intersection/Operations	0.844	0.895	\$	Mid
P-287	Other High Priority Projects	Yakima	30	Planned	MPO	16th Avenue and Fruitvale Boulevard	Intersection: 16th Avenue & Fruitvale Boulevard		Replace traffic signal system, increase curb radii, install ADA ramps	Intersection/ Operations	0.573	0.625	\$	Mid
P-288	Other High Priority Projects	Yakima	31	Planned	MPO	Rudkin Road Reconstruction	East Viola Avenue	Rainier Place	Reconstruct, excavate ballast, top course, curb, gutter, sidewalk Partner with City of Union Gap, additional sewer force main	Reconstruction	2.132	2.260	\$\$	Mid
P-289	Other High Priority Projects	Yakima	37	Planned	MPO	34th Avenue and Fruitvale	Intersection: 34th Avenue and Fruitvale Blvd.		Install traffic signal system, curb, gutter and sidewalk	Intersection /Operations	0.811	0.811	\$	Mid
P-290	Other High Priority Projects	Yakima	41	Planned	MPO	88th Avenue	Tieton Drive	Summitview Avenue	Construct curb, gutter, sidewalk, Stormwater runoff treatment on the east side of 88th	Non-Motorized	0.405	0.417	\$	Mid

Short Range 2014-2019  
 Mid Range 2020-2029  
 Long Range 2030-2040

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## C Sub-region (6 of 7)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-291	Other High Priority Projects	Yakima	42	Planned	MPO	64th Avenue Roadway Widening	Washington Avenue	Nob Hill Boulevard	Widen roadway, curb, gutter, sidewalks, illumination, drainage	Widening	2.081	2.143	\$\$	Mid
P-292	Other High Priority Projects	Yakima	51	Planned	MPO	S. 1st Street and Main Street	Nob Hill Boulevard	Barker Mill Bridge	Study to determine strategies for improving this section of the corridor	Joint Study with Union Gap	0.137	0.137	\$	Mid
P-293	Other High Priority Projects	Yakima		Planned	MPO	Cascade Mill Parkway, Phase 2	'R' Street	'H' Street	Construct a new road, water, sewer, curbs, gutters, sidewalks for future development	New Construction	8.500	8.500	\$\$	Mid
P-294	Other High Priority Projects	Yakima	Conceptual	Planned	MPO	Cowiche Canyon Trail	Powerhouse Road	Cowiche Canyon Trail Trailhead	Construct trail including two bridges	New Construction			\$\$	Mid
P-295	Other High Priority Projects	Yakima County	1b	Planned	MPO	E-W Corridor Right of Way and Construction	1st Street (Yakima)	Butterfield Road (Terrace Heights)	Purchase Right of Way and Begin Construction of a new arterial connection between Terrace Heights and North Yakima	New Construction	0.500	15.000	\$\$\$	Mid
P-296	Other High Priority Projects	Yakima County	3	Planned	MPO	Ahtanum Road	South 26th Ave.	South 52nd Ave	Reconstruct to 4 lanes w/curb, gutter, sidewalk, illumination, bike lanes, and channelization	Reconstruction	0.150	0.173	\$	Mid
P-297	Other High Priority Projects	Yakima County	5	Planned	MPO	Maple Ave Reconstruction	Maple Court	Hillcrest Drive	Reconstruct existing 2 lane roadway to 3 lanes with curbs, gutters, pedestrian facilities, and on-road bicycle facilities. Install traffic signal at 96th Ave.	Reconstruction	1.736		\$\$	Mid
P-298	Other High Priority Projects	Yakima County	9	Planned	MPO	Ahtanum Road	South 66th Ave	South 90th Ave	Reconstruct to 5 lanes w/curb, gutter, sidewalk, illumination, bike lanes, and channelization	Reconstruction	0.600	0.692	\$	Mid
P-299	Other High Priority Projects	Yakima	9	Planned	MPO	SR12 & 16th Avenue Interchange	16th Avenue	SR12	Upgrade interchange by constructing a roundabout	Reconstruction	1.000	1.000	\$\$	Long
P-300	Other High Priority Projects	Yakima	15	Planned	MPO	Tieton Drive and South 5th Avenue Intersection Project	Intersection: Tieton Drive & 5th Avenue		Replace traffic signal with roundabout	Reconstruction	0.756	0.779	\$	Long
P-301	Other High Priority Projects	Yakima	22	Planned	MPO	Powerhouse Road and Englewood Avenue	Intersection: Powerhouse Road & Englewood Avenue		Intersection realignment, curb, gutter, sidewalk, safety flashing signal, possible roundabout	Reconstruction	0.578	0.613	\$	Long
P-302	Other High Priority Projects	Yakima	23	Planned	MPO	South 48th Avenue and Summitview Avenue Signalization	Intersection: 48th Avenue & Summitview Avenue		Install Traffic Signal	Intersection/ Operations	0.693	0.755	\$	Long
P-303	Other High Priority Projects	Yakima	27	Planned	MPO	South 66th Avenue	Scenic Drive	Summitview Avenue	Reconstruct and widen roadway, curb, gutter, sidewalk, drainage system and utilities	Reconstruction	1.288	1.365	\$\$	Long
P-304	Other High Priority Projects	Yakima	29	Planned	MPO	40th Avenue and Englewood Avenue	Intersection: 40th Avenue & Englewood Avenue		Replace traffic signal poles, upgrade controller	Intersection/ Operations	0.344	0.375	\$	Long
P-305	Other High Priority Projects	Yakima	33	Planned	MPO	South 80th Avenue - Tieton Drive to Zier Road	Tieton Drive	Zier Road	Major widening, curb, gutter, sidewalk	Widening	2.519	2.670	\$\$	Long

Short Range 2014-2019  
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 Long Range 2030-2040

RTPO  
 MPO/RTPO  
 MPO

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### C Sub-region (7 of 7)

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-306	Other High Priority Projects	Yakima	34	Planned	MPO	Englewood Avenue - North 40th Avenue to North 56th Avenue	North 40th Avenue	N 56th Avenue	Widen roadway, curb, gutter, sidewalk	Widening	3.411	3.718	\$\$	Long
P-307	Other High Priority Projects	Yakima	35	Planned	MPO	Englewood Avenue - North 24th Avenue to North 16th Avenue	North 16th Avenue	North 24th Avenue	Widen roadway, curb, gutter, sidewalk, water and sewer lines	Widening	3.855	4.202	\$\$	Long
P-308	Other High Priority Projects	Yakima	36	Planned	MPO	West Nob Hill Boulevard Sidewalks	South 16th Avenue	South 6th Street	Install missing sidewalks on south side of Nob Hill	Non-Motorized	0.567	0.618	\$	Long
P-309	Other High Priority Projects	Yakima	38	Planned	MPO	Englewood Avenue	24th Avenue	40th Avenue	Reconstruct roadway, widen, curb, gutter, sidewalks, sewer, water and illumination	Reconstruction	3.854	4.316	\$\$	Long
P-310	Other High Priority Projects	Yakima	39	Planned	MPO	North/ South Connector	Ahtanum Road Extension	Summitview	Construct a north/south limited access route in West Valley	New Construction	0.500	0.500	\$	Long
P-311	Other High Priority Projects	Yakima	49	Planned	MPO	40th Avenue Corridor	SR12	Washington Avenue	Widen Existing Roadway	Widening	0.137	42.500	\$	Long
P-312	Other High Priority Projects	Yakima	50	Planned	MPO	Nob Hill Boulevard Corridor	I-82	South 16th Avenue	Widen roadway, curb, gutter, sidewalk, illumination	Widening	0.137	0.141	\$	Long
P-313	Other High Priority Projects	Yakima	51	Planned	MPO	16th Avenue Corridor	SR12	Washington Avenue	Widen Existing Roadway	Widening	0.137	37.500	\$	Long
P-314	Other High Priority Projects	Yakima		Planned	MPO	Westside Transit Center	Park & Ride Facility - West Side		Construct a West Side Transit Center (park & ride)	Transit	16.000	16.960	\$\$\$	Long
P-315	Other High Priority Projects	Yakima	Conceptual	Planned	MPO	Occidental Road Construction	58th Avenue	64th Avenue	Construct roadway	New Construction	0.100	0.109	\$	Long
P-316	Other High Priority Projects	Yakima County	1c	Planned	MPO	E-W Corridor Construction	Adjacent and Supporting Infrastructure		Construct supporting and adjacent infrastructure for the new arterial connection between Terrace Heights and North Yakima	New Construction	0.500	29.000	\$	Long

### W Sub-region

Long-range Plan ID	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	MPO or RTPO?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
P-317	Other High Priority Projects	Yakima County	24	Planned	RTPO	Fort Road Bridge #1353	Bridge		Reconstruct existing bridge	Reconstruction	0.150	0.164	\$	Short
P-318	Other High Priority Projects	Yakima County	25	Planned	RTPO	N. Fork Road Bridge #068	Bridge		Reconstruct existing bridge	Reconstruction	0.800	0.800	\$	Short
P-319	Other High Priority Projects	Yakima County	TBD	Planned	RTPO	South 62nd Ave.	Meadowbrook Road	South Ahtanum Road	Reconstruct gravel road to 30ft paved roadway	Reconstruction	0.045	0.050	\$	Short

Short Range 2014-2019  
Mid Range 2020-2029  
Long Range 2030-2040

RTPO	\$ up to \$1 million
MPO/RTPO	\$\$ \$1 - \$10 million
MPO	\$\$\$ > \$10 million

## SEPA ENVIRONMENTAL CHECKLIST

### ***Purpose of checklist:***

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

### ***Instructions for applicants:***

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

### ***Instructions for Lead Agencies:***

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

### ***Use of checklist for nonproject proposals:***

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

### **A. Background**

1. Name of proposed project, if applicable: [Yakima Valley Metropolitan and Regional Transportation Plan 2014-2040](#)

2. Name of applicant: [Yakima Valley Conference of Governments \(YVCOG\)](#)

3. Address and phone number of applicant and contact person:

Lauris Mattson, Executive Director

[Yakima Valley Conference of Governments](#)

311 N 4<sup>th</sup> St, Suite 204

[Yakima, WA 98901](#)

[509-574-1550](#)

4. Date checklist prepared: [January 25, 2016](#)

5. Agency requesting checklist: [YVCOG](#)

6. Proposed timing or schedule (including phasing, if applicable): [The proposal is for adoption of a long-range transportation plan. Adoption is proposed to occur in March 2016.](#)

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [Capital facilities planning and other planning and funding activities will be completed by YVCOG member agencies and WSDOT to further define the scope and timing of transportation improvement projects identified in the Yakima Valley Metropolitan and Regional Transportation Plan 2014-2040 \(M/RTP\). Design and construction of transportation improvement projects that are identified in the M/RTP will occur in the future and project specific environmental review will be undertaken by the respective governmental agency. The timing of these projects will depend on a variety of factors and will be defined through the planning processes of the agencies involved.](#)

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [An environmental analysis was prepared as part of the M/RTP Update: Yakima Valley Metropolitan and Regional Transportation Plan 2014-2040, Environmental Constraint Analysis.](#)

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [The proposal is a long-range plan and is not project-specific. No construction will occur as a direct result of adoption of the M/RTP. The M/RTP identifies a number of future road widening and extension projects. Specific locations and any pending permits or proposals affecting those locations will be identified with project-level design and permitting.](#)

10. List any government approvals or permits that will be needed for your proposal, if known. [Adoption by the Yakima Valley Metropolitan and Regional Transportation Planning Organization \(MPO/RTPO\), Review by the Federal Highway Administration \(FHWA\) and the Federal Transit Administration \(FTA\) for compliance with federal metropolitan planning requirements.](#)

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [Adoption of an update to the Yakima Valley Metropolitan and Regional Transportation Plan 2014-2040 is proposed. The M/RTP is an integrated document containing a long-range regional transportation plan for the Yakima County region, and a long-range metropolitan transportation plan for the greater Yakima metropolitan area. The planning area is entirely within Yakima County and includes the urban areas of the Yakima Valley and the transportation corridors connecting these areas. The M/RTP includes a long-range forecast of population growth in the region, and provides direction for prioritizing regional and metropolitan-area transportation improvements. It also includes program-level identification of specific potential improvements, such as corridor widening and extension projects, public transit and non-motorized transportation improvements, and upgrades and maintenance to the existing transportation system. Transportation demand management measures such as commuter trip reduction are also a component of the M/RTP. An update to the M/RTP](#)

is required by state and federal regulations and is needed to maintain the region's eligibility for federal funding. The M/RTP was last updated in 2012.

As part of the program-level list of future, potential improvements, the M/RTP identifies a number of regional projects on state-owned facilities, including widening of highways and arterials, construction of new corridors, and widening and constructing new freeway interchanges. In addition, the M/RTP includes maintenance, preservation, and operational improvement projects that are less likely to cause impacts. Regional projects of more local importance are summarized by seven subregions (Northwest, North, West Valley, Central, East Valley, South Central, and Southeast). For each subregion, a number of maintenance and improvement projects are identified that will not generally result in adverse impacts beyond typical short-term impacts associated with construction. In addition, several major corridors are identified for potential road widening and/or extension projects. Chapter 7 of the Draft M/RTP and the Environmental Constraints Analysis provides more detail on the potential impacts of future transportation improvement projects identified in the M/RTP. This checklist provides programmatic review of the M/RTP and its list of potential transportation improvements. Because most maintenance projects and projects that do not increase road surface area will not likely result in adverse environmental impacts, the checklist focuses on programmatic level review of the major regional projects and the corridors identified for road widening and/or extension.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. The planning area for the 2014-2040 M/RTP is entirely within Yakima County and includes the urban areas of the Yakima Valley and the transportation corridors connecting these areas. See the Metropolitan and Regional Transportation Plan Study Area and Subregion Map included with the Environmental Constraints Analysis.

## B. ENVIRONMENTAL ELEMENTS

### 1. Earth

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other \_\_\_\_\_

b. What is the steepest slope on the site (approximate percent slope)? The planning area and corridors identified for road widening and/or extension include a variety of terrain types. Slopes associated with specific transportation improvement projects will be determined with project-level design and permitting.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. Yakima County contains all of the soils found in the Yakima County Soil Survey and includes prime farmland. Soil types associated with specific transportation improvement projects will be determined with project-level design and permitting.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. Soil stability associated with specific transportation improvement projects will be determined with project-level design and permitting.
- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. None as part of this non-project action. Grading and filling associated with specific transportation improvement projects will be determined with project-level design and permitting.
- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. Not as part of this non-project action. The potential for erosion associated with specific transportation improvement projects will be determined with project-level design and permitting.
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? None as a result of this non-project action. Changes in the amount of impervious surface associated with specific transportation improvement projects will be determined with project-level design and permitting.
- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: None as part of this non-project action. If needed, measures will be determined with project-level desifn and permitting of future transportation improvement projects.

## 2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. None as a result of this non-project action. The potential for emissions associated with transportation improvement projects will be determined with project-level design and permitting.

An air conformity analysis was conducted for the proposed M/RTP, which reflects the list of future project within the metropolitan area in the draft M/RTP. The analysis was conducted for the years 2014 and 2040 based upon federal requirements. YVCOG is required to monitor and report Vehicle Miles Travelled (VMT) as a lesser step than calculating CO and PM<sub>10</sub> as permitted annually by WSDOT, FHWA, FTA and Department of Ecology during the Air Quality conformity review.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. Not as a result of this non-project action. The potential affect of any off-site sources of emission on transportation improvement projects will be determined with project-level design and permitting. Emissions from non-mobile sources (agricultural burning, point sources of industry, etc.) may degrade air quality in the Yakima Valley so as to result in violations of the National Ambient Air Quality Standards (NAAQS). If non-attainment status is designated, it can affect future transportation projects and funding.
- c. Proposed measures to reduce or control emissions or other impacts to air, if any: If needed, measures will be determined with project-level design and permitting of future transportation improvement projects. Transportation conformity determinations are made as part of each Yakima Metropolitan Transportation Improvement Program (TIP). The TIP is updated annually.

### 3. Water

#### a. Surface Water:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. The planning area and corridors identified for road widening and/or extension includes the Yakima and Naches rivers, and Cowiche and Ahtanum creeks, and numerous smaller creeks. All Yakima Valley rivers eventually flow into the Columbia River.
- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. Not as part of this non-project action. A number of projects are in the vicinity of surface water bodies, and future projects in some of these corridors will likely be within 200 feet of a surface water body, including the Yakima and Naches rivers. Some road segments where widening or extension will occur will cross streams or rivers. The potential affect of future transportation improvement projects on surface water bodies will be determined with project-level design and permitting.
- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. None as a result of this non-project action. If fill or dredge is required for future transportation improvement projects, they will be reviewed with project-level design and permitting.
- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. Not as a result of this non-project action. If surface water withdrawals or diversions are required as part of future transportation improvement projects, they will be reviewed with project-level design and permitting.
- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. Future roadway projects which may occur in or near the 100-year floodplain will undergo environmental review as necessary.
- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. N/A

#### b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. N/A
- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals . . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. N/A

#### c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [Future road projects will incorporate Stormwater retention facilities, as needed.](#)
  - 2) Could waste materials enter ground or surface waters? If so, generally describe. [N/A](#)
  - 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [N/A](#)
- d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [Measures to reduce water runoff will be addressed at the project level.](#)

#### 4. Plants

- a. Check the types of vegetation found on the site:

deciduous tree: alder, maple, aspen, other  
 evergreen tree: fir, cedar, pine, other  
 shrubs  
 grass  
 pasture  
 crop or grain  
 Orchards, vineyards or other permanent crops.  
 wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other  
 water plants: water lily, eelgrass, milfoil, other  
 other types of vegetation

- b. What kind and amount of vegetation will be removed or altered? [None as a result of this non-project action](#)
- c. List threatened and endangered species known to be on or near the site. [None known](#)
- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [None as a result of this non-project action. Future projects will address landscaping at the project level.](#)
- e. List all noxious weeds and invasive species known to be on or near the site. [Noxious weeds and invasive species will be addressed at the time of future project review.](#)

#### 5. Animals

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other:  
 mammals: deer, bear, elk, beaver, other:  
 fish: bass, salmon, trout, herring, shellfish, other \_\_\_\_\_

- b. List any threatened and endangered species known to be on or near the site. [N/A](#)
- c. Is the site part of a migration route? If so, explain. [N/A](#)
- d. Proposed measures to preserve or enhance wildlife, if any: [Wildlife considerations will be part of future project review, as necessary.](#)
- e. List any invasive animal species known to be on or near the site. [None known.](#)

## 6. Energy and Natural Resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [None as a result of this non-project action.](#)
- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [Future projects may incorporate solar energy](#)
- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [None as a result of this non-project action. Future projects may incorporate solar energy or other conservation features.](#)

## 7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [No](#)
- 1) Describe any known or possible contamination at the site from present or past uses. [N/A](#)
  - 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. [N/A](#)
  - 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project. [N/A](#)
  - 4) Describe special emergency services that might be required. [N/A](#)
  - 5) Proposed measures to reduce or control environmental health hazards, if any: [N/A](#)

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [All types of noise exist within the county.](#)
- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [None as a result of this non-project action. Future projects will have construction and project related noise.](#)

3) Proposed measures to reduce or control noise impacts, if any: None

## 8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. Yakima County includes a variety of land uses, including, but not limited to, residential, commercial, industrial, agricultural and recreational.
- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? N/A
- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how: N/A
- c. Describe any structures on the site. N/A
- d. Will any structures be demolished? If so, what? Not as a result of this non-project review.
- e. What is the current zoning classification of the site? N/A
- f. What is the current comprehensive plan designation of the site? N/A
- g. If applicable, what is the current shoreline master program designation of the site? N/A
- h. Has any part of the site been classified as a critical area by the city or county? If so, specify. N/A
- i. Approximately how many people would reside or work in the completed project? The current population of Yakima County is 249,970 (2015 OFM Estimate).
- j. Approximately how many people would the completed project displace? N/A
- k. Proposed measures to avoid or reduce displacement impacts, if any: N/A
- L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: N/A
- m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any: N/A

## 9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. N/A
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. N/A

- c. Proposed measures to reduce or control housing impacts, if any: [None as a result of this non-project action.](#)

## **10. Aesthetics**

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [N/A](#)

- b. What views in the immediate vicinity would be altered or obstructed? [N/A](#)

- c. Proposed measures to reduce or control aesthetic impacts, if any: [N/A](#)

## **11. Light and Glare**

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [None as a result of this non-project action. Future projects may incorporate street or other lighting.](#)

- b. Could light or glare from the finished project be a safety hazard or interfere with views? [N/A](#)

- c. What existing off-site sources of light or glare may affect your proposal? [N/A](#)

- d. Proposed measures to reduce or control light and glare impacts, if any: [N/A](#)

## **12. Recreation**

- a. What designated and informal recreational opportunities are in the immediate vicinity? [There are several designated and informal recreational opportunities in Yakima County.](#)

- b. Would the proposed project displace any existing recreational uses? If so, describe. [N/A](#)

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [None as a result of this non-project action.](#)

## **13. Historic and cultural preservation**

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [There are designated buildings, structures, and sites on or eligible for listing in national, state, or local registers throughout Yakima County.](#)

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [There are several landmarks and features throughout the County, including on the Reservation of the Confederated Tribes and Bands of the Yakama Nation.](#)

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and

historic preservation, archaeological surveys, historic maps, GIS data, etc. None as a result of this non-project action. Future projects will incorporate appropriate measures, as necessary.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. N/A

#### 14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. This plan identifies secured and planned projects. See Appendix F for a list of projects by sub-region.
- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? There are areas within Yakima County that are served by public transit.
- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? N/A
- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). There are several new projects proposed. See Appendix F.
- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. Potential sources would be rail or air transportation.
- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? Not known at this time. When future projects are completed, they will be included into the County-wide model.
- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. No
- h. Proposed measures to reduce or control transportation impacts, if any: None as a result of this non-project plan. Future projects will be designed to minimize transportation impacts to the landscape.

#### 15. Public Services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. Not as a result of this non-project plan.
- b. Proposed measures to reduce or control direct impacts on public services, if any. N/A

#### 16. Utilities

- a. Circle utilities currently available at the site: N/A  
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other \_\_\_\_\_

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. N/A

### C. Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: \_\_\_\_\_

Name of signee Deborah LaCombe

Position and Agency/Organization MPO/RTPO Manager

Date Submitted: \_\_\_\_\_

### D. supplemental sheet for nonproject actions

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The proposed M/RTP includes a list of potential, future transportation improvements over a 25-year planning period through 2040. Improvements that add impervious surface area, such as road widening and/or extension projects, will result in increased stormwater runoff. However, stormwater management features will be determined with project-level design and permitting.

Construction and operation of transportation improvements will include increases in noise and emissions to air. Construction-related increases will be short-term. Any improvement projects that add capacity will result in longer-term increases in noise and emissions associated with vehicle trips. However, operational improvement projects are intended to reduce vehicle idling, noise, and emissions to air.

Construction of transportation improvements may involve the temporary use of hazardous substances typical of road construction and maintenance (e.g., asphalt paving). It is also probable that vehicles carrying hazardous substances will use future roadways.

Proposed measures to avoid or reduce such increases are:

If needed, measures will be determined with project-level design and permitting of future transportation improvement projects. By identifying these potential impacts in the plan, we are alerting project designers of the need to address these impacts as part of project development.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The M/RTP identifies a number of future roadway extension and widening projects that, if constructed, will have some potential to affect plants, wildlife, and aquatic habitat. Projects with the greatest potential for effects are those crossing priority habitat areas or rivers and streams containing priority aquatic habitat. See the accompanying Environmental Constraints Memo for a programmatic-level summary of potential impacts of major projects on priority habitat areas.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

By identifying where the potential impacts are at the planning level, we are alerting project designers of the need to address these early in project development.

3. How would the proposal be likely to deplete energy or natural resources?

Construction of future transportation improvement projects may result in increased vehicle travel, which is associated with the use of energy and natural resources. Vehicles using future transportation improvement projects are expected to operate primarily on gasoline and diesel, but may also operate on bio-diesel, ethanol, electricity, or a combination of these renewable energy sources. However, the proposed M/RTP includes strategies for transportation demand management/commute trip reduction measures, non-motorized transportation facilities, and public transportation, all of which have the potential to conserve energy.

Proposed measures to protect or conserve energy and natural resources are:

The proposed M/RTP includes strategies for transportation demand management/commute trip reduction measures, non-motorized transportation facilities, and public transportation, all of which have the potential to conserve energy.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The M/RTP identifies a number of future roadway extension and widening projects that, if constructed, will have some potential to affect sensitive or protected areas. See the accompanying Environmental Constraints Memo for a summary of potential transportation improvement projects with the potential to affect priority habitat areas, parks, historic sites, wetlands, and floodplains.

Proposed measures to protect such resources or to avoid or reduce impacts are:

By identifying potential impacts early in the planning process, we are alerting project designers of the need to address these impacts as part of project development.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The M/RTP identifies future transportation improvement projects that respond to projected growth based on adopted land use plans. However, the M/RTP identifies a number of extension and widening projects that, if constructed, have some potential to affect existing sensitive land uses. See the accompanying Environmental Constraints Memo for a summary of projects with potential to affect future land and shoreline use.

Proposed measures to avoid or reduce shoreline and land use impacts are:

By identifying potential impacts early in the planning process, we are alerting project designers of the need to address these impacts as part of project development.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The M/RTP is intended to address future transportation needs. It identifies future transportation improvement projects that respond to projected growth based on future land use plans. Improvements identified in the M/RTP include improvements to public transportation facilities and services. The M/RTP is not expected to increase demands on public services, except to the extent that emergency services would serve new roads. However, demand for emergency services is generally forecast based on population growth. The M/RTP is not expected to result in population growth.

Proposed measures to reduce or respond to such demand(s) are:

Potential transportation improvements identified in the M/RTP would likely improve access for emergency services in portions of the planning area.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The M/RTP is not expected to conflict with local, state, or federal laws or requirements for the protection of the environment. Projects identified in the M/RTP will be reviewed for compliance with environmental regulations with project-level design and permitting.

**YAKIMA VALLEY CONFERENCE OF GOVERNMENTS**  
**NOTICE OF ENVIRONMENTAL REVIEW**

**DATE:** February 12, 2016  
**TO:** SEPA Reviewing Agencies  
**FROM:** Lauris C. Mattson, SEPA Responsible Official  
**SUBJECT:** Notice of Environmental Review for Yakima Valley Metropolitan and Regional Transportation Plan 2014-2040

**Project Description**

The Yakima Valley Conference of Governments (YVCOG) is updating the Yakima Valley Metropolitan and Regional Transportation Plan (M/RTP). An update to the M/RTP is required to maintain the region's eligibility to receive federal and state funding for transportation improvement projects. The M/RTP was last updated in 2012.

The document is a 25-year long-range plan for both the Yakima Valley and the Yakima metropolitan area. The Draft M/RTP includes an extensive list of potential future transportation improvements in the region. These include state highway improvement projects and regional improvements to be implemented by Yakima County or the cities and towns within the County.

The update includes an Environmental Constraints Analysis, which supplements the SEPA checklist by identifying more specifically where transportation improvements listed in the Draft M/RTP may have the potential for direct impacts to geologic hazard areas; water resources and wetlands; endangered, threatened, sensitive, candidate and priority plant and animal habitat areas; air quality; land use and housing; noise; aesthetics/light and glare; environmental justice; recreation; and historic/cultural resources. The Analysis focuses on projects that would add to the roadway surface area because those projects would have the most potential for impacts or constraints. Projects to be implemented by Yakima County or one of the local cities or towns are summarized in seven subareas. The Analysis also more generally discusses potential impacts of project types that would not add to the roadway surface area, as well as area-wide improvement programs.

No development projects are associated with this non-project action.

**Notice of Environmental Review**

This is to notify all public and private agencies with jurisdiction and environmental expertise that YVCOG has been established as the lead agency, pursuant to the Washington State Environmental Policy Act (SEPA) for the above stated project.

Your agency is requested to review the Draft M/RTP update and programmatic Environmental Constraints Analysis, and provide any comments to YVCOG within the 14-day comment period ending on **Friday February 26, 2016 at 5:00 p.m.** This comment period falls within the public review comment period for the Draft M/RTP. The SEPA checklist is enclosed. The checklist, Draft M/RTP, and Environmental Constraints Analysis are available to agencies and the public upon request, and are also posted online at <http://www.yvcog.org/lrtp16/planupdate16.html>. Copies of the documents are also available at the downtown Yakima and Sunnyside branches of the Yakima Regional Library, and the YVCOG office. If you would like a hard copy of the proposal mailed to you, please contact Deb LaCombe, MPO/RTPO Manager, at (509) 574-1550 or [deborah.lacombe@yvcog.org](mailto:deborah.lacombe@yvcog.org).

YVCOG expects to issue a Determination of Nonsignificance (DNS) for this project. The optional process authorized by WAC 197-11-355 is being used. **This may be your only opportunity to comment on the environmental impacts of the proposed plan.**

**Request for Written Comment**

Your views on the proposal are welcome. All written comments received by **February 26, 2016 at 5:00 p.m.** will be considered prior to drafting a threshold determination. Please mail your comments to Yakima Valley Conference of Governments, 311 North 4<sup>th</sup> Street, Suite 204, Yakima, WA 98901 or email to Deb LaCombe at [deborah.lacombe@yvcog.org](mailto:deborah.lacombe@yvcog.org). Please reference "M/RTP Update" in your correspondence.

**Notice of Decision**

After the 14-day comment period, a threshold environmental determination will be issued without another comment period. A copy of the threshold determination will be provided to parties of record and may be obtained upon request from YVCOG. If you have any questions on this proposal, please call Deb LaCombe, Deb LaCombe, MPO/RTPO Manager, at (509) 574-1550 or [deborah.lacombe@yvcog.org](mailto:deborah.lacombe@yvcog.org).

Encl.: SEPA Environmental Checklist

# **Yakima Valley Metropolitan and Regional Transportation Plan 2014-2040 Environmental Constraints Analysis**

## **Introduction**

This environmental constraints analysis provides a programmatic-level review of the potential environmental constraints that may be encountered with planning, design, permitting and construction of future transportation improvement projects identified in the Yakima Valley Metropolitan/Regional Transportation Plan 2014-2040 (M/RTP). It is provided so that potentially affected agencies have an opportunity to comment. Adoption of this updated M/RTP by the Yakima Valley Metropolitan and Regional Transportation Planning Organization (MPO/RTPO) Executive Committee expected to occur in March 2016.

The State Environmental Policy Act (SEPA) provides the context for this environmental constraints analysis; however, additional applicable regulations are discussed as they relate to the various elements of the environment. Generally, the analysis looks at the potential for impacts from road construction and improvements. The analysis identifies where there may be potential for impacts to geologic hazard areas; water resources and wetlands; endangered, threatened, sensitive, candidate, and priority plant and animal habitat areas; air quality; land use and housing; noise; aesthetics/light and glare; environmental justice; recreation; and historic/cultural resources.

The environmental constraints analysis focuses on projects identified for regional roadways, as well as regional transportation projects that are summarized into seven subregions (see Figure 1). Projects listed under the subregions are also considered of regional significance and support the overall M/RTP. The seven subregions are:

- Northwest – includes the City of Tieton and Town of Naches and the surrounding unincorporated areas,
- North – includes the City of Selah and the surrounding unincorporated areas,
- West – includes the largely unincorporated area west of Yakima,
- Central – includes the Cities of Yakima and Union Gap and the surrounding unincorporated areas, including Terrace Heights,
- East Valley – includes the City of Moxee and the surrounding unincorporated areas,
- South Central – includes the Cities of Wapato, Zillah, and Toppenish, the Town of Harrah, and the surrounding unincorporated areas,
- Southeast – includes the Cities of Sunnyside, Grandview, Mabton, and Granger, and the surrounding unincorporated areas.

Figure 1 - Metropolitan and Regional Transportation Plan Subregions

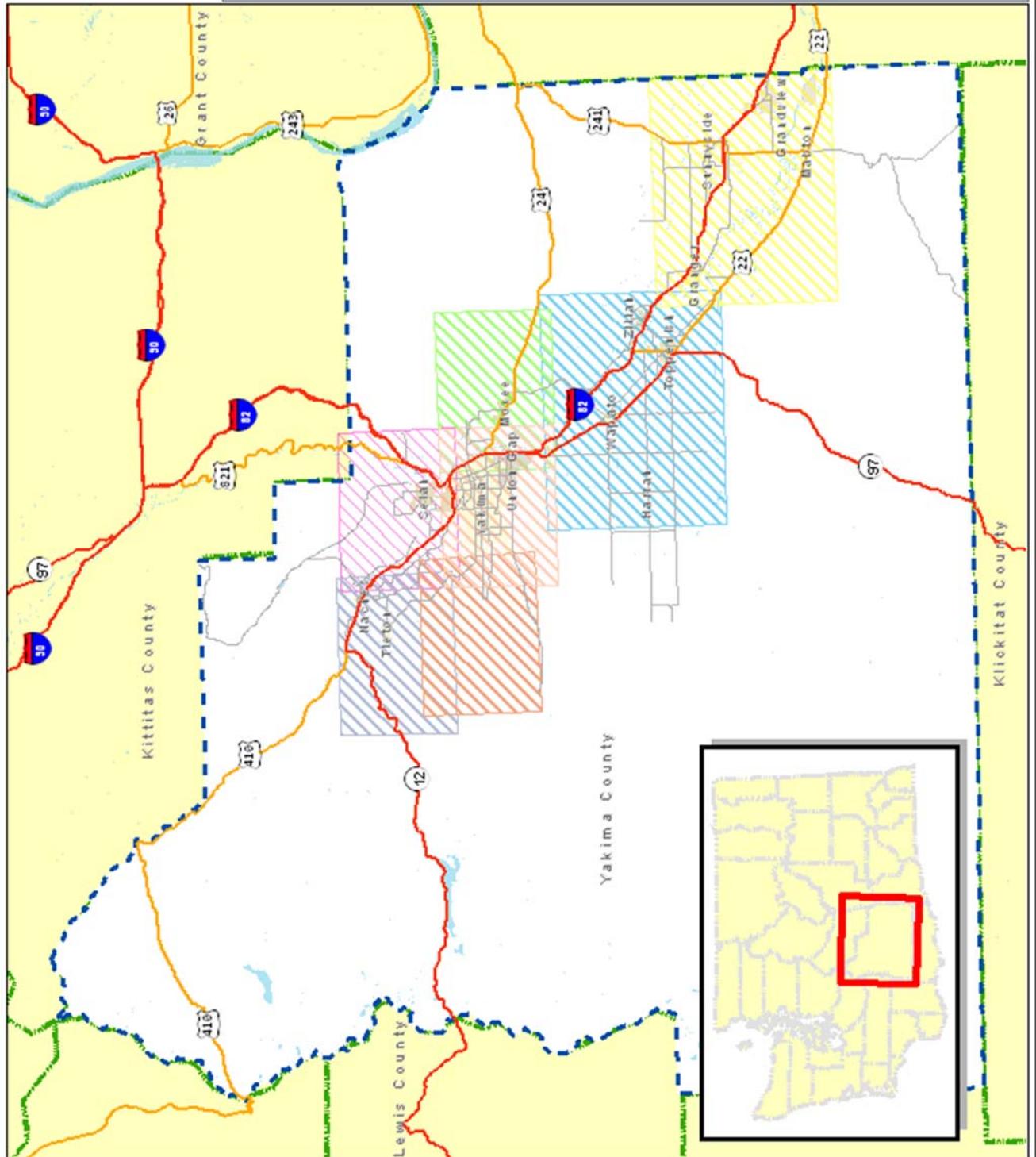


FIGURE 1



Plan Subregions

- Northwest
- Central
- East Valley
- North
- South Central
- Southeast
- West

Hwy of Statewide Significance

Hwy of Regional Significance



For regional roadways, several major widening projects are identified, as well as several projects that would add to the roadway surface area at intersections. Within these subregions, the M/RTP identifies several major corridors for road widening and/or extension. This environmental constraints analysis focuses on these types of major regional transportation projects. In addition, this analysis focuses on fiscally-constrained projects due to the uncertainty of transportation funding in the coming years prior to the next M/RTP update. Aside from the major corridors, the road improvement projects included in the M/RTP generally do not involve significant increases in roadway surface. There may be some potential for temporary construction impacts, such as noise and air quality associated with some of these projects. However, it is generally not expected that there would be environmental constraints associated with these projects that would create significant impacts, lengthen the project approval process, or increase the cost of project design and approval. Projects that would not add roadway surface are discussed under the heading Maintenance, Reconstruction, Environmental Projects, and Area-Wide Improvement Programs. The M/RTP also includes improvements to transit and trails, which are discussed under Projects for Improving Alternative Transportation Modes.

This environmental constraints analysis is intended to provide review of the project list proposed for the revised Draft M/RTP. It is not intended to identify specific environmental impacts of road projects included in the M/RTP, or to be used in determining environmental mitigation. Analysis of specific direct and indirect impacts and potential mitigations will occur as specific projects are further defined and permitted.

The following is a brief discussion of each element of the environment for which constraints may exist. Following the discussion of environmental elements is a summary of the potential for environmental impacts that would occur with implementation of projects included in the M/RTP.

## Overview of Environmental Elements

### ***Earth/Geologic Hazards***

Yakima County mapped geologic hazard areas countywide, including steep slopes, landslide and avalanche risk areas, stream undercutting, and earthquake activity areas, as part of its critical areas ordinance (CAO) update process. This analysis describes where future road projects that may be included in the M/RTP would cross or be adjacent to identified geologic hazard areas. Other earth-related conditions such as the suitability of soils for road construction and improvement projects would be assessed with project-level environmental review and permitting. According to Yakima County's Draft Geohazards Map, the urban areas of the County have relatively few geologic hazard areas. Figure 2 is the County Geohazards Map.

### ***Air Quality***

Air quality is regulated by the U.S. Environmental Protection Agency (EPA), the Washington State Department of Ecology, and the Yakima Regional Clean Air Authority. There are federal standards for six criteria pollutants: particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), ozone (O<sub>3</sub>), carbon monoxide (CO), sulfur dioxide, nitrogen oxides, and lead. The EPA last issued new standards for particulate matter in 2006.

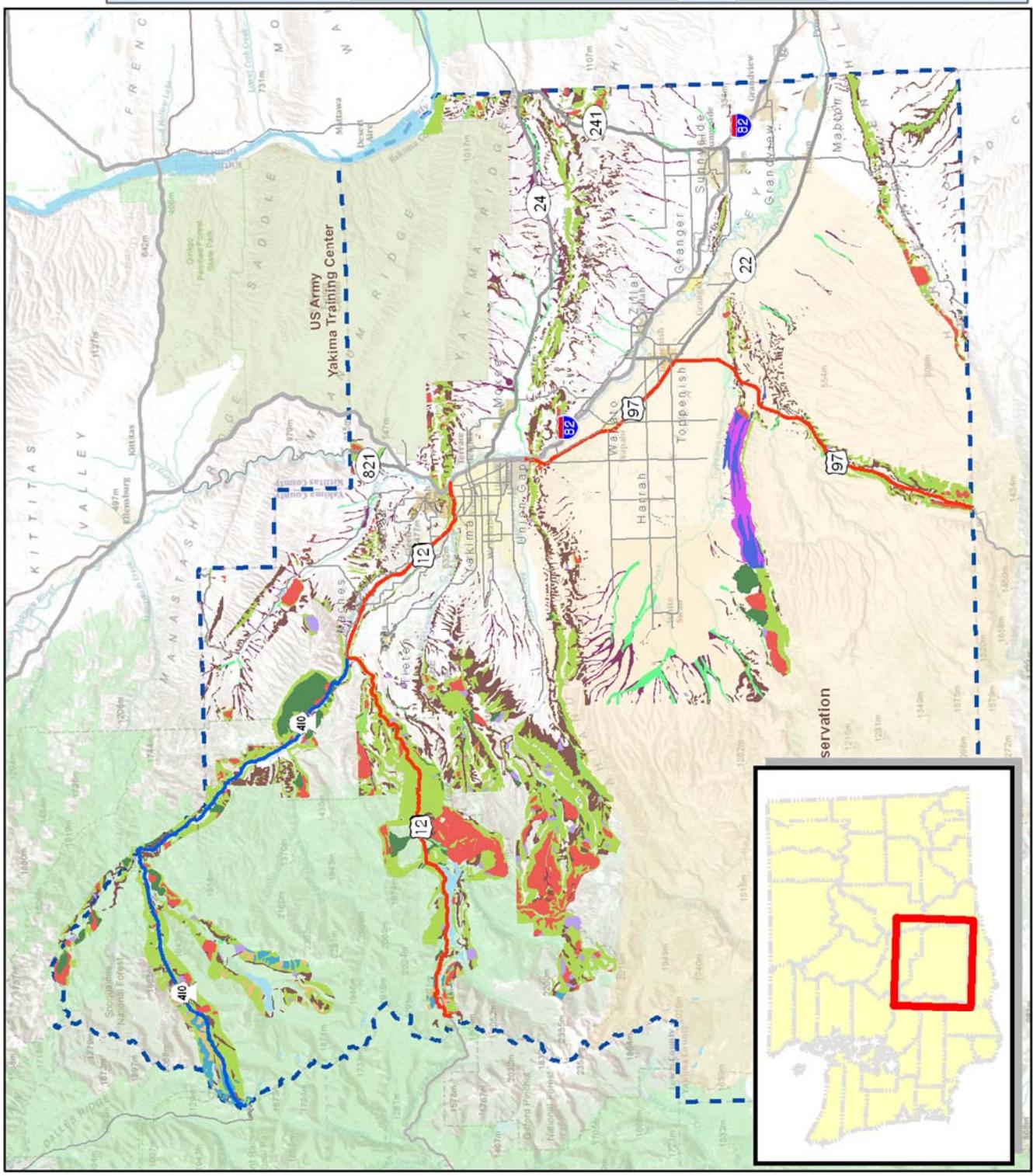
## Figure 2 - Yakima County - DRAFT Geologic Hazards



**FIGURE 2**



0 4.75 9.5 19 Miles



Vehicle emissions are part of the emissions that contribute to regional air quality (other sources of pollution include agricultural burning, and point sources such as industry). Additionally, the construction of transportation improvements can result in temporary, localized increases in pollutants. The pollutants of primary concern for transportation projects in the Yakima Valley are PM<sub>10</sub> and CO, and to a lesser degree O<sub>3</sub>.

An air quality conformity analysis was conducted to test conformity with the National Ambient Air Quality Standards (NAAQS) on an area-wide basis. The analysis was conducted for 2014 and 2040 (years) based on the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The analysis was run for PM<sub>10</sub> and CO.

The Yakima Urban Area is currently under a maintenance status for both PM<sub>10</sub> and CO. The designated maintenance areas for the two pollutants vary. The designated PM<sub>10</sub> area includes the areas in and around Yakima, Selah, Gleed, and Union Gap, while the CO area includes primarily the downtown Yakima and areas immediately adjacent.

The air quality conformity analyses were conducted for the planning period, as well as for the Baseline condition (year 2010), which assumes no new capacity projects beyond those currently included in WSDOT and local agency Transportation Improvement Programs (TIPs). The analyses were conducted based on the high-priority projects in the MPO planning area and identified as "secured" in the 2011 DRAFT M/RTP.

PM<sub>10</sub> emissions were calculated for the analysis years based upon the forecasted annual vehicle miles traveled (VMT) on paved and unpaved roadways in the maintenance area. Total VMT and the corresponding PM<sub>10</sub> levels are forecast to increase between 2014 and 2040. A large contributor to this budget is road dust, not tailpipe emissions. The total VMT for the PM<sub>10</sub> area is forecast to increase by 22 percent between 2014 and 2040. The PM<sub>10</sub> emissions are forecast to increase by approximately 13 percent during that same time period. This difference reflects the large impact of road dust on PM<sub>10</sub> levels in the Yakima metropolitan area. In 2010, road dust accounted for 690 tons/year in PM<sub>10</sub> compared to only 29 tons/year from tailpipe emissions. Over 63 percent of the road dust estimated for 2010 was due to travel on paved roadways in the region.

Implementation of the fiscally-constrained M/RTP improvements and the influence of including the Terrace Heights Corridor decreases PM<sub>10</sub> emissions by two percent compared to the horizon year Build scenario. Therefore, the M/RTP projects will not significantly offset PM<sub>10</sub> levels.

The M/RTP includes several types of improvements that will help reduce future levels of PM<sub>10</sub>. These include reducing the amount of travel through transportation demand management (TDM) and commute trip reduction (CTR) programs. These programs encourage use of transit, vanpools, carpools, bicycles, and walking. Future increases in alternative modes will help reduce the total VMT for the region. This will reduce both road dust and tailpipe emissions. The Yakima Valley region is also working to reduce the mileage of unpaved roadways. Local agencies in the metropolitan area have annual programs to pave or otherwise overlay existing gravel roadways. The M/RTP also supports acquisition and use of street cleaners to cut down on the PM<sub>10</sub> levels from

travel on paved roadways. These actions will help the region minimize future PM<sub>10</sub> emissions from mobile sources. Intersection operational improvements that are part of the M/RTP can help to reduce potential air quality impacts; these are accounted for in the calculated emissions.

The conformity analysis for CO tested whether the M/RTP would result in increases or decreases of CO emissions for the region. CO emission rates are based on travel speed as well as VMT, and take into account the changing vehicle fleet as older vehicles are replaced by newer ones. There is currently no set budget for CO in the Yakima metropolitan area. The total CO that would be produced in the region in each of the future analysis years is calculated to be less than in the Baseline year (2010). Therefore, the M/RTP projects will have a positive effect on reducing CO levels over Baseline conditions.

It should be noted that all projects that involve construction have the potential to generate short-term air quality impacts. The longer-term effects on air quality are accounted for in the conformity analysis. Individual transportation projects may be required to undergo analysis for conformity with the NAAQS, and project level analysis will be performed at the time of project development.

### ***Water and Wetlands***

Surface water resources in Yakima County include the Yakima River, Naches River, several lakes, and numerous streams and wetlands. Surface water resources are regulated by the various jurisdictions within the Yakima County region, based on each jurisdiction's CAO and shoreline master program. Yakima County has mapped surface water resources countywide as part of its CAO update. Figure 3 (County Shoreline Designation Map) depicts surface waters in the County, and Figure 4 depicts inventoried wetlands.

Wetlands are mapped by the National Wetland Inventory (NWI). National Wetland Inventory mapping is included in the Washington State Department of Fish and Wildlife habitat map used for this environmental constraints analysis. However, the actual presence and location of wetlands must be field verified. This analysis indicates where projects would occur in the immediate vicinity of an identified surface water resource based on the Yakima County and NWI mapping. Wetlands are listed as a constraint in this analysis where Yakima County and NWI maps identify a wetland, but not where wetland soils only are identified. It should be noted that wetlands are generally regulated based on their functions and values, as determined based on the Washington State Department of Ecology's Washington State Wetland Rating System for Eastern Washington (2007); if a wetland may be affected by a future transportation project, field investigation will be needed to determine the wetland's extent and classification.

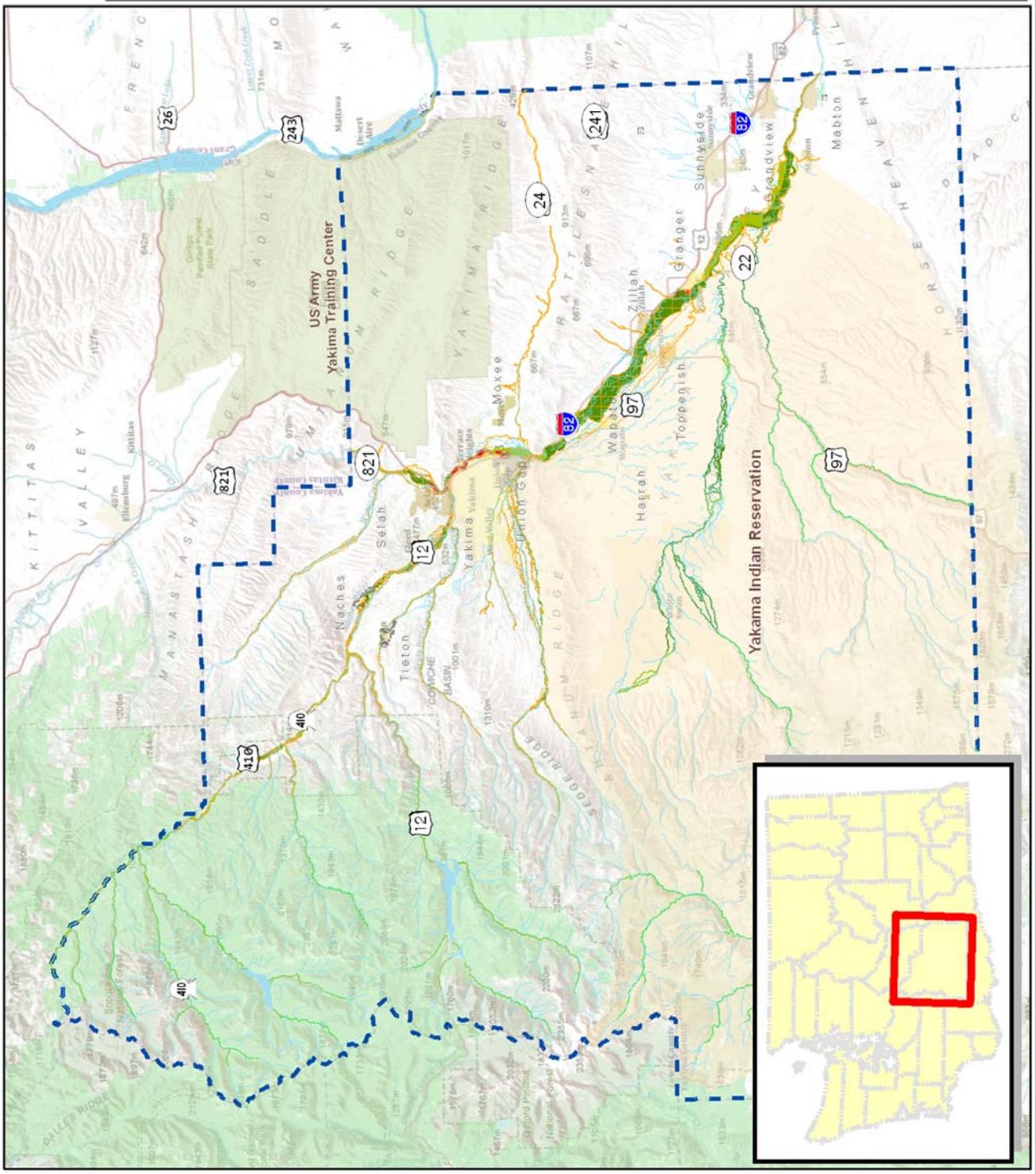
## Figure 3 - Shorelines and Environmental Designations



FIGURE 3



0 4.75 9.5 19  
Miles



**Figure 4 - Wetlands and Potential Wetland (Hydric) Soils**

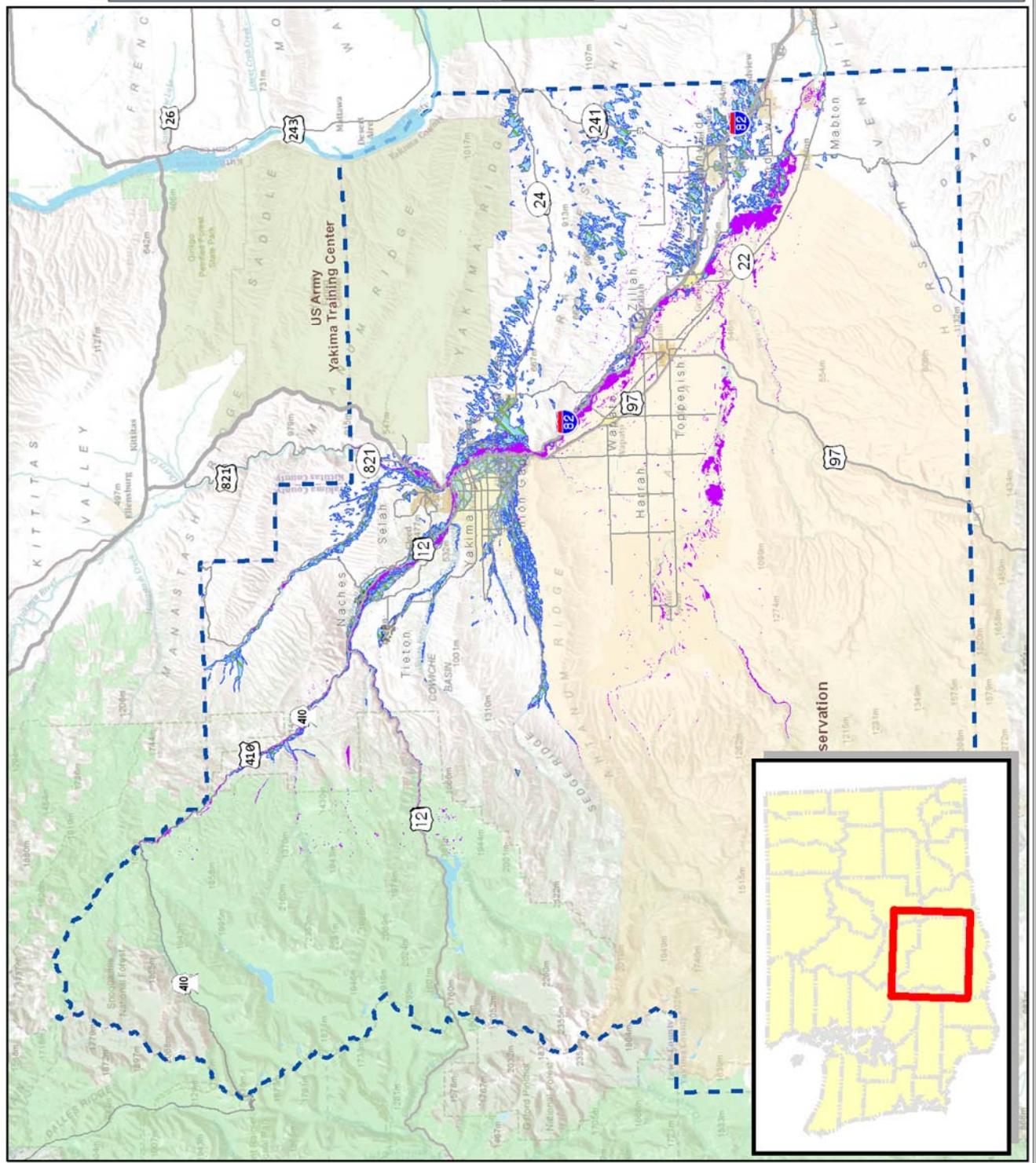


**FIGURE 4**



Primary Hydrography  
Other Major Public Lands  
Yakama Indian Reservation  
US Army Yakima Training Center

N  
S  
E  
W  
0 4.75 9.5 19 Miles



Drainage discharge to surface water resources can affect water quality of those resources. Several surface water bodies in the Yakima County region have been listed under section 303(d) of the Federal Clean Water Act, which means they have been considered impaired by pollution. Water bodies that have been listed under Section 303(d) include: Selah Ditch, and some water bodies in water resource inventory areas (WRIs) 30, 31, 37, 38, and 39. These WRIs are relatively large areas that include a portion of the Yakima County region, but may include portions of other counties as well. The potential for transportation projects to adversely impact the water quality in these or other water bodies will be assessed at the project level.

Groundwater resources can be found in many areas of the Yakima County region. Yakima County has mapped critical aquifer recharge areas countywide as part of its 2006 CAO update. The majority of the urban portions of the Yakima County region, and potential road projects, are located within critical aquifer recharge areas of moderate or high importance. Groundwater issues, stormwater management, and any necessary mitigation for protection of aquifers will be evaluated and determined at the project level.

Projects may also affect shorelines regulated under the Washington State Shorelines Management Act, as discussed under Land Use/Housing and Shoreline Use below.

### ***Floodplains***

Floodplains receive stormwater that adjacent areas cannot absorb. They have multiple functions, including flood control, water quality, and aquifer recharge. Development in floodplains can disrupt their natural function and can result in harm to people and damage to property. Floodplains may be regulated as part of each jurisdiction's CAO. Yakima County mapped floodways and 100-year floodplains countywide, based on Federal Emergency Management Agency (FEMA) mapping, as part of its CAO update and Comprehensive Plan. This analysis preliminarily identifies where major projects are within an identified floodway or 100-year floodplain. Figures 5 and 6 are natural resources maps from the County Comprehensive Plan (2007) for the upper and lower valley, respectively, but also depict mapped floodplains in the region.

### ***Plants and Animals***

The U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS) and Washington Department of Fish and Wildlife (WDFW) categorize species as endangered, threatened, or candidates proposed for listing. WDFW maintains a geographic database of habitats crucial to many species known as priority habitats. These include habitats for threatened, endangered, candidate, or sensitive species, as well as other species considered important or vulnerable. WDFW-identified habitat areas are considered advisory because where a project may affect an identified habitat area, more investigation is required to confirm the actual, current use of the identified area as habitat.

A number of state and federal listed plant and animal species are found in the Yakima County region. This analysis is based on the WDFW Habitat and Species Map for Yakima County and Vicinity produced on January 30, 2007. Additional sources include Yakima County's Comprehensive Plan (2007) natural resources maps (included as

**Figure 5**  
**North Yakima County Region Natural Resources Map**

**NATURAL SETTING  
ELEMENT**



**Figure IV-2A**  
**Natural Resources  
Upper Valley**

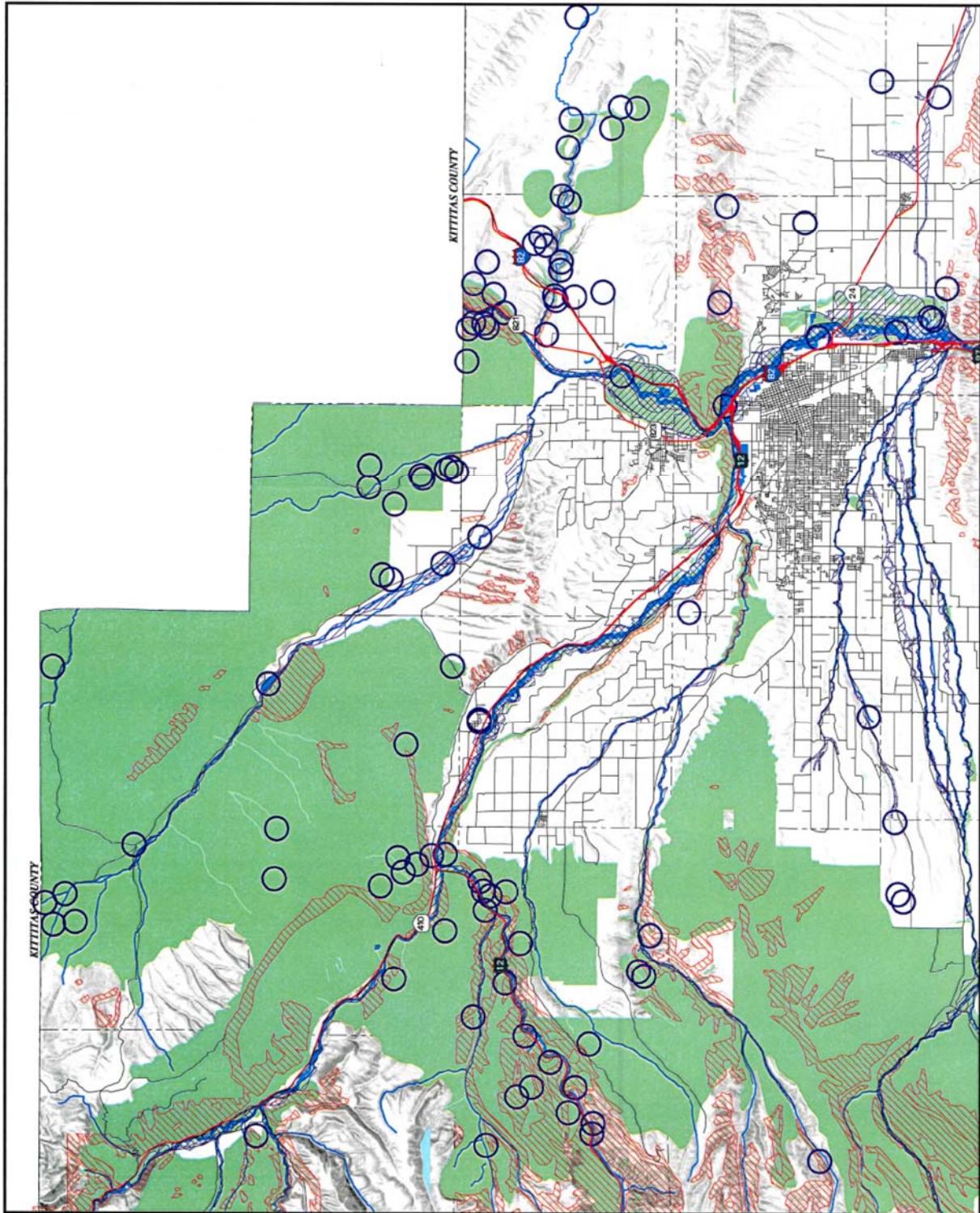
- Priority Species and Habitat Areas
- Priority Species and Habitat Sites
- Natural Wetlands
- Floodway
- 100 Year Floodplain
- Over-Steeepened Slopes

Sources:

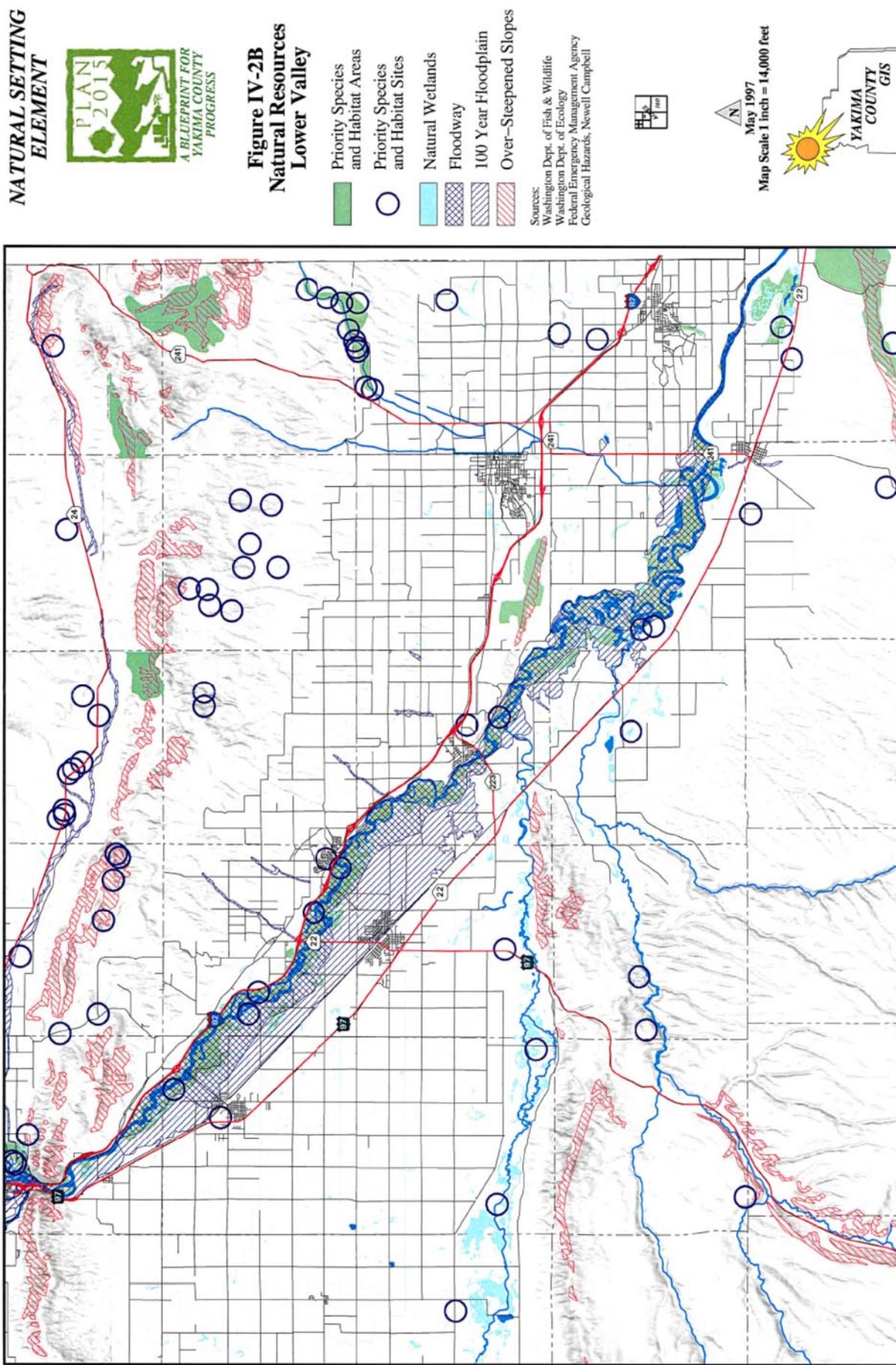
Washington Dept. of Fish & Wildlife  
 Washington Dept. of Ecology  
 Federal Emergency Management Agency  
 Geological Hazards, Newell Campbell



May 1997  
 Map Scale 1 inch = 14,000 feet



**Figure 6**  
**South Yakima County Region Natural Resources Map**



Figures 5 and 6), and the City of Yakima Comprehensive Plan (2007) map of habitat areas within the Yakima urban area. This analysis identifies where transportation projects are proposed to occur within or in the immediate vicinity of an identified endangered, threatened, sensitive, candidate, or priority species habitat area or site, including terrestrial and aquatic (water) habitat areas. Effects on aquatic habitat can include noise and shading of bridges (particularly with road projects that cross streams or rivers), and indirect water quality impacts. Effects on terrestrial habitat areas can include noise, light and glare, and reduction and fragmentation of habitat.

### ***Land Use/Housing and Shoreline Use***

Land Use constraints of potential road projects generally relate to two potential issues: 1) direct disturbance of an existing land use, and 2) the potential for land use incompatibilities. Impacts to housing will occur if there is direct disturbance (need to relocate) of housing units. This analysis also identifies where widening and/or extension corridors may be within shoreline jurisdiction areas (i.e., within 200 feet of shorelines of the state), and therefore subject to the Washington State Shoreline Management Act (SMA). The SMA is implemented by the shoreline master program in effect in the local jurisdiction (e.g., the Yakima County Shoreline Master Program, the City of Yakima Shoreline Master Program, the City of Union Gap Shoreline Master Program, or another city or town's Shoreline Master Program where that city or town has jurisdiction).

Disturbance of existing land uses can occur with road extension or widening projects if the existing right-of-way is not adequate to accommodate the project, and additional right-of-way needs to be acquired. It should be noted that the amount of existing right-of-way, or need for future right-of-way acquisition, in the corridors identified for widening and/or extension was not identified as part of this analysis. Actual impacts will likely be fewer in number than identified in this analysis, and it is possible that impacts can be avoided during project planning and design.

Land use incompatibilities may occur when a transportation project results in significant traffic adjacent to a sensitive use, such as residential uses (particularly single-family residential uses), schools, or parks. This analysis notes where some potential for such impacts may exist; the analysis is based on existing land use as identified in the Yakima County Comprehensive Plan (2007) and the City of Yakima Urban Area Comprehensive Plan (2006). The Yakima County Comprehensive Plan includes a map of existing land use throughout Yakima County. Future land use is of a more general nature, and given the long-term nature of both future land use plans and the M/RTP, future land use constraints were not specifically considered.

This analysis identifies where there is potential for road extension/widening corridors to affect sensitive uses due to immediate proximity. It is possible that topography, road design, the exact location and orientation of sensitive uses within a parcel, and other factors could reduce the potential for impacts. However, these specific circumstances are not identified in this programmatic analysis, and it is likely that fewer corridor projects than identified will have actual land use compatibility impacts.

## ***Noise***

All widening/extension projects, and some other improvement/upgrade projects, will result in increased noise during construction. All projects that would extend roads or increase existing capacity can result in increased operational noise due to increased use by vehicles. However, the potential for noise impacts also depends on the type of land use where the noise is heard. Residences, habitat areas, parks, schools, and hospitals are considered sensitive to noise. Generally, projects where noise constraints should be considered are the same as those identified as having potential for land use compatibility impacts. Where projects substantially increase noise adjacent to concentrations of poor or minority populations, the increase in noise may be considered an environmental justice issue (see [Environmental Justice](#) below).

Noise is generally regulated by the local jurisdiction; however, the Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) have adopted criteria for evaluating noise impacts of federal and state funded highway projects. The guidelines are used to determine whether noise abatement is needed as part of a transportation project. The criteria identify noise level thresholds based on the category of the receiving land use.

## ***Aesthetics/Light and Glare***

All projects that extend roads or increase existing capacity can result in increased light and glare due to increased use by vehicles during evening and nighttime hours. The effects of future road and transit projects will be less in urban areas where roads and traffic already exist. Additionally, road extension projects will result in conversion of undeveloped areas to new roadways, and can be viewed as an impact to aesthetic conditions. Road widening can also impact aesthetic conditions, depending on the added width and existing aesthetic conditions adjacent to the widened roadway. River crossings will also have potential for aesthetic/light and glare impacts, and light and glare can be an issue in identified habitat areas (see [Plants and Animals](#)).

## ***Environmental Justice***

Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. A 1994 Presidential Executive Order directed every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations." The need to consider environmental justice is also embodied in federal regulations that affect this transportation planning process, including: Title VI of the Civil Rights Act of 1964; the National Environmental Policy Act of 1969 (NEPA); laws governing the use of federal aid (Section 109(h) of USC Title 23); and SAFETEA-LU.

If future projects disproportionately adversely affect areas with concentrations of poor or minority populations, such as with substantial noise, land use/housing disturbance, land use incompatibility, aesthetic impacts, substantial light and glare, or impacts to recreational resources, these impacts could be considered in conflict with the purpose of environmental justice regulations.

## Methodology

The analysis of potential environmental justice impacts is based on data from the 2000 U.S. Census<sup>1</sup>. Thematic census maps were generated for this analysis showing the percentage of persons below the poverty level in 1999, and the percentage of persons who are Hispanic or of a race other than white. The geography used was census block groups. The block group represents the smallest geography for which the most important data is readily available (i.e., both for race/ethnicity and poverty).

The percentages in each of the census block groups were then compared to statistics for the Yakima County region as a whole. The purpose of this analysis is to ensure that road projects do not disproportionately affect minorities or low-income people within the planning area. Table 1 shows the proportion of poor and minority population in Washington State as a whole, and the Yakima County region as a whole. Minority population statistics are for persons who are Hispanic and for persons of a race other than white, as reported in the Census. As shown in Table 1, the percentages of both poor and minority populations are higher in the Yakima County region than in Washington State as a whole.

**Table 1**  
**Proportion of Poor and Minority Population**

	Percent of Persons Living in Poverty	Percent of Persons Who Are Hispanic or Latino	Percent of Persons Who Are Non-White
Washington State	22%	16%	28%
Yakima County Region	26%	45%	36%

*Source: 2014 American Community Survey, 2010 U.S. Census*

The intent of this analysis is to show where a potential for environmental justice impacts exists. Further analysis will be needed at the project level to determine whether there are actual environmental justice impacts. It should also be noted that, prior to the design and permitting of individual projects, more current data may be available to allow a more current assessment of impacts.

## Recreation

At the state level, the SEPA process requires consideration of impacts to parks and recreation. At the federal level, Section 4(f) of the Department of Transportation Act of 1966, as amended by SAFETEA-LU, prohibits the FHWA and other DOT agencies from approving the use of land from a significant publicly owned public park, recreation area, wildlife or waterfowl refuge unless there is no feasible and prudent alternative, and all possible planning is done to minimize harm to the property resulting from the use.

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<sup>1</sup> At the time of this writing, the Census 2010 population and economic data were not yet available for Yakima County.

## ***Historic and Cultural Resources***

Cultural resources can include both historic properties and archaeological sites. Section 106 of the National Historic Preservation Act of 1966 requires consideration of cultural resources as part of federal funding and permitting decisions. Section 4(f) of the Department of Transportation Act of 1966, as amended by SAFETEA-LU, also addresses historic resources. At the state level, SEPA requires consideration of these resources.

## **Archaeological Resources**

The Washington State Department of Archaeology and Historic Preservation (DAHP) maintains records of archaeological resources within the State of Washington. There are a number of archaeological resources in Yakima County. The locations of archaeological resources are generally kept confidential. Research regarding the proximity of a future road project to any known archaeological resources will occur with project-specific environmental review and permitting. With construction of road projects, the potential may exist for finding buried cultural resources. The actual potential can be assessed based on the location, soil, depth of excavation, and other conditions of a specific project. Project-level environmental review and permitting will require investigation regarding the presence or potential for finding archaeological resources. A list of registered historic sites in the Yakima County region is shown in the Appendix to this memo.

## **Historic Resources**

Historic resources are identified in the National Register of Historic Places (NRHP) and the Washington Heritage Register. Major corridor widening and/or extension projects listed separately in this analysis (see Tables 2 and 3 below) were checked against the DAHP Washington Information System for Architectural and Archaeological Records Data (WISAARD) database, which contains National Register and Washington Heritage Register sites. The major projects were also checked against the National Register Information System, a database of NRHP-listed properties and properties that have been determined to be eligible for listing. It should be noted that the location of historic resources in relation to other projects included in the M/RTP, such as road reconstruction and intersection modification projects, was not checked, but instead noted only on an area-wide, programmatic basis.

[Type text]

## References

City of Yakima, Yakima Urban Area Comprehensive Plan 2025, December 2006.

National Register of Historic Places (NRHP), National Register Information System database (NRIS) (website), <http://www.nr.nps.gov/>.

Washington State Department of Archaeology and Historic Preservation (DAHP), Washington Information System for Architectural and Archaeological Records Data (WISAARD) (website), <http://www.dahp.wa.gov/pages/wisaardIntro.htm>.

Washington State Department of Ecology, Priority lists for project development under the Total Maximum Daily Load (TMDL) Program (website),  
[http://www.ecy.wa.gov/programs/wq/tmdl/priority\\_clnup\\_plns.html](http://www.ecy.wa.gov/programs/wq/tmdl/priority_clnup_plns.html).

Washington State Department of Fish and Wildlife, Habitats and Species Map for Yakima County and Vicinity.

Yakima County, Plan 2015, a Blueprint for Yakima County Progress, Volume 2, adopted May 20, 1997, and updated December 18, 2007.

U.S. Census (website), [www.census.gov](http://www.census.gov).

## Registered Historic Properties in the Yakima County Region

The information in this appendix is from the Washington State Department of Archaeology and Historic Preservation (DAHP) website, <http://www.dahp.wa.gov>, accessed April 29, 2011

### **Yakima County**

DOE = Determination of Eligibility-National Register

NHL = National Historic Landmark

REMOVED = Removed from Listing

TH = Thematic Listing - WHR/NR (MPS, MRA, and TR)

TH-WHR = Thematic Listing - WHR Only (MPS, MRA, and TR)

WH-BARN = WA Heritage Barn Register

WH-BARNWHR = WA Heritage Barn Register and WHR

WH-BARNWHR/NR = WA Heritage Barn Register, WHR, and NR

WHR = Washington Heritage Register

WHR/DOE = WHR and Det of Eligibility to NR

WHR/NR = WHR and National Register

WHR/NR	Grandview; Cornell Farmstead; Pleasant Road and Old Prosser Road (2/17/1987)
WHR	Grandview; Grandview City Hall; 201 West Second Street (11/21/1986)
WHR/NR	Grandview; Grandview Herald Building; 107 Division Street (2/17/1987)
WHR/NR	Grandview; Grandview High School; 913 West Second Street (2/17/1987)
WHR/NR	Grandview; Grandview Road -Yellowstone Trail; Grandview Pavement Road Between Mabton-Sunnyside Road and Apple Way (12/11/1995)
WHR/NR	Grandview; Grandview State Bank; 100 West Second Street (2/17/1987)
WHR/NR	Grandview; Howay--Dykstra House; 114 Birch Street (2/17/1987)
WHR	Grandview; Iowa Building; 125-133 Division Street (11/21/1986)
WHR	Grandview; Keck, E.O., Building; 138 Division Street (11/21/1986)
WHR/NR	Grandview; Morse House; 404 East Main Street (2/17/1987)
WHR/NR	Mabton; Mabton High School; High School Road (11/21/1985)
WH-BARN	Moxee VICINITY; Barn; 1241 Walters Road (1/25/2008)
WHR/NR	Moxee City; Gendron, O.J., Ranch; 6702 Bell Road (9/21/2005)
WHR/NR	Naches; Edgar Rock Lodge; 380 Old Naches Road (8/1/1996)
WHR	Naches; Naches Bandstand; Southeast Corner of Naches-Tieton Road and Main Street (2/27/1987)
WHR/NR	Naches VICINITY; Buckeye Ranch House; 10881 Highway 410 (11/2/1990)
WHR/NR	Naches VICINITY; Gleed, James, Barn; 1960 Old Naches Highway (5/10/1990)
WHR/NR	Sawyer; Sawyer, W.P., House and Orchard; U.S. 12 (11/23/1977)
WHR/NR	Sawyer VICINITY; Mattoon Cabin; South of Sawyer on U.S. 12 (10/28/1977)
WH-BARN	Selah VICINITY; Barn; 27450 N. Wenatchee Road (1/25/2008)
WHR	Sunnyside; Snipes, Ben, Cabin; 321 Grant Avenue (11/19/1982)
WHR/NR	Sunnyside; US Post Office--Sunnyside Main; 713 East Edison Avenue (5/30/1991)
WHR/NR	Tampico VICINITY; St. Joseph's Mission; East of Tampico on Tampico Road (12/22/1976)
WH-BARN	Tieton VICINITY; Humphrey, Olive, Barn; 1071 Humphrey Road (1/25/2008)

## Registered Historic Properties in the Yakima County Region

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WH-BARN/WHR = WA Heritage Barn Register and WHR  
WH-BARN/WHR/NR = WA Heritage Barn Register, WHR, and NR  
WHR = Washington Heritage Register  
WHR/DOE = WHR and Det of Eligibility to NR  
WHR/NR = WHR and National Register

WH-BARN	Toppenish; Barn; North Meyers Road (10/17/2008)
WH-BARN	Toppenish; Hall Ranch; 791 Curlew Road (10/17/2008)
WHR	Toppenish; Liberty Theater; 211 South Toppenish Avenue (6/7/1996)
WHR/NR	Toppenish; US Post Office--Toppenish Main; 14 Jefferson Avenue (8/7/1991)
WHR/NR	Toppenish; Yakima Indian Agency Building; 1 South Elm (5/19/1988)
WHR/NR	Toppenish VICINITY; Grave of the Legendary Giantess; Address Restricted (12/14/1978)
WH-BARN	Toppenish VICINITY; Plank, Ray, Barn; 181 Pioneer Road (11/2/2007)
WHR/NR	Toppenish VICINITY; Toppenish--Zillah Bridge; Over the Yakima River Between Toppenish and Zillah (5/24/1995)
WHR/NR	Trout Lake VICINITY; Gotchen Creek Ranger Station; Forest Service Road 8225.060, 0.2 miles east of 8225 junction (4/25/2007)
WHR/NR	Union Gap; Carmichael, Elizabeth Loudon, House; 108 West Pine (5/1/1991)
WHR/NR	Union Gap; Kamiakin's Gardens; West of Union Gap on Lower Ahtanum Road (12/22/1976)
WHR/NR	Union Gap; McAllister, Alexander, House; 402 West White Street (10/25/1990)
WHR/NR	Wapato VICINITY; Donald--Wapato Bridge; Donald Road Over the Yakima River (5/24/1995)
WH-BARN	Wapato VICINITY; Herke Hop Kiln; 750 feet off of Donald Wapato Road, outside Donald, WA (11/2/2007)
WHR	Yakima; Ahtanum Congregational Church; 8500 Ahtanum Road (11/15/1980)
WH-BARN	Yakima; Alderson Barn; 3101 Powerhouse Road (1/25/2008)
WH-BARN	Yakima; Barn; 1041 Selah Naches Road (10/17/2008)
WH-BARN	Yakima; Barn; Emma Lane and 41st Avenue (10/17/2008)
WHR/NR	Yakima; Brackett, E. William, House; 2606 Tieton Drive (10/25/1990)
WHR/NR	Yakima; Brooker--Taylor House; 203 South Naches Avenue (2/18/1987)
WHR/NR	Yakima; Carbonneau Mansion; 620 South 48th Avenue (12/12/1976)
WHR/NR	Yakima; Card, Rupert, House; 1105 West a Street (2/18/1987)
WHR/NR	Yakima; Carmichael--Loudon House; 2 Chicago Avenue (2/18/1987)
WHR	Yakima; Crocker, Wilbur, House; 205 North 6th Street (11/21/1986)

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<http://www.dahp.wa.gov>

Olympia, WA

Phone: (360) 586-3065

## Registered Historic Properties in the Yakima County Region

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WH-BARN/WHR = WA Heritage Barn Register and WHR

WH-BARN/WHR/NR = WA Heritage Barn Register, WHR, and NR

WHR = Washington Heritage Register

WHR/DOE = WHR and Det of Eligibility to NR

WHR/NR = WHR and National Register

WHR/NR	Yakima; Dills, Harrison, House; 4 North Sixteenth Avenue (2/18/1987)
WHR/NR	Yakima; Donald House; 304 North Second Street (12/12/1976)
WHR/NR	Yakima; Gilbert, H.M., House; 2109 West Yakima Avenue (8/23/1985)
WHR/NR	Yakima; Goodman, Daniel, House; 701 South 3rd Avenue (10/2/1992)
WHR/NR	Yakima; Greene, James, House; 203 North Ninth Street (5/6/1987)
REMOVED	Yakima; Holtzinger, C.M., Fruit Company Building; North 2nd Avenue and West Yakima Avenue (7/16/1990)
WHR/NR	Yakima; Howard, A.E., House; 602 North First Street (2/18/1987)
WHR/NR	Yakima; Irish, William N., House; 210 South 28th Avenue (3/31/1992)
WH-BARN	Yakima; Johnson Orchards Packing House; 4906 Summitview Avenue (1/25/2008)
WHR/NR	Yakima; Knuppenburg, James, House; 111 South Ninth Street (2/18/1987)
WHR/NR	Yakima; Laframboise Farmstead; 5204 Mieras Road (2/28/1985)
WHR/NR	Yakima; Larson, A.E., Building; 6 South Second Street, 122 East Yakima Avenue (9/11/1984)
WHR/NR	Yakima; Larson--Hellieson House; 208 North Naches Avenue (5/6/1987)
WHR/NR	Yakima; Lindsey, William, House; 301 North Eighth Street (2/18/1987)
WHR/NR	Yakima; Lund Building; 5 North Front Street (10/13/1983)
WHR/NR	Yakima; Masonic Temple - Yakima; 321 East Yakima Avenue (2/16/1996)
WHR	Yakima; McAllister Hanger; 2008 South 16th Avenue (2/18/1998)
WHR/NR	Yakima; Mercy Theatre; 19 South 3rd Street (4/11/1973)
WHR/NR	Yakima; Miller, John J., House; 9 South Tenth Avenue (2/18/1987)
WHR/NR	Yakima; Mineau, Francis, House; 216 South Seventh Street (2/18/1987)
WH-BARN	Yakima; Minnehaha Barn; 16781 Cottonwood Canyon Road (10/17/2008)
WHR/NR	Yakima; Moore, Edward B., House; 222 North Second Street (2/18/1987)
WHR/NR	Yakima; Old North Yakima Historic District; Roughly Bounded By East a Street, South First Street, East Yakima Avenue, and the Northern Pacific RR Tracks (5/2/1986)
WH-BARN	Yakima; Ott, J.E., Barn; 5909 W. Lincoln Avenue (1/25/2008)

## Registered Historic Properties in the Yakima County Region

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WHR/NR	Yakima; Perrin, Winfield, House; 12 South Eleventh Avenue (2/18/1987)
WHR/NR	Yakima; Potter, H.W., House; 305 South Fourth Street (2/18/1987)
WHR/NR	Yakima; Powell House; 207 South Ninth Street (2/18/1987)
WHR/NR	Yakima; Richey, James, House; 206 North Naches Avenue (5/6/1987)
WHR/NR	Yakima; Rosedell; 1811 West Yakima Avenue (7/12/1990)
WHR/NR	Yakima; Sharp, James, House; 111 North Ninth Street (2/18/1987)
WHR	Yakima; St. Joseph's Catholic Church; 212-216 North Fourth Street (11/17/1989)
WHR	Yakima; St. Michael's Episcopal Church; 5 South Naches Avenue (8/26/1977)
WHR/NR	Yakima; Sweet, Reuben, House; 6 Chicago Avenue (2/18/1987)
WHR	Yakima; Taft, Dr. Charles J., House; 106 North 4th Street (11/21/1986)
WHR	Yakima; Tahoma Cemetery; 1802 Tahoma Avenue (1/23/2004)
WHR/NR	Yakima; U.S. Post Office and Courthouse; 25 South 3rd Street (11/27/1979)
WHR/NR	Yakima; Union Pacific Freight Building; 104 West Yakima Avenue (9/8/1988)
WHR/NR	Yakima; Watt, William, House; 1511 West Chestnut Avenue (2/18/1987)
WHR/NR	Yakima; West, Dr. Edmond, House; 202 South Sixteenth Avenue (2/18/1987)
WHR/NR	Yakima; Wilcox, Charles, House; 220 North Sixteenth Avenue (2/18/1987)
WHR/NR	Yakima; Yakima Valley Transportation Company; Third Avenue and Pine Street (10/8/1992)
WHR/NR	Yakima; Young Women's Christian Association Building; 15 North Naches Avenue (4/29/1993)
WH-BARN	Yakima VICINITY; Barn; 12002 Gilbert Road (1/25/2008)
WH-BARN	Yakima VICINITY; Barn; 910 Weikel Road (11/2/2007)
WHR/NR	Yakima VICINITY; Fort Simcoe State Park; Southwest of Yakima on WA 220 (6/27/1974)
WH-BARN	Yakima VICINITY; Russell, Charles, Barn; 10204 Tieton Drive (1/25/2008)
WHR	Yakima VICINITY; Terrace Heights School; 4011 Commonwealth Drive (11/21/1986)
WHR	Yakima VICINITY; Wenas Creek Site; Address Restricted (11/30/1973)
WH-BARN	Zillah; Barn; 660 Bella Terra Road (11/2/2007)

## Registered Historic Properties in the Yakima County Region

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WH-BARN	Zillah VICINITY; Barn; 75 Knight Hill Road (11/2/2007)
WH-BARN	Zillah VICINITY; Clausing, Theodore, Barn; 12481 Yakima Valley Highway (11/2/2007)
WHR/NR	Zillah VICINITY; Teapot Dome Service Station; Old State Highway 12 (8/29/1985)

VVCOG Long Range Plan Update - WSDOT Project List as of 8/4/2015

Data source: BKCY-DM, Active & Six Year Plan, and I, E, and NLR projects

PIN	Project Title	SR	SubPgm	Total	Prior	2015	2016	2017	2018	2019	2016-19	2020	2021	2022	2023	2024	2025	2020-25	2026	2027	2028	2029	2030	2031	2032	2033	Future	2026-40	
<b>Improvement Projects</b>																												64,661,234	
500000E	SR 10 Et Al/Kittitas and Yakima Co - Centerline Rumble Strips	000	I2	338,644	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500000F	SR 22 ET AL/Benton and Yakima Co-Centerline Rumble Strips	000	I2	372,435	0	0	50,687	290,360	31,388	372,435	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
501208I	US 12/Old Naches Highway - Build Interchange	012	I2	38,440,011	1,355,182	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37,084,829	37,084,829
501214P	US 12/Yakima Vicinity - Install 4-Strand Cable Median Barrier	012	I2	224,951	2,903	205,056	16,992	0	0	222,048	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
502202U	SR 22/Idaho Ave to US 97 - ADA Compliance	022	I2	149,876	0	0	0	11,113	117,672	128,785	21,091	0	0	0	0	0	0	0	21,091	0	0	0	0	0	0	0	0	0	
508208N	I-82/Yakima Vicinity - Install 4-Strand Cable Median Barrier	082	I2	1,260,023	20,183	986,322	253,518	0	0	1,239,840	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
508209P	I-82/Wine Country Rd Interchange - ADA Compliance	082	I2	106,906	0	0	0	0	7,986	7,986	88,876	10,043	0	0	0	0	0	0	98,920	0	0	0	0	0	0	0	0	0	
508209S	I-82/Selah Creek Rest Area EB & WB - ADA Compliance	082	I2	62,184	4,605	49,736	7,843	0	0	57,579	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
509703Z	US 97/Lateral 1 - Intersection Improvements	097	I2	255,405	2,689	6,814	10,891	207,936	27,075	252,716	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
509704S	US 97/Lateral A Intersection - Intersection Improvements	097	I2	4,285,989	54,433	141,596	244,323	220,291	3,564,177	4,170,387	61,169	0	0	0	0	0	0	0	0	61,169	0	0	0	0	0	0	0	0	
509704V	US 97/McDonald Rd and Becker Rd - Intersection Improvements	097	I2	3,451,797	69,181	192,076	325,255	2,474,415	390,871	3,382,616	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
509704W	US 97/West Watato Rd/West First St. - Intersection Improvements	097	I2	7,714,971	118,307	617,632	1,547,173	741,667	7,596,664	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
509704Z	US 97/Watato Rd/S Camas Ave - Intersection Improvements	097	I2	8,631,347	0	239,408	338,332	371,960	7,419,179	8,368,879	262,467	0	0	0	0	0	0	0	0	262,467	0	0	0	0	0	0	0	0	
509705A	US 97/Branch Road - Intersection Improvements	097	I2	67,773	0	6,219	59,207	2,348	0	67,773	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
509705B	US 97/Martin Rd - Intersection Improvements	097	I2	246,078	0	0	11,630	14,076	25,706	200,271	20,101	0	0	0	0	0	0	0	220,372	0	0	0	0	0	0	0	0	0	
509705C	US 97/Progressive - Intersection Improvements	097	I2	69,586	0	0	4,283	54,944	10,360	69,586	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
509705E	US 97/Kay Rd - Intersection Improvements	097	I2	173,339	0	0	0	0	15,818	15,818	152,477	5,044	0	0	0	0	0	0	157,521	0	0	0	0	0	0	0	0	0	
509705F	US 97/R 22 - Intersection Improvements	097	I2	5,030,595	0	20,405	173,684	189,279	198,380	579,748	4,356,660	94,187	0	0	0	0	0	0	4,450,847	0	0	0	0	0	0	0	0	0	
509705G	US 97/Fort Rd - Intersection Improvements	097	I2	5,394,840	0	0	88,280	129,898	185,323	403,501	227,802	255,284	4,440,106	68,147	0	0	0	0	4,991,339	0	0	0	0	0	0	0	0	0	
509705H	US 97/Robbins Rd - Intersection Improvements	097	I2	10,493,077	62,062	522,287	541,976	9,295,098	71,654	10,431,015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
509705I	US 97/2nd Ave - Intersection Improvements	097	I2	4,917,095	0	0	89,076	156,400	332,215	577,691	341,596	3,875,248	122,560	0	0	0	0	4,339,404	0	0	0	0	0	0	0	0	0		
509705J	US 97/Jones Rd - Intersection Improvements	097	I2	264,098	0	0	0	0	24,477	24,477	233,017	6,603	0	0	0	0	0	0	239,621	0	0	0	0	0	0	0	0	0	
509705K	US 97/2nd Ave Vicinity - Roadsides Improvements	097	I2	349,859	0	0	57,250	292,609	0	0	349,859	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
522301L	SR 223/S Track Road RR Crossing - Construct Grade Separation	223	I2	13,511,272	99,289	467,067	462,726	9,878,199	2,603,991	13,411,983	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
524102G	SR 241/Forsell Rd/Green Valley Rd - Intersection Improvements	241	I2	2,229,944	0	90,465	337,748	1,737,726	64,004	2,229,944	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
524102H	SR 241/Yakima Valley Highway - Railroad Crossing Improvements	241	I2	68,640	0	1,832	57,141	9,667	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
582301X	SR 823/Eleventh Ave to E Fifth Ave Vic - ADA Compliance	823	I2	69,309	0	0	0	0	5,137	57,414	62,551	6,758	0	0	0	0	0	0	6,758	0	0	0	0	0	0	0	0		
501210Y	US 12/Naches River at Locust Lane Vicinity - Flood Plain Work	012	I4	31,705,740	0	0	0	0	0	0	0	0	781,369	994,596	1,304,556	1,323,101	4,403,622	23,950,227	3,351,891	0	0	0	0	0	0	0	0	27,302,118	

**YVCOG Long Range Plan Update - WSDOT Project List as of 8/4/2015**

Datasource: BKCY-DM, Active & Six Year Plan, and I, E, and NLR projects

PIN	Project Title	SR	SubPgm	Total	Prior	2015	2016	2017	2018	2019	2016-19	2020	2021	2022	2023	2024	2025	2020-25	2026	2027	2028	2029	2030	2031	2032	2033	Future	2026-40		
501208Z	US 12/Rimrock Lake Vicinity - Culvert Lining	012	P3	887,440		0	0	0	0	47,767	47,767	124,389	690,061	25,223	0	0	0	839,673	0	0	0	0	0	0	0	0	0	0		
502202H	SR 22/SR 223 Intersection - Replace Lighting System	022	P3	147,735		12,095	124,890	10,750	0	0	135,640	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
509704Y	US 97/Union Gap Vicinity - Stabilize Slope	097	P3	439,573		0	0	0	0	0	0	4,917	49,188	385,468	0	0	0	439,573	0	0	0	0	0	0	0	0	0	0		
541002X	SR 410/0.6 miles E of Chinook Pass Summit - Culvert Lining	410	P3	841,680		0	0	0	0	48,513	48,513	118,926	650,534	23,707	0	0	0	793,167	0	0	0	0	0	0	0	0	0	0		
541002Y	SR 410/1.0 miles E of Chinook Pass Summit - Culvert Lining	410	P3	933,200		0	0	0	0	45,468	45,468	119,091	733,762	34,879	0	0	0	887,732	0	0	0	0	0	0	0	0	0	0		
541003Z	SR 410/0.75 miles W of East Winter Gate - Culvert Lining	410	P3	690,060		0	0	0	0	0	0	0	0	0	0	0	43,075	137553	491826	672,454	17606	0	0	0	0	0	0	0	0	17,606
<b>Total (All I &amp; P)</b>				<b>489,431,024</b>	<b>1,355,182</b>	<b>1,719,534</b>	<b>16,085,026</b>	<b>23,068,500</b>	<b>45,779,085</b>	<b>55,370,921</b>	<b>140,303,532</b>	<b>38,508,556</b>	<b>17,803,272</b>	<b>9,983,007</b>	<b>5,315,070</b>	<b>39,868,579</b>	<b>107,889,452</b>	<b>219,367,937</b>	<b>32,142,120</b>	<b>3,457,891</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91,084,829</b>	<b>126,684,840</b>		

# APPENDIX I

## AIR QUALITY ANALYSIS

Air quality planning for transportation is focused on meeting the National Ambient Air Quality Standards (NAAQS) and deadlines set by the federal Environmental Protection Agency (EPA), and upon the state Department of Ecology (DOE) guidelines for meeting the standards. Specific federal and state air quality conformity requirements come from the integration of requirements in the Clean Air Act Amendments of 1990 and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and are codified in 40 CFR Part 93.

These requirements were also included in MAP-21, and Washington State's Clean Air Act (RCW 70.94 & WAC 173-420-110). The requirements include:

- **Frequency of Conformity Determinations (40 CFR 93.104)**

YVCOG is responsible for completing the metropolitan transportation plan (MTP), and the metropolitan transportation improvement program (MTIP) for the Greater Yakima metropolitan area. Transportation plans and transportation improvement programs must be demonstrated to meet air quality standards at least every four years – or at any time when changes are proposed.

- **Latest Planning Assumptions (40 CFR 93.110)**

Nonattainment and maintenance areas must use the most recent planning assumptions in force at the time of the determination when making their conformity determination.

- **Interagency Consultation (40 CFR 93.105, 40 CFR 93.112)**

Under the approved limited maintenance plans (LMPs) for CO and PM<sub>10</sub> there are no motor vehicle emissions budgets. Therefore a regional emissions analysis is not required. The Environmental Protection Agency (EPA) assumes that VMT growth is not expected to create a violation of NAAQS. However, a conformity determination is still required via the interagency consultation process.

Transportation conformity rules require that YVCOG must demonstrate via the interagency consultation process that the projects included in the transportation plan and the transportation improvement program successfully demonstrate that either singly or taken together, they will not cause the region's air quality to deteriorate nor will they cause or contribute to any new violation of the federal air quality standards for CO or PM<sub>10</sub>.

- **Public Review and Comment (Section 5303(J)(4) of MAP-21)**

A public comment period must be provided prior to taking formal action and reasonable access to technical and policy information must be provided at the beginning of the public comment period.

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### **YAKIMA VALLEY AND AIR QUALITY CONFORMITY: DISCUSSION**

The Environmental Protection Agency (EPA) re-designated both the Yakima carbon monoxide (CO) nonattainment area and the PM<sub>10</sub> nonattainment area to "attainment" for the National Ambient Air Quality Standards (NAAQS) and approved a limited maintenance plan (LMP) effective December 31, 2002 for CO and March 10, 2005 for PM<sub>10</sub>. Additionally, on March 9, 2005 an EPA approved boundary change to the PM<sub>10</sub> maintenance area to exclude lands belonging to the Confederated Tribes and Bands of the Yakama Nation went into effect.

Having an approved limited maintenance plan is a recognition that air quality has improved and the probability of future violations of the NAAQS is very low. Under limited maintenance plans, the motor vehicle emissions may be treated as essentially non-constraining because growth would need to exceed reasonable expectations to create a potential violation of the air quality standards for either PM<sub>10</sub> or CO. Under the limited maintenance plans, a region-wide emissions analysis is not required.

### Interagency Consultation and Conformity Determination Process

Conformity guidelines do not define how to make conformity determinations for every situation. It is up to each consultation team to arrive at consensus as how to best demonstrate conformity in a particular maintenance area. Because there are no motor vehicle emissions budgets in either the CO or PM<sub>10</sub> Limited Maintenance Plans (LMPs), the YVCOG, in consultation with WSDOT, FHWA, FTA, EPA, and the DOE, determined that reporting VMTs and annual growth rate is sufficient to demonstrate conformity for the Yakima Valley Metropolitan Transportation Improvement Program (MTIP). In order to reach this agreement, several assumptions were made:

- Population growth will follow historical trends,
- Land use changes within the maintenance areas will likewise follow historical trends, and
- The updated metropolitan model describes the most current land use and traffic network data available.

Neither the PM<sub>10</sub> nor CO LMPs contain transportation conformity emission budgets or maximum VMT growth rates that require regulatory action. This is because the EPA policy for limited maintenance plans does not require out-year emission inventories or transportation conformity budgets for transportation improvement programs.

Working with the DOE in the summer of 2008, YVCOG adopted a common sense approach in analyzing the VMTs that are extracted from the metropolitan area travel demand model. If the growth in VMTs is shown to exceed 2 percent per year, further analysis is needed through the interagency consultation process to determine the cause(s) and how to demonstrate conformity. A growth rate higher than 2 percent per year indicates extraordinarily large increases in population, vehicles and traffic, and the air quality impacts of these significant changes need to be studied more closely. The 2 percent annual VMT growth rate matches the VMT growth assumptions made in the approved PM<sub>10</sub> LMP.

Under the current limited maintenance plans, individual transportation projects may be required to undergo air quality conformity analysis in order to obtain project approval. Project level analysis will continue to be performed by the project sponsor in accordance with state and federal requirements and methodologies.

### Planning Assumptions

Assumptions about land use, including the location of jobs, housing and the demographic characteristics, are key elements in making the transportation air quality conformity determination. Using 2016 data as a base year and updated VISUM 14.0 land use inputs, the forecast year 2040 was analyzed for the 2016-2040 M/RTP.

### Public Review

The YVCOG made the announcement of the availability of viewing the M/RTP at several physical locations as part of the M/RTP public review process. The announcement was made in English and Spanish in the upper and lower Yakima Valley. The M/RTP was also made available on the YVCOG website.

YVCOG emailed electronic DRAFT copies of the M/RTP document and accompanying air quality conformity determination to those on the interagency consultation and all others requesting it. Additionally, YVCOG staff was available throughout the public comment period to answer questions.

Any comments received on the air quality conformity determination will be recorded. The MPO/RTPO Policy Board will consider the 2016-2040 air quality conformity determination for adoption on March 21, 2016.

## **THE METROPOLITAN TRANSPORTATION MODEL UPDATE**

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In 2016 YVCOG is updating its transportation model for purposes of the. The model software is being updated to VISUM 15.0 with a new base year with updated land use and traffic volumes. The updated model will maintain consistency with the previous model as it employs the same underlying assumptions, the same gravity equations, and continues to simulate PM peak hour traffic. The anticipated enhancements include more stratified input data and inclusion of transit systems.

The VISUM platform allows YVCOG to continue to track vehicle miles of travel (VMT) based on updated information. This feature is particularly important since through the intergovernmental consultation process with WSDOT, FHWA, FTA, EPA, and the DOE it was determined that reporting VMTs and stating their annual growth rate is sufficient to demonstrate conformity for the Yakima Valley M/RTP.

## FINDINGS

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- The ADVMT conformity analysis did not change from the last update of the 2015-2018 MTIP performed last year. The YVCOG finds the following annual ADVMT growth rates in Table 11 below:

**Table 11: Percent Annual Growth Rate**

Period	Annual ADVMT Growth Rate
2016-2019	1.15%
2020-2040	1.1%

- YVCOG finds that the annual ADVMT growth rates are within the ranges described in the *Yakima PM<sub>10</sub> Nonattainment Area Limited Maintenance Plan* and the *Yakima CO Nonattainment Area Limited Maintenance Plan*.
- Therefore, the YVCOG finds that the projects included in the 2016-2040 M/RTP, singly or together, will not cause or contribute to any new violation of the federal air quality standards for CO or PM<sub>10</sub>.

## STATEMENT OF CONFORMITY

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The 2016-2040 Yakima Valley Metropolitan and Regional Transportation Plan (M/RTP) achieves and maintains the NAAQS as required by the Clean Air Act Amendments of 1990, meets the requirements set forth in WAC 173-420, and the current Yakima limited maintenance plans for both CO and PM<sub>10</sub>.