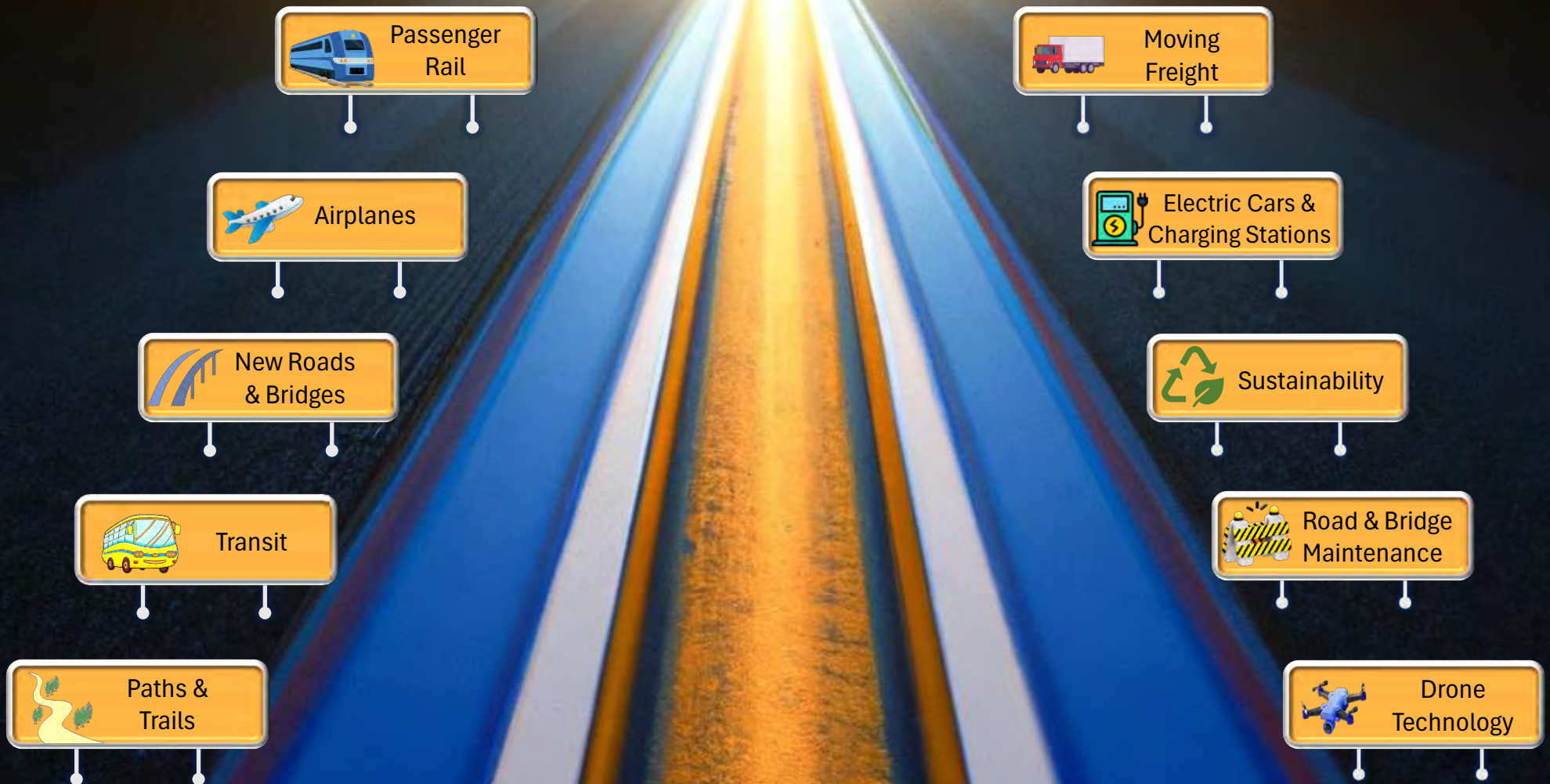




# Yakima Valley Transportation Plan 2024-2045

- Connecting Yakima Valley Communities -



**RESOLUTION NO. 2024-08**

***ADOPTION OF THE YAKIMA VALLEY METROPOLITAN AND REGIONAL  
TRANSPORTATION PLAN FOR 2024-2045***

*WHEREAS*, the Yakima Valley Conference of Governments (YVCOG) has the responsibility for coordinating the metropolitan and regional transportation planning process as set forth in Title 23 U.S.C. Section 134, and RCW 47.80.030; and

*WHEREAS*, the YVCOG has been certified by the USDOT and WSDOT as fulfilling the requirements necessary to conduct the regional transportation planning program and serves as the designated Metropolitan Planning Organization (MPO) for the Yakima Metropolitan Area and the Regional Transportation Planning Organization (RTPO) for the Yakima Valley Region encompassing all of Yakima County; and

*WHEREAS*, an analysis of air quality impacts for particulate matter 10 microns or less in diameter (PM<sub>10</sub>) of the planned transportation improvements over the 20-year period has been completed and demonstrates conformity in accordance with 40 CFR 93.109(l); and

*WHEREAS*, a 30-day public comment period ending on March 7, 2024, was advertised and made available through direct mailing to reviewing agencies, on display at the Yakima Regional Library, Sunnyside Library, Naches Town Hall, Tieton City Hall, Granger City Hall, YVCOG Office, and posted on the Yakima Valley Conference of Government's website in order to solicit comments on the draft plan; and


*WHEREAS*, an environmental checklist was completed and a Determination of Nonsignificance (DNS) was issued on March 4, 2024 in accordance with RCW 43.21C, the State Environmental Policy Act (SEPA), with a comment period ending on February 22, 2024; and


*WHEREAS*, any comments received on the public review draft and the DNS by March 4, 2024, were incorporated into the recommendations for the MPO/RTPO Policy Board approval.

*NOW, THEREFORE, BE IT RESOLVED* that the Yakima Valley Metropolitan and Regional Transportation Planning Organization (MPO/RTPO) Policy Board adopts the *2024-2045 Yakima Valley Metropolitan and Regional Transportation Plan*; and

*BE IT FURTHER RESOLVED* that the approved Yakima Valley Region and Metropolitan Area Transportation Plan for 2024-2045 be transmitted to the appropriate state and federal agencies for review and approval.

Signed this 18<sup>th</sup> day of March 2024.

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

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ATTEST:  
Christina Wickenhagen, Executive Director  
Yakima Valley Conference of Governments

**RESOLUTION No. 2024-09**

***YAKIMA VALLEY METROPOLITAN AND REGIONAL TRANSPORTATION PLAN 2024-2045  
DETERMINATION OF AIR QUALITY CONFORMITY***

*WHEREAS*, Yakima Valley Conference of Governments (YVCOG) serves as the designated Metropolitan Planning Organization (MPO) for the greater Yakima Metropolitan Area; and

*WHEREAS*, the Yakima Valley Metropolitan and Regional Transportation Plan 2024-2045 (M/RTP) identifies transportation facilities, programs, and services for the MPO and the greater Yakima County region; and

*WHEREAS*, the M/RTP 2024-2045 was developed in accordance with federal metropolitan planning process requirements, as prescribed in Title 23, Code of Federal Regulations, Part 450 (23 CFR 450) and other relevant regulations, including requirements for interagency consultation, financial constraint, and public participation; and

*WHEREAS*, an analysis of air quality impacts particulate matter 10 microns or less in diameter (PM<sub>10</sub>) of the planned transportation improvements within the MPO over the 20-year period has been completed and demonstrates conformity in accordance with 40CFR 93.109(l) and the State Maintenance Plans for PM<sub>10</sub>; and

*WHEREAS*, the MPO/RTPO Policy Board is responsible for local approval of the Transportation Conformity for the M/RTP.

*NOW, THEREFORE, BE IT RESOLVED*, the Yakima Valley MPO Policy Board that the *Yakima Valley Metropolitan and Regional Transportation Plan 2024-2045* conforms with the State Maintenance Plans for the Yakima PM<sub>10</sub> maintenance areas.

Adopted by the Yakima Valley MPO/RTPO Policy Board this 18<sup>th</sup> day of March 2024.

DocuSigned by:



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James A. Restucci, Chair

Yakima Valley Metropolitan Transportation Planning Organization  
Policy Board

ATTEST:

DocuSigned by:



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Christina Wickenhagen

Executive Director  
Yakima Valley Conference of Governments

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## Section 1

### Executive Summary

## 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-Naches 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 20 years and 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 multiple travel modes and meeting a range of regional priorities. Strategies for expanding funding for regional transportation needs are 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 58 years ago to coordinate 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 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 / State of Good Repair**
- **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 / STATE OF GOOD REPAIR**

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.

“State of Good Repair” (SOGR) is a federally originated initiative to maintain our transportation resources (transportation networks, equipment, assets, etc.) to their most operational and cost-effective capabilities. Use of 1) project-specific practical solutions strategies and designs when developing road or transportation systems, and 2) sharing best practices for maintenance, asset management, recapitalization, and innovative financing strategies, are ways to expend the functional life of our local, state, and federal transportation infrastructure, build or reconstruct facilities based on its specific needs and characteristics, and maximizing the economic benefit of limited financial resources.

## **SAFETY**

Improving the safety and security of the regional transportation system is paramount to the M/RTP strategies. Almost all 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.

## **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 throughout 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.

Selah Transit and Union Gap Transit have brought their transit services "in house" to their city operations and continue to review their needs and connections with Yakima Transit, the Yakama Nation's Pahto Public Transit, and People for People's Community Connector. The Ellensburg-Yakima Commuter Service (operated by Yakima Transit) maintains steady and dedicated ridership. 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.

In 2018, the Yakima Valley Conference of Governments received a Washington State Public Transportation Consolidated Grant to develop the “Yakima County Regional Transit Feasibility Study”. The feasibility study has three phases. Phase I (completed in 2022) provided a inventory of services, routes, infrastructure, and operational equipment of all public transportation services in the Yakima County area. Phase II (or 2.0) received a 2023 consolidated grant that looks at increasing transportation services (both in route frequency and service area) utilizing existing financial resources of the region’s service providers. The Phase II study is projected to begin in the Summer of 2024. Phase III (or 3.0) will look at expanding public transportation services (both in route frequency and service area) through currently utilized funding sources and partnerships. Phase III, currently unfunded, is projected to begin in 2025 or 2026. Phase’s II and III will examine best practices for integrating services existing transit systems, consolidate the regions identified public transportation needs/barriers/resources, and generate financial and technically feasible solutions need to address transit gaps in the region. Information gathered will aid policy makers to make informed decisions in building support for targeted rural mobility strategies in Yakima County.

## 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 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 20-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

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. 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 were 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.

There is a continued 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.

Although there are no secured local road projects, there are several planned projects for Naches, Tieton, and Yakima County. Naches has secured funding to improve access to the Naches Trail System at the park near the former train depot.

WSDOT has secured two projects within the Northwest Region that will address service preservation projects on US 12 in the greater Naches vicinity.

### North Subregion

The North subregion covers both rural and urban areas north of the Yakima-Selah Gap along Yakima Ridge covering the “Selah Valley”, I-82, and SR 821. 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 planned surface preservation, and sidewalk and shoulder enhancements that address driver safety and walkability. WSDOT has identified six funded road and bridge maintenance/preservation projects along SR 821, SR 823, and I-82. Planning activities for a new planned intertie construction project between at I-82 at East Selah Road and Eastern Selah over the Yakima River.

## **West Subregion**

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 20-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**

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 needs have been significantly addressed with the reconstruction of the 40<sup>th</sup> Avenue (US 12) Nob Hill, Valley Mall Boulevard, and South Union Gap Interchanges over the past 20 years. 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 these efforts continue along these corridors further into the jurisdiction's road network. 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 the three metropolitan transit services Yakima Transit, Union Gap Transit, and Selah Transit, include

expanding the hours of operation, improving frequency on high ridership routes, maintaining Sunday service, maintaining fixed-route service to Ellensburg, expanding demand response service in the growing areas of west Yakima. In 2021, Yakima Transit terminated its vanpool program due to a lack of need. Work and manpower changes at the Hanford Nuclear site 60 miles east of Yakima, long a significant of vanpool traffic diminished to a level that a vanpool program could not be maintained. The Yakama Nation Transit program that services communities within the reservation included a stop at Union Gap allowing for access to Union Gap, Selah and Yakima Transit Routes.

WSDOT, Yakima County, Yakima, and Union Gap all have secured projects addressing connections to Interstate 82 including the Union Gap Beltway Corridor (connecting to the South Union Gap Interchange) and the East-West Corridor Project (WSDOT/Yakima/Yakima County) and at 40<sup>th</sup> Avenue/ Fruitvale Boulevard and SR 12 & N. 16<sup>th</sup> Avenue Interchange (WSDOT /Yakima). The City of Yakima secured funding to improve arterial intersections at E. Nob Hill/Fair Avenue (widening and signalization), Fruitvale Boulevard/40<sup>th</sup> Avenue (roundabout) Fruitvale Boulevard/River Road/34<sup>th</sup> Avenue (roundabout), and 72<sup>nd</sup> Avenue/Washington Avenue (roundabout) that will improve safety and multimodal accessibility. Arterial Corridor improvements on N.1<sup>st</sup> Street (Phase 3), and N. 6<sup>th</sup> Avenue are also funded and pending construction.

Funded under the 2021 Bipartisan Infrastructure Bill (B.I.L.), the Federal Railroad Administration (FRA) as commissioned a nationwide ***Amtrak Daily Long-Distance Service Study*** that may consider returning passenger rail service utilizing the historic North Coast Hiawatha (NCH) route between Auburn and Pasco, WA. A train depot in the Yakima Metropolitan area would be a likely intermodal passenger access location. YVCOG is an active participant in the Northwest (states) Workgroup that is scheduled to continue through 2024.

## 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 secured three SR 24 road projects including two preservation projects and an intersection to roundabout conversion at SR24 and Bell Road.

The City of Moxee has completed new construction (Morrier Lane from SR24 to Mieras Rd) which complements a new intersection on SR 24 at Morrier Lane that provides new economic development opportunities and provide relief on local roads for freight traffic. The next phases of the “Morrier Lane” projects will extend access to new city industrial zoned lands from the Morrier Lane/Duffield Road Roundabout west of Moxee’s western city limits.

In 2021, WSDOT, joined by Yakima County, Moxee and YVCOG, restarted the SR24 East Valley to Moxee Corridor Study to review multiple transportation mode opportunities. The Study was completed in 2023. 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. A pedestrian/bicycle pathway connecting the City of Moxee to the Yakima Greenway generally along SR 24 is in the preliminary engineering phase and has secured (limited) right of way funds available upon completion of the PE phase. Supported by several landowners along SR 24, the City of Moxee and WSDOT, this trail would allow for improved active transportation opportunities east of the Yakima Metropolitan Area.

## South Central Subregion

The communities of Toppenish, Wapato, Harrah, and Zillah are within this 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 Bridge, WSDOT has completed safety inspired roundabouts at SR97/McDonald Rd and SR97/Jones Road locations with new roundabouts scheduled for SR97/Lateral A Road and SR97/SR22 locations. 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.

WSDOT is undertaking seven funding secured projects including roundabouts on US97 at Lateral A, Robbins Road (in partnership with the Yakima Nation) Fort Road, and SR22 and surface preservation (paving) projects along SR 22, SR 97, and I-82

The South Central subregion is served by the Yakama Nation's Pahto Public Passage and People for People's 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. In 2024, WSDOT will update their 2019 Intercity Transit Plan which will highlight analysis for the possible introduction of new Intercity Service routes along Interstate 90 and separately along the SR 97 corridor between Yakima and Biggs, Oregon along Interstate 84. The Intercity Transit Plan and any possible new route service is not anticipated before 2025.

Continued upgrades to 21 miles of track along the Toppenish, Simcoe, and Western Rail line between White Swan and 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.

The Yakama Nation is leading a partnership with WSDOT, YVCOG, the Nation Park Service and local jurisdictions and agencies to develop trail systems within the Nation's boundaries to address pedestrian and bicyclist safety. The Nation's Tribal Council adopted the Heritage Connectivity Trail (HCT) Concept Plan in 2021, with a goal to build separated trails between communities while providing historical and environmental education efforts.

YVCOG anticipates ongoing planning activities following the FRA's *Amtrak Daily Long-Distance Service Study* that may consider a train stop at the historic Toppenish Train Depot as a likely intermodal passenger access location.

## East Subregion

The East subregion includes the communities of Granger, Mabton, Sunnyside, and Grandview along I-82, and Mabton along SR 22 and SR24 and 241 to the north. 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 address existing or forecast safety and operations needs along regional corridors. WSDOT has secured funding for several projects, including paving/chip seal improvements along SR, 241, SR 22, and I-82 and bridge retrofits on SR241 near Mabton (currently under construction). These improvements will greatly enhance safety at rural state-route intersections and improve freight/vehicle traffic in the lower valley.

Yakima County's Independence Road (reconstruction) and Sunnyside's Yakima Valley Highway (paving) funding secured projects will address safety, preservation, and accessibility improvements.

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 environment 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 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 financially constrained list.

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



The difference between 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 of the 2024-2045 period exceed \$3.04 billion. Anticipated expenditures for the transportation projects, program, and services with the financial constrained plan are approximately \$2.937 billion. Unfunded transportation needs for local jurisdictions, transit agencies, and WSDOT are estimated to exceed \$1.738 billion between 2024 and 2045. Refer to Section 8 (Financial Constraint) for more information.

<b>Anticipated Revenues to Expenditures 2024 through 2045</b> (Local / State / Federal / Transit)				
	<b>2024-2027</b>	<b>2028-2035</b>	<b>2036-2045</b>	<b>Totals</b>
<b>Revenues</b>	<b>\$ 457,149,657</b>	<b>\$ 1,035,889,816</b>	<b>\$ 1,548,390,308</b>	<b>\$ 3,041,429,780</b>
<b>Expenditures</b>	<b>\$ 436,197,339</b>	<b>\$ 1,014,627,998</b>	<b>\$ 1,479,025,218</b>	<b>\$ 2,937,283,163</b>

<b>Anticipated Unfunded Transportation Needs 2024 through 2045 (in 2024 Dollars)</b> (Local / State / Transit)			
<b>2024-2027</b>	<b>2028-2035</b>	<b>2036-2045</b>	<b>Totals</b>
<b>\$360,463,748</b>	<b>\$636,249,113</b>	<b>\$741,928,822</b>	<b>\$1,738,641,684</b>

## Section 2

### Guiding the Development of the Regional Transportation Plan

## 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.

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 20 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 priorities, 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 58 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 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 ***MPO RTPO\_Boundary Map*** at the end of this section shows the boundaries of the RTPO and MPO.

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 Transportation Policy Board currently includes the South Central 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 ex-officio members of the YVCOG Executive Committee and MPO/RTPO Transportation Policy Board.

On February 19, 2020, the YVCOG Transportation Policy Board through written letter and board resolution 2020-06 requested that Governor Jay Inslee approve the expansion of the boundary of its Metropolitan Planning Area (MPA) to extend beyond the [then] current MPO boundary (comprising the greater Yakima Metropolitan Area) to include the entire county to better coordinate comprehensive planning and development of its region's transportation needs. The governor's approval was received by YVCOG on September 17, 2020. YVCOG has consolidated all MPO and RTPO secured projects into one "region wide funded projects" funding list for this M/RTP and future documents.

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 2021 ***Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (B.I.L.)***, replaced the 2015 Fixing America's Surface Transportation (FAST) Act, which succeeded 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. Continuation of developing Performance Measures required by the IIJA/BIL and FAST Acts and implemented by the MPOs and RTPOs across Washington State have been defined and set targets for the 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 and IIJA/BIL in order to be eligible for federal transportation funds.

IIJA/BIL 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 March 2020. Therefore, YVCOG and its member agencies are updating the plan to comply with SAFETEA-LU and IIJA/BIL requirements.

SAFETEA-LU and the subsequent federal transportation bills created and continued 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.
- 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 required the transportation plan to be based on a 20-year forecast period. This update for the 2024-2045 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. Financial analysis can also identify strategies to increase funding to support implementation of other regional transportation projects or programs.

## MAP-21 / FAST-ACT / IIJA-BIL PERFORMANCE MEASUREMENT TARGETS & CONCURRENCES

In 2017, WSDOT and the state's MPO/RTPOs began a collaborative process to develop various performance measures on a statewide and local level to better gauge local and state impacts and benefits of the region's transportation network which have received federal funding through 2012's *Moving Ahead for Progress in the 21<sup>st</sup> Century* Act (MAP-21) and the 2015's *Fixing America's Surface Transportation* (FAST) Act, and 2021's *Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law (IIJA/BIL)*.

The transportation rules require WSDOT, in coordination with local MPO/RTPO's to measure and report performance in the following areas: safety, transit safety, pavement and bridge, system performance/congestion, freight movement, and congestion mitigation and air quality (CMAQ). These targets and concurrences are defined and explained further in **Section 9 (Performance Measures)** of this document.

### Safety

Yakima Valley Conference of Government adopted WSDOT's recommended initial 2018 Safety Performance Targets in February 2018 followed by WSDOT's 2019 recommended targets in February 2019, to "reduce the number of traffic fatalities and serious injuries on Yakima Metropolitan Area roadways to zero by 2030". These targets are updated annually, based on traffic accident data each year by WSDOT and the Washington State Patrol.

### Public Transit Safety

Yakima (City) Transit's first Public Transportation Agency Safety Plan (PTASP), approved by Yakima City Council on September 28, 2020, as required by MAP-21 was adopted by YVCOG's Transportation Policy Board in December 2020, meeting the federal requirements for MPOs to adopt required transit agencies PTASPs within 180 days of the Transit's adoption of their plan. The U.S. Department of Transportation's Federal Transit Administration established seven national measures of transit

safety performance: (1) number of fatalities; (2) rate of fatalities; (3) number of injuries; (4) rate of injuries; (5) number of safety events; (6) rate of safety events; and (7) system reliability. These targets are updated annually, based on Yakima Transit's PTASP's safety targets.

### **Pavement and Bridges**

RCW 47.05 and the Washington State Department of Transportation's (WSDOT's) Highway System Plan set the direction for management of infrastructure condition in Washington State, which is to preserve pavements and bridges at lowest life cycle cost. The lowest life cycle strategy for any pavement or bridge is the strategy that maintains acceptable condition at the lowest annualized cost over the life of the asset. WSDOT has demonstrated this by taking a preservation first approach to pavement and bridge management over several decades.

Local agencies manage approximately 31% of the non-Interstate National Highway System (NHS) in Washington State. Using the [Target Setting Framework](#), WSDOT worked with Metropolitan Planning Organizations (MPOs) to establish performance measures and communicate its pavement and bridge management practices, as well as what these practices mean in the context of the National Highway System (NHS). WSDOT has also communicated the annual average state facility needs for pavements and bridges within each MPO boundary. Further supporting asset performance and investments on the NHS, WSDOT Local Programs issued a call for projects specifically focused on asset management practices, for pavements on NHS roadways.

Washington MPOs & WSDOT have agreed to plan and program projects to work towards and achieve Washington pavement and bridge condition targets for infrastructure condition under 23 CFR 490. As required under 23 CFR 515, the specific strategies for pavement and bridge preservation are documented in WSDOT's [Transportation Asset Management Plan](#), certified by FHWA in May 2018. These performance measures are to be reviewed every four years with a mid-point (two-year) review. Due to the COVID-19 Pandemic, the USDOT directed WSDOT and other states to defer the mid-point (2020) review. WSDOT and the statewide MPOs reactivated the update process in 2022 and YVCOG updated its Pavement & Bridge performance measures on February 22, 2023, with a mid-point review in 2024 and formal update in 2026.

### **System Performance, Freight, and CMAQ**

In 2018, Washington State Metropolitan Planning Organizations (MPOs) and the Washington State Department of Transportation (WSDOT) set, adopted, and reported to FHWA statewide targets for the Highway System Performance, Freight, and Congestion Mitigation and Emissions performance measures. Washington State MPOs and WSDOT are working to improve the planning and programming process to more fully align funding decisions with performance targets.

In Washington State, many of the projects selected to address mobility are prioritized through the legislative process. For this reason, it is essential that WSDOT, MPOs, regional transportation planning organizations (RTPOs), and local agencies coordinate their transportation planning efforts to develop transportation priorities that contribute towards performance targets and can be shared with lawmakers.

One such way WSDOT and its partner MPOs and RTPOs are working to make performance-supporting projects and programs clear to the legislature is through the Plan Alignment Work Group. A major focus of the group is to increase the consistency between regional plans and WSDOT's statewide plans, which includes sharing and collaboratively perfecting the data and information necessary to identify a comprehensive list of financial forecasts, maintenance needs, and project priorities related to the state system within MPOs and RTPOs.

Another way WSDOT and its partners are assessing performance and target achievement is through the Regional Integrated Transportation Information System (RITIS) data tool. The state's financial participation makes this tool available for WSDOT and MPOs to use the system in evaluating regional targets and to assist in other decision-making processes.

To guide freight investments and improve freight system performance in Washington, WSDOT developed the 2017 Washington State Freight Investment Plan by engaging various freight partners and stakeholders, including MPOs and RTPOs. The Freight Investment Plan identified freight priority projects and described how those priorities would be invested and funded through FFY 2016–2020 National Highway Freight Program (NHFP) funds. Those NHFP investments would be incorporated into STIP and TIPs contributing to improving statewide freight performance on National Highway Freight Network.

Over the coming years WSDOT and its partners will further align planning and programming with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets.

In May 2018, WSDOT and the state MPO/RTPO's finalized their collaboration on the remaining target areas for review and concurrence by the planning organizations by November 1, 2018. YVCOG presented the WSDOT recommended targets of the remaining measures to its policy board over the summer of 2018. Except for YVCOG's Congestion Mitigation and Air Quality (CMAQ) targets, which are local targets, and based on a 2016 CMAQ call for projects and an annual award of funding between 2017 and 2020, all other performance measure targets are "statewide".

Due to the COVID-19 Pandemic, the USDOT directed WSDOT and other states to defer the mid-point (2020) review. WSDOT and the statewide MPOs reactivated the update process in 2022 and YVCOG updated its System Performance and Freight performance measures on February 22, 2023, and CMAQ on July 17, 2023, with a mid-point review in 2024 and formal update in 2026.

### **Green House Gases (GHG)**

In December 2023, USDOT/FHWA announced its final ruling to add Greenhouse Gasses (GHG) as a defined PM3 performance measure to be tracked by MPOs when receiving federal transportation funding.

WSDOT is required to establish declining CO2 emissions targets by February 1, 2024. Washington State MPOs, including YVCOG, will have 180 days to adopt our region's share (of a statewide total as determined by WSDOT) or adopt our own targets based on our own methodology. YVCOG intends to utilize WSDOT-defined performance targets for the initial 2024 -2028 reporting period. GHG performance targets developed through YVCOG methodology may be considered in future reporting periods.

## Washington State Planning Requirements

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.
- 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, FAST Act, and IIJA-BIL 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 IIJA-

BIL provisions. IJJA-BIL requires that the Public Participation Plan be developed in consultation with all interested parties. Furthermore, IJJA-BIL requires that public information be made available in electronically accessible format and means, such as the internet. The Public Participation Plan for the 2024-2045 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 agreements 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.
- Define access, participation, and interaction opportunities with limited English proficiency populations in the region.

### **Public Participation Plan Goals**

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.
- Expand Limited English Proficiency (LEP) outreach efforts for non-English speaking populations in Yakima County.
- Provide complete information, timely public notice, and full public access to key decisions.
- 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 IJJA-BIL 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**

IJJA-BIL 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:

- 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 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.

IJJA-BIL 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.

**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 is also 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 Mobilizing Public Access to Countywide Transportation (MPACT), 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 2024-2045 will be presented and discussed at the March 18, 2024, 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.

**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 30 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 ten sections and appendices 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 on 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 Subregion 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. 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 *Plan Subregions* maps at the end of this section and 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. **Performance Measures** – Summarizes the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) outline system performance reports for the required Public Transportation Agency Safety Plan, Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance and Freight Movement, Air Quality/PM3 targets.
10. **Air Quality Analysis/Conformity** – Summarizes the projected impacts on air quality derived from traffic impacts to the region’s road network by between 2024-2045.
11. **Appendices (A through I)** – The appendices are included and provide background materials that supported the 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.

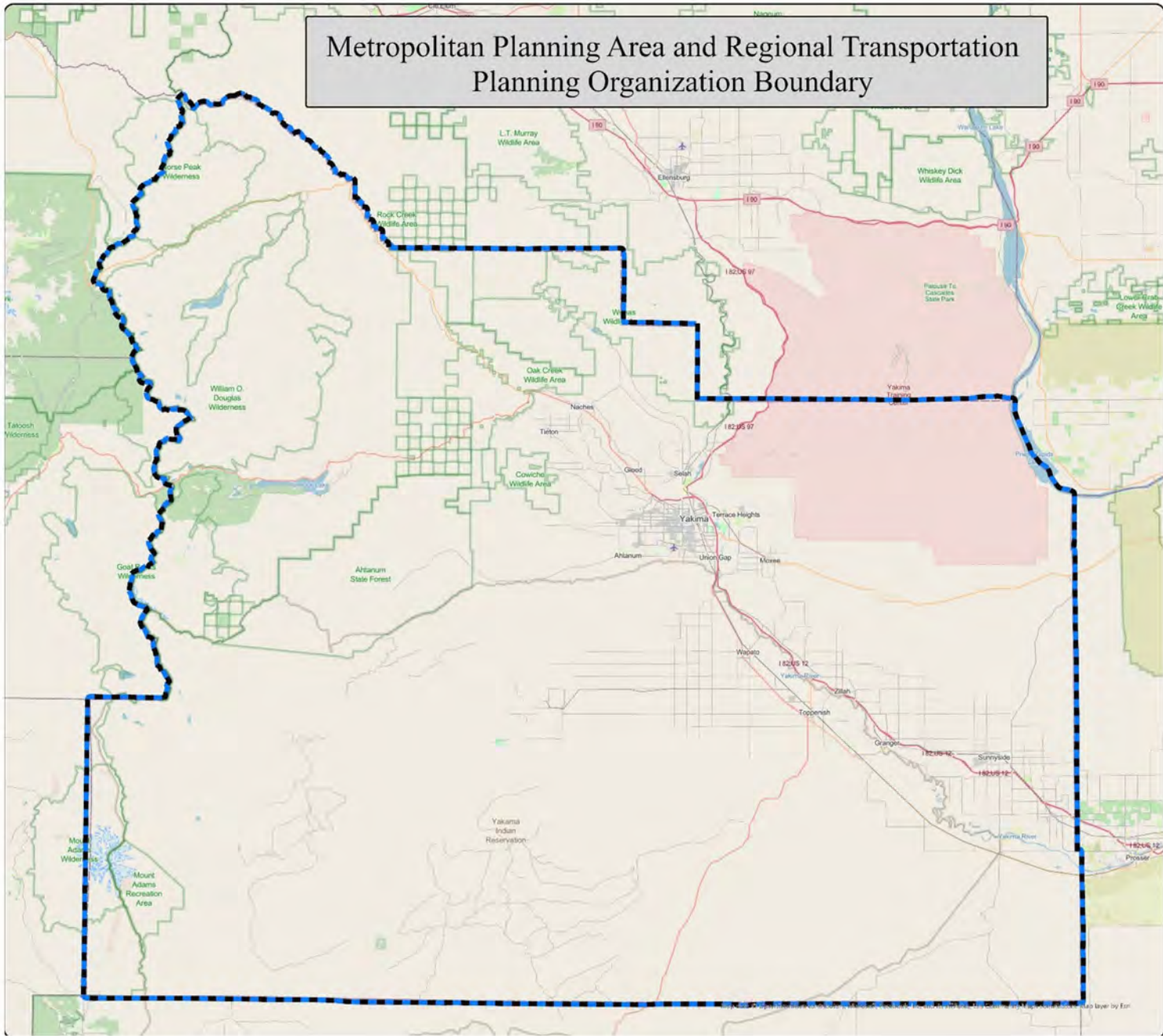
## Plan Updates

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 2024. 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 Planning Area and Regional Transportation Planning Organization Boundary



Long Range  
Transportation Plan  
January 2024

Legend

 RTPO/MPA Boundary

The data and images depicted in this map are based on the best available science and information on hand at the time of document production. Many data sets are required from a variety of state and federal agencies, or possibly even private entities who make regular updates and edits to their data. The accuracy of this static representation cannot be guaranteed; users should verify with the agencies listed in this box for the various data sets to insure their accuracy.

The RTPO Boundary depicted in this map was produced by the YVCOG.  
City and County Boundaries came from the Washington State Department of Commerce






# Metropolitan Planning Organization Boundary

**YVCOG**  
Yakima Valley Conference of Governments

Long Range  
Transportation Plan  
January 2024

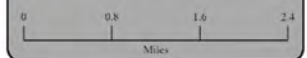
## Legend

 MPO Boundary

The data and images depicted in this map are based on the best available science and information on hand at the time of document production. Many data sets are acquired from a variety of state and federal agencies, or possibly even private entities who make regular updates and edits to their data. The accuracy of this static representation cannot be guaranteed; users should verify with the agencies listed in this box for the various data sets to insure their accuracy.

The MPO Boundary depicted in this map was produced by the YVCOG.

City and County Boundaries came from the Washington State Department of Commerce.



OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps from Esri, Map layer by Esri



## Section 3

### Relationship to Other Plans

## Relationship to Other Plans

The 2024-2045 M/RTP is an update to the major planning update effort undertaken to create the 2020-2044 M/RTP to address MAP-21 and FAST Act, and IJA-BIL requirements. This plan builds from:

- 1) Local agency plans
- 2) The Washington State Transportation Plan, *2040 and Beyond*
- 3) Influences from emerging strategies and principles, such as greenhouse gas reduction, livability, and sustainability, all in a continually 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 2040 and Beyond 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 2024-2045 plan sets 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 provided 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 rural southern valley.

In addition, the M/RTP incorporates key strategies from the 2022 Human Services Transportation Plan. This plan is a separate MAP-21/FAST Act/IJA-BIL requirement that focuses 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.

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 2010 and 2020 Yakima County's total labor force grew by about 5.76 percent per year (122,140 to 129,176). Between November 2019 to November 2023 (the period since the last plan update) The work force decreased to 125,436 by the county's unemployment rate decreased from 6.4 to 5.7 percent. These rates continue to be in flux as the region continues to move away from the employment impacts of the COVID-19 Pandemic.

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 2010 and 2020 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 2010-2018. 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 and 37.7 percent by 2022. 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 2022 metropolitan area travel demand model maintained by YVCOG and has had updates from local jurisdictions to develop the new region-wide Travel Demand Model. An overview of the land use methodology is provided in Appendix D.

Forecast land uses for 2045 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 2045. 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 is presented in Section 6. (See the *Overall Plan Subregions* map in Section 6.)

## 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 provided information on regional travel patterns, which affect the need for transportation improvements. YVCOG has included in their State Fiscal Year 2024 Unified Planning Work Program (SFY 2024 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

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

### **Travel Patterns 2024 - 2045**

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.

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 Modes**

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 2021 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

The Washington State Transportation Commission's Plan **2040 and Beyond**, provides the umbrella for all metropolitan and regional transportation plans. The WTP's Vision Statement is:

*“Washington’s transportation system connects people and communities - fostering commerce and economic opportunity for all, 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 vitality, mobility, environment and health, and stewardship. The process for establishing regional priorities and identifying improvement projects within the fiscally constrained M/RTP support and are consistent with these WTP objectives.

### Washington State Department of Transportation Strategic Plan

YVCOG supports efforts to modernize the transportation industries business model. These efforts aim to bring more inclusivity, best practices, and innovation into how local and state transportation organizations work together. WSDOT's Strategic Plan provides the vision, mission and values that guide the work of the agency. The important work of the agency is focused in three key areas - Inclusion, Practical Solutions and Workforce Development.

#### Inclusion

Through Inclusion, WSDOT is strengthening our commitment to diversity and engagement in all WSDOT business processes, functions and services to ensure every voice is heard. This goal has both an internal and an external focus to assure that we have an inclusive and diverse workforce while at the same time, meeting our Disadvantaged Business Enterprise goals and creating opportunities for underrepresented populations to do business with [them].

#### Practical Solutions

Practical Solutions prioritizes innovative, timely and cost-effective decisions, with our partners, to operate, maintain, plan and build our multimodal transportation system. It places emphasis on managing assets to appropriate condition and service levels, integrating



transportation modes to complement each other. Practical Solutions is about making agency investment and operating decisions based on balancing transportation, community, economic and land use needs within legal and budgetary constraints. To that end, WSDOT is engaging with partners to plan, operate and deliver complementary system investments.

### **Workforce Development**

WSDOT wants to be an employer of choice and create a modern work environment. We're proactively working to find the best possible talent for the agency, while taking steps to retain our quality workforce. As part of our Workforce Development goal, we listen and act on employee feedback and we provide training and other opportunities for development. At the same time, we evaluate systems to achieve and maintain competitive compensation.

## **Local Agency Transportation Plans**

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 framework for the regional plan (see Section 4) based on the region's priorities and policies. The Cities and County complete their most recent comprehensive plan updates in 2017. The MPO/RTPO Board reviewed the transportation elements within each jurisdiction comprehensive plans for consistency with the regional plans in 2017. Each transportation element was certified by the Board.

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**

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, 501[c]4 non-profit organizations, 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.

## **Washington State Department of Transportation (WSDOT) Modal Plans**

### **ACTIVE TRANSPORTATION PLAN**

Using an active means of travel such as walking, biking or skateboarding to get from one place to another. Almost everyone uses active transportation at some point in a trip, whether walking to a school or transit bus stop, bicycling to work or boarding to or from home for social or recreational activities. The WSDOT Active Transportation Plan is a way to shape recommendations for policy decisions, investments, and improvements. The plan will consider where the state is now, where our pedestrian and bicycle facilities should go, and how to get there in the coming years. Scheduled for completion in 2020, the Active Transportation Plan coordinates with local and regional plans.

### **HIGHWAY SYSTEM PLAN**

The Washington State Highway System Plan (HSP) is the state highway component of the *Washington Transportation Plan (WTP)*.

The WTP is the state's overall transportation plan that includes facilities the state owns and those in which the state has an interest, and outlines the policies adopted by the Washington State Transportation Commission. The HSP serves as the basis for the six-year highway program and the two-year biennial budget request to the State Legislature. WSDOT is dedicated to delivering an HSP that implements the Legislature's goals. This is accomplished through the coordination and integration of specific components from many statewide modal and program plans. WSDOT aims first to maintain, preserve, and improve the operating efficiency of the existing highway system before adding to the system.

### **STATE PUBLIC TRANSPORTATION PLAN**

WSDOT produces the *Washington State Public Transportation Plan* as a 20-year blueprint to influence decisions and, ultimately, improve transportation performance. People throughout the state rely upon transit, carpools, vanpools, telework, walking and other options to make transportation choices that enable families, communities, the economy and their environment to thrive. This page provides further information about the plan and the actions partner organizations are taking to achieve the goals and vision.

## **Coordinated Public Transit and Human Services Transportation Plan (HSTP) / Mobilizing Public Access to Countywide Transportation (MPACT)**

IJA-BIL, FAST Act, and MAP-21 also require 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 until 2016. In 2016 the special needs coalition was transformed into Mobilizing Public Access to Countywide Transportation (MPACT) in the form of a formal advisory committee to the YVCOG Transportation Policy Board

The 2018 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 2018 and the subsequent 2022 update, identified four primary services needs for the region: **SEE 2022 YVCOG's HSTP Document page 54.**

- 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
- Promote multi-modal transportation alternatives for special needs populations and the general public.

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.

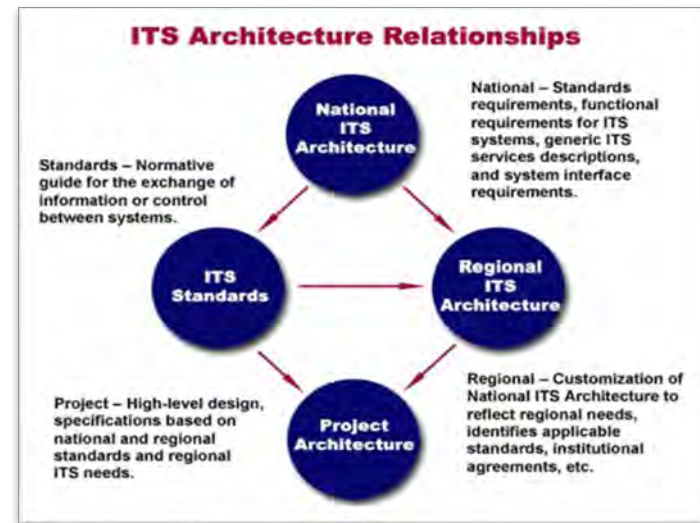
The M/RTP identifies how these services and programs fit within the overall transportation system for the Yakima County region.

## Yakima Valley Regional ITS Architecture

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.

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 RTPO 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.

## Regional Corridor & Modal Studies

### Yakima Nation Heritage Connectivity Trail (HCT) Final Concept Work Plan (2021) and HCT / SR 97 Corridor Advancing Mobility and Communities RAISE Grant Study (2023-2026)

#### HCT Final Concept Work Plan Completed 2021

The Heritage Connectivity Trails (HCT) project, led by the Yakama Nation and WSDOT, with partnerships with the National Park Service, Yakima Health District, YVCOG, Eastern Washington University, and local jurisdictions and agencies, “...evolved from a clear need to eliminate serious injury and fatal collisions between pedestrians and motor vehicles as indicated in Washington State’s Target Zero: Strategic Highway Safety Plan. Native Americans are disproportionately represented in serious injury and fatal traffic collisions in Washington State, with the Yakama Nation experiencing the highest rate in the state.”

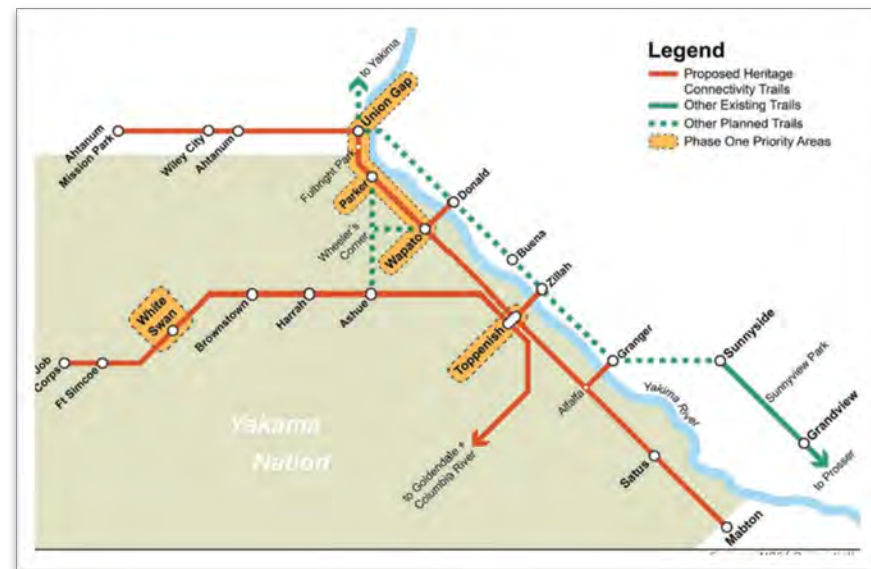
The HCT plan is to build a regional trail system within the Yakama Nation with connection to communities and trail networks adjacent to the nation boundaries.

#### Phase One Goals include:

- Improve safety of pedestrians traveling in and through tribal lands in high incident/fatality zones throughout the area
- Connect existing and planned local and regional trails to develop a comprehensive multi-modal transportation network through a coordinated partnership effort.

#### Phase Two Goals include:

- Improve safety of pedestrians traveling through an interconnected network of multi-modal routes that link community members to essential destinations throughout the entire Yakima Valley.
- Promoting and encouraging healthy living styles.
- Encourage tourism, economic development, and effective transportation alternatives by improving regional safety for bi-pedal transportation.



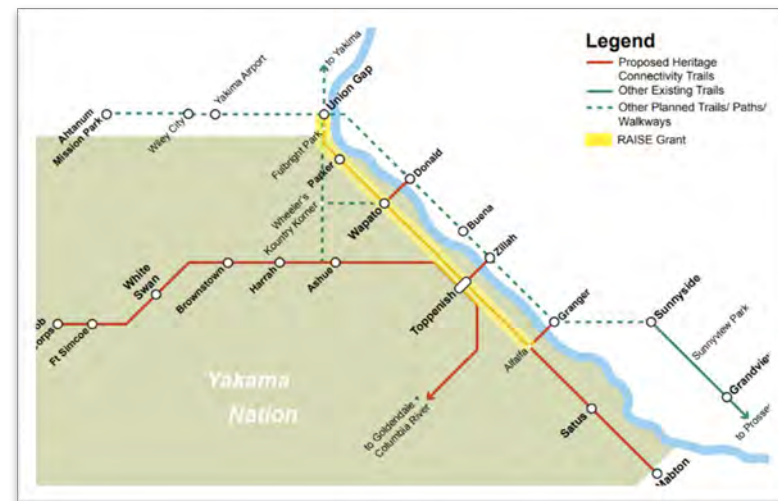


- Emphasize cultural practices to connect tribal members with ancestral traditions.
- Feature local history to honor the cultural diversity of the region.

In 2022, the Nation and WSDOT received a \$1.0 Million federal RAISE grant to continue planning and preliminary design activities outlined in the Yakama Nation Tribal Council Adopted Final Concept Work Plan.

## HCT Advancing Mobility and Communities RAISE Grant Study Started 2023

The [Federal] *Rebuilding American Infrastructure with Sustainability and Equity*, or RAISE Discretionary Grant program, provides a unique opportunity for the USDOT to invest in road, rail, transit and port projects that promise to achieve national objectives. RAISE provides funding directly to any public entity, MPO, or others in contrast to traditional Federal programs which. This flexibility allows RAISE and traditional partners at the State and local level to work directly with a host of entities that own, operate, and maintain much of our transportation infrastructure, but otherwise cannot turn to the Federal government for support. In 2022 a joint Yakama Nation/WSDOT application was submitted to study the HCT opportunities along US 97 within the boundaries of the Yakama Nation



The US 97 corridor, from Union Gap to SR 223 (also known as the Granger Cutoff) located on the Yakama Nation Reservation, lacks active transportation facilities. This lack of non-motorized facilities further burdens already overburdened communities along this corridor, making it difficult for residents to get to and from housing, jobs, services, recreational, and culturally significant sites without a vehicle. Addressing pedestrian safety concerns is a high priority for Yakama Nation and WSDOT whereas the corridor has experienced 10 fatalities and 15 suspected injuries in the past 10 years (not including city or county roads).

This study will evaluate the feasibility of multi-use path connectivity options for pedestrians, bicyclists, non-motorized rolling, and equestrian travel in key, priority locations and areas of concern identified by the Yakama Nation, local communities, and WSDOT.

The study will engage public and private sector partners, transportation service providers, and the community to develop an equitable



and inclusive plan that:

- Reaches consensus on recommended route(s) to eliminate gaps in the active transportation system.
- Reduces or eliminates safety conflicts between vehicles and active transportation users.
- Is consistent with the previous planning efforts identified in the HCT Concept Plan by the Yakama Nation.
- Is consistent with other work efforts funded or planned for 2023 and beyond as identified needs by Yakama Nation and WSDOT in key locations.

## **Yakima County Trails Plan 2020: A 10-year Plan for Multi-modal Routes & Facilities Completed 2020**

As stated in the plan's introduction,

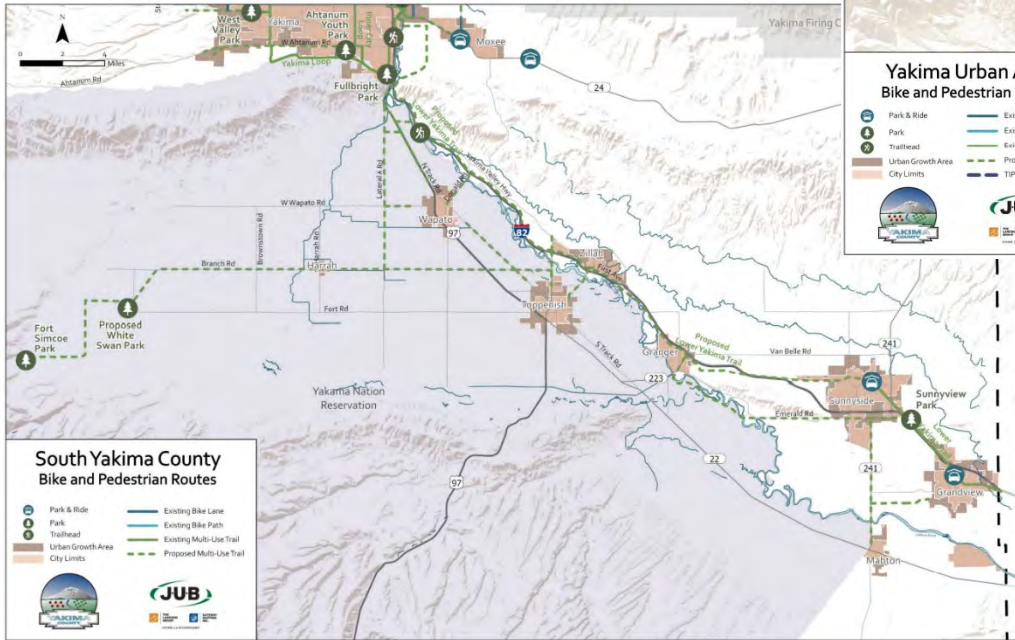
*“The Yakima County Trails Plan 2020...update focuses on trail and pathway routes within unincorporated Yakima County. A primary goal of the plan is to identify multi-modal transportation connectivity opportunities between the County and incorporated areas.... These connections are aimed at improving non-motorized mobility and safety between recreational facilities, roads, highways, and public transit. The Plan identifies Yakima County's role in trail development, goals and objectives, demographics, trail inventory, demand and needs analysis, and recommended improvements. Finally, the Plan includes strategies for implementation that address priority projects and capital facilities planning, funding sources, needs, rights-of-way acquisition, development maintenance and administration. The Plan strives for bicycle and pedestrian cohesiveness through the road system of the County yet recognizes the recreation and transportation benefits that off-street travel corridors can provide.”*

Yakima County anticipates updating the plan later in 2024 or 2025. YVCOG will coordinate with Yakima County to ensure that the County's next Trails Plan update will complement and efforts of other jurisdictions trail planning activities such as the Nation's Heritage Connectivity Trail and individual jurisdiction bicycle/pedestrian plans.

The 2020 plan can be located at:

<https://www.yakimacounty.us/DocumentCenter/View/10318/2020-Yakima-County-Trails-Plan-Adopted-16-June-2020?bidId=>

Figure 2-1 (Yakima Urban Area) and Figure 2-2 (South Yakima County) of the County's 2020 plan show both existing and anticipated bike and pedestrian routes under consideration or currently being planned in the Yakima Region.



## East-West Passenger Rail for Washington State Completed 2020

### Feasibility Study for East-West Intercity Passenger Rail System in Washington State -

The Washington State Legislature directed the Joint Transportation Committee to conduct a high-level feasibility analysis of an East-West intercity passenger rail system for Washington State, connecting Seattle with Spokane via the Stampede Pass corridor through Yakima and the Tri-Cities, historically known as the “North Coast Hiawatha” (NCH) route.

The study addressed potential passenger rail service with the State of Washington considered:

- **Ridership & Revenues** – Projecting of potential ridership and revenues
- **Options Review** – Identifying potential operational scenarios to provide a service including the number of departures, approximate schedules, train equipment needed and impact on freight rail.
- **Current Infrastructure Assessment** – Assessing current infrastructure conditions, including station stop locations, with high-level cost estimates for necessary improvements and equipment.
- **Community Survey** – Assessing community support for the rail service.
- **Operator Assessment** -- Identifying potential operator options.



The feasibility study’s basic findings determined that “Seattle to Spokane service via the Stampede Pass [is] technically feasible and despite long journey times, could generate ridership above or comparable to some other Amtrak State Supported services”. Infrastructure improvements are needed on the route to support passenger rail operations. To date, the Washington State legislature has not provided funds to bring the Stampede Pass route up to passenger rail standards for in-state service.

The study did not consider the NCH in a greater multi-state analysis which could bring federal funding for required infrastructure improvements thereby reducing the overall cost for Washington State to initiate in-state service. In 2021, the IIJA-BIL authorized the Federal Railroad Administration (FRA) to commission a nationwide “Amtrak Daily Long-Distance Service Study” to consider restoration of passenger rail services to rural and urban areas where service was lost in the 1970s and 1980s.

The NCH service through the Yakima Valley and Stampede Pass is part of the FRA Long-Distance Service Study to be completed in 2024..

## Federal Railroad Administration “Amtrak Daily Long-Distance Service Study”

## 2023-2024

The Federal Railroad Administration website identifies the study:

*“Section 22214 of the [Bipartisan Infrastructure Law \(BIL\) of 2021](#) tasks the FRA, under delegation from the Secretary of Transportation, with conducting an Amtrak Daily Long-Distance Service Study to evaluate the restoration of daily intercity passenger rail service and the potential for new Amtrak long-distance routes. Under BIL, the FRA is required to conduct a study to evaluate the restoration of daily intercity rail passenger service along:”*

- Any Amtrak long-distance routes that were discontinued; and
- Any Amtrak long-distance routes that occur on a nondaily basis.

In evaluating intercity passenger rail routes, FRA may evaluate potential new Amtrak long-distance routes, including with specific attention provided to routes in service as of April 1971 but not continued by Amtrak, taking into consideration whether those new routes would:

- Link and serve large and small communities as part of a regional rail network.
- Advance the economic and social well-being of rural areas of the United States.
- Provide enhanced connectivity for the national long-distance passenger rail system; and
- Reflect public engagement and local and regional support for restored passenger rail service

Consideration for restoration of routes would be predicated on four factors: 1) Metropolitan Area Travel Flow (common “high traffic” volume origin-destination analysis regardless of travel mode; i.e. air, car, bus, boat, train, etc.); 2) Rural Accessibility (considers tribal, rural, disadvantaged communities); 3) Geographic Coverage/Network Connectivity (considers gaps in passenger rail network and network connectivity); and 4) Conceptual Enhanced Network (connecting unserved states still not considered based on factors 1-3).

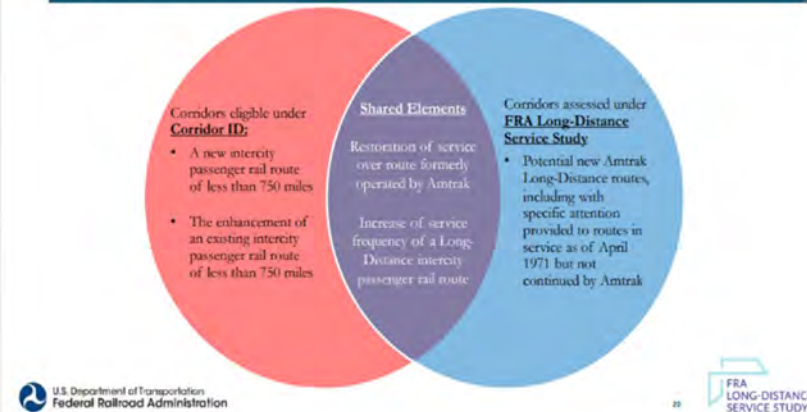
Initial analysis indicates the North Coast Hiawatha route could be considered as a potential restored route candidate based on factors 2 and 3. YVCOG is an active stakeholder participant in the Northwest Region Stakeholder Workgroup (Washington, Oregon, Idaho, Montana, Wyoming, Utah, and Colorado). Meetings began in 2023 and will continue through 2024. Consideration of restoration only provides an opportunity for further analysis and does not guarantee further planning activities.



## Long-Distance Service Study Regions: Stakeholder Group Meetings



## Long-Distance Service Study & Corridor ID Nexus



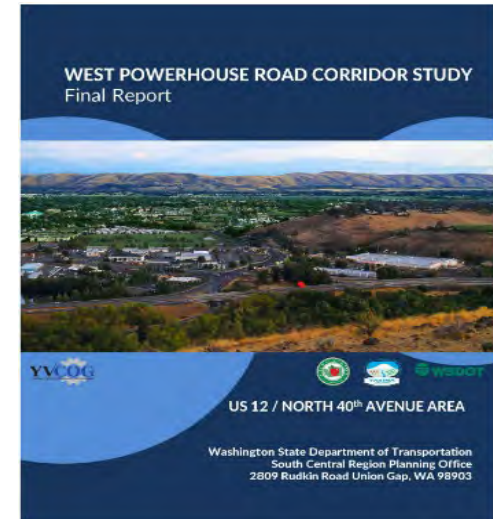
## Long-Distance Service Study Engagement Schedule



## West Powerhouse Road Corridors Study Final Report Completed 2022

The northwest corner of the City of Yakima is experiencing increased urbanization as landowners are converting vacant land and orchards to multi-family housing for the growing population. Current and planned growth in the area is affecting the transportation system, including capacity, travel time reliability and function, and congestion-related crashes, especially at intersections on local roads and US 12. Many of the local roads in this area were designed and built to rural standards. Increased traffic and rural road conditions are barriers to multimodal demands and needs in this area that is transitioning to urban development.

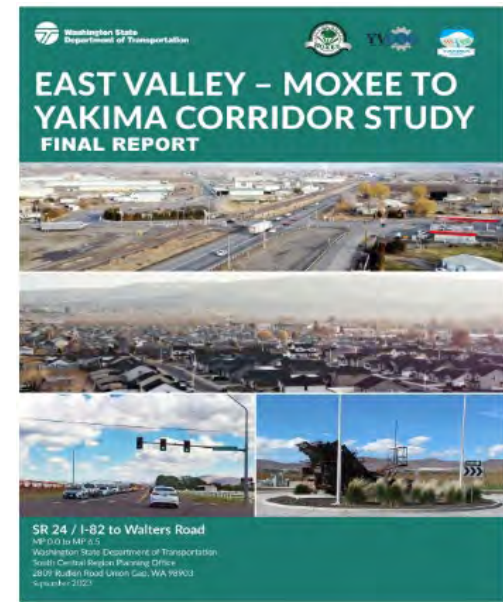
The Yakima Valley Conference of Governments (YVCOG) authorized this corridor Study to evaluate issues and to identify recommendations for improvements. The four partner agencies (YVCOG, City of Yakima, Yakima County, and WSDOT) agreed that a coordinated plan needed to be developed for the W Powerhouse Road area. The Study is a collaboration between these four partner agencies with WSDOT coordinating the effort.



## East Valley-Moxee to Yakima Corridor Study: Final Report Completed 2023

The City of Moxee and the surrounding area in East Valley are experiencing increased urban growth and development as landowners are converting agricultural and low-density lands to urban density-housing to meet the housing needs of the Yakima Metropolitan area. The growth is affecting the transportation system, including reduced intersection capacity, travel time reliability and function. Many of the local roads are transitioning from rural to urban standards and the intersections on State Route (SR) 24 have an increased number of crashes and travel delays. The increased traffic and rural road conditions are barriers to multimodal demands and needs in this area.

The connection of Moxee to Yakima is not a new issue. A study was completed in 1991 that recommended constructing a freeway style road from I-82 to Moxee. This option is no longer valid due to the high cost and impact to surrounding properties. Many of the issues in the 1991 study were addressed when SR 24 was widened in 2007 from I-82 to University Parkway. WSDOT is still receiving citizen comments wishing SR 24 to be widened to four lanes the rest of the way to Moxee.



The Washington State Department of Transportation (WSDOT) authorized the East Valley – Moxee to Yakima Corridor Study (Study) to re-evaluate issues and to identify recommendations for solutions based on current contexts. The four partner agencies (City of Moxee, Yakima County, Yakima Valley Conference of Governments and WSDOT) agreed that a coordinated plan needed to be developed for the SR 24 corridor. The study is a collaboration between these four partner agencies with WSDOT coordinating the Study.



## Naches – US 12 Active Transportation Corridor Study Currently Active 2023-2024

Funded through YVCOG, the Naches – US 12 Active Transportation Corridor Study is a planning study partnership of the YVCOG, WSDOT, Town of Naches, and Yakima County will evaluate and identify issues and recommend solutions to provide a safe, reliable, and effective transportation network for the US 12 corridor in Naches, WA.

**STUDY Overview:** Naches is growing in popularity and has high seasonal traffic, including semi-trucks and freight traffic along US 12. Homes, grocery stores, and businesses line the highway, but there are very few pedestrian or bicycle amenities, limiting safe access to these locations. This public/business driven study will consider a variety of transportation infrastructure options that improve active transportation accessibility while maximizing existing motorist and freight travel. Introduction of new or improved roundabouts, sidewalks, bike lanes, crosswalks, illumination enhancements, traffic control devices, and wayfinding are all considerations for future improvements by the Town of Naches and WSDOT.



## Yakima Valley Regional Safety Action Plan Funded 2024-2025

YVCOG, as MPO/RTPO for the Yakima County Urban Area was awarded 2023 Safe Streets & Roads for All (SS4A) federal funding for a comprehensive Safety Action Plan (SAP) for Yakima County and 13 of 14 of its incorporated cities (the City of Toppenish applied for and was awarded 2022 funding).

YVCOG's Metropolitan and Regional Transportation Plan identifies Fatal & Serious-Injury (F&SI) crashes as a key indicator for safety improvement activities for its member jurisdictions. As a primarily agricultural region with spread out urban centers, geographic barriers, and multiple jurisdictional (federal, tribal, state, county, municipal, military, and port) overlaps; located in an economically disadvantaged region; the Yakima County region experiences F&SI levels significantly higher than the state average.

The transportation network in the Yakima County Region serves a diverse population ethnically, economically, geographically, and demographically. The region includes a large migrant population with limited English proficiency, disabled/disadvantaged residents with sometimes limited-to no personally owned vehicle accessibility and pedestrian/bicycle/transit users with significant service and/or infrastructure gaps between destinations (no "first-mile, last-mile" accessibility) often requiring direct conflict with motorize traffic. This study will be developed to engage both English (primary) speaking and limited-English-proficiency (LEP) populations. Categorized safety needs will include all area jurisdictions regardless of size or economic ability.

The YVCOG region's jurisdictions have historically addressed safety issues in an isolated (individual) manner while the traveling public

regularly transverses multiple jurisdictions for their daily personal or business needs. A regional safety action plan and subsequent SS4A implementation grant opportunities can provide our small rural communities with potential project cost efficiencies through contracting projects in a (grouped) programmatic format, reducing mobility, contractual, and administration duplication.

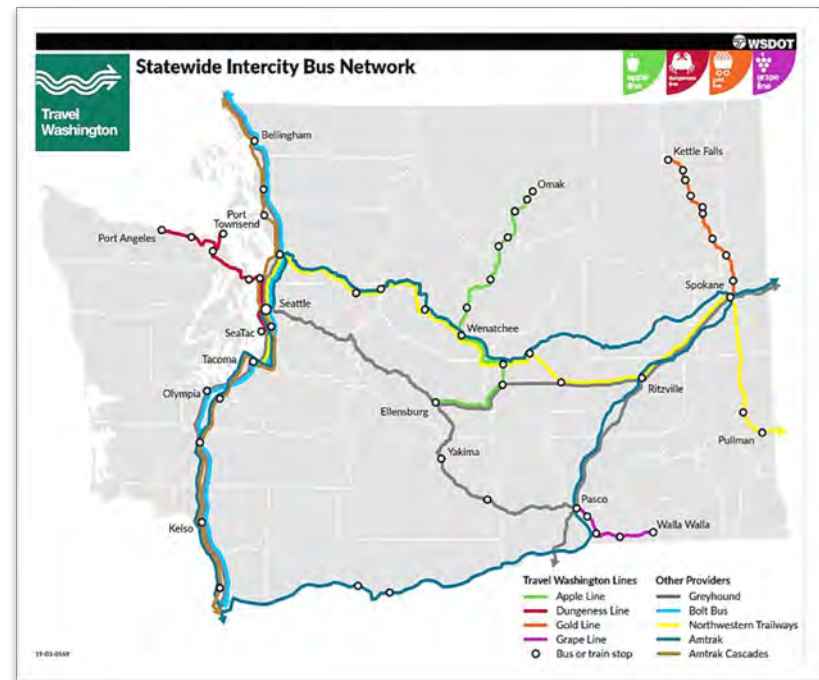
## WSDOT 2024 Travel Washington Intercity Bus Program Plan Funded 2024

WSDOT will begin their update of the Intercity Bus Program (IBP) Plan in 2024. WSDOT began developing the IBP in 2007 to help develop policies and identify projects to support a network of transportation services to link rural towns and communities in Washington state to the national intercity bus system as rural Washington began experiencing a reduction of service options as provide providers like Greyhound scaled back on stops in rural areas. The study:

- Provided an analysis of the existing intercity bus network.
- Compared existing services with locations of higher potential levels of need.
- Identified rural locations and corridors that were unserved.
- Identified rural communities along the corridor with the highest potential for unmet transportation needs.
- Prioritized rural corridors with unmet transportation needs.
- Ranked rural corridors eligible for intercity bus services.

Yakima hosted a major greyhound transfer center/bus stop near downtown until the mid-2000's, but today is only served (as is Sunnyside) as a temporary stop along their remaining routes.

Over the past 15 years, the IBP as overviewed the “Travel Washington” Intercity Bus Service comprised of 4 routes that WSDOT and Greyhound have partnered to maintain service in rural areas of Washington. 1) APPLE (Green) Line (Omak to Ellensburg), 2) DUNGENESS (Red) Line (Port Angeles to Seattle), 3) GOLD Line (Kettle Falls to Spokane), and 4) GRAPE (Purple) Line (Walla Walla to Pasco). Recently, the state legislature has provided funding the update of the plan and analysis to review adding two additional routes. First, increased intercity bus opportunities to unserved segments of Interstate 90 and second, a route between Yakima and Biggs, OR long US 97.



## **Yakima Greenway Master Plan Planned Release 2024**

The Greenway Master Plan Update seeks to prioritize projects and programs that view the Yakima Greenway as an opportunity to expand connectivity in the Yakima Valley and provide options for travel other than private vehicles. This includes taking advantage of opportunities to connect safely and conveniently from the Greenway to urban bikeways, pedestrian networks, transit routes, and trail systems. Examples of projects that contribute to this vision of connectivity include maintenance of the pathway surface and landscaping, consistent wayfinding and signage, inviting trailheads and access points, and essential amenities for users (such as bike racks, water fountains, and restrooms).



The Greenway extends from a trailhead at the Valley Mall Boulevard easternmost offramp/roundabout at Interstate 82 Exit 36, north, parallel to the Yakima River to the Selah Gap, west along SR12/Naches River, and northwest along the railbanked Naches Rail Corridor to and through the Town of Naches; incorporating over 20 miles of paved trails.

The master plan process anticipates public comment opportunities in spring/summer of 2024 and possible adoption in the fall of 2024. More information on the greenway and their master plan update can be found at [www.yakimagreenway.org](http://www.yakimagreenway.org)

## **Interstate 82/State Route 97 Toppenish Express Route Corridor Study Planned 2024-2025**

A planned study partnership of the YVCOG, WSDOT, the Yakama Nation, City of Toppenish, and Yakima County will evaluate and identify issues and recommend solutions pertaining to safety issues along SR 97 and SR 22 in the Toppenish area.

Presently, SR 22 between I-82 in the north and SR 97 in the south, faces potential safety conflicts between freight traffic movement and a variety of multi-modal, public safety, commercial, educational, and recreational interests. The study would consider alternatives for a state highway design level route that would improve freight efficiency, while reducing conflicts within the city center.

YVCOG is expected to provide the study funding with primary planning led by WSDOT.

## Section 4

### Plan Priorities and Framework

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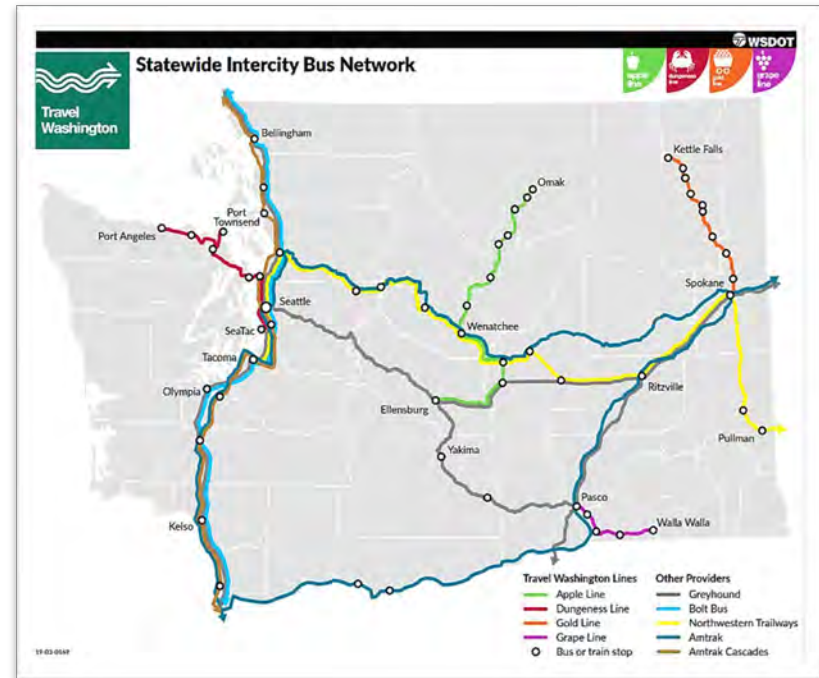
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## Section 4 Plan Priorities and Framework

### 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 20 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, MPACT Advisory Committee, WSDOT, local agencies, and existing plans. The region's priorities then blend into the priorities of the Washington Transportation Plan (2040 and Beyond), 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 (2040 and Beyond) document.

#### **The 5 highest priorities for the Yakima Valley M/RTP are:**

##### **1. Maintenance / Preservation / State of Good Repair**

Maintenance and preservation of the existing transportation system and services will extend the life and utility of prior investments. "State of Good Repair" (SOGR) is a federally-originated initiative to maintain our transportation resources (transportation networks, equipment, assets, etc.) to their most operational and cost effective capabilities.

##### **2. Safety**

Improving the safety and security of the regional transportation system.

## Section 4 Plan Priorities and Framework

### 3. Economic Vitality

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.

### 4. Freight Mobility

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

### 5. Transit Enhancement and Transportation Demand Management

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.

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.

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 continued in FAST Act and IIJA-BIL.

In accordance with the federal MAP-21, FAST-Act, and IIJA-BIL transportation bills, WSDOT and state MPO's are required to track safety performance goals as coordination with WSDOT's "Target Zero" Campaign to reduce to "0" fatal and injury accidents by 2030. WSDOT will annually track accident data and share with the MPOs to use in their transportation planning activities to address safety improvements within the YVCOG MPA Boundary. YVCOG may annually concur with state-developed projections as their goals. YVCOG began annual safety performance measure tracking within the YVCOG MPO area in February 2018 and expanded tracking to the countywide MPA boundary in 2022.



## Section 4 Plan Priorities and Framework

In accordance with federal MAP-21, FAST-Act, and IIJA-BIL transportation bills; WSDOT and State MPO/RTPOs, coordinated for the development of state (and/or) local performance targets in areas of:

- Bridge State of Good/Poor Repair
- Pavement State of Good/Poor Repair
- CMAQ Air Quality Particulate Reduction Benefits
- Highway System Performance
- Freight Movement
- Green House Gases (GHG)

Target reporting windows of 1, 2, or 4 years are dependent on federal requirements. WSDOT began tracking data and sharing with MPO/RTPOs. YVCOG began annual Bridge/Pavement/Air Quality/Highway System Performance/Freight Movement performance measure tracking in July and August 2018. Due to the COVID-19 Pandemic, the two (2020) year reporting processes on all measures other than “safety” and “public transit safety” were deferred. WSDOT and the MPO/RTPO’s reinstated performance measure activities for the 4-year update in 2022 and YVCOG adopted all required performance measures between January and July 2023. WSDOT and the MPOs/RTPO’s will perform the next two-year performance measure activities in 2024/2025.

In 2023, Federal Highway Administration (FHWA) began federal rulemaking briefing activities for the introduction of Green House Gas (GHG) performance measures for State and local reporting. This process will continue throughout 2024 with GHG performance measures being added to the federal reporting process.

## Section 4 Plan Priorities and Framework

### 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 2045. Each jurisdiction was asked to provide their expected local improvements to be included in the 2025 and 2030 base models. Then the identified priority projects with committed funding were added to create the 2045 build scenario. The overall mileage of the highway and arterial system is projected to increase by approximately *less than six percent* during the next 20 years region-wide.

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 diversion to avoid congestion in other corridors. Therefore, constructing some of these projects will provide efficient solutions to regional travel needs.

Countywide, the biggest differences are found in the overall level of congestion in the system. Between 2024 and 2045, the overall level of delays (vehicle hours traveled or VHT) due to congestion is projected to increase by 52% by 2045 with 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

## Section 4 Plan Priorities and Framework

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.

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.

### Plan Framework

#### Baseline Improvements

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

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 the 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, with construction phases on connecting segments of the corridor began construction in 2019 with road improvement east of the Yakima River. As of 2023, river and highway crossing phases are advancing through final NEPA permitting process with construction expected to start by 2025.
- Development of a new “East Selah Road” bridge/river crossing connecting Interstate 82 to the eastern Selah City Limits at the I-82/East Selah Road Interchange
- 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

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.

## Section 4 Plan Priorities and Framework

### **Non-motorized Transportation**

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**

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

# 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
- 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:

1. Agency Coordination and Public Involvement
2. Preservation
3. Safety
4. Economic Development and Freight Mobility
5. Congestion Relief
6. Alternative Transportation Modes
7. Environmental Quality
8. Finance and Implementation

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

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 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.
- 1.6** Expand access and outreach to Limited English Proficiency (LEP) populations for broadening public input opportunities.
- 1.7** Develop partnerships with jurisdictions, law enforcement, social service organizations and affected stakeholders in addressing human trafficking through the collection of data, public outreach and education, and program implementation.

## **2. Preservation**

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.



- 2.5 Explore best practices for developing sustainable alternatives for construction, reconstruction, and maintenance of transportation networks and facilities.

### **3. Safety**

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 areas of congestion.
- 3.3 Develop plans and transportation improvement projects that help minimize conflicts between travel modes.
- 3.4 Promote interaction between emergency response providers and transportation agencies to assist incident management, evacuation, or other emergency programs.
- 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.
- 3.9. Promote education, prevention, and enforcement to combat human trafficking.

### **4. Economic Development and Freight Movement**

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 local, state, and national passenger and freight rail investments that support and enhance statewide efficiencies and capacity of rail corridors.
- 4.6 Promote projects that reduce delays and improve safety at rail crossings.
- 4.7 Explore the possible development of intermodal terminals to improve the efficiency of freight movement in the region.
- 4.8 Implement transportation system improvements that provide regional accessibility to McAllister Field and its surrounding employment centers and other airports in the region.
- 4.9 Improve transportation facilities that serve tourist destinations.
- 4.10 Improve transportation rest facilities and services for long distance travelers and freight haulers
- 4-11 Explore local code/licensing of and innovations in drone technologies for point-to-point freight and goods deliveries, including consideration of drone traffic corridors within and between communities.

## **5. Congestion Relief**

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 capacity and throughput of regionally significant highways, arterials, and major collectors by managing/limiting direct access to these facilities.
- 5.4 Explore, enhance, and expand interconnectivity of all current and future aviation, passenger/freight rail, transit, micro-transit, and active (walking, biking, etc.) transportation networks and infrastructure.
- 5.5 Enhance the operations and throughput of regional transportation corridors through application of intelligent transportation systems (ITS) technologies.
- 5.6 Expand the capacity of existing highways and arterials which serve high volumes of traffic and connect with other regional transportation facilities.
- 5.7 Ensure that improvements that add capacity to the transportation system support alternative transportation modes.

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

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

**5.10** Explore and support investment into rural transportation demand management and commute trip reduction programs and services that connect to existing metropolitan programs/services.

## **6. Alternative Transportation Modes**

The regional transportation system is comprised of several modes, including cars, trucks, transit, bicyclists, and pedestrians. 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, rural Yakima Valley, and neighboring Central Washington corridors.

**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 in both urban and rural areas.

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

**6.10** Extend and 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).

**6.12** Support restoration of passenger rail service throughout Central Washington

## **7. Environmental Quality**

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.
- 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.
- 7.8** – Promote transition of public/private transportation fleets from fossil fuel-based vehicles towards hybrid, full-electric, and/or hydrogen-fueled systems
- 7.9** – Promote transportation projects, programs, and partnerships that reduce carbon, greenhouse gas, and other negatively environmental-impacting emissions or particulate matter.

## **8. Finance and Implementation**

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.

**8.10** – Support state legislative action to establish funding for county rail, trail, and/or transit districts

## 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:

- Maintenance / Preservation / State of Good Repair
- Safety
- Economic Development
- Freight Mobility
- Enhance Transit and Transportation Demand Management

### Maintenance / Preservation / State of Good Repair

Maintaining and 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. “State of Good Repair” (SOGR) is a federally-originated initiative to maintain our transportation resources (transportation networks, equipment, assets, etc.) to their most operational and cost effective capabilities.

#### *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 have programs to pave local gravel roads that help preserve the roadways and reduce maintenance. They also help reduce particulate matter 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 roadbed and side slopes. 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 clean 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.

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

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 with 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.

### *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. 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 enroute 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 snowplow 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.

### ***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.

### ***Regional Safety Action Plan***

In December 2023, YVCOG received a Federal Highway Administration (FHWA) “Safe Roads and Streets For All” (or SS4A) grant that will fund a countywide comprehensive safety action plan for the jurisdictions in Yakima county. This plan will engage both governmental and public input on individual and systematic safety issues affecting the traveling public on a multi-jurisdictional basis. SS4A “implementation” funding would be available in future years on an individual or multi-jurisdictional application basis to remedy identified and addressable safety projects and programs.

## **Economic Development and Freight Mobility**

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 standard 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.

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.

The 2019 State Legislature's Joint Transportation Committee approved the East-West Intercity Passenger Feasibility Study directing the feasibility of an east-west intercity passenger rail system for Washington State. The study analyzed the Stampede Pass Corridor and service to Auburn, Cle-Elum, Ellensburg, Yakima, Toppenish, Tri-Cities, and Spokane. The study, due to the legislature by June 30, 2020, included the following elements:

- Projections of potential ridership
- Review of relevant planning studies
- Identification of equipment needs.
- Identification of operator options
- Assessment of current infrastructure conditions, including station stop locations.

The Study only considered the feasibility of service within the confines of Washington State. Analysis of passenger rail service as a part of a national network was not considered until the FRA commissioned the Amtrak Daily Long-Distance Passenger Rail Study as approved by the 2021 IIJA/BIL Federal Transportation Bill.

This rail corridor has been without passenger rail service since a nationwide constriction of passenger service in October 1981. A 2017 Central Washington University internet survey, the 2020 Yakima Regional Metropolitan Long Range Plan Transportation Survey and a 2023 public engagement transportation survey preceding this document also indicated significant interest in passenger rail service including within Washington State, but also throughout the United States, Mexico, and Canada.

## ***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, freight, and electric/hybrid-electric (regional travel) 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.

The M/RTP also supports efforts to improve Yakima Air Terminal facilities that provides added value and support in meeting statewide capacity needs. In January 2023, Yakima, Yakima County, and several local aviation stakeholders and supporters approached the state legislature’s Commercial Aviation Coordination Committee (CACC), who since 2019, have been considering locations for “a new or expanded airport to meet the expected future demand for air travel. Out of 18 existing airports and 10 new airport “greenfield” sites, only Paine Field in Everett was recognized as having the potential to accommodate only a portion of projected needs. Area representatives have offered Yakima as a previously un-reviewed candidate to address expected need.

The Airport has been developing plans to improve existing building systems, increase gate capacity, expand passenger accommodations (including the return of a restaurant), enhanced baggage claim area, and improved ADA-standard plane access capabilities, amongst others. The airport and local business continue to seek expanded flight frequency and expanding passenger aviation provider options.

## **Congestion Relief**

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. Since 2010 the region and local agencies have successfully widened sections of 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 Yakima Metropolitan 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.

### ***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 more efficient designed traffic signals. These can be along arterial corridors such as 16<sup>th</sup> Avenue, 40th Avenue, Nob Hill Boulevard, and Main Street in Union Gap, 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, Yakima Transit, and Pahto Public Passage. 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 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 will also 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**

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. Strategies are divided into different components including fixed-route transit, rural mobility, paratransit, Transportation Demand Management (TDM) and Commute Trip Reduction (CTR).

### ***Fixed-Route Transit***

Suggested strategies for Yakima, Union Gap and Selah 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 in Naches, Tieton, and 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, Selah, 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 Valley connector service between the cities of Yakima, Wapato, Toppenish, Zillah, Granger, Sunnyside, Grandview, and Prosser. The service is limited, running only four times per day. In October 2019, PFP began providing a new loop service connecting Grandview, Mabton and Sunnyside that links to their existing Yakima-Prosser Route. This Community Connector service should be expanded to directly serve both medical and educational facilities.

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

The Confederated Tribes and Bands of the Yakama Nation has established 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 four routes on the Yakama Reservation and connects to three other transit service providers – Union Gap Transit, Yakima Transit, and the Community Connector. Pahto Public Passage provides two seasonal routes with the valley area, and a Goldendale-Georgeville Route that provide transit access to tribal and general public passengers along SR 97.

### ***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**

## Transportation Improvements and Programs

This section of the M/RTP summarizes the high-priority improvement projects and programs based on financial constraints, for the eight (8) subregions shown on the Yakima Valley 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.

### Regional Priorities by 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 2027, mid-term by 2035, and long-term by 2045. 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.

***NOTE: Due to the erratic traffic volumes and patterns caused by the COVID-19 pandemic this section will refer to pre-pandemic (2019) trends and/or post-pandemic (2022/2023) data if noticeably deferent than those pre-pandemic trends, when possible.***

## Interstate 82

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).

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 approximately 11 miles, with the six interchanges from south Selah to south Union Gap located within 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 45-53,000 vehicles per day (vpd). North of Selah, existing volumes decrease to 19,000 vpd. South of Union Gap, the interstate highway carries 28- 30,000 vpd. Near Sunnyside and Grandview, the volumes are approximately 27,000 vpd.

The 2045 travel forecasts for the metropolitan area show forecast volumes of 65,200 vpd between Union Gap and Selah. This represents an annual increase of around 0.29 percent per year. This is consistent with the annual growth rate between 2013-2020.

**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 6,300-7,400 trucks per day on the freeway through Yakima. North of Selah, trucks account for 20.5% of the total daily traffic volume, with approximately 3,925 trucks per day. Near Sunnyside, trucks comprise about 17 percent of the 23,000 vpd or about 3,900 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 2045 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. Intercity buses use the corridor with connections to Seattle, Spokane, and Wenatchee. The Yakima-Ellensburg Connector, People for People's Community Connector, the Airporter Shuttle, and Greyhound all use 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, resulting 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 crossing points, but these have relatively high volumes of traffic, which can impact safety for non-motorized travel. High traffic volumes near the interchanges 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 have installed variable message signage, 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, constructed in 2020, completed the interchange by building missing ramps connecting to/from I-82 and Main Street and northbound US 97 to eastbound I-82. The interchange ties into the Union Gap Beltway which will connect Main Street and Ahtanum Road west of the BNSF main line. The interchange and associated arterials will improve access to the regional airport and associated industries near the airport. The Beltway's western section began construction in 2023, leaving only the eastern segment

(comprised of a grade separation over the BNSF mail line, direct access to Fulbright Park and connections with South Main Street and the South Gap Interchange) to secure final construction funding.

Bridge Maintenance (painting and joint repair) activities in the Yakima/Naches River(s) area and access projects to the Yakima and Naches River will provide more direct recreational access to the area just south of the US 12/I-82 interchange. This will support the local communities and tourist activities. Bridge replacement between Yakima and Union Gap will improve corridor accessibility and capacity.

By 2045, measures will be needed to make more efficient use of existing facilities to address congestion and operational issues, and to reduce potential crashes for north-south flows in the metropolitan area.

## US Highway 12

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 and is one of only three year-round passes across the Cascades in Washington. 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 Street, 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 with state law. West of Naches, US 12 generally has a limited number of intersections and functions as a high-speed rural highway.

Two studies were commissioned by YVCOG in partnership with WSDOT and affected local jurisdictions and transportation/business stakeholders, 1) the (2022) *West Powerhouse Road Corridor Study*, and 2) the (2023/24) *US 12 Naches Active Transportation Corridor Study*, both consider multi-modal safety and accessibility opportunities along the SR 12 corridor and intersecting local road systems. The findings of these and future regional significant studies will be catalyst for future project funding requests and improvements.



## Existing and Forecast Conditions

**Traffic Volumes.** Daily traffic volumes on US 12 in Yakima County range from 31-39,000 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 2045 travel forecasts for the metropolitan area show an annual, compound growth rate of 1.49 percent per year between 2020 and 2045. This compares to the 4-6 percent per year recorded by WSDOT between 2013- 2020.

**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 3,400 to 4,300 trucks per day on the highway. Near Naches, almost 15 percent of the traffic is trucks. West of Naches, trucks comprise 15 percent, or more, of the 4,400 vpd.

The number and percentage of trucks illustrates the regional importance of US 12 to the region. The high volume of trucks also can result in traffic delays on hills and curves. Limited passing opportunities and slow vehicle pullouts can lead to passing vehicles taking greater risks.

**Safety and Operations.** The segment of US 12 from Old Naches Highway to I-82 is a potential location for crash reduction countermeasures. Traffic volumes on Old Naches Highway are continuing to increase with development in and west of Selah. The intersection also services a large number of trucks. The at-grade, signalized intersection of US 12 / Old Naches Highway just west of Yakima ranks within the top ten intersections in the county for number of crashes and is a potential site for crash reduction countermeasures.

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 concerns and crashes could increase.

**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.

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 remains a priority for the region. The intersection will see several ITS enhancements, including cameras, variable message signs, road weather information system, data stations, and a communications system.

WSDOT continues to address paving and slope stabilization projects scheduled (and unscheduled due to weather-related seasonal damage, when needed) on 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. Two secured resurfacing projects are planned in the Naches area.

### State Route 410

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 2,300 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 7 percent of the daily traffic at its intersection with US 12 is trucks. Most 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. There are no known crash reduction sites.

**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. These projects include paving, rock scaling and debris removal, erosion control, reducing roadside obstacles, installing guardrails, culvert lining, and removal of fish passage barriers.

## State Route 821

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 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 6,200 vpd. The volumes decrease to 1,800 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 BNSF Railway 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 stripping, remove roadside objects within clear zones, and install guardrails.

### State Route 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 14,000 to 35,000 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 35,000 vpd. North of Selah, traffic volumes on the highway are just under 6,000 vpd. Between 2013 and 2020, traffic volumes on SR 823 grew at an average of 0.0-3.5 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 new freight bypass is working well. There are no known crash reduction sites on SR 823.

**Other Modes.** SR 823 is also a transit route, operated by the City of Selah's Transit System. 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

WSDOT continues to review and address crossings to ensure ADA compliance to current standards. WSDOT will continue to monitor the corridor for capacity effectiveness and potential crash reduction countermeasures.

## State Route 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.

The 2023 *East Valley – Moxee to Yakima Corridor Study* (Final Report), a WSDOT commissioned study in partnership with the City of Moxee, Yakima County, YVCOG, and affected stakeholders re-evaluated issues and identified both short- and long-term multi-modal recommendations along the SR 24 corridor that addresses safety, vehicle/freight mobility, and bike/pedestrian accessibility opportunities. Future analysis of these recommendations could result in the development and funding of projects for future inclusion in this document.

### 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 decreased to 17,000 vpd. East of Moxee, volumes of 3,600 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 3,500 vpd.

Between 2000 and 2020 the City of Moxee population grew over 500% from 821 to 4,326. Between 2025 and 2045 VMT in the Moxee area is expected to increase by 31.6%

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) on the Freight and Goods Transportation system for its entire length within Yakima County. Approximately 12 percent of the daily traffic on SR 24 between I-82 and Moxee are trucks. East of Moxee, truck traffic increases to 24 to 34 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 I82 and connecting between the east and west sides of the interstate freeway.

Based on the 2045 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. The intersections of Birchfield and Bell Roads are both potential crash reduction sites.

**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-Santa 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 Morrier 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. The SR23/Bell Road Intersection is scheduled to be reconstructed to a roundabout design that will reduce the risk of collisions.

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 (*where appropriate*) between Riverside Road/University Parkway and Faucher Road in Moxee. These improvements will provide a consistent 4 lane highway connecting residential and industrial uses in the East Valley to/from I-82 and the rest of the Yakima metropolitan area. This project is not funded. But is identified as a regional priority for new revenue.

## State Route 241

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 (14,000 vpd) along SR 241 are found between I-82 and the Yakima Valley Highway. North of the Yakima Valley Highway, daily volumes are approximately 4,900 vpd. Further to the north, traffic volumes drop to 1,600 vpd, reflective of the undeveloped areas in the Rattlesnake Hills.

Between the City of Mabton and Alexander Road existing traffic volumes range from 3,000 vpd to 5,200 vpd. The east-west segment of SR 241 along Alexander Road has volumes in the range of 1,800 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.

***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, 13-22 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.*** SR 241 between I-82 and Yakima Valley Highway is a potential location for crash reduction countermeasures. 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.

The SR 241 / Edison Road and SR 241 / Sheller Road intersections, near the Sunnyside Municipal Airport, are two potential crash reduction sites. Those roadways serve industrial areas.

The section of SR 241 between SR 22 and Duffy Road is a potential site for crash reduction countermeasures. This segment includes the intersection of SR 241/Grandview Pavement Road, which connects to Grandview further to the east.

***Other Modes.*** 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/disruptions restrict use of Yakima's McAllister Field.

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. The Yakima River bridges, located just north of Mabton, are closed through 2025/2026, are being retrofitted to remove weight restrictions and restore the structural integrity of the bridges.

SR 241 intersections at Allen Road and E. Edison Road are both scheduled for reconstruction to a roundabout design that will reduce the risk of collisions. WSDOT continues to review and address crossings to ensure ADA compliance to current standards.



## State Route 22

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.

East of Toppenish SR22 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 11,000 to 13,000 vpd. This reflects the use of the corridor as a city arterial. Between Toppenish and I-82, daily volumes range from 8,900 to 11,000 vpd. These numbers drop to 6,700 vpd near the SR 22 / US 97 Intersection.

Southeast of Toppenish, volumes on SR 22 fluctuate between 5,600 to 6,500 vpd between US 97 and SR 223 (which connects to Granger). East of SR 223, daily volumes are less than 2,000vpd.

Between 2025-2045, traffic on SR 22 near Toppenish is anticipated to grow at an annual rate of 1.2 percent.

**Freight Traffic.** Between I-82 and Toppenish, SR 22 is designated as a T-2 freight corridor by WSDOT. Other segments 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 8 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.** SR 22 between I-82 and Toppenish is a potential crash reduction location. This corridor serves commercial, industrial, and residential traffic between I-82 and Toppenish. This section includes the transition from a high-speed rural highway into a city arterial. There are several locations on SR 22 that are potential sites for crash reduction countermeasures, including the N. Meyers Road / Meyers Road Intersection. There exists an at-grade railroad crossing and schools adjacent to the highway in the Toppenish Area.

**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 performance. This continues the recent pavement upgrade between SR 223 and Prosser.

The recent reconstruction of a 1.5-mile section of SR 22 just south of I-82 addressed safety performance but left the SR22/Yakima River Bridge section as the last remaining segment of roadway in need of replacement and safety enhancement. This project would continue enhanced mobility for freight, goods, and general travel between Toppenish and I-82, but is presently unfunded.

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 identifies improving Meyers Road and Larue Road to connect US 97 to I82 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.

YVCOG and WSDOT are developing plans for an “***I-82/SR97 Freight Express Route Corridor Study***”, that would consider the relocation of SR 22 from its current location to a route south and east of Toppenish via Larue and Meyer/North Meyer Roads. Removal of freight traffic from multiple public safety, educational, community service, and recreationally sensitive sites are identified as a significant safety issue.

WSDOT continues to review and address crossings to ensure ADA compliance to current standards

## State Route 223

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. SR223 has experienced significant commercial/retail development at the I-82 Interchange. Granger’s population also has been growing steadily which will affect traffic volumes along the route.

## Existing and Forecast Conditions

**Traffic Volumes.** Traffic volumes on SR 223 range from 5,200 to 11,000 vpd. The highest volumes are near its interchange with I-82. Along some sections of the highway, traffic volumes have increased by 400 to 800 vpd between 2013-2016. Near I-82, the volumes have increased at an average annual rate of 2.0 to 2.75 percent between 2013-2016.

**Freight Traffic.** Trucks account for 13 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

WSDOT has secured funding to construct intersection safety improvements at the intersection of SR 22 and SR 223 to reduce the risk of collisions. WSDOT continues to review and address crossings to ensure ADA compliance to current standards.

## US Highway 97

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 and widened shoulders exist along sections of the highway to improve the operation and safety performance 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 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 3,900 to 4,900 vpd. Traffic volumes of 11,000 to 13,000 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 18,000 to 26,000 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 2045. This is approximately a 1.5 percent annual growth rate. This compares to 2.75-3.0 percent historical growth just south of Union Gap. Near Toppenish, historical traffic growth rates have averaged just under 3-4 percent per year between 2013 - 2020 but are anticipated to slow to 1.2 - 2.0 % between 2025 - 2045.

**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 38 to 40 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. Since 2020, WSDOT has completed construction of two lane roundabouts at the intersections of SR97/McDonald Road and SR97/Jones Road.

**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.

In 2021 the Yakama Nation, in partnership with the National Park Service (NPS), WSDOT, Yakima County Health District, and YVCOG, adopted the **“Heritage Connectivity Trail” Concept Plan**. The goal of this plan is to develop trail systems through the

Yakama Nation Open Area to improve bicycle/pedestrian safety and reduce fatalities and injuries. In 2022, the Yakama Nation and WSDOT received a federal RAISE grant that will begin analysis and design considerations for potential trails along SR 97 between Toppenish, Wapato, (unincorporated Parker), and Union Gap.

YVCOG has completed one of three Transit Feasibility Studies intended to develop strategies to increase frequency and expand transit service throughout Yakima County. SR 97 would be a key corridor whereas the Yakama Nation's Transit System and People for People's Community Connector Bus route both utilize the corridor for their service routes with connections to Union Gap and Yakima transit services.

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.

WSDOT has secured funding to reconstruct both SR97/Lateral A Road and SR97/Fort Road Intersections to roundabouts. Future considerations for roundabouts at SR97/W. Wapato, SR97/S. Wapato, SR97/Robbins Road (YN), and SR97/SR22 Intersections will all reduce risks of collisions.

## Regional Priorities by Subregion (Local Agencies)

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, 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

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.

## Transportation Needs and Improvement 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 Naches-Tieton Road. In addition, the connectivity between the regional corridors within the subregion is limited, which results in more circuitous travel. 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.

The Yakima to Naches Trail project was completed since the last MRTP and function well for both pedestrian and bicyclist alike. Construction efforts along the Cowiche Canyon Trail near Powerhouse Road began in 2023. The Yakima Greenway trail system now spans from Union Gap to Naches, uninterrupted.

Two studies were commissioned by YVCOG in partnership with WSDOT and affected local jurisdictions and transportation/business stakeholders, 1) the (2022) **West Powerhouse Road Corridor Study**, and 2) the (2023/24) **US 12 Naches Active Transportation Corridor Study**, both consider multi-modal safety and accessibility opportunities along the SR 12 corridor and intersecting local road systems. The findings of these and future regional significant studies will be catalyst for future project funding requests and improvements.

**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 reduce commuter trips. This includes information on carpools, vanpool ridership signups, and materials informing people of other transportation choices.



## Jurisdictional Improvements and Strategies

Tieton's short-term efforts will concentrate on chip sealing and roadway resurfacing. No projects are currently funded.

Naches has secured funding to complete Naches Trail accessibility improvements at the former Train Depot/Park campus that will improve trail access and ADA accessibility needs. Naches continues to develop plans of new arterial/collector corridor accessibility/expansion within their expanding urban growth area.

Yakima County continues to address resurfacing, safety, traffic operation and ADA accessibility improvements as warranted throughout the Northwest Region. Reconstruction of the South Naches Road Bridge over the Naches river is projected to begin by 2024.

### 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 Glee 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. Interstate 82 (east and northeast of Selah) to the Yakima County Line is also included within the North Subregion.

## Transportation Needs and Improvement Strategies

Transportation needs in the North subregion focus on addressing safety and operations issues in and around 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.

After several years of roadway/pedestrian improvement projects, the City of Selah is developing several resurfacing and roadway widening projects throughout their network. The City's highest unfunded project remains the development of the East Selah Road extension that would connect Interstate 82 with the eastern downtown area via a new river crossing at Exit 29.

**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, carpooling and vanpooling, walking and biking also should be promoted in this subregion. The improved nonmotorized 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 contracts with Medstar Transportation to provide fixed route bus service between Yakima and Selah. Currently there are two fixed route, 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.

The Yakima Transit-run “Yakima-Ellensburg Connector” has dedicated bus stops at both the Selah Civic Center and Gas/Convenience business at I-82/Firing Center Road. Both stops have dedicated “Park and Ride” facilities adjacent to the stops.

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 2030. In the last eight 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:

- Offering a guaranteed ride home program.
- Work with Yakima and Selah Transits to reintroduce 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.
- 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.

## Jurisdictional Improvements and Strategies

Yakima County and the City of Selah should continue to seek engagement with the US Department of Defense regarding transportation opportunities with the Yakima Training Center that promotes transit, active, and motorized system improvements, as appropriate.

Maintain and expand transit connectivity coordination and efficiencies with all transit operators between the Yakima/Selah urban area and public transportation services outside the metropolitan area (i.e. WSDOT Intercity Bus, Airporter Shuttle, etc.); and develop improved inter-connectivity between those transit service locations and ADA-compliant active transportation facilities as determined by Selah's planned "Pedestrian/Bicycle Path Study".

Yakima County continues to address resurfacing, safety, traffic operation and ADA accessibility improvements as warranted throughout the North Region.

## 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.

## 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 2020-2045 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 North Fork Road Bridges, and the conversion of South 62nd 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 presently 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 subregion is served by People for People para-transit. 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.

## **Jurisdictional Improvements and Strategies**

Yakima County continues to address resurfacing, safety, traffic operation and ADA accessibility improvements as warranted throughout the North Region. There are no planned or secured projects in the M/RTP at this time.

## **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 1<sup>st</sup> 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.

## **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 Subregion*** 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 East-West Corridor improvements 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 into the former Boise site. **Project Schedule: 2023-2027.**

**City of Yakima:** The city plans to build “north to south” city streets from Fair Avenue to R Street. Other improvements necessary to provide 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: 2024-2030.**

**Washington State Department of Transportation:** WSDOT plans to improve I-82 between the US 12 interchange and the Nob Hill overpass by maximizing efficient use of existing facilities. **Project Schedule: 2024-2030.**

To better serve north-south travel patterns in the Central subregion the M/RTP identifies the North 1st Street revitalization project, North 1st Street is the northeastern entrance to Yakima from I82/US12. Phases I and II, from I-82 to “I” Street are complete, Phase III “J” Street to MLK Boulevard is scheduled for construction in 2024. Yakima efforts include secured projects that will improve the intersection of East Nob Hill Boulevard and Fair Avenue, construct Bravo Company Boulevard north into the Boise site, and the 34<sup>th</sup> Avenue & Fruitvale Boulevard Roundabout.

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, and pedestrian safety improvements.

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. 1st 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.

I-82/US 97/South Union Gap interchange, constructed in 2020, completed building missing ramps connecting to/from I-82 and Main Street and northbound US 97 to eastbound I-82. The interchange ties into the Union Gap Beltway which will connect Main Street and Ahtanum Road west of the BNSF main line. The interchange and associated arterials will improve access to the regional airport and associated industries near the airport. The Beltway's western section began construction in 2023, leaving only the eastern segment (comprised of a grade separation over the BNSF mail line, direct access to Fulbright Park and connections with South Main Street and the South Gap Interchange) to secure final construction funding. 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. Over the past two decades improvements included a five-lane arterial from Main Street to Goodman Road and 16<sup>th</sup> Avenue to 26<sup>th</sup> Avenue (south of the airport).

Yakima County completed the reconstruction of Ahtanum from approximately 37<sup>th</sup> and 52<sup>nd</sup> Avenues to a three lane with center turn lane configuration supported by a separated 10-foot pathway on the north side. Yakima County is finalizing configuration issues between 26<sup>th</sup> and 37<sup>th</sup> Avenues based on current needs which may retain a 3 or 4-lane design. The "3-Lane + separated pathway" design is generally anticipated as Yakima County continues its improvements of Ahtanum Road west from 52<sup>nd</sup> to 90<sup>th</sup> Avenue, pending a "complete streets" analysis of that corridor segment.

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 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 County completed the final phase of Naches Rail-to-Trail with support of the Yakima Greenway which connects Union Gap to Naches via a series of connected asphalt pathway systems. Complementary pedestrian/bicycle pathways are under consideration that improves connectivity between the Greenway/Naches Trail at 40<sup>th</sup> Avenue and Fruitvale Boulevard to planned and completed segments of the Cowiche Canyon Trail along the Powerhouse Road Corridor.

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).

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 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.

***Transit and Transportation Demand Management Programs.*** In 2019, Yakima Transit operated at maximum service within the Cities of Yakima and Selah: 19 buses along 9 fixed routes. In 2021, Yakima Transit terminated its Vanpool Program due to a steady decrease in demand to the Hanford Nuclear Facility east of Yakima and compounded by the impacts of COVID-19 on public transportation services, resulting in the surplus of 18 vanpool vans and numerous other 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 and increasing frequency on high ridership fixed routes or fixed routes serving high density neighborhoods, as transit services continue to evolve after the precipitous drops of ridership during the COVID Pandemic.

The City of Selah contracts with Medstar Transportation 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, MF 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 2019 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 2030. In addition, there were two CTR affected worksites in the City of Union Gap.

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

- Offering a guaranteed ride home program.
- Work with Yakima and Selah Transits to reintroduce 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.
- Encourage employers to permit employees to work part or full time at home or at an alternative worksite closer to their homes.

The strategies and programs should effectively promote success. 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.

The 2021 Federal Bipartisan Infrastructure Bill (BIL) authorized the Federal Railroad Administration (FRA) to commission nationwide Long-Distance Passenger Rail Study intended to consider the return of passenger rail service rural and urban areas lost during the 1970s and 80s. The Yakama Nation and YVCOG are active participants in the "Northwest States" workgroup, which seek to promote use of Stampede Pass rail route (currently used for freight rail) for reintroduced passenger rail with possible train stops at Cle Elum and Ellensburg in Kittitas County and Yakima/Union Gap and Toppenish in Yakima County. This planning effort is funded entirely by the FRA.

## Jurisdictional Improvements and Strategies

Yakima has secured funding to reconstruct the West Washington Ave / S. 72<sup>nd</sup> Avenue intersection into a two-lane roundabout and improve air quality in the central part of the city by paving approximately one mile of north-south alleyways between N. 3<sup>rd</sup> and N. 6<sup>th</sup> Avenues and West “D” Street to Willow Street to reduce particulate matter being discharged in the air by alleyway traffic.

Yakima County, Yakima and Union Gap continues to address resurfacing, safety, traffic operation and ADA accessibility improvements as warranted throughout the Central Region.

Yakima County, Yakima and WSDOT continue to construction phases of the East-West Corridor, I-82, and surrounding local arterial and collector roadways; in addition to main arterials of N. 1<sup>st</sup> Street, Fruitvale Boulevard, Nob Hill Boulevard, and 16<sup>th</sup> Avenue (Yakima), S. Main Street, Union Gap Beltway, and Ahtanum Road (Union Gap), and Ahtanum Road (Yakima County).

Continued coordination for interconnectivity of bike/pedestrian/pathway facilities, transit stops and routes, and passenger rail/aviation modes.

## 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.

## 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 ***East Valley Subregion*** 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.

The 2023 *East Valley – Moxee to Yakima Corridor Study* (Final Report), a WSDOT commissioned study in partnership with the City of Moxee, Yakima County, YVCOG, and affected stakeholders re-evaluated issues and identified both short- and long-term multi-modal recommendations along the SR 24 corridor that addresses safety, vehicle/freight mobility, and bike/pedestrian accessibility opportunities. Future analysis of these recommendations could result in the development and funding of projects for future inclusion in this document.

**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 two secured resurfacing and one Intersection Safety (SR24/Bell Road) projects along SR24. Yakima County has secured funding to widen Roza Hill Drive, an urban arterial east of Terrace Height Drive and the primary access route to the regional solid waste facility, to three lanes.

The City of Moxee does not have any secured regionally significant projects in the current reporting period but are developing plans for numerous arterial and collector reconstruction projects round the city.

**Non-motorized.** The City of Moxee continues planning activities for the construction of a pedestrian/bicycle pathway that will connect Moxee to the Yakima Greenway near University Parkway. Partial Right of Way funding has been secured for the project along the SR24 corridor.

**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 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.

## Jurisdictional Improvements and Strategies

Yakima County is seeking funds to improve county roadway connectivity through the reconstruction of gravel roadways to a paved “curb & gutter” design and connect Beaudry and Bittner Roads (north of Moxee) with a bridge over Roza Canal. This project will improve emergency service response times to lands northeast of Moxee.

WSDOT will seek system improvement solutions as recommended in the 2023 SR 24 Yakima-Moxee Study.

Considerations for the introduction of public transportation services will be sought during YVCOG’s Transit Feasibility Studies Phases II and III.

## 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.

## Transportation Needs and Improvement Strategies

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 *South Central Projects* maps 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 north of 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.

In the past few years, roundabouts have been constructed at SR97/McDonald and SR97/Jones Roads, a means to address safety concerns at those locations. Additional roundabout locations along the SR97 corridor are either secured or planned. WSDOT and local jurisdictions will consider roundabouts elsewhere around the South-Central region as safety design options depending on safety needs. 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 provides an opportunity to remove freight and pass-through motorist from multiple sensitive stakeholders along SR 22 through Toppenish.

Other M/RTP improvements in the South-Central subregion include preservation projects to roadways sections and bridges, along with the installation of a video capture sites at high safety concern intersections, which is also an Intelligent Transportation Systems (ITS) project.

The City of Toppenish includes two secured projects in the M/RTP which includes a new construction project to extend Jackson Street to Ward Street and the complementary reconstruction of S. Juniper Street to existing Jackson Street. Toppenish is the second proposed location for a passenger rail stop be reintroduced as part of the Federal Railroad Administration's efforts to return passengers rail service to rural America (Yakima/Selah/Union Gap) being the first rail stop candidate.

The Town of Harrah has several planned preservation and reconstruction projects through the M/RTP. Presently, Harrah is nearing completion of its new sidewalk project along Branch Road to its new elementary school.

The City of Wapato does not have any secured projects in the M/RTP but does include several planned reconstruction projects that will reconstruct roadways with curb and gutter and/or curb, gutter and sidewalk designs depending on need that enhances vehicle and pedestrian mobility throughout the city.

The City of Zillah, which completed the Vintage Valley Parkway Extension project in 2022, significantly improves traffic and freight mobility on the west side of Zillah, along with opening a new corridor for commercial and industrial development. Zillah has currently two secured projects in that address bridge replacement on Zillah Heights Road and new construction of sidewalk facilities along Third Avenues. Zillah has plans to develop various resurfacing and reconstruction projects currently unfunded.

***Non-motorized.*** The roadway and intersection improvements will 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 People for People's 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 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 Yakama Nation, in partnership with the National Park Service, WSDOT, YVCOG, Yakima Health District, lead the “Heritage Connectivity Trail” Program at seeks to build pedestrian bike pathways throughout the Nation’s “Open Area” which covers all lands between the cascade foothills to the west to the Yakima River to the east. The HCT will connect to the Yakima Greenway via Union Gap’s bike/pedestrian networks currently under development to the north, and the boundary towns/cities of Zillah, Granger, and Mabton. Toppenish and Wapato will serve as hubs for the pathway network. In 2022, the Yakama Nation and WSDOT received a federal RAISE Grant that will be used to develop trail projects along SR97 between Toppenish and the Union Gap area.

In future years, YVCOG plans to develop a feasibility study (currently unfunded) that will address pathway/trail opportunities that could connect the existing Sunnyside-Grandview-Process (in the East Region) to the HCT and planned connections to the Union Gap and Yakima Greenway bike/ped facilities.

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 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.

## **Jurisdictional Improvements and Strategies**

YVCOG will continue to develop plans to integrate roadway, transit, passenger rail, and bike/ped facilities improvements that connect existing and planned multi-modal improvements at improves safety, mobility, and first/last mile accessibility.

Yakama Nation’s Transit Service is expanding routes that will create a new Toppenish/Granger/Zillah/Toppenish Loop route that will improve accessibility for transit riders to access all three communities. YVCOG will coordinate with the Yakama Nation and WSDOT as plans to introduce a new WSDOT Intercity Bus Route planned the connects Yakima to Oregon’s Intercity Service at Biggs, OR. Development of this presently unnamed new transit route would offer the Yakama Nation the opportunity to shift resources from their Toppenish/Goldendale Route to other regional transit need areas.

Yakima County continues to address resurfacing, safety, traffic operation and ADA accessibility improvements as warranted throughout the South-Central Region. Additionally, numerous county bridges throughout the South-Central Region are planned for replacement and gravel roads for paving.

## East Subregion

The East (E) 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. Starting with the 2024 M/RTP, WSDOT's SR24 east of Moxee is now included in the East Subregion.

### Transportation Needs and Improvement Strategies

The **Southeast Projects** maps 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 begun work to rehabilitate and retrofit the bridges on SR 241 north of Mabton. Although this project will close SR241 along this section until 2025/26, this improvement will ultimately improve freight /vehicle traffic in the southeastern part of the county. WSDOT is also undertaking numerous resurfacing projects and safety improvements at the Intersection of SR241/Allen Rd/E. Edison Road.

Sunnyside's reconstruction of South 6th Street reconstruction project, completed in the past few years improved the roadway within the commercial district and near an elementary school addressing safety and accessibility. Sunnyside has three secured projects in the M/RTP that will address pedestrian safety improvements in the Saul Road / South Street / Ida Belle Street area, resurfaces Yakima Valley Highway, and the construction of a new hanger at the Sunnyside Municipal Airport.

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 includes a funded project to address park and ride improvements at Wine County Road for safety and accessibility purposes.

The City of Mabton's reconstruction project on Main Street, to be completed in 2024, will greatly enhance vehicle and pedestrian traffic in the downtown. The project includes a much-needed pedestrian crossing on SR22 which will provide a safe location for children walking to school from south Mabton. Mabton has not secured projects in the M/RTP but are developing numerous resurfacing and roadway expansion/extension projects to address vehicle and bike/pedestrian safety and accessibility.



***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. In 2021, People for People introduced their “Route 201” which provides a Sunnyside-Grandview-Mabton (Loop) route. Up to 3 loops are run each weekday to multiple locations in those communities. The “201” Route marks the first time Mabton has had access to public transportation.

There continues to be 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 Yakima should be considered to provide a one-seat ride from the rural areas to these destinations.

Additional transit service will be considered to parts of the Southeast subregion through the Yakama Nation’s Patho 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.

## **Jurisdictional Improvements and Strategies**

YVCOG will continue to develop plans to integrate roadway, transit, passenger rail, and bike/ped facilities improvements that connect existing and planned multi-modal improvements at improves safety, mobility, and first/last mile accessibility.

Sunnyside is developing plans to create roundabouts and other safety enhancements at intersections along the Yakima Valley Highway Corridor. Sunnyside and Grandview are both considering roadway resurfacing and reconstruction efforts that include curb/gutter/sidewalk/ADA facilities along numerous arterials and collectors based on need and funding availability.

Yakima County continues to address resurfacing, safety, traffic operation and ADA accessibility improvements as warranted throughout the South-Central Region.

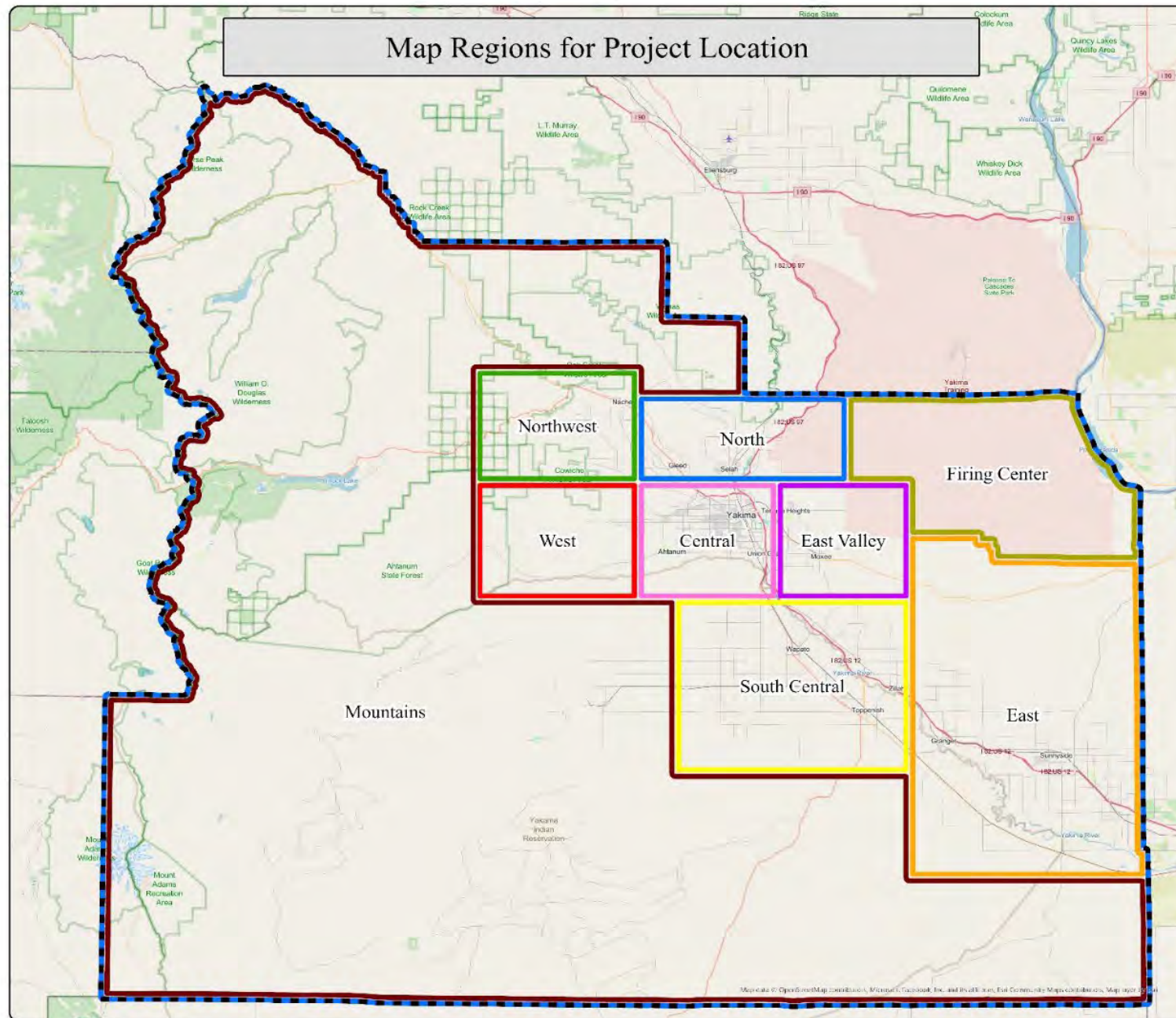
## Firing Center Subregion

The Firing Center Subregion includes all land north of Yakima Ridge to the south, Columbia River to the east, Yakima County line to the north and East Selah Road to the west. These lands are under the jurisdiction of the United States Department of Defense. The Yakima Training Center Facility comprises the basic footprint of the Firing Center Subregion, is a satellite training site for Joint Base Lewis-McCord (near Tacoma, WA) and provides year-round combat training opportunities for the US military and allied (foreign) military units.

Transportation Projects are planned by, funded, and constructed the oversight of the Department of Defense and are not included within this document.

Administrative leadership of the facility is invited to participate in YVCOG's MPO/RTPO Technical Advisory Committee.

**NOTE: Tables shown in APPENDIX F (Regionwide Master List) and Appendix H (WSDOT Project List)**



**YVCOG**  
Yakima Valley Conference of Governments

## Long Range Transportation Plan January 2024

### Legend

RTPO  
Boundary

### Regions

Central  
 East Valley  
 North  
 Northwest  
 South Central  
 Southeast  
 West

The data and images depicted in this map are based on the best available science and information on hand at the time of document production. Many data sets are acquired from a variety of state and federal agencies, or possibly even private entities, who make regular updates and edits to their data. The accuracy of this static representation cannot be guaranteed; users should verify with the agencies listed in this box for the various data sets to insure their accuracy.

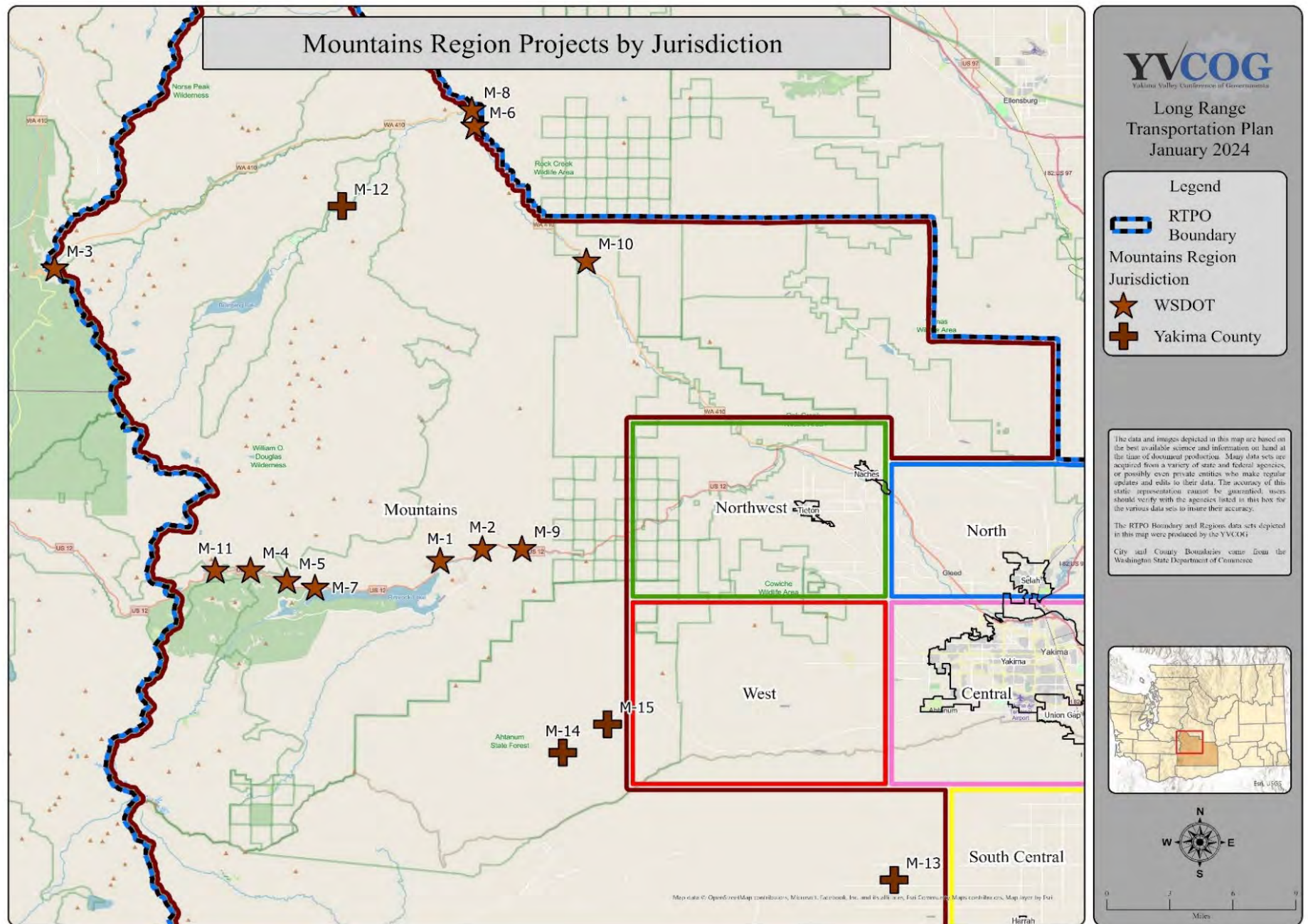
The RTPO Boundary and Regions data sets depicted in this map were produced by the YVCOG.

City and County Boundaries came from the Washington State Department of Commerce.

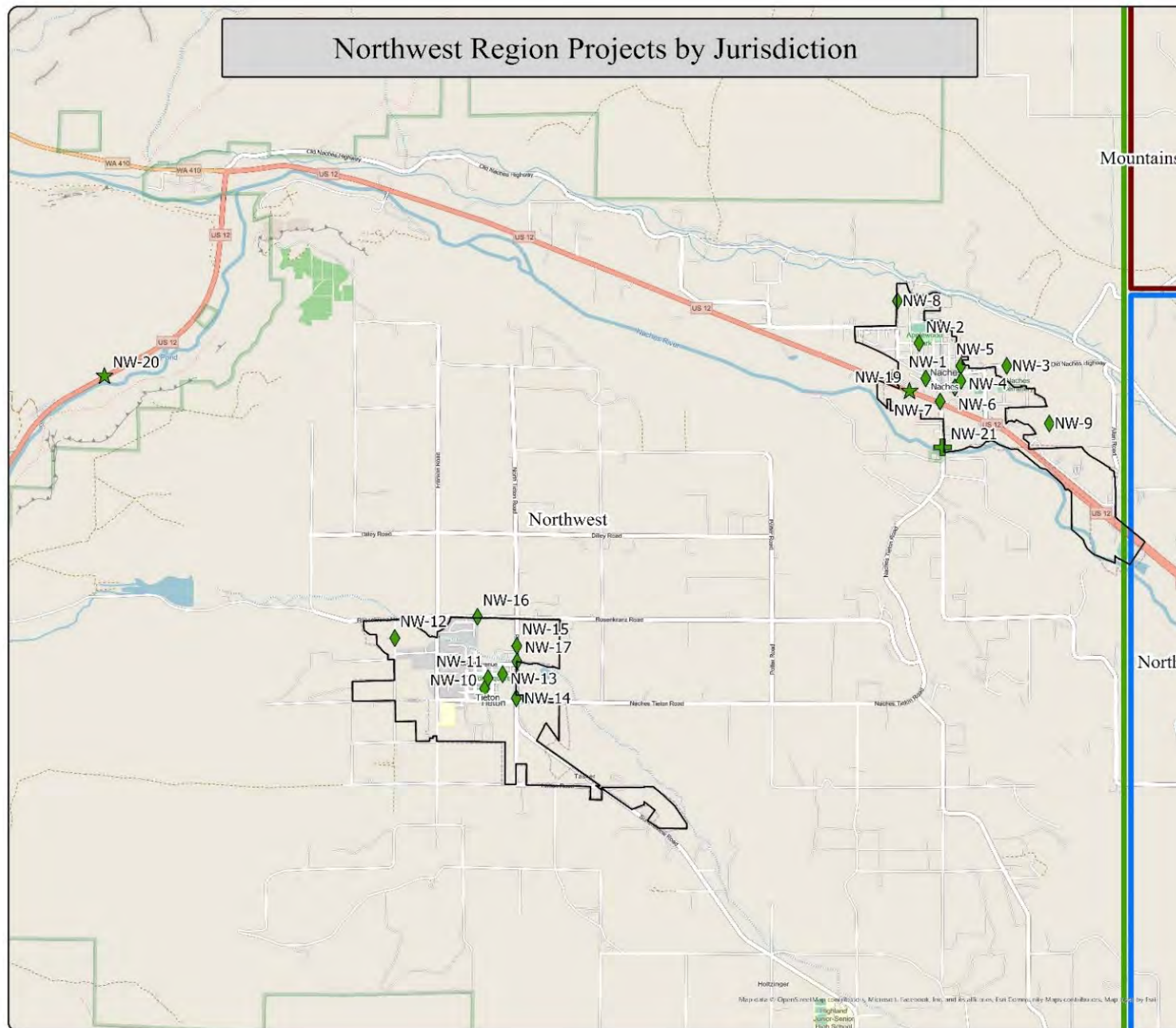


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Miles









Long Range  
Transportation Plan  
January 2024

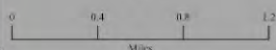
#### Legend

- RTPO Boundary
- Northwest Region Jurisdiction**
  - Naches
  - Tieton
  - WSDOT
  - Yakima County

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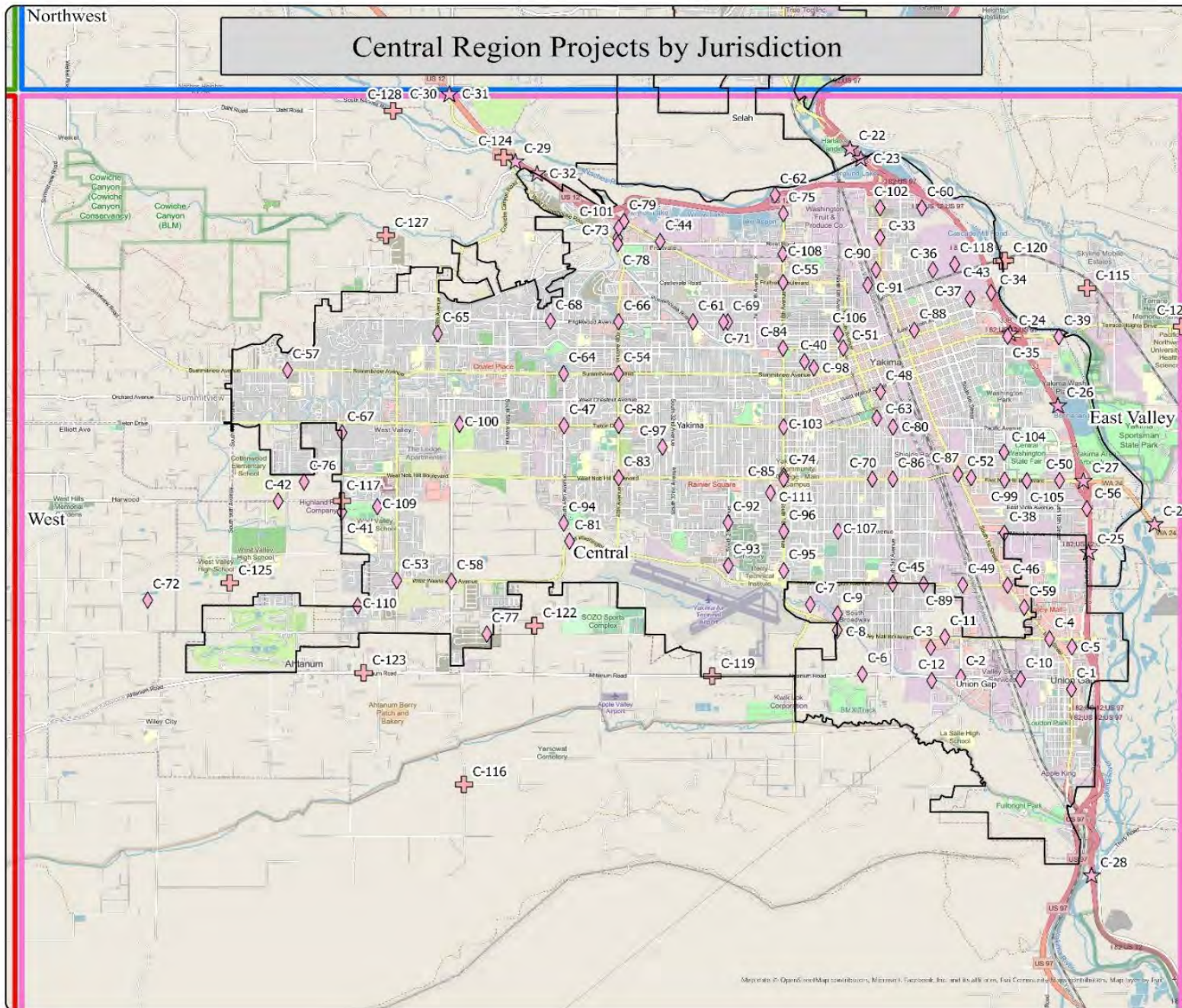
City and County Boundaries came from the Washington State Department of Commerce.











# Long Range Transportation Plan January 2024

## Legend

- RTPO Boundary
- Central Region Jurisdictions**
  - Union Gap
  - WSDOT
  - Yakima
  - Yakima County

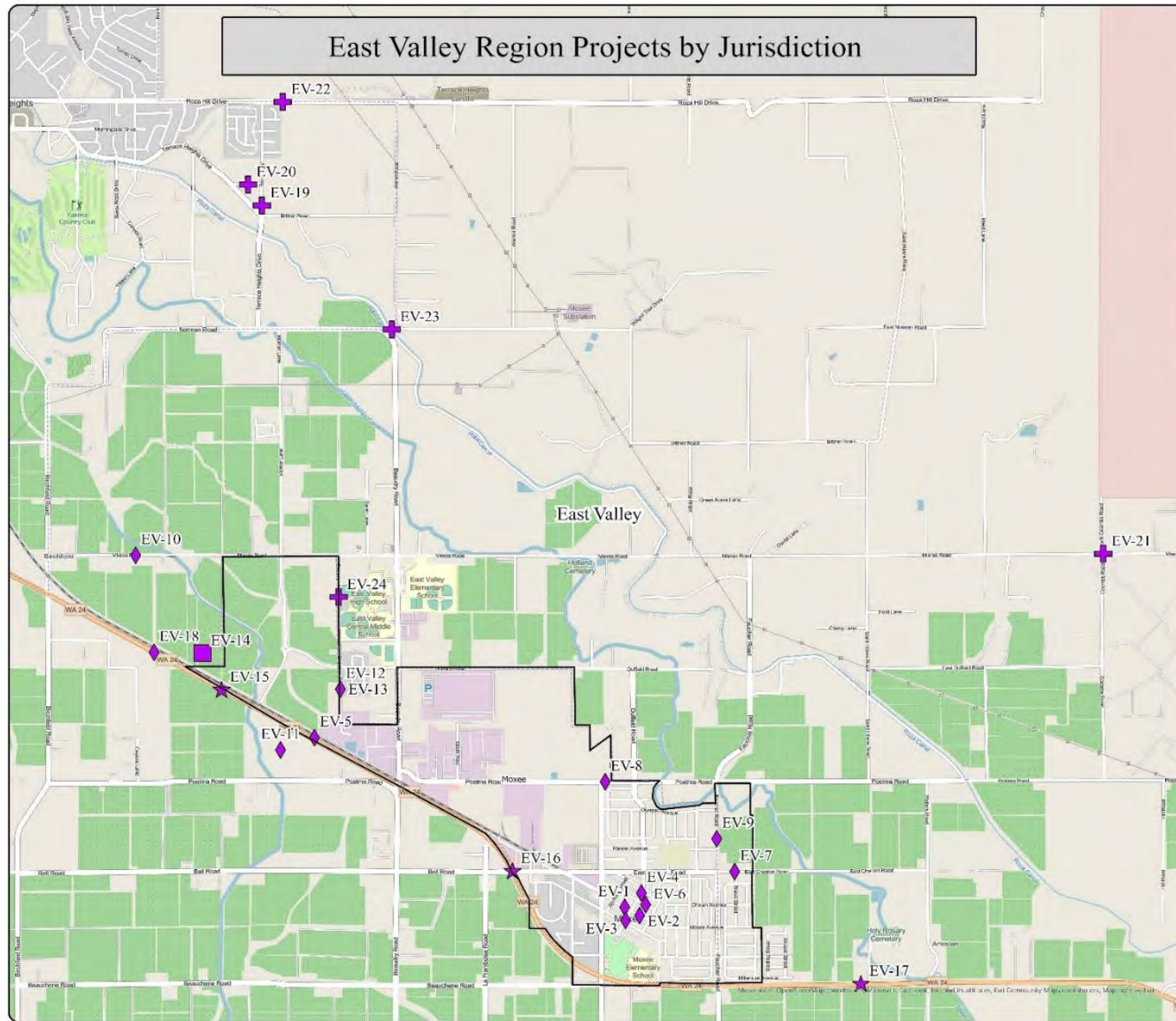
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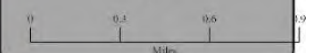
## Long Range Transportation Plan January 2024

- Legend**
- RTPO Boundary
  - Northwest Region Jurisdiction
  - Naches
  - Tieton
  - WSDOT
  - Yakima County

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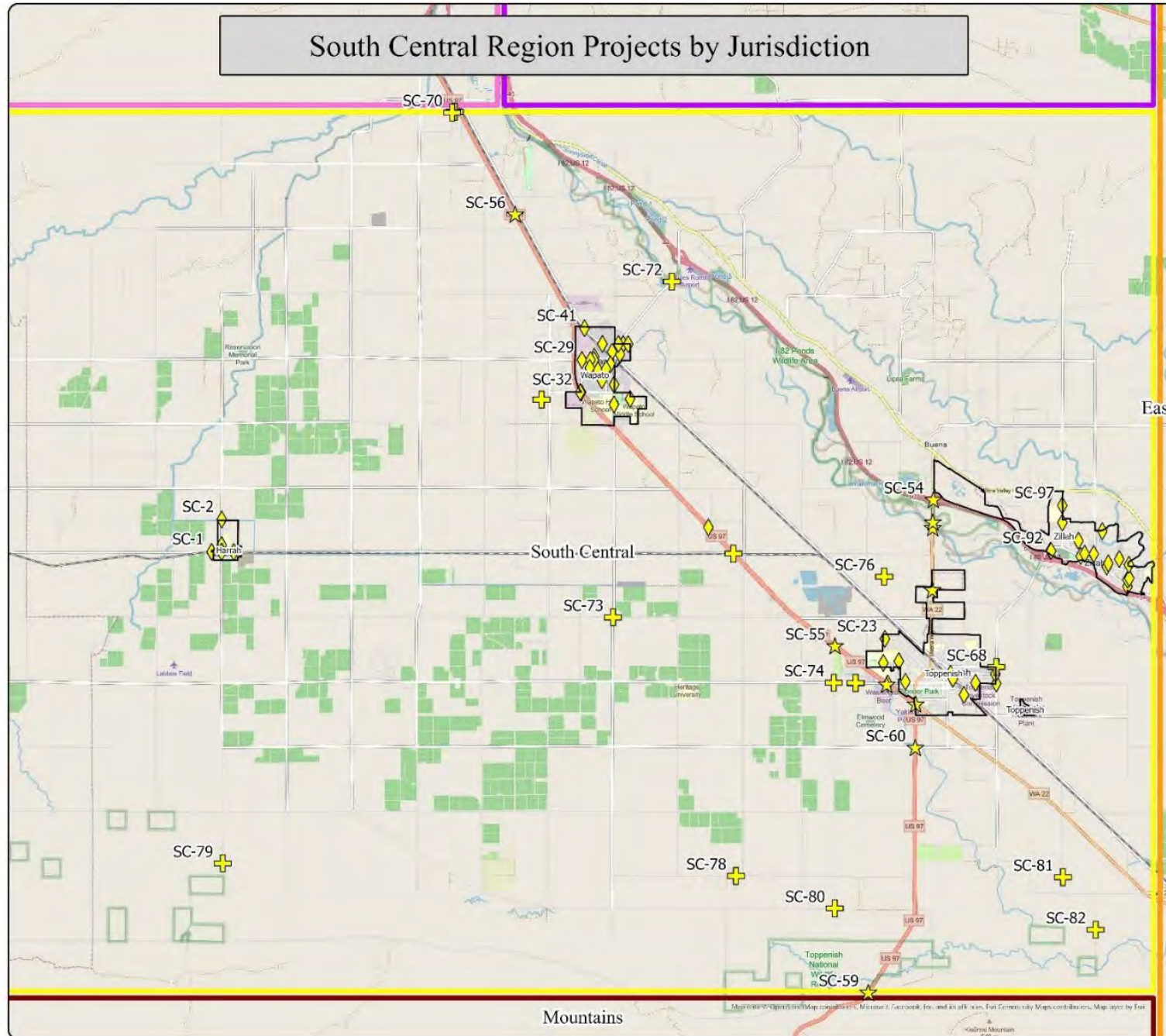
The RTPO Boundary and Regions data sets depicted in this map were produced by the YVCOG.

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## South Central Region Projects by Jurisdiction



Long Range  
Transportation Plan  
January 2024

### Legend



South Central  
Region

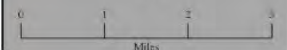
### Jurisdiction

- Harrah
- Toppenish
- WSDOT
- Wapato
- Yakama Nation (Safety)
- Yakima County
- Zillah

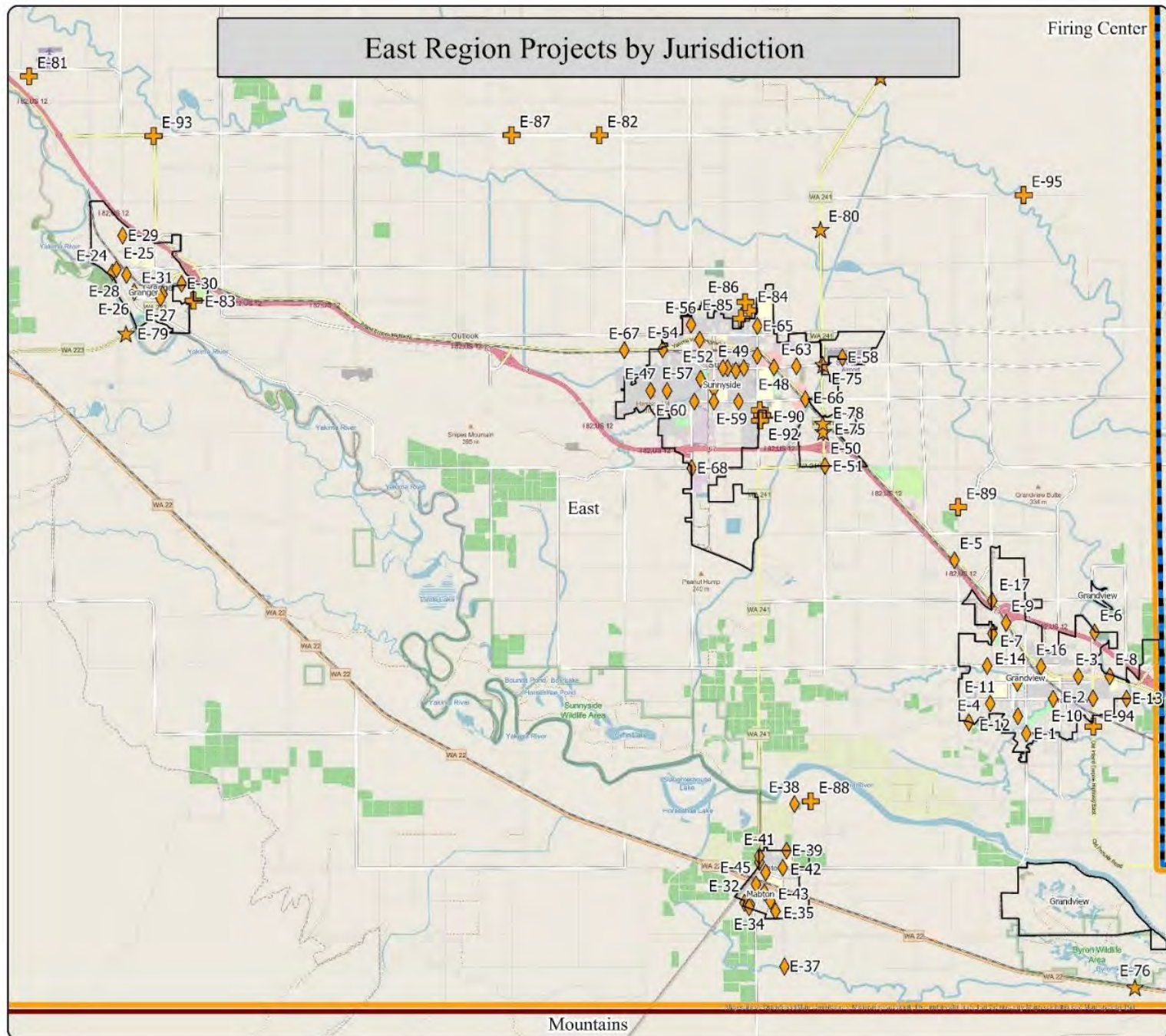
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Long Range  
Transportation Plan  
January 2024

## Legend

- RTPO Boundary
- East Region Jurisdiction**
  - Grandview
  - Granger
  - Mabton
  - Sunnyside
  - WSDOT
  - Yakima County

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## Section 7

### Environmental Constraints

## 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.”***

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 sub-regions, the M/RTP identifies several major corridors for road widening and/or extension. These 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 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

The Northwest subregion is a mostly rural area with considerable agricultural and less urbanized areas. Regional improvements in this subregion developed by local agencies would generally have minimal environmental impacts. No fiscally constrained projects adding considerably to roadway footprints were identified in the North Subregion for this analysis. However, WSDOT, in partnership with the Town of Naches and YVCOG are currently developing the *US 12 Naches Active Transportation Connections Study* that considers a variety of transportation mode improvements that addressed accessibility and safety along US 12 within Naches' City Limits.

No fiscally constrained projects adding considerably to roadway footprints were identified in the Northwest Subregion for this analysis.

### North Subregion

The North subregion includes the urbanized areas in and around Selah, and considerable agricultural and rural areas to the north. Secured WSDOT projects include numerous road and bridge surface maintenance/preservation projects, SR 12 intersection safety improvements at Eschbach Road, and active transportation solution improvements along SR 823 between the Yakima County line and Selah in accordance with the Yakima River Canyon Scenic Byway Plan.

The City of Selah continues planning for its East Naches Road Extension project which would connect central Selah with the East Selah Road interchange via a new Yakima River Crossing.

No fiscally constrained projects adding considerably to roadway footprints were identified in the North Subregion for this 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 were considered as a part of the partners' (City of Yakima, Yakima County, WSDOT) Interchange Justification Report and subsequent PE, R/W, and Construction phases. The East-West Corridor Project has received legislature-approved "Connecting Washington" funding in 2016 for the construction scheduled for disbursement in early-mid 2020s for the project. Yakima County's Phase I, near the eastern terminus of the corridor began construction in 2019 and was completed in 2021, with phases II and III projected to start construction in 2024 or 2025.

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 Moxee's Morrier Lane Extension Project that continues the city's 2018 SR 24/Morrier Lane and Duffield improvements. The East-West Corridor project has significant potential impacts beyond the scope of the Plan and was considered as a part of the partners' Interchange Justification Report and subsequent PE, R/W, and Construction phases. The East-West Corridor Project has received legislature-approved "Connecting Washington" funding in 2016 for the construction scheduled for disbursement in early-mid 2020s for the project. Yakima County's Phase I, near the eastern terminus of the corridor began construction in 2019 and was completed in 2021, with phases II and III projected to start construction in 2024 or 2025.

WSDOT will construct a roundabout at the SR24/Bell Road intersection to enhance safety in that area.

No fiscally constrained projects adding considerably to roadway footprints were identified in the East Valley Subregion for this analysis.

### **South Central Subregion**

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 the City of Toppenish's Jackson Street Reconstruction Project. Secured WSDOT projects include new SR 97 roundabouts at the intersections of Lateral A, Robbins, and Fort Road, to address safety concerns, which generally have a low potential to affect wetlands, land use, housing, noise, aesthetics, and environmental justice when constructed within existing rights of way impact watercourses, wetlands, and floodplains, and is located in a shoreline jurisdiction area. An identified project to repair a bridge on SR 22 would impact watercourses, wetlands, and floodplains, and is located in a shoreline jurisdiction area.

No fiscally-constrained projects adding considerably to roadway footprints were identified in the South Central Subregion for this analysis.

### **East Subregion**

This subregion includes Yakima County's Independence Road Reconstruction Project and municipal preservation, 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. Secured WSDOT projects include numerous "preservation" paving, chip seal, and an intersection reconfiguration project at SR 241/E. Edison which will also have limited impact on the surrounding area.

No fiscally constrained projects adding considerably to roadway footprints were identified in the East Subregion for this analysis

## Firing Center Subregion

This subregion includes federal, military-restricted land primarily accessible by Interstate 82 to the west. Road improvements within the Department of Defense's Yakima Training Center facility are not reported for inclusion in YVCOG planning documents or plans.

No fiscally constrained projects adding considerably to roadway footprints were identified in the Firing Center Subregion for this analysis

## Other High Priority Local Agency Projects

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

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.

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

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 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>.

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 Yakama Nation went into effect. After meeting LMP time requirements, the CO plan terminated on December 31, 2022. The PMT LMP will terminate on March 9, 2025.

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 PM<sub>10</sub> until March 2025. 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.

In 2022 YVCOG s updated its transportation model for purposes of the Yakima Valley Metropolitan and Regional Transportation Plan 2020-2045. 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 2024-2026 STBG 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 average daily vehicle miles of travel (ADVMT) based on updated information. Through consultation with DOE on July 29, 2008, it was determined that YVCOG would report the annual ADVMT growth rate for the entire PM<sub>10</sub> 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 ADVMTs 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 ADVMT growth rate matches the ADVMT 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.

In 2023, FHWA instituted performance measure requirements to track Green House Gases (GHG) targets and compliance related to federally funded projects, regardless of jurisdictional size. The YVCOG region will coordinate with WSDOT regarding the Yakima Valley region GHG measures and targets by using targets based on WSDOT analysis. GHG performance measures and targets will be implemented by YVCOG and its Transportation Policy Board beginning in 2024.

## **METROPOLITAN TRANSPORTATION MODEL CONVERSION AND UPDATE**

The air quality conformity analysis for the 2045 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 2020-2045 Draft M/RTP. Included in the financially-constrained plan, the 2045 conformity analysis was performed with the inclusion of the east-west corridor from the City of Yakima to the Terrace Height community.

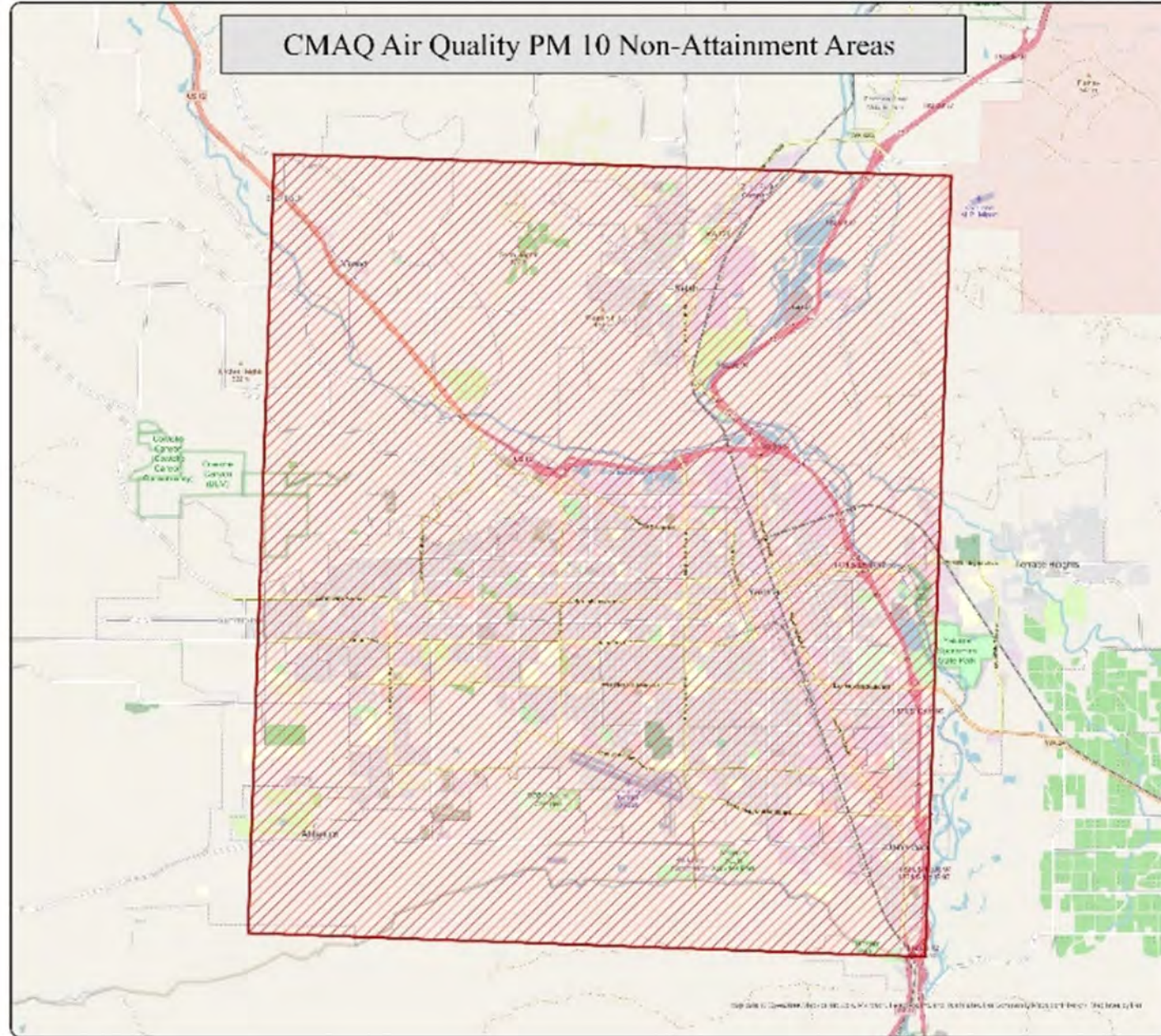
Carbon Monoxide (CO). A limited maintenance plan is also in place for CO emissions in and around downtown Yakima. The limited maintenance plan did not establish a transportation conformity budget for CO. The limited maintenance plan included programs to

optimize signal timing in downtown Yakima to reduce pollutants and continue CTR programs. It also included public information measures to encourage voluntary efforts to reduce CO emissions.

Per the 20-year attainment guidelines of the LMP, required CO maintenance and planning activities terminated on December 31, 2022.

Conformity. The 2024-2045 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 PM<sub>10</sub> through March 9, 2025.

# CMAQ Air Quality PM 10 Non-Attainment Areas



**YVCOG**  
Yuma Valley Council of Governments

Long Range  
Transportation Plan  
January 2024

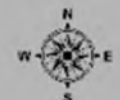
## Legend

PM10 Maintenance Area

The data and maps presented in this map are based on the most recent available data and information on hand at the time of preparation. YVCOG does not warrant the accuracy of the data or the information presented in this map. YVCOG does not warrant the accuracy of the data or the information presented in this map. YVCOG does not warrant the accuracy of the data or the information presented in this map.

The map is based on the data provided by the YVCOG.

The map is based on the data provided by the YVCOG.



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Miles

<b>Potential for Positive and Negative Impacts</b> <b>Maintenance, Upgrades, Reconstruction, and Environmental Projects</b>					
<b>Project Type</b>	<b>Water Quality</b>	<b>Priority Species Habitat Sites / Areas</b>	<b>Air Quality</b>	<b>Noise (Sensitive Users)</b>	<b>Light and Glare</b>
Sidewalks and Americans with Disabilities Act	N/A	N/A	Potential Short-term Impact	Potential Short-term Increase	N/A
Scour Prevention	Potential Short-term Impact if Best Management practices not followed	Potential Short-term impact to Aquatic Habitat	N/A	N/A	N/A
School Safety Improvements (Signage/Striping)	N/A	N/A	Potential Short-term Impact	Potential Short-term Increase	N/A
Spot Safety Improvements	N/A	N/A	Potential Short-term Impact	Potential Short-term Increase	N/A
Installation of curb, gutter, and drainage systems	Potential Improvement	N/A	N/A	N/A	N/A
Installation of Lighting	N/A	N/A	N/A	N/A	N/A
Rail Rehabilitation Projects	N/A	N/A	Potential Short-term Impact / Potential Long-term impact due to Improved Freight Transport	N/A	N/A
Rail Crossing Improvements	N/A	N/A	Potential Short-term Impact	Potential Short-term Increase	N/A
Studies, Design and Creation of Management Systems	N/A	N/A	N/A	N/A	N/A
Expansion of Public Transportation Services	N/A	N/A	Potential Improvements	Potential Increase, but also Potential Decrease	N/A
Special Needs Transportation Services	N/A	N/A	Potential Improvements	Potential Increase, but also Potential Decrease	N/A
Sidewalk Completion (Replace or Expansion)	Potential Short-term Impact From Accidental Spills or if Best Practices not Followed	N/A	Potential Short-term Impact. Potential Long-term Improvement due to enhanced walkability	Potential Short-term Increase. Potential Long-term decrease	N/A
School Safety Improvements	N/A	N/A	Potential Short-term Impact. Potential Long-term Improvement due to enhanced walkability	Potential Short-term Increase. Potential Long-term decrease	N/A



<b>Potential for Positive and Negative Impacts</b> <b>Maintenance, Upgrades, Reconstruction, and Environmental Projects</b>					
Maintenance of Transit Shelters and Benches	N/A	N/A	N/A	N/A	N/A
Pavement Resurfacing, Overlays, or Pavement Repair, and Paving of Alleys	Potential Short-term Impact from Accidental Spills or if Best Practices not Followed	N/A	Potential Short-term Impact	Potential Short-term Increase	N/A
Road Construction (without widening)	Potential Short-term impact to Water Quality from Accidental Spills or if Best Practices not Followed	N/A	Potential Short-term Impact	Potential Short-term Increase	N/A
Bridge Construction (without widening)	Potential Short-term impact to Water Quality from Accidental Spills or if Best Practices not Followed	N/A	Potential Short-term Impact	Potential Short-term Increase	N/A
Intersection Operational Improvements (including Signal Installation & Signal Timing/Phasing Improvements)	N/A	N/A	Potential Long-term Improvement Due to Decreased Intersection Delay	Potential Long-term reduction Due to Decreased Intersection Delay	Potential Long-Term Reduction due to Intersection Delay
Signage Upgrades and Modifications	N/A	N/A	N/A	Potential Short-term Increase	N/A
Intelligent Transportation Systems (ITS)	N/A	N/A	N/A	Potential Short-term Increase	N/A
Striping	N/A	N/A	Potential Short-term Impact	Potential Short-term Increase	N/A
Installation of Guardrails, Median Barriers, Rumble Strips, or Other Safety Devices	N/A	N/A	N/A	Potential Short-term Increase	N/A
Removal of Obstructions	N/A	N/A	N/A	Potential Short-term Increase	N/A
Abatement of PM10 Particulate Matter, Paving of Roadway Shoulders, and Paving of Gravel Roads	Potential Improvement	N/A	Potential Short-term Impact. Long-Term Improvement	Potential Short-term Increase	N/A
Slope Stabilization and/or Erosion Control, Repair, or Mitigation	Potential Improvement	N/A	N/A	N/A	N/A

<b>Potential for Positive and Negative Impacts</b> <b>Maintenance, Upgrades, Reconstruction, and Environmental Projects</b>					
Fish Barrier Improvements	N/A	Improvement to Aquatic Habitat	N/A	N/A	N/A
Noise Reduction (Installation of Noise Barriers)	N/A	N/A	Potential Short-term Impact	Potential Short-term Increase. Long-term Decrease of Noise	N/A
Trail Expansion (Various Locations)	Potential Short-term Impact from Accidental Spills or if Best Practices not Followed	N/A	Potential Short-term Impact. Potential Long-term Improvements due to Enhanced Walkability	Potential Short-term Increase. Potential Long-term Decrease	N/A
Acquisition of Rail Corridor for Future Trail Use	N/A	N/A	N/A	N/A	N/A
Short Line Rail Trans-Modal Facility Development – Various Locations	Potential Short-term Impact for Accidental Spills or Best Practices not Followed	N/A	Potential Short-term Impact. Potential Long-term improvements due to Enhanced Freight Movement	Potential Short-term Increase. Potential Long-term Decrease due to Enhanced Freight Movement	N/A



Overview of Environmental Elements	
Environmental Element	Projects with Potential Impacts
<b>Aesthetics / Light and Glare</b>	Where changing visual conditions or added light or glare due to road extension or increased capacity, may affect sensitive land uses and/or priority habitat areas.
<b>Air Quality</b>	Conformity with National Ambient Air Quality Standards (NAAQS) was analyzed on an area-wide basis. See the discussion under the Air Quality Analysis below.
<b>Earth/Geological Hazards</b>	Projects that cross or be adjacent to mapped steep slopes, landslide and avalanche risk areas, stream undercutting, and earthquake activity areas. (Suitability of soils to be assessed with project level environmental review and permitting.)
<b>Environmental Justice</b>	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. Projects in immediate proximity of concentrations of poor and/or minority populations, particularly in the vicinity of projects that may generate substantial noise, land use/housing disturbance, land use incompatibility, aesthetic impacts, light and glare, or impacts to recreational resources.
<b>Floodplains</b>	Projects located within mapped floodplains.
<b>Historic and Cultural Resources</b>	Projects in the immediate vicinity of state- or federally designated historic properties (Washington Heritage Register or National Register of Historic Places). The potential for impacts to archaeological resources will be evaluated at the project level due to sensitive nature of the locations of archaeological resources.
<b>Land Use and Housing</b>	Projects that may have potential for direct disturbance of existing land use, land use incompatibilities, or the need to relocate housing units. (Actual impacts will likely be fewer than identified where there is existing right-of-way to accommodate road expansion, or where there are intervening topography, buildings or vegetation.)
<b>Noise</b>	Projects located in proximity to residences, habitat areas, parks, schools, and hospitals, which are considered sensitive to noise. All widening and extension projects, and some other improvement or upgrade projects, will result in increased noise during construction.

Overview of Environmental Elements	
<b>Plants and Animals</b>	Projects adjacent to terrestrial (land) or aquatic (water) habitat areas for state or federally listed endangered, threatened, or candidate, sensitive, or other vulnerable or important species. (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.)
<b>Recreation</b>	Projects in the immediate vicinity of parks or recreational resources
<b>Shoreline Use</b>	Projects that may be located within a shoreline jurisdiction area (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.
<b>Water and Wetlands</b>	Projects that cross or will be in the immediate vicinity of rivers, streams, or lakes, or in the immediate vicinity of identified wetlands, however the actual presence and location of wetlands must be field verified. (Groundwater issues, stormwater management, and any necessary mitigation for protection of aquifers will be evaluated and determined at the project level.) Floodplains Projects located within mapped floodplains.

## 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 2011-2020. The historical and projected financial information has been obtained from a variety of sources including the WSDOT Economic Analysis Branch 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

For planning purposes, historical revenues received by local jurisdictions and transit agencies from all sources (local, state, and federal) 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 assume no increase incremental fare and sales tax increases as a vast majority of ridership are financially challenged.

### *Cities and Counties*

As stated previously, YVCOG staff examined averages over several year bands for the period of 2011-2020. Local jurisdictions within Yakima County, as a group, reported an average of \$61 million per year from various dedicated revenue sources. Non-federal funds are expected to provide the largest percentage of transportation revenue through the planning horizon. The table titled ***Reasonably Available Revenues 2024-2045*** provides the percentage of funding available for local agencies assumed for the period ***2024-2045***.

### *Initiatives 976 (2019) and 695 (1999) and Their Impacts*

In November 2019, Initiative 976 or the “Car Tab” Initiative was approved by a general election vote to reimpose an annual vehicle license fees (or Motor Vehicle Excise Taxes – MVET) at \$30 per year as was similarly approved by Initiative 695 in 1999. Though I-695 was deemed unconstitutional at the time, the state legislature sighting the will of the people, enacted many of the initiatives fee cutting requirements. This reduction in MVET revenues resulted in a significant reduction in available transportation revenues for local (city / county) and state transportation programs for many years. Over the next 15 years, the state legislature enacted a series of gas tax (increased) funded transportation acts which significantly benefited the state highway system but provided less benefit for local government systems.

The state legislature authorized the creation of “Transportation Benefit Districts” (TBDs) in which counties or cities could, through a city or county council resolution or public vote, 1) impose a sales tax increase or 2) add a \$20 TBD fee to the base \$30 vehicle license levels for generating revenue for their respective local jurisdictional transportation systems. This TBD fee could be increased to \$40 only after the \$20 increase was in effect for a minimum of 24 months. Between 2012 and 2017, six regional jurisdictions (Grandview, Mabton, Toppenish, Wapato, Yakima, and Zillah) imposed council TBDs within their city limits to fund maintenance and preservation activities, safety and major improvement projects, or used as match for state and federal transportation grants. Annual city TBD revenues ranged from \$34,000 to \$1.6 Million, depending on the number of licensed vehicles within each respective city.

With passage of I-976, again reducing annual vehicle license revenues to a \$30 base rate and potentially ending the “council-approved” TBD legislation, state and local governments are facing hundreds of millions of dollars in lost transportation revenue. In December 2019, I-976 was challenged in court as to its constitutionality. With the uncertainty of how this legislation will be legally decided, affected jurisdictions are reviewing their transportation planning/prioritization strategies and budget forecasts on how to proceed. In October 2020, the Washington State Supreme Court struck down the initiative on constitutional grounds.

### *Washington State Department of Transportation*

State and federal funding for WSDOT maintenance, preservation, operations, and improvements is subject to biennial appropriations by the legislature. In 2015, Washington State passed a 16-year transportation bill with identified projects in a program called “***Connecting Washington***”, this was followed up in 2022 with another 16-year “***Move Ahead Washington***” transportation bill. Many of WSDOT’s projects are included in these programs.

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. The Transportation Secretary highlighted the fact that the funding provided for maintenance and preservation for the state highway system is significantly less than needed to keep our transportation system in a state of good repair. Appendix H shows a list of WSDOT's secured and planned projects in the short-/mid-/long-term. Since priorities and project size (and costs) may differ widely from biennium to biennium, WSDOT does not have a consistent level dedicated funding for the Yakima County region. Therefore, historical funding and expenditures are not an appropriate prediction of future funds.

### *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% for Yakima and Selah, and 2/10ths% for Union Gap*. Yakima Transit operates service in Yakima, while Selah and Union Gap Transit contracts with a private operator for service within their respective service areas. Both are city-owned systems, but Selah and Union Gap Transits 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 that Yakima Transit will not increase fare rates or the transit tax as a vast majority of their ridership consists of financial challenged users. As they are a free service, neither Selah, nor Union Gap Transit are expected to initiate fares for their service during the period of this plan. Table 8-1 provides the reasonably available financial resources during the planning horizon periods including public transportation.

<b>Table 8-1: Reasonably Available Revenues</b> (2024-2045, based on 2024 dollars)				
<b>Program Area</b>	<b>2024-2027</b>	<b>2028-2035</b>	<b>2036-2045</b>	<b>Totals</b>
Local (County/Municipality) *	\$173,050,303	\$389,969,791	\$582,905,089	\$1,145,880,184
State (WSDOT) * / **	\$180,139,525	\$406,050,978	\$606,942,351	\$ 1,193,132,885
Federal **	\$79,275,181	\$184,126,155	\$275,221,505	\$538,622,841
Transit (Yakima Region) * / **	\$24,729,648	\$55,742,890	\$83,321,362	\$163,793,900
<b>Totals</b>	<b>\$457,149,657</b>	<b>\$1,035,889,816</b>	<b>\$1,548,390,308</b>	<b>\$3,041,429,780</b>
[*] – Local (“non transit”) revenue projects utilize an average 2% / year revenue rate projection starting in 2024. [**] – Does not attempt to include potential earmarks from federal or state legislative actions.				



<b>Table 8-2: Anticipated Expenditures</b> (2024 – 2045)				
<b>Program Area</b>	<b>2024-2027</b>	<b>2028-2035</b>	<b>2036-2045</b>	<b>Totals</b>
Local (County/Municipality)	\$133,088,000	\$347,825,568	\$486,040,000	\$ 966,953,568
State (WSDOT)	\$180,139,525	\$406,050,978	\$606,942,351	\$ 1,193,132,885
Federal	\$79,275,181	\$184,126,155	\$275,221,505	\$538,622,841
Transit (Yakima Region)	\$49,009,648	\$78,742,890	\$110,821,362	\$283,573,901
<b>Totals</b>	<b>\$ 436,197,339</b>	<b>\$ 1,014,627,998</b>	<b>\$ 1,479,025,218</b>	<b>\$ 2,937,283,163</b>
<ul style="list-style-type: none"> <li>Local anticipated expenditures are based on projects in the 2024-45 Long Range Plan Appendix F (Master List) as submitted by the member jurisdictions.</li> <li>For the purpose of this plan, expenditures include transportation <b>capital costs</b> and <b>operations and maintenance</b> (O&amp;M) for the Yakima Valley region.</li> <li>Historical expenditures were used to develop approximate percentages of funding available and used for local (non-regional) capital projects, regional projects, and O&amp;M.</li> <li>Preservation of the existing transportation system is a regional priority identified in this plan and reflected in the O&amp;M expenditures.</li> </ul>				

<b>Table 8-3: Anticipated Unfunded Needs – Inflation Factored (2024 Dollars)</b> (2024 – 2045)				
<b>Jurisdiction</b>	<b>2024-2027</b>	<b>2028-2035</b>	<b>2036-2045</b>	<b>Totals</b>
Local (County/Municipality) *	\$208,865,000	\$326,261,000	285,455,000	\$820,581,000
Transit (Yakima Region) **	\$24,280,000	\$23,000,000	\$27,500,000	\$74,780,000
State (WSDOT) #	\$127,318,748	\$286,988,113	\$428,973,822	\$843,280,684
<b>Totals</b>	<b>\$360,463,748</b>	<b>\$636,249,113</b>	<b>\$741,928,822</b>	<b>\$1,738,641,684</b>
<p>Note: Local Jurisdiction anticipated project cost based on internal inflationary cost in year of construction</p> <p>[*] – Local Jurisdiction’s identified need (planned) transportation projects with no secured funding.</p> <p>[**] – Local Transit Agency identified need (planned) capital needs projects with no secured funding.</p> <p>[#] - WSDOT [Annual] Anticipated Needs for all Programs within Yakima Valley COG Region – 2022 = \$71.7 Million vs. Actual 2024-27 Annual Average STIP Approved Funding = \$43.7 Million</p>				

### *Projects in Fiscally Constrained Plan*

The tables below 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**.

**Table 8-4. Regional Short-Range Projects Included in Fiscally Constrained Expenditures**

<b>Metropolitan and Regional Transportation Plan: Short-Range Projects Years 2024 – 2027</b>			
<b>Project Name</b>	<b>Project Description</b>	<b>Jurisdiction</b>	<b>Project Cost (YOE) in millions</b>
SR 24/I-82 to Riverside Rd - Paving	Grind and resurface the existing roadway to extend the life of the pavement.	WSDOT	1.369
US 12/Ackley Rd/Clover Lane - Intersection Safety Improvements	Construct an eastbound right turn acceleration lane on US 12 to prevent freight and passenger vehicle collisions at this intersection.	WSDOT	1.074
SR 241 / Sunnyside Vic intersection safety	Reconfigure intersection to improve safety	WSDOT	2.700
SR 22 / SR233 to SR221 - Chip Seal	Chip seal the road per recommendations from the materials report.	WSDOT	6.600
SR 241/I-82 to SR 24 - Chip Seal	Chip seal the road per recommendations from the materials report.	WSDOT	3.000
SR 24/ Riverside Rd to Faucher Rd - Paving	Pave the road and implement high priority active transportation needs.	WSDOT	7.700
SR 24/ Bell Rd Intersection - intersection safety	Construct a roundabout at intersection.	WSDOT	1.200
US 12/White Pass & Rimrock Vicinity - Major Drainage Phase 4	Restore drainage system features and repair erosion at select locations to maintain culvert flow and prevent deterioration and erosion.	WSDOT	2.000
US 12 / Indian Creek to Oak Creek - Slope Stabilization	Stabilization roadside slopes	WSDOT	4.500
SR 410/ Chinook Pass Summit & Winter gate - Culvert Lining	Install culvert linings and repair erosion to maintain culvert flow and prevent further deterioration and erosion.	WSDOT	3.600
SR 823 / Harrison Rd R/R Bridge - Repair	Replace damaged bridge components	WSDOT	1.000
US 12 / Eschbach Rd - Intersection Safety improvement	Construct an eastbound left turn acceleration lane on US 12 to prevent freight and passenger vehicle collisions at this intersection.	WSDOT	0.741
Naches Trail Improvements	Construct an ADA compliant pathway to connect overflow parking and residential areas south of Orchard Street to Naches Trail and Depot, including demolition and removal of structure/building obstructing pathway and proposed ADA	Naches	0.614
Jackson Street Extension	Reconstruction of existing street and extension to Ward Road	Toppenish	1.507
S. Juniper Street and Jackson Street Improvement	Reconstruct both streets including planning and re-use of grindings, grading, install missing segments of curb and gutter and sidewalk, new hot mix asphalt, streetlights and storm drainage improvements	Toppenish	5.590
North 1st Street - Reconstruction Phase 3	Reconstruct and improve existing road w/pavement and lane markings, illumination, median islands, pedestrian environment improvements	Yakima	13.400
2024 Northside Alley Paving	Pave approximately 4500 LF of north/south alleys between N 6th Avenue and N 3rd Avenue, from W 'D' Street to Willow Street	Yakima	0.500
S. 72nd Avenue and W. Washington Avenue Improvements	Intersection improvement - construct roundabout	Yakima	2.000
40th Avenue and Fruitvale Blvd Roundabout	Roundabout, Rectangular Rapid Flashing Beacons (RRFB), New Marked Crosswalk, Green Pavement/Bicycle Intersection Crossing Markings, ADA Curb Ramps, Audible Pedestrian Signal, Bicycle Wayfinding Signs/Markings, Shared-use Path/Trail	Yakima	2.000

3rd Avenue and Division Street Intersection	Install Traffic Signal	Yakima	0.500
2023 City Safety - Systemic Pedestrian Safety Improvements, Signal Upgrades; Curb Extensions at 5th Ave and D St I/S	Upgrade signal controllers at 10 intersections to allow for leading pedestrian intervals. Install curb extensions at the intersection of 5th Avenue and 'D' St. to improve pedestrian safety.	Yakima	0.317
2023 City Safety - Systemic Pedestrian and Bicycle Data Collection	Collect pedestrian and bicycle counts at city street intersections to develop future local road safety plans.	Yakima	0.260
E Nob Hill Blvd & Fair Ave I/S Improvements	Widen Nob Hill Boulevard through the intersection, construct left-turn lane, curb, gutter, sidewalk, street lighting and drainage. Upgrade signal, including mast arm structures.	Yakima	1.365
6th Avenue Roadway Improvements	Reconstruct roadway including trolley provisions.	Yakima	7.565
E-W Corridor Right of Way and Construction	New arterial connection including Yakima River Bridge, I-82 access modifications and connection to City of Yakima Mill Site	Yakima County	6.500
E-W Corridor Construction	New Arterial connecting Terrace Heights to the Former Cascade Mill Site	Yakima County	64.144
Terrace Heights Drive	Widen to 5 lanes and signalize intersection	Yakima County	2.250
Independence Road	Reconstruct to rural collector standards	Yakima County	1.270
Countywide Safety Projects- Local Selection	Construct Spot Safety Improvements	Yakima County	0.600
Overlays-Various Roads	Construct Structural Overlays on arterial roadways	Yakima County	12.000
Countywide Traffic Operations & Signals upgrades- local selection	Install and update traffic signals at various locations and/or traffic operation improvements	Yakima County	0.390
Countywide Sidewalk ADA retrofit projects	Retrofit non-compliant sidewalks with required ADA compliant improvements at various locations.	Yakima County	0.175
<b>Total 2024 – 2027 Regional Capital Projects</b>			<b>\$120,947,000</b>

**Table 8-5. Regional Mid-Range Projects Included in Fiscally Constrained Expenditures**

**Metropolitan and Regional Transportation Plan:  
Mid-Range Projects Years 2028 - 2035**

<b>Project Name</b>	<b>Project Description</b>	<b>Jurisdiction</b>	<b>Project Cost (YOE) in millions</b>
I-82/Naches & Yakima River Bridges- Joint Repair	Replace the existing joints to provide a smoother ride and preserve the structural integrity of the bridges.	WSDOT	1.530
I-82/Naches & Yakima River Bridges - Bridge Painting	Clean and paint existing steel surfaces to preserve bridge structural integrity	WSDOT	16.329
I-82/Yakima Vicinity - Deck Rehabilitation	Repair and resurface the existing bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.	WSDOT	2.500
I-82/N First St to Valley Mall Blvd - Paving	This project will pave per recommendations from the materials report	WSDOT	15.300
I-82/Yakima Vic Interchange - Paving	Pave the ramps per recommendations from the materials report	WSDOT	6.200
I-82/Yakima to Union Gap - Corridor Improvements	Increase capacity on I-82 between the US 12 interchange and the SR 24/Nob Hill Blvd interchange, replacing bridges, and improving on/off connections. This project in conjunction with related City of Yakima and Yakima County system improvements will reduce congestion and the risk of collisions.	WSDOT	64.413
I-82/Yakima River Bridges at Union Gap - Joint Repair	Replace the existing joints to provide a smoother ride and preserve the structural integrity of the bridges.	WSDOT	0.835
SR 241/I-82 to Factory Rd - Paving	Pave the road per recommendations from the materials report.	WSDOT	1.000
SR 223 / SR 22 to I-82 - Chip Seal &Paving	This project will extend the life of the pavement.	WSDOT	1.700
SR 24/Faucher Rd to SR 241 - Chip Seal	Chip seal the road per recommendations from the materials report.	WSDOT	3.300
US 12/White Pass Vicinity to Indian Creek Vicinity - Paving	Overlay the road with hot mix asphalt to extend service life of the pavement	WSDOT	5.500
US 12/ Upper Rimrock Lake - Wildlife Connectivity	Project will allow animals to cross US 12 safely	WSDOT	2.600
SR 410 / Yakima Co. Line to US 12 -Chip Seal	Overlay the road with hot mix asphalt to extend service life of the pavement	WSDOT	8.200
US 12/Indian Creek Bridge - Replace Bridge Rail	Replace the existing bridge rail to preserve the structural and functional integrity of the bridge.	WSDOT	1.414
SR 410 / Little Naches River Bridge - Painting	Preserve the structural and functional integrity of the bridge.	WSDOT	0.700
US 12/ Wildcat Creek to Rimrock Retreat - paving	Preserve the roadway to extend the life of the pavement.	WSDOT	5.700
SR 410/Rock Creek Vic - Improve Chronic Environmental Deficiency	Construct a larger area for sediment storage and overflow and construct a new structure on SR 410 to minimize the risk of future flooding events.	WSDOT	5.500
I 82 Shoulder Paving	Rehabilitate aging asphalt shoulders along these concrete routes	WSDOT	63.250
SR 821/I-82 to Untanum Creek Rec Site - Chip Seal	Chip seal the road per recommendations from the materials report.	WSDOT	2.800
SR 821/Selah Creek Vic - Slope Stabilization	Project will stabilize roadside slopes	WSDOT	2.800
I-82 / Selah Creek Rest Area - Replace Lighting	Replace Lighting Systems	WSDOT	1.900
SR 823/ E Fifth Ave to E Naches Ave - Paving	Grind and resurface the existing roadway to extend the life of the pavement.	WSDOT	0.500
I-82/Lower Valley Interchange - Paving	Pave ramps and crossroads per recommendations from the materials report.	WSDOT	7.300

US 12/ Naches Vicinity - paving & complete Streets	Project will preserve the roadway to extend the life of the pavement and implement priority active transportation as funding allows.	WSDOT	13.000
US 12/ Windy Point to Naches - Chip Seal	Chip seal the road per recommendations from the materials report to extend the life of the pavement.	WSDOT	1.200
SR 22/I-82 to US 97 - Paving & ADA	This project will pave the road and upgrade the curb ramps to meet current standards, improving accessibility for all pedestrians.	WSDOT	10.900
US 97/Fort Rd - Intersection Improvements	Project proposes to replace the existing signalized intersection with a double-lane roundabout to reduce conflicts and the risk of collisions.	WSDOT	8.700
SR 22 / Yakima River Toppenish Vicinity	Bridge Deck repair & painting	WSDOT	1.000
US 97/W Wapato Rd to Lateral A Rd - Paving	Project will pave the road per recommendations from the materials report.	WSDOT	3.000
US 97/Robbins Rd - Intersection Improvements	Replace the existing three-leg intersection with a roundabout and/or other	WSDOT	8.500
US 97/SR 22 - Intersection Improvements	This project proposes to replace the existing intersection with a roundabout to reduce the risk of intersection-related collisions.	WSDOT	2.200
Roza Hill Drive	Widen to 3 lane urban cross section	Yakima County	1.230
<b>Total 2027 – 2035 Regional Capital Projects \$271,001,000</b>			

**Table 8 - 6. Regional Long-Range Projects Included in Fiscally Constrained Expenditures**

<b>Metropolitan and Regional Transportation Plan: Long-Range Projects Years 2036 - 2045</b>			
<b>Project Name</b>	<b>Project Description</b>	<b>Jurisdiction</b>	<b>Project Cost (YOE) in millions</b>
US 12/Old Naches Highway - Build Interchange	Construct a new interchange, to separate cross-traffic and improve the overall safety and operation of the highway.	WSDOT	\$38,440,000
<b>Total 2036 – 2045 Regional Capital Projects \$38,440,000</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.

In the mid-2010's, Selah Transit and Union Gap Transit were formed as results from successful Yakima Transit route expansions, and a pilot program was initiated that expanded a commuter transit route into Kittitas County with cooperation from HopeSource, Central Washington University, the City of Ellensburg, and Kittitas County. The “***Yakima-Ellensburg Commuter***” route found a steady and dedicated ridership and continues today. By 2018, both the City of Selah and Union Gap approved terminating their contract for transit services and took their programs in house.

The Confederated Tribes and Bands of the 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. Now funded through the Federal Transit Administration's Tribal Transit Program (TTP), free to the general public transit services have since resumed with stops in White Swan, Harrah, Wapato, Toppenish, Union Gap, Goldendale and Georgeville.

In October 2019, People for People expanded upon their State-Funded Rural Mobility Grant “***Community Connector***” Transit Service that provides multiple daily stops in Union Gap, Wapato, Toppenish, Zillah, Granger, Sunnyside, Grandview, and Prosser, with a new “***201***” ***Route*** that provides daily loop service between Sunnyside, Grandview and Mabton (this city's first transit service). The “201” Route connects with the Community Connector service, expanding this area's accessibility to neighboring communities in the county.

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



**Table 8 - 7 – Metropolitan and Regional Transportation Plan Short-Range Transit Projects 2024-2027**

Metropolitan and Regional Transportation Plan Short-Range Transit Projects Years 2024 - 2027			
Project Name	Project Description	Jurisdiction	Project Cost (VOE) in millions
Pahto Public Passage Operations Facilities	Bus Garage & Office Space	Yakama Nation Transit	2.000
[1] - 24 + 2 WC ADA shuttle	ADA 24 passenger + 2 wheelchair shuttle	Yakama Nation Transit	0.180
[1] - 9 + 2 WC ADA shuttle	ADA 9 passenger + 2 wheelchair shuttle	Yakama Nation Transit	0.180
[1] - 24 + 2 WC ADA shuttles, electric	ADA 24 passenger + 2 wheelchair shuttle	Yakama Nation Transit	0.250
[1] - 9 + 2 WC ADA shuttle, electric	ADA 9 passenger + 2 wheelchair shuttle	Yakama Nation Transit	0.250
Yakima/Ellensburg Commuter	Fixed Route Service between Yakima and Ellensburg via I-82	Yakima (City) Transit	2.000
Bus and Bus Facilities Equip	Bus/Facility Equipment and upgrades	Yakima (City) Transit	2.420
Transit Facility - West Valley	Purchase Land, Build Administration and Maintenance Facility	Yakima (City) Transit	2.000
New Transit Base of Operations	Redevelopment of Subaru Facility into New Transit Operations Facility	Yakima (City) Transit	15.00
<b>Total 2024 – 2027 Regional Capital Projects:</b>			<b>\$24,280,000</b>

**Table 8 - 8 - Metropolitan and Regional Transportation Plan Short-Range Transit Projects 2028-2036**

Metropolitan and Regional Transportation Plan Mid-Range Transit Projects Years 2028 – 2036			
Project Name	Project Description	Jurisdiction	Project Cost (YOE) in millions
Switch to Alternative Fuel Vehicles	Make transition fossil fuel to electric or hydrogen-powered vehicle fleets	All Regional Transit Operators	16.000
Transit Technology Upgrades	Bus and Van tracking, scheduling, dispatch, route optimization, digital fare collection, service scheduling alternative power charging stations	All Regional Transit Operators	5.000
(Passenger) Shelters and Amenities	Bus Stops, benches, signage, bike racks, public space and infrastructure installation and enhancement	All Regional Transit Operators	2.500
Total 2028 – 2035 Regional Capital Projects: \$23,000,000			

**Table 8 - 9 - Metropolitan and Regional Transportation Plan Short-Range Transit Projects 2036-2045**

Metropolitan and Regional Transportation Plan Long-Range Transit Projects Years 2036 – 2045			
Project Name	Project Description	Jurisdiction	Project Cost (YOE) in millions
Replace Alternative Fuel Vehicle Fleets	Replace used electric or hydrogen-powered fleets with new vehicles	All Regional Transit Operators	20.000
Transit Technology Upgrades	Bus and Van tracking, scheduling, dispatch, route optimization, digital fare collection, service scheduling alternative power charging stations	All Regional Transit Operators	5.000
(Passenger) Shelters and Amenities	Bus Stops, benches, signage, bike racks, public space and infrastructure installation and enhancement	All Regional Transit Operators	2.500
Total 2035 – 2045 Regional Capital Projects: \$27,500,000			

## Section 8 Financial Constraints

Table 20 - Metropolitan and Regional Transportation Plan Short-Range Transit Projects 2028-2036

Metropolitan and Regional Transportation Plan Mid-Range Transit Projects Years 2028 – 2034			
Project Name	Project Description	Jurisdiction	Project Cost (YOE) in millions
Switch to Alternative Fuel Vehicles	Make transition fossil fuel to electric or hydrogen-powered vehicle fleets	All Regional Transit Operators	16.000
Transit Technology Upgrades	Bus and Van tracking, scheduling, dispatch, route optimization, digital fare collection, service scheduling alternative power charging stations	All Regional Transit Operators	5.000
(Passenger) Shelters and Amenities	Bus Stops, benches, signage, bike racks, public space and infrastructure installation and enhancement	All Regional Transit Operators	2.500
<b>Total 2028 – 2035 Regional Capital Projects: \$23,000,000</b>			

Table 21 - Metropolitan and Regional Transportation Plan Short-Range Transit Projects 2036-2045

Metropolitan and Regional Transportation Plan Long-Range Transit Projects Years 2036 – 2045			
Project Name	Project Description	Jurisdiction	Project Cost (YOE) in millions
Replace Alternative Fuel Vehicle Fleets	Replace used electric or hydrogen-powered fleets with new vehicles	All Regional Transit Operators	20.000
Transit Technology Upgrades	Bus and Van tracking, scheduling, dispatch, route optimization, digital fare collection, service scheduling alternative power charging stations	All Regional Transit Operators	5.000
(Passenger) Shelters and Amenities	Bus Stops, benches, signage, bike racks, public space and infrastructure installation and enhancement	All Regional Transit Operators	2.500
<b>Total 2035 – 2045 Regional Capital Projects: \$27,500,000</b>			

## Section 8 Financial Constraints

### 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 below.

Forecasted Revenues and Expenditures <i>2024-2045</i>				
Time Period	2024-2027	2028-2035	2036-2045	Total
Revenues	\$ 425,292,475	\$ 793,670,966	\$ 805,881,439	\$2,024,884,880
Expenditures	\$ 328,113,166	\$ 721,717,080	\$799,045,080	\$1,848,875,326
Anticipated Available Balance	\$ 97,179,309	\$ 71,953,886	\$ 6,836,359	\$ 175,969,554

## Section 9

### Performance Measures

## **Yakima Valley Conference of Governments Metropolitan Planning Organization Transportation Improvement Program System Performance Report**

### **Background**

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012, 2015's Fixing America's Surface Transportation Act (FAST Act), and 2021's Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL), state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).<sup>1</sup> This regulation implements the transportation planning and transportation performance management provisions of MAP-21, FAST Act, and IIJA-BIL.

In accordance with The Planning Rule and the Washington State Performance Management Agreement between the Washington State DOT (WSDOT) and the Washington State's Metropolitan Planning Organizations, WSDOT and each Washington State MPO must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures.
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for transit asset measures.
- In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.
- In any statewide or metropolitan transportation plan or program amended or adopted after July 2024 for Green House Gasses (GHG) performance measures.

The Yakima Valley MPO Fiscal Year (FY) 2024-2027 Transportation Improvement Program (TIP) was adopted on October 16, 2023. Per the Planning Rule and the Washington State Performance Management Agreement, the System Performance Report for the Yakima Valley MPO's FY



2024-2027 TIP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance and Freight Movement, and Air Quality / PM3.

<sup>1</sup> 23 CFR 450.314

<sup>2</sup> 23 CFR Part 490, Subpart B (Succeeding Page)

## Highway Safety/PM1

Effective April 14, 2016, the FHWA established highway safety performance measures<sup>2</sup> to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities.
2. Rate of fatalities per 100 million vehicle miles traveled.
3. Number of serious injuries.
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. Current statewide safety targets address calendar year (CY) 2024 and are based on a 5-year trend analysis (2019-2024). Washington State Statewide safety performance targets for 2024 are included in Table 1, along with statewide safety performance for the two most recent reporting periods<sup>3</sup>. The Yakima Valley MPO adopted/approved the Washington State statewide safety performance targets on January 17, 2024.

The latest safety conditions will be updated annually on a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

In 2021, YVCOG revised its target area to include all of Yakima County as its Metropolitan Planning Area (MPA) as approved by Governor Inslee.

The Yakima Valley MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2024-2027 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Washington State Strategic Highway Safety Plan (SHSP), the Washington State Highway Safety Improvement Program (HSIP), the current 2040 Washington State Statewide Transportation Policy Plan (WTP), and the current Yakima Valley Conference of Governments 2024-2045 Metropolitan Transportation Plan (MTP).

- The Washington State SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Washington State. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Washington State HSIP, MPO and local agencies' safety plans. The SHSP guides WSDOT, the Washington State

MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Washington State.

- The WSDOT HSIP annual report provide for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through implementation of engineering solutions.
- The Washington State WTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Yakima Valley (MPO) 2024-2045 MTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The RTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

A comprehensive table listing of jurisdictional “Safety” projects, both planned and [funding] secured with their projected performance measure impact type are included in Table 6.

<b>Table 1.</b> <b>Highway Safety/PM1, System Conditions and Performance</b>						
<b>Target</b>	<b>Safety Performance Measure for 2024</b>	<b>2016 Baseline (MPO Only)</b>	<b>2018 Target (MPO Only)</b>	<b>2022 Baseline (Countywide)</b>	<b>2024 Target (Countywide)</b>	<b>Current Target Adopted</b>
1	# of Fatalities on All Public Roads	6.4	8.2	40.6	30.5	January 2024
2	# of Fatalities per 100 million Vehicle Miles Traveled on All Public Roads	0.752	.884	2.107	1.580	January 2024
3	# of Serious Injuries on All Public Roads	32.4	29.9	105.0	78.8	January 2024
4	# of Serious Injuries per 100 million Vehicle Miles Traveled on All Public Roads	3.855	3.314	5.451	4.008	January 2024
5	# of Non-Motorist Fatalities and Serious Injuries on All Public Roads	9.6	8.6	18.4	13.8	January 2024

<sup>3</sup> [https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/)

## Pavement and Bridge Condition/PM2

Effective May 20, 2017, FHWA established performance measures to assess pavement condition<sup>4</sup> and bridge condition<sup>5</sup> for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition.
2. Percent of Interstate pavements in poor condition.
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition.

4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges by deck area classified as in good condition; and
6. Percent of NHS bridges by deck area classified as in poor condition.

### *Pavement Condition Measures*

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using these metrics and thresholds. A pavement section is in good condition if three metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

### *Bridge Condition Measures*

Bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. Condition of each bridge is evaluated assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified “good”. If the lowest rating is less than or equal to four, the structure is classified “poor”. If the lowest rating is five or six, it is classified “fair”.

To determine the percentage of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

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<sup>4</sup> 23 CFR Part 490, Subpart C

<sup>5</sup> 23 CFR Part 490, Subpart D

### *Pavement and Bridge Targets*

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018 and runs through December 31, 2021. WSDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018 and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period would have covered January 1, 2022, to December 31, 2025, with additional performance periods following every four years. However, due to COVID-

19, FHWA and WSDOT determined that the 2020 mid-point review of the 2018 targets would be suspended. In the spring of 2022, WSDOT and the state's MPO/RTPOs began their consultation to update its "Pavement and Bridges" performance measurement targets for the 2022-2026 period, with a 2024 midpoint WSDOT/MPO/RTPO review.

The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets represent expected pavement and bridge condition at the end of CY 2022, while the current four-year targets represent expected condition at the end of CY 2026.

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets.
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets; and
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

MPOs establish four-year targets for each measure by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.

WSDOT established current statewide two-year and four-year PM2 targets in 2022. The Yakima Valley MPO adopted/approved the Washington State Statewide PM2 targets on February 22, 2023. Table 2 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by WSDOT.

On or before October 2025, WSDOT will provide FHWA a detailed report of pavement and bridge condition performance covering the period of January 1, 2026, to December 31, 2029. WSDOT and the Yakima Valley MPO will have the opportunity at that time to revisit the four-year PM2 targets.

<b>Table 2.</b> <b>Bridges &amp; Pavement (PM2) Performance Measures</b> Adopted by YVCOG Policy Board February 22, 2023				
<b>MAP-21 Performance Measures by Program Area</b>	<b>Current Data</b>	<b>2-year Target</b>	<b>4-Year Target</b>	<b>Penalty</b>
<b>Bridges (PM2) 23 CFR Part 490 ID No. 2125-AF53</b>				
% of NHS bridges classified in good conditions (by deck area)	32.8%	30%	30%	No
% of NHS bridges classified in poor conditions (by deck area)	8.8%	10%	10%	Yes
<b>Pavement (PM2) 23 CFR Part 490 ID No. 2125-AF53</b>				
% of Interstate pavement on NHS in good condition	46.0%	30%	30%	No
% of Interstate pavement on NHS in poor condition	1.9%	4%	4%	Yes
% of non-Interstate pavement on NHS in good condition	20.3%	45%	45%	No
% of non-Interstate pavement on NHS in poor condition	4.2%	5%	5%	No

The Yakima Valley MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2024-2027 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Washington State’s Transportation Asset Management Plan (TAMP), the Washington State Interstate Preservation Plan, the current 2040 Washington State Statewide Transportation Policy Plan (WTP), and the Yakima Valley (MPO) 2024-2045 Metropolitan Transportation Plan (MTP).

- MAP-21 requires WSDOT to develop a TAMP for all NHS pavements and bridges within the state. WSDOT’s TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of WSDOT’s statewide pavement and bridge condition targets.
- The Yakima Valley (MPO) 2024-2045 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area and allocates funding for targeted infrastructure improvements.
- The Washington State Interstate Preservation Plan applied a risk profile to identify and communicate Interstate preservation priorities; this process leveraged a combination of asset management techniques with risk management concepts to prioritize specific investment strategies for the Interstate system in Washington State.
- The WSDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.

To support progress towards WSDOT’s statewide PM2 targets, the FY 2024-2027 TIP includes several investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components (e.g., upgrading culverts).

A comprehensive table listing of jurisdictional “Pavement” and “Bridge” projects, both planned and [funding] secured with their projected performance measure impact type at included in Table 6

## System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program (PM3)

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System<sup>6</sup>, freight movement on the Interstate system<sup>7</sup>, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program<sup>8</sup>. This third FHWA performance measure rule (PM3) established six performance measures, described below.

### *National Highway System Performance:*

1. Percent of person-miles on the Interstate system that are reliable.
2. Percent of person-miles on the non-Interstate NHS that are reliable.

***Freight Movement on the Interstate:***

3. Truck Travel Time Reliability Index (TTTR);

***Congestion Mitigation and Air Quality Improvement (CMAQ) Program:***

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

**The CMAQ performance measures apply to states and MPOs with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. The Yakima Valley MPO meets air quality standards, therefore, the CMAQ measures do not apply and are not reflected in the System Performance Report.**

***System Performance Measures***

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person miles traveled, the average daily vehicle miles traveled (ADVMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

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<sup>6</sup> 23 CFR Part 490, Subpart E

<sup>7</sup> 23 CFR Part 490, Subpart F

<sup>8</sup> 23 CFR Part 490, Subparts G and H



### *Freight Movement Performance Measure*

The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

### *PM3 Performance Targets*

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures except the CMAQ Emission Reduction measure, the first performance period began on January 1, 2018, and would have ended on December 31, 2021. WSDOT reported baseline PM3 performance and targets to FHWA on October 1, 2018, and would have reported updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2026, with additional performance periods following every four years. However, due to COVID-19, FHWA and WSDOT determined that the 2020 mid-point review of the 2018 targets would be suspended. In the spring of 2022, WSDOT and the state's MPO/RTPOs began their consultation to update its "CMAQ", "System Performance", and "Freight" performance measurement targets for the 2022-2026 period, with a 2024 midpoint WSDOT/MPO/RTPO review.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets except CMAQ Emission Reductions, the current two-year and four-year targets represent expected performance at the end of CY 2019 and 2021, respectively.

States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets.
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets.
- Truck Travel Time Reliability – two-year and four-year targets.
- Annual hours of peak hour excessive delay per capita (PHED) – four-year targets.
- Percent of non-single occupant vehicle travel (non-SOV) – two-year and four-year targets; and
- CMAQ Emission Reductions – two-year and four-year targets.

MPOs establish four-year targets for the System Performance and Freight Movement. MPOs establish targets by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.

WSDOT established new statewide PM3 targets in 2033. The Yakima Valley (MPO) adopted/approved the Washington State statewide PM3 targets on July 17, 2023. Table 3 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by WSDOT.

On or before October 2025, WSDOT will provide FHWA a detailed report of PM3 performance covering the period of January 1, 2026, to December 31, 2026. WSDOT and the Yakima Valley (MPO) will have the opportunity at that time to revisit the four-year PM3 targets.

The Yakima Valley (MPO) recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2024-2027 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes: specifically, the Washington State Statewide Freight and Logistics Action Plan, the current 2040 Washington State Statewide Transportation Policy Plan (WTP), and the Yakima Valley (MPO) 2024-2045 Metropolitan Transportation Plan (MTP).

- WSDOT's Statewide Freight and Logistics Action Plan defines conditions and performance of the state freight system and identifies the policies and investments that enhance Washington State's highway freight mobility well into the future. The Plan identifies freight needs and the criteria Washington State will use to determine investments in freight and prioritizes freight investments across modes.
- The WSDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Yakima Valley (MPO) 2024-2045 MTP addresses reliability, freight movement, congestion, [and emissions], identifies needs for each of these issues within the metropolitan planning area, and allocates funding for targeted improvements.

To support progress towards WSDOT's statewide PM3 targets, the FY 2024-2027 TIP devotes a significant number of resources to projects that will address passenger and highway freight reliability and delay, [reduce SOV travel, and reduce emissions].

<b>Table 3a.</b> <b>Highway System &amp; Freight Movement Performance Measures</b> Adopted by YVCOG Policy Board February 22, 2023				
<b>MAP-21 Performance Measures by Program Area</b>		<b>Current Data</b>	<b>2-year Target</b>	<b>4-Year Target</b>
Combined Rule [PM3] 23CFR Part 490 IN No. 2125-AF54				
<b>National Highway System Performance</b>				
% of person-miles traveled on the Interstate System that are reliable		82.4 %	77.2%	72.5%
% of person-miles traveled on the Non-Interstate System that are reliable		87.8%	88.1%	88.4%
<b>Freight Movement on Interstate System</b>				
Truck Travel Time Reliability (TTTR) Index		1.49	1.51	1.53

<b>Table 3b.</b> <b>Congestion Mitigation &amp; Air Quality Performance Measures</b> Adopted by YVCOG Policy Board July 17, 2023			
YVCOG MPO & STATE CMAQ Emission Targets (kg/day)			
Pollutant	Period	Statewide	YVCOG MPO
CO (No longer applicable for YVCOG MPO as of 31Dec2022)	4 Year Actuals (2021)	---	---
	2 Year Targets (2023)	19.274	3.884
	4 Year Targets (2025)	34.928	7.768
PM10 (Applicable for YVCOG MPO until 31Mar2025)	4 Year Actuals (2021)	---	---
	2 Year Targets (2023)	223.838	223.838
	4 Year Targets (2025)	447.676	447.676
PM2.5 (Not Applicable for YVCOG MPO)	4 Year Actuals (2021)	---	---
	2 Year Targets (2023)	2.160	---
	4 Year Targets (2025)	5.310	---
NOx (Not Applicable for YVCOG MPO)	4 Year Actuals (2021)	---	---
	2 Year Targets (2023)	42.640	---
	4 Year Targets (2025)	84.120	---

A comprehensive table listing of jurisdictional “Highway System”, “Freight Movement”, and “CMAQ” projects, both planned and [funding] secured with their projected performance measure impact type at included in Table 6

## Public Transportation Agency Safety Plan (PTASP)

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 C.F.R. Part 673, requires covered public transportation providers and State Departments of Transportation (DOT) to establish safety performance targets (SPTs) to address the safety performance measures (SPMs) identified in the National Public Transportation Safety Plan (49 C.F.R. § 673.11(a)(3)).

A safety performance target is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities to be achieved within a set period (§ 673.5). A safety performance measure is a quantifiable indicator of performance or condition that is used to establish targets related to safety management activities, and to assess progress toward meeting the established targets (§ 673.5). Transit providers may choose to establish additional targets for the purpose of safety performance monitoring and measurement.

This guide provides information to help transit providers develop SPTs based on the SPMs in FTA’s National Public Transportation Safety Plan (NSP).

The regional target setting process began with the (City of) Yakima Transit setting their transit safety targets. Yakima Transit is the only public transportation operator that transit safety requirements apply to in Yakima County. YVCOG had 180 days after Yakima Transit sets their targets to set regional targets. These seven performance measures for which targets must be set, and Yakima Transit’s

targets were incorporated into their Public Transportation Agency Safety Plan (PTASP), a new plan required of Yakima Transit under MAP-21 and have continued under FAST Act and IIJA/B.I.L. Yakima Transit set their current targets on December 15, 2022.

\* Yakima Transit projects listed in this section are based on 2024-2027 M/RTIP and subsequent amendments with projected construction/completion years.

<b>Table 4.</b> <b>Public Transportation Safety Agency Plan</b> <b>Regional Transit Safety Performance Measures</b> Adopted by YVCOG Policy Board January 18, 2023.							
Targets below are based on a review of the previous 3 years of Yakima Transit's and the Yakima-Ellensburg Commuter Service's safety performance data. Yakima Transit terminated its vanpool program in February 2022 and removed "Van pool" performance measures from their Mode of Transit Service							
Mode of Transit Service	Fatalities (Total)	Fatalities (Per 100,000 VRM)	Injuries (Total)	Injuries (Per 100,000 VRM)	Safety Events (Total)	Safety Events (Per 100,000 VRM)	System Reliability (VRM per Failure)
Fixed Route Bus	0	0	15	2.1	27.5	3.9	16,645
Paratransit	0	0	3.0	0.8	11	3.6	17,094
Commuter Bus	0	0	4.0	2.7	6.0	4.0	24,660
Note: VRM – Vehicle Revenue Miles							

**Table 5. Public Transportation Projects**  
**Public Transportation Agency Safety Plan (\*) PTASP – Yakima Transit Only**  
**Performance Measures Inspired Projects 2024-2029 (Region-wide)**

Jurisdiction	Project (Id)	Project Description	Project CN Year	MPO/RTPO
<b>SECURED FUNDING PROJECTS</b>				
Mabton	Park & Ride (WA-04248)	Construct Park and ride	2024	RTPO
* Yakima Transit FTA 5339	Annual FTA 5339 Assistance – Bus & Bus Facilities Equipment	Bus / Facility Equipment and Upgrades	2024-2029 (FTA - 5339)	MPO
* Yakima Transit 5307FTAOP	Annual FTA 5307 Operating Assistance - Fixed Route Service	Operation Assistance for Fixed Route Transit Services	2024-2029 (FTA - 5307)	MPO
* Yakima Transit DARVan22	Paratransit Vehicle Replacement 2022	Replace approximately 4 paratransit vehicles in the Yakima Transit fleet. Vehicle type is ADA accessible vans or similar vehicle type.	2024 (FTA – 5339)	MPO
* Yakima Transit DARVan2024	Paratransit Vehicle Replacement 2024	Replace up to 10 new paratransit vans for Yakama Transit fleet.	2024 (FTA – 5339)	MPO
<b>PLANNED (UNFUNDED) PROJECTS</b>				
Union Gap	Transit Asset Amenities- Route Maintenance & Repair (UG 23)	Maintenance of shelters, benches, and signage throughout the city route system.	2027	MPO
* Yakima Transit	West Valley Transit Center (WVTC) (Trans22-16)	Construct a new transfer station on the west side of Yakima west of 40th Avenue for passenger transfers, ticket sales, driver's room, and rest facilities.	2027	MPO
* Yakima Transit	Yakima – Ellensburg Commuter 2025-2028 (Ecomm19-21)	Commuter bus service between Yakima, Selah, and Ellensburg	2025-2028 (FTA – 5311)	MPO/RTPO

## Greenhouse Gasses

In December 2023, USDOT/FHWA announced its final ruling to add Greenhouse Gasses (GHG) as a defined PM3 performance measure to be tracked by MPOs when receiving federal transportation funding.

Per USDOT/FHWA's final rule:

*"The FHWA is amending its regulations on national performance management measures at 23 CFR part 490 (part 490) and establishing a method for the measurement and reporting of GHG emissions. The environmental sustainability, and specifically the carbon footprint, of the transportation system is a critically important attribute that State DOTs can and should use to assess the performance of the Interstate and non-Interstate NHS. Section 150(c) of Title 23, U.S.C., clearly directs FHWA to establish performance measures that the State DOTs can use to assess performance of the Interstate and non-Interstate NHS.*

*The GHG measure established in this rule is the same as the measure proposed in the NPRM, which is the percent change in on-road tailpipe CO2 emissions on the NHS relative to the reference year. The FHWA is finalizing a reference year of 2022 as part of this rule. The measure is part of the National Highway Performance Program*

*(NHPP) performance measures that FHWA established in part 490 through prior rulemakings. The GHG measure requires State DOTs and MPOs that have NHS mileage within their 4 State geographic boundaries and metropolitan planning area boundaries, respectively, to establish declining targets for reducing CO<sub>2</sub> emissions<sup>1</sup> generated by on-road mobile sources.”*

*Extreme weather because of climate change impacts the safety and mobility of Americans and challenges the stability of the transportation system. To help address the climate crisis, this final rule amends FHWA’s regulations governing national performance management measures and establishes a method for the measurement and reporting of greenhouse gas (GHG) emissions associated with transportation (GHG measure) under Title 23, United States Code (U.S.C.). It requires State departments of transportation (State DOT) and metropolitan planning organizations (MPO) to establish declining carbon dioxide (CO<sub>2</sub>) targets for the GHG measure and report on progress toward the achievement of those targets. The rule does not mandate how low targets must be. Rather, State DOTs and MPOs have flexibility to set targets that are appropriate for their communities and that work for their respective climate change and other policy priorities, as long as the targets aim to reduce emissions over time.”*

WSDOT is required to establish declining CO<sub>2</sub> emissions targets by February 26, 2024. Washington State MPOs, including YVCOG, will have 180 days to adopt our region’s share (of a statewide total as determined by WSDOT) or adopt our own targets based on our own methodology.

<b>Table 6</b> <b>2022 HPMS Miles and MNT Yakima County / Washington State</b> (Data provide by WSDOT on February 26, 2024. Emissions are only on the region’s National Highway System. YVCOG must take action to support the states target or adopt its own targets by July 30, 2024)			
Area	Annual VMT (1,000s)	VMT Contribution (%)	GHG Emissions (CO <sub>2</sub> MMT)
Washington State	35,898,448	100 %	16.71
Yakima County	1,024,050	2.85 %	0.48

Additional information can be found in the January 2024 TPM Greenhouse Gas Emissions Rule Changes folio at:  
<https://wsdot.wa.gov/sites/default/files/2024-01/TPM%20New%20GHG%20measure%20folio%20Jan2024.pdf>



Table 6. Yakima Valley Regional Federal Performance Measures Based Jurisdiction Transportation Projects

## Yakima Valley Region

### Federal Performance Measures-Based Jurisdictional Transportation Projects

**Federal Performance Measure Types**  
 Safety – SF  
 Pavement – PA  
 Bridge – BR  
 Congestion Mitigation/Air Quality – CMAQ  
 Highway System – HS  
 Freight Movement – FM  
 Green House Gases – GG  
 ✓ – Expected benefit to performance type.

Jurisdiction (STIP ID)	Project	Project Description	Secured / Planned	Project CN Year	Projected Funding	SF	PA	BR	CM AQ	HS	FM	GG
Grandview WA-03876	Stassen Way Improvements	Roadway reconstruction including excavation, roadway widening, storm drainage improvements, curb and gutter, hot mix asphalt, and water system improvement	Planned	2027	HSIP	✓	✓			✓	✓	
Grandview WA-03878	Highland Road Improvements	Roadway reconstruction including excavation, roadway widening, curb and gutter, hot mix asphalt, storm drainage improvements, and water and sewer system improvements.	Planned	2028		✓	✓			✓	✓	
Grandview WA-10057	5th Street Resurfacing	Grind and overlay asphalt surface, pavement markings, update sidewalk ramps to ADA standards.	Planned	2024		✓	✓					
Grandview WA-10058	Forsell Road Resurfacing	Grind and overlay asphalt surface, and pavement markings.	Planned	2026			✓			✓	✓	
Grandview WA-03875	Larson Street Improvements	Roadway reconstruction including excavation, roadway widening, storm drainage improvements, hot mix asphalt, curb and gutter, and water system improvements.	Planned	2025			✓			✓	✓	
Grandview WA-12113	2nd Street Improvements	Reconstruct roadway including excavation, crushed surfacing, hot mix asphalt, curb and gutter, sidewalks, storm drainage, street lighting, and pavement markings.	Planned	2026		✓	✓			✓	✓	
Grandview WA-14259	Stover Road Railroad Crossing Improvements	Replace outdated railroad crossing equipment, railroad crossing surfacing, and pedestrian crossing and resurface roadway.	Secured	2024	HSIP	✓	✓					
Grandview WA-15147	Wine Country Road Resurfacing	Grind and overlay asphalt surface and pavement markings	Planned	2028			✓			✓	✓	
Grandview WA-15148	Wine Country Road Park and Ride Improvements	Resurface parking lot, add sidewalk, concrete driveway, bus shelter, amenities, pavement markings, and signage.	Planned	2024	STBG(US)	✓	✓					✓
Granger WA-04567	2nd Ave, N. Granger Rd. and Ruehl Rd. Reconstruction	Reconstruct road with curb and gutter, asphalt concrete paved roadway, drainage improvements and sidewalk gaps.	Planned	2025	STP(US)		✓					
Granger WA-04579	Bailey Avenue Extension	Construct new road and intersection, curbs, gutters, sidewalks, and railroad and drain crossing	Planned	2028		✓	✓					
Granger WA-08978	Main Street (Sunnyside Ave. to 2 <sup>nd</sup> Street)	Reconstruct road including curb /gutter, sidewalks, median island, & lighting	Planned	2025		✓	✓		✓			
Granger WA-13003	West Blvd. Surfacing	Grade and pave roadway, and pavement markings.	Planned	2028		✓	✓					
Granger WA-13004	Barker Avenue, Dean Avenue, and Peterson Avenue Surfacing	Grade and pave roadway, storm drainage, and pavement markings.	Planned	2029			✓					
Granger WA-08979	Railroad Avenue Grind and Full Depth Reclamation	Grind and overlay of the existing roadway.	Planned	2026			✓					

## Section 9 Performance Measures



Jurisdiction (STIP ID)	Project	Project Description	Secured / Planned	Project CN Year	Projected Funding	SF	PA	BR	CM AQ	HS	FM	GG
Granger WA-14443	3rd Street and SR 223 Roundabout	Construct new roundabout including excavation, crushed surfacing, hot mix asphalt, curb, sidewalk, pavement markings, signing, street lighting, pedestrian scale illumination, and shared-use path with curb.	Planned	2025		✓	✓		✓			
Granger WA-04584	Emerald Road Reconstruction (County Line to SR 223)	Reconstruct road including bike lanes, curbs, gutters, and sidewalks	Planned	2029	STP(US)	✓	✓		✓			
Harrah ChipSeal2	Harrah Road Chip Seal	Harrah Road Chip Seal	Planned	2027			✓					
Harrah ChipSeal3	Branch Road Chip Seal	Chip Seal Branch Road, Dane Avenue, North Avenue, Washington St.	Planned	2024			✓					
Harrah B.Rd Sidewalk	Branch Road Sidewalk Project	Install new curb, gutter, sidewalk, storm drainage improvements, and related work (to new community school)	Planned	2024	TA(R)	✓			✓			✓
Mabton WA-04297	Allison Road Overlay	Upgrade gravel road to hard surface.	Planned			✓	✓					
Mabton WA-04282	2nd Street Overlay	Overlay 2nd Street	Planned	2024			✓					
Mabton WA-04283	3rd Street Overlay	Overlay 3rd Street	Planned				✓					
Mabton WA-04292	Maple Street Overlay	Overlay Maple Street	Planned				✓					
Mabton WA-04294	Monroe Street Construction	Upgrade and widen Monroe Street from gravel surface to hard surface.	Planned	2024		✓	✓					
Mabton WA-04295	Pine Street Overlay	Upgrade Pine Street from gravel road to hard surface.	Planned	2024		✓	✓					
Mabton WA-04296	Fern Street Overlay	Construct Park & Ride Upgrade gravel road to hard surface	Planned	2024			✓		✓			
Mabton WA-08328	Adams Street Reconstruction	Reconstruction of Adams Street. Add curb, gutter, sidewalk on one side, and storm drainage.	Planned			✓	✓		✓			
Mabton WA-08329	Jefferson Street	Reconstruction of existing roadway. Add curb, gutter, sidewalk, and storm drainage.	Planned	2025		✓	✓		✓			
Mabton WA-08330	Vance Road BST	BST existing roadway.	Planned	2026			✓					
Mabton WA-08332	Citywide Chip Seal & Crack Seal	Chip seal and crack seal all streets.	Planned	2028			✓					
Mabton WA-13270	6th Ave Overlay	Pulverize and resurface roadway	Planned	2027			✓					
Moxee WA-12838	SR 24 Pathway (RW Phase)	Multi-use path construction & safety fence	Secured	2024	TA(US)	✓			✓			
Moxee WA-12824	Moxee Ave. Sidewalk Improvements	Remove mature trees and damaged curb/sidewalk, and replace with new curb/gutter/sidewalk, and construct new tree wells with root barrier.	Planned	2024		✓			✓			
Moxee WA-12839	Faucher Road Improvements	Reconstruct with new pavement, curb and gutter, sidewalks, streetlights, and drainage.	Planned	2028	STP(US)	✓	✓		✓			
Moxee WA-12841	Mieras Road Improvements	Widen and reconstruct with new pavement, curb and gutter, sidewalks, streetlights, and drainage.	Planned	2029	STP(US)	✓	✓		✓			
Moxee WA-12822	East Moxee Avenue Resurfacing	Grind and overlay, install new pedestrian curb ramps.	Planned	2024		✓	✓		✓			

Jurisdiction (STIP ID)	Project	Project Description	Secured / Planned	Project CN Year	Projected Funding	SF	PA	BR	CM AQ	HS	FM	GG
Moxee WA-12825	South Iler Street Resurfacing	Grind and overlay.	Planned	2025			✓					
Moxee WA-12826	North Iler Street Resurfacing	Grind and overlay.	Planned	2026			✓					
Moxee WA-12836	East Charron Road Improvements	Reconstruct north half of roadway with new pavement, curb and gutter, sidewalks, streetlights, and drainage.	Planned	2027		✓	✓		✓			
Moxee WA-12837	Postma Road Improvements	Widen and reconstruct with new pavement, curb and gutter, sidewalks, streetlights, and drainage.	Planned	2027		✓	✓		✓			
Moxee WA-12840	Yakima Avenue Improvements	Reconstruct with new pavement, curb and gutter, sidewalks, streetlights, and drainage.	Planned	2028		✓	✓		✓	✓	✓	
Moxee WA-12842	Ekelman Road Reconstruction – Phase 1	Construct new roadway including pavement, curb and gutter, sidewalk, streetlights, and drainage.	Planned	2029		✓	✓		✓			
Moxee WA-12843	Ekelman Road Reconstruction – Phase 2	Construct new roadway including pavement, curb and gutter, sidewalk, streetlights, and drainage.	Planned	2029		✓	✓		✓			
Moxee WA-12864	Morrier Lane Extension Phase 3	Construct new 3-lane roadway including pavement, curb and gutter, sidewalks, streetlights, and drainage.	Planned	2029	STP(US)	✓	✓		✓			
Naches NAC 005	Sinclair Avenue, Second Street to Third Street	Reconstruct roadway including grading, drainage, hot mix asphalt, curb and gutter, and sidewalk.	Planned	2026		✓	✓		✓			
Naches WA-07807	Kel-Lowry Road Improvements	Reconstruct existing roadway and extend roadway to Bonlow Drive including grading, curb and gutter, sidewalk, hot mix asphalt, streetlights, storm drainage, and related improvements.	Planned	2025		✓	✓		✓			
Naches WA-15027	Naches Trail Improvements	Construct an ADA compliant pathway to connect overflow parking and residential areas south of Orchard Street to Naches Trail and Depot, including demolition and removal of structure/building obstructing pathway and proposed ADA parking area. Project is fully funded with federal funds utilizing Toll Credits as local match.	Secured	2024	TA(UM)	✓			✓			✓
Naches NAC 007	First Street Improvements	Reconstruct and widen roadway including grading, drainage, hot mix asphalt, curb and gutter, and sidewalks.	Planned	2027		✓	✓		✓			
Naches NAC 006	Sinclair Avenue, First Street to Second Street	Reconstruct roadway including grading, drainage, hot mix asphalt, curb and gutter, and sidewalks.	Planned	2025		✓	✓		✓			
Naches WA-12036	Simmons Road Improvements	Reconstruct and widen from gravel road to paved two lane roadways with curb, gutter, sidewalk, HMA, storm drainage, and lighting.	Planned	2028		✓	✓		✓			
Naches WA-14397	South Naches Avenue Right Turn Lane	Add right turn lane from S. Naches Avenue (Northbound) onto US-12 (Eastbound). Project to be completed in partnership with WSDOT.	Planned	2028		✓						
Naches WA-13557	Old Naches Highway Improvements	Widen center turn lane to accommodate center turn lane. Construct curb, gutter, sidewalk, bicycle lanes, storm facilities, illumination, and other related improvements.	Planned	2025		✓			✓			
Naches WA-15152	Naches Community Pavilion	Construction of community pavilion adjacent to existing historic rail depot.	Planned	2025	STBG							
Naches WA-15435	4th Street Overlay	Grind and overlay. Install new ADA curb ramps and replace damaged sidewalk.	Planned	2024		✓	✓		✓			
Naches WA-00197	East Naches Avenue	Drainage, replace curb and gutter, sidewalk on both sides, grading, paving and street lighting.	Planned	2028		✓	✓		✓			
Selah SELAH-2401	Street Sweeper Project	Congestion Mitigation & Air Quality (CMAQ) Funded Program for purchasing a new street sweeper.	Secured	2025	CMAQ				✓			✓

Jurisdiction (STIP ID)	Project	Project Description	Secured / Planned	Project CN Year	Projected Funding	SF	PA	BR	CM AQ	HS	FM	GG
Selah WA-00203	Selah Pedestrian/Bicycle Path Study	Pedestrian/bicycle path study.	Planned	2024		✓			✓			
Selah WA-00193	Southern Avenue	Reconstruct and widen existing two lanes. Construct sidewalks, curb and gutter, storm drainage, and streetlights.	Planned	2026		✓	✓		✓			
Selah WA-00196	South Third Street	Reconstruct road add curb and gutter, drainage, sidewalks and grading. Acquire right of way.	Planned	2027		✓	✓		✓			
Selah WA-00199	Valleyview Avenue & South Fifth Street	Clearing, grubbing, sidewalk, curb and gutter, storm drainage, street lighting, grading, and paving.	Planned	2028		✓	✓		✓			
Selah SELAH-2405	First Street Resurfacing (Valleyview to Fremont)	Plaining and HMA overlaying, adjusting manhole lids and valves, crack sealing.	Planned	2029			✓					
Selah WA-06535	East Goodlander/Lancaster Road Traffic Signal	Install new four-leg traffic signal with camera detection.	Planned	2024		✓						
Selah WA-06535	East Goodlander/Lancaster Road Traffic Signal	Install new four-leg traffic signal with camera detection.	Planned	2024		✓						
Selah WA-11305	Transportation Network Analysis ("Fruity Pebbles" Ph 1)	Transportation network analysis for intersection and City access improvements.	Planned	2024		✓				✓	✓	
Selah WA-14282	East Home Avenue and North Third Street Sidewalk Gaps Improvement Project	Install new sidewalk, curb & gutter, driveway approaches, and road repairs.	Planned	2026		✓	✓		✓	✓		
Selah SELAH-2402	Crusher Canyon Resurfacing	Plaining and HMA overlaying, adjusting manhole lids and valves, crack sealing.	Planned	2029			✓					
Selah SELAH-2403	Fremont Resurfacing (4th to Jim Clements)	Plaining and HMA overlaying, adjusting manhole lids and valves, crack sealing.	Planned	2029			✓					
Selah SELAH-2404	N. 1st Street Resurfacing (Fremont to Goodlander)	Plaining and HMA overlaying travel lanes, fog sealing turn lane, adjusting manhole lids and valves, crack sealing.	Planned	2029			✓					
Sunnyside SS-ADAIMP	Citywide ADA Ramps	Construct new ADA compliant sidewalk ramps.	Planned	2025		✓			✓			
Sunnyside SS-SCOON	Scoon Road Improvements	Reconstruct roadway including excavation, gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, storm drainage improvements, and illumination.	Planned	2027		✓	✓		✓			
Sunnyside SS-16NPMOB	16th Street Improvements	Plane existing asphalt and pave with hot mix asphalt. Construct ADA sidewalk ramps.	Planned	2025		✓	✓		✓			
Sunnyside SS-9EDSIG	9th Street & Edison Ave. Intersection Improvements	Construct new intersection improvements.	Planned	2026		✓	✓		✓			
Sunnyside SS-GRAND	Grandview Avenue Improvements	Plane existing asphalt, construct curb and gutter, sidewalk, storm drainage improvements, grading, and pave with hot mix asphalt.	Planned	2028		✓	✓		✓			
Sunnyside SS-S6OVER	S. 6th Street Improvements	Reconstruct roadway including excavation, gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, storm drainage improvements, and illumination.	Planned	2026		✓	✓		✓			
Sunnyside WA-13535	Edison Road Bridge Replacement	Replace and widen Edison Road Bridge #608 to include acceleration/deacceleration from HWY 241.	Planned	2025		✓	✓	✓				
Sunnyside WA-14353	Swan Road and Yakima Valley Highway Intersection Improvements	Reconstruct intersection including excavation, gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, roundabout, storm drainage improvements, and illumination.	Planned	2027		✓	✓		✓			
Sunnyside WA-14354	Midvale and Alexander Road Intersection Improvements	Replace traffic signal at intersection, construct ADA ramps.	Planned	2025		✓			✓			
Sunnyside WA-13538	Guardrail Safety Improvements	Install guardrail on portions of Crescent Avenue and Riverside Avenue	Planned	2025		✓						

Jurisdiction (STIP ID)	Project	Project Description	Secured / Planned	Project CN Year	Projected Funding	SF	PA	BR	CM AQ	HS	FM	GG
Sunnyside WA-15232	Decatur Avenue Improvements	Reconstruct roadway including excavation, gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, storm drainage improvements, landscaping, irrigation, and illumination.	Planned	2028		✓	✓		✓			
Sunnyside WA-15233	6th Street and Lincoln Avenue Intersection Improvements	Replace span wire with a traffic signal and add ADA improvements.	Planned	2025		✓			✓			
Sunnyside WA-13539	1st Street and Yakima Valley Highway Intersection Improvements	Reconstruct intersection to include travel lane re-alignment, sidewalks, ADA ramps, and storm drainage improvements.	Planned	2026		✓	✓		✓	✓	✓	
Sunnyside WA-13540	Yakima Valley Highway Resurfacing	Plane existing asphalt and pave with hot mix asphalt. Construct ADA sidewalk ramps.	Planned	2026		✓	✓		✓	✓	✓	
Sunnyside WA-14350	Saul Road Pedestrian Mobility Improvements	Plane existing asphalt, construct curb and gutter, sidewalk, storm drainage improvements, and hot mix asphalt.	Secured	2024	HSIP	✓	✓		✓			✓
Sunnyside WA-14351	Lincoln Avenue and Yakima Valley Highway Intersection Improvements	Reconstruct intersection to include travel lane re-alignment, sidewalks, ADA ramps, roundabout, and storm drainage improvements.	Planned	2028		✓	✓		✓			
Sunnyside WA-14352	Sunnyside Mabton and South Street Pedestrian Mobility Improvements	Plane existing asphalt, install hot mix asphalt, curb and gutter, sidewalk, ADA ramps, storm drainage improvements, and a streetlight.	Secured	2024	HSIP	✓						
Tieton WA-12828	Wisconsin Avenue Improvements	Construct curb and gutter, sidewalk, ADA curb ramps, and storm drainage.	Planned	2024		✓			✓			
Tieton WA-12829	Ashbrooks Way Resurfacing	Resurface roadway including pavement markings.	Planned	2024			✓					
Tieton WA-12832	Elm Street Reconstruction Improvements	Reconstruction of roadway including curb, gutter, sidewalk, bike lanes, illumination, storm drainage, and other related improvements.	Planned	2025		✓	✓		✓			
Tieton WA-12833	Burns Avenue Resurfacing	Resurface roadway including pavement markings.	Planned	2025			✓					
Tieton WA-12834	North Pongala Road BST	Double coat BST Pongala Road.	Planned	2025			✓					
Tieton WA-12835	Tieton Park (Soccer Fields) Pathway	Construct multi-use pathway through Tieton Park.	Planned	2026		✓			✓			✓
Tieton WA-13580	North Tieton Road Pedestrian Bridge	Construct pedestrian bridge and sidewalk over North Fork Cowiche Creek.	Planned	2026		✓		✓	✓			
Tieton WA-14274	Tieton Avenue Resurfacing	Resurface roadway including pavement markings and ADA curb ramps.	Planned	2024		✓	✓		✓			
Toppenish WA-07753	S Juniper Street and Jackson Street Improvements	Reconstruct both streets including planing and re-use of grindings, grading, install missing segments of curb and gutter and sidewalk, new hot mix asphalt, streetlights, and storm drainage improvements.	Secured	2024	(State)	✓	✓		✓			
Toppenish WA-11096	Mural Attraction Sidewalk Improvements	The project constructs ADA ramps, sidewalks, and curb and gutter for the walking mural route.	Planned	2025		✓			✓			✓
Toppenish WA-11098	Second and First Avenue Reconstruction Improvements	Reconstruct roadway including excavation, new curb and gutter, sidewalk, crushed surfacing, hot mix asphalt, storm drainage improvements, and street lighting.	Planned	2026		✓	✓		✓			
Toppenish WA-11099	Asotin Avenue Realignment Improvements	Reconstruct roadway including excavation, new curb and gutter, sidewalk, crushed surfacing, hot mix asphalt, storm drainage improvements, and street lighting.	Planned	2026		✓	✓		✓			
Toppenish WA-11100	South Toppenish Avenue Reconstruction Improvements	Reconstruct roadway including excavation, new curb and gutter, sidewalk, crushed surfacing, hot mix asphalt, storm drainage improvements, and street lighting.	Planned	2027		✓	✓		✓			

Jurisdiction (STIP ID)	Project	Project Description	Secured / Planned	Project CN Year	Projected Funding	SF	PA	BR	CM AQ	HS	FM	GG
Toppenish TOP 3	Jackson Street Extension	Reconstruct Jackson Street from Juniper Street west (approx.) 1,000 ft, then extend Jackson Street west (approx.) 2,000 ft to Ward Road. Construct the extended section with three lane (minimum) hot mix asphalt, curb/gutter/sidewalks, storm drainage, and street lighting.	Secured	2024	STBG(US)	✓	✓		✓			
Toppenish WA-14344	1st Avenue Reconstruction Improvements	Reconstruct roadway including excavation, new curb and gutter, sidewalk, crushed surfacing, hot mix asphalt, storm drainage improvements, and street lighting.	Planned	2027		✓	✓		✓			
Toppenish WA-14345	G Street Reconstruction Improvements	Reconstruct roadway including excavation, new curb and gutter, sidewalk, crushed surfacing, hot mix asphalt, storm drainage improvements, and street lighting.	Planned	2028		✓	✓		✓			
Toppenish WA-15236	Berger Lane Local Improvement District (LID)	Construct new roadway in Berger Lane, Adams Avenue, and Brooks Lane to include aggregate base, asphalt, curb and gutter, and storm drainage improvements.	Planned	2026		✓	✓					
Toppenish WA-15237	East Toppenish Avenue Rehabilitation Project	Reconstruct roadway including excavation, new curb and gutter, sidewalk, crushed surfacing, hot mix asphalt, storm drainage improvements, and street lighting.	Planned	2027		✓	✓		✓			
Toppenish WA-15238	East Toppenish Avenue Rehabilitation Project	Reconstruct roadway including excavation, new curb and gutter, sidewalk, crushed surfacing, hot mix asphalt, storm drainage improvements, and street lighting.	Planned	2028		✓	✓		✓			
Toppenish WA-15239	Asotin Avenue Intersection Roundabout Improvements	Construct a new roundabout with new curb and gutter, sidewalk, and lighting.	Planned	2026		✓			✓			
Toppenish WA-15240	Buena Way Safety Improvements	Reconstruct sidewalks to include bulb outs and install ADA compliant curb ramps.	Planned	2025		✓			✓			
Toppenish WA-15241	King and Rentschler Lane Local Improvement District (LID)	Construct new roadway to include aggregate base, asphalt, curb and gutter, and storm drainage improvements.	Planned	2025			✓					
Union Gap UG03	Regional Beltway Connector Phase 2 - South Union Gap	Construct a new four lane arterial, a railway overpass, curb and gutter, illumination, stormwater, and separate bike/ped pathway from the Main Street Intersection with I82/US97 to Longfibre Road and serve as the east/west freight corridor. Project will be constructed in two stages. Stage 2A is from Longfibre Road to the north boundary of Fullbright Park and includes all roadway work, roundabouts at the intersections, joint bike/pedestrian pathways, sidewalk, curb and gutter, stormwater, and illumination. Stage 2B will be from the north boundary of Fullbright Park to Main Street I82/US97. This stage consists of Right-of-way, a new bridge over BNSF railway, a roundabout at the Main Street I82/US97 interchange, bike/pedestrian pathway, sidewalk, curb and gutter, stormwater, illumination, and other work to complete stage 2B.	Secured (Only RW; CN is still planned)	2024	CMAQ & RAISE	✓	✓	✓	✓	✓	✓	✓
Union Gap UG04	South 10th Avenue - north / south connector (2 stages)	New roadway construction, reconstruction of existing roadway, replace existing bridge, improve intersection, and signalization at Pioneer St.	Planned	2027		✓	✓	✓	✓			
Union Gap UG05	Ahtanum Road Reconstruction – Stage 2	Reconstruct and widen to include curb, gutter, sidewalk, HMA, storm drainage, illumination, bridge, and culvert replacement.	Planned	2029		✓	✓	✓	✓	✓	✓	
Union Gap UG06	Goodman Road	Construct new roadway including excavation, curb/gutter/sidewalk, crushed surfacing, hot mix asphalt, storm drainage, and illumination.	Planned	2027		✓	✓		✓			
Union Gap G08	Sealcoat Program / Various roads, MTP areas	Pre-level and sealcoat various roads; various locations to be determined by the pavement management plan as listed on the regional plan project list.	Planned	2025			✓					



Jurisdiction (STIP ID)	Project	Project Description	Secured / Planned	Project CN Year	Projected Funding	SF	PA	BR	CM AQ	HS	FM	GG
Union Gap UG09	Rehabilitation/overlays - various roads	Construct structural overlays on arterial roadways.	Planned	2028			✓					
Union Gap UG12	Storm Drain / Vegetation - local selection	City-wide storm drain maintenance.	Planned	2024								
Union Gap UG11	South 12th Avenue	Reconstruct roadway including excavation, curb/gutter/sidewalk, crushed surfacing, hot mix asphalt, storm drainage improvements, and illumination.	Planned	2026		✓	✓		✓			
Union Gap UG13	City-wide Transportation Planning Projects	Various transportation, traffic operations, and safety related planning activities and main street revitalization plan.	Planned	2026		✓			✓			
Union Gap UG14	Downtown Future Initiatives	Sidewalk modifications and other improvements to be determined.	Planned	2027		✓			✓			
Union Gap UG15	Goodman Road Bridge	Replace existing bridge.	Planned	2028		✓		✓				
Union Gap UG29	Pathway/Sidewalk Projects	Construct sidewalks/pathways at various locations.	Planned	2027		✓			✓			
Union Gap UG22	School Safety Projects	Various locations; city-wide, crossing flashers, sidewalks, signing	Planned	2029		✓			✓			
Union Gap UG24	Old Town Road Reconstruction	Reconstruct roadway including excavation, curb and gutter, sidewalk, crushed surfacing, hot mix asphalt, storm drainage, and illumination.	Planned	2028		✓	✓		✓			
Union Gap UG25	North Rudkin Road Reconstruction	Partner with Yakima to reconstruct roadway including excavation, curb and gutter, sidewalk, crushed surfacing, hot mix asphalt, storm drainage, and illumination.	Planned	2027		✓	✓		✓			
Union Gap UG26	City-wide (roadway) Shoulder Improvements	City-wide shoulder improvements	Planned	2025		✓	✓		✓			
Union Gap UG28	Signal Upgrades - local selection	Upgrade signal(s)	Planned	2028		✓						✓
Union Gap UG31	Longfibre Road Signalization	Partner with City of Yakima reconstruct roadway including excavation, curb and gutter, sidewalk, crushed surfacing, hot mix asphalt, storm drainage, and illumination.	Planned	2028		✓	✓		✓	✓	✓	
Union Gap WA-06750	Non-motorized Loop	Acquire right-of-way for extension of non-motorized pathway.	Planned	2027		✓			✓			
Union Gap WA-09053	Ahtanum Road Sidewalk Improvements	Construct curb/gutter/sidewalks, retaining walls, and ADA ramps. Construct rectangular Rapid Flashing Beacons (RRFB)	Secured (State)	2024		✓			✓			
Union Gap UG50	3rd Avenue Resurfacing Project	Grind and overlay existing roadway including, paving fabric, HMA, new striping, and installation of signal loops.	Planned	2026		✓	✓					
Union Gap UG52	Complete Streets Project	Repair of sidewalk panels, installation of bulb outs and curb ramps, construction of commercial driveway approaches, sidewalks and storm drainage provisions.	Planned	2025		✓	✓		✓			
Union Gap UG54	Main Street Pedestrian Crossing Improvements	Construct an enhanced pedestrian crossing for E. Washington St./Main St. Intersection: Install Pedestrian Hybrid Beacon (PHB), Construct sidewalk, curb, gutter and ADA curb ramps in vicinity of new PHB, install new pavement markings and signage.	Secured State	2024		✓			✓			✓
Union Gap UG55	Union Gap Street Sweeper	Purchase compliant street sweeper to augment city of Union Gap's dust abatement program.	Secured	2024	CMAQ	✓			✓			✓
Union Gap UG56	Union Gap Bridge #2 Replacement	Replace existing concrete span decking with concrete girders and concrete abutments.	Secured	2024	BR	✓		✓				

Jurisdiction (STIP ID)	Project	Project Description	Secured / Planned	Project CN Year	Projected Funding	SF	PA	BR	CM AQ	HS	FM	GG
Union Gap UG07(2)	Main Street Reconstruction - Phase 2	Reconstruct Existing 4 lane roadway to a 3-lane section with center two-way lane, by removal of existing asphalt overlay and existing cement concrete pavement, curb & gutter.  Construct new widened area; new curb & gutter, sidewalks; storm drainage; illumination; HMA pavement, and landscape.	Planned	2027		✓	✓		✓			
Union Gap UG51	10th Avenue South - #475 Bridge Replacement	Replace existing timber span bridge with precast concrete girder and concrete pier bridge. Project also includes adding a bike lane, and new sidewalks on both sides of bridge.	Secured	2024	BR	✓		✓	✓			
Union Gap UG58	Ahtanum Road Pedestrian Railroad Crossing	Median refuge island, new marked crosswalks, rectangular rapid flashing beacons (RRFB), ADA Curb ramps, shared-use path/trail, pedestrian/bicyclist railroad crossing, sidewalk (5+) with curb.	Secured	2025	State	✓			✓			
Union Gap UG59	Main Street Pedestrian Crossing improvements	Construct an enhanced pedestrian crossing for W. Pine Street/W. Washington Street & Main Street intersection: install rapid flashing beacons, construct sidewalks, curb, gutter, and ADA curb ramps, install new pavement markings and signage.	Secured	2025	STBG(UM )	✓			✓			
Wapato WA-07174	North Track Road Reconstruction	Reconstruct the subsurface and surface, and install curb, gutter, sidewalk, and storm drainage, and relocate utilities as needed.	Planned	2025		✓	✓		✓			
Wapato WA-07176	U.S. Highway 97 and 9th Street Intersection Improvements	Improve intersection by reconstructing a round-about or install a traffic signal	Planned	2028		✓	✓		✓			
Wapato WA-07180	South Wasco Avenue Improvements	Reconstruct curb, gutter and sidewalk, and grind and overlay the surface.	Planned	2026		✓	✓		✓			
Wapato WA-07182	Resurfacing of South Satus Avenue	Grind and overlay surface, and install curb, gutter sidewalk, and drainage.	Planned	2026		✓	✓		✓			
Wapato WA-07185	Trail Construction along North Track Road	Pave asphalt trail	Planned	2027		✓			✓			✓
Wapato WA-08170	North Ahtanum Avenue Improvements	Reconstruct curb, gutter, and sidewalk, and pave a two-lane roadway	Planned	2025		✓	✓		✓			
Wapato WA-08183	9th Street Pavement Overlay	Repair some subsurface section, and grind and overlay surface.	Planned	2025			✓					
Wapato WA-08877	Resurfacing of Keppler Way and Kateri Lane	Repair some subsurface sections, grind and overlay surface, and replace curb ramps and sidewalk.	Planned	2025		✓	✓		✓			
Wapato WA-08878	S. Wapato Avenue Improvements	Improve intersections, repair some subsurface sections, grind and overlay surface, and plant street trees.	Planned	2025			✓					
Wapato WA-15403	S. Naches Ave Reconstruction	This project will restore the condition of the roadway through full depth reclamation, install curb and gutter to protect the edges of the roadway and collect stormwater, and fill in gaps in the pedestrian access route and provide ADA compliant curb ramps.	Planned	2025		✓	✓		✓			
WSDOT 509703N39	US 97/SR 22 Intersection - Replace Signal and Illumination	Upgrade illumination system and rebuild signal system. The electrical lighting system and signal system at the US 97/SR 22 Intersection on US 97 at Toppenish have deteriorated due to age. Project replaces lighting system and rebuilds signal to ensure adequate lighting and signal function for the intersection area.	Planned	2024		✓				✓	✓	✓
WSDOT 524103H39	SR 241/Allen Rd Intersection - Intersection Safety	Construct compact roundabout. The SR 241 and Allen Rd intersection in Sunnyside has a potential for collisions. Construct a compact roundabout to reduce the risk of collisions.	Secured	2024	HSIP	✓				✓	✓	✓

Jurisdiction (STIP ID)	Project	Project Description	Secured / Planned	Project CN Year	Projected Funding	SF	PA	BR	CM AQ	HS	FM	GG
WSDOT 502202U39	SR 22/Idaho Ave to US 97 - ADA Compliance	Upgrade existing curb ramps to meet ADA Compliance. Pedestrian ADA curb ramps at various intersections on SR 22 in the City of Toppenish. Project upgrades curb ramps to meet current standards, improving accessibility for all pedestrians.	Planned	2028	NHPP	✓				✓	✓	
WSDOT 502202U39	SR 22/Idaho Ave to US 97 - ADA Compliance	Upgrade existing curb ramps to meet ADA Compliance. Pedestrian ADA curb ramps at various intersections on SR 22 in the City of Toppenish. Project upgrades curb ramps to meet current standards, improving accessibility for all pedestrians.	Planned	2028	NHPP	✓				✓	✓	
WSDOT 509704Y39	US 97/Union Gap Vicinity - Stabilize Slope	Install rockfall fence; Slope #3007. WSDOT's geotechnical division has identified this rock slope south of Union Gap along US 97 as a potential hazard to the traveling public due to rocks falling onto the roadway. Project removes debris and install a rockfall protection fence above the existing retaining wall to reduce the risk of rocks falling onto the roadway and the potential for collisions.	Planned	2027	NHPP	✓				✓		
WSDOT 541002X39	SR 410/0.6 miles E of Chinook Pass Summit - Culvert Lining	Install culvert lining and repair erosion. Existing culverts within the project limits are deteriorating and have erosion issues. Project installs culvert linings and repair erosion to maintain culvert flow and prevent further deterioration and erosion.	Planned	2025		✓		✓		✓		
WSDOT 541002Y39	SR 410/1.0 miles E of Chinook Pass Summit - Culvert Lining	Install culvert lining and repair erosion. Existing culverts within the project limits are deteriorating and have erosion issues. Project installs culvert linings and repair erosion to maintain culvert flow and prevent further deterioration and erosion.	Planned	2025		✓		✓		✓		
WSDOT 541003Z39	SR 410/0.75 miles W of East Winter Gate - Culvert Lining	Install culvert lining and repair erosion. Existing culverts within the project limits are deteriorating and have erosion issues. Project installs culvert linings and repair erosion to maintain culvert flow and prevent deteriorations and erosions.	Planned	2025		✓		✓		✓		
WSDOT 501208I39	US 12/White Pass Vicinity - Culvert Lining	Install culvert lining and repair erosion. Project will install culvert linings and repair erosion to maintain culvert flow and prevent deterioration and erosion. Project split equally b/n Lewis & Yakima counties. This record is for the Yakima County portion of the project.	PE Secured CN Planned	2024	NHPP			✓				
WSDOT 501208Z39	US 12/Rimrock Lake Vicinity - X Lining	Install culvert lining and repair erosion. Existing culverts within the project limits are deteriorating and have erosion issues. Project installs culvert linings and repair erosion to maintain culvert flow and prevent deterioration and erosion.	PE Secured CN Planned	2024	NHPP			✓				
WSDOT 501219H39	US 12/0.7 Miles E of Clear Creek Falls Viewpoint - Rockfall Barrier	Construct rockfall barrier; Slope 1743. The existing rockfall fence at this location on US 12 east of White Pass is deteriorated and needs to be replaced. Remove loose debris and hazard trees from the slope and construct a new rockfall barrier to protect the highway.	PE Secured CN Planned	2024	NHPP	✓						
WSDOT 508210J39	I-82/Yakima River Bridges at Union Gap - Joint Repair	Repair expansion joints - Bridges 82/131S & 82/131N. Bridge joints on the I-82 Yakima River Bridges at Union Gap are deteriorating and need to be repaired. Project replaces existing joints to provide a smoother ride and preserve the structural integrity of the bridges.	PE Secured CN Planned	2024	NHPP	✓		✓		✓	✓	
WSDOT 508210K39	I-82/Naches River Bridge EB - Joint Repair	Repair expansion joints - Bridge 82/115S. Bridge joints on the eastbound I-82 Naches River Bridge north of Yakima are deteriorating and need to be repaired. Project replaces existing joints to provide a smoother ride and preserve the structural integrity of the bridge.	PE Secured CN Planned	2024	NHPP	✓		✓		✓	✓	

Jurisdiction (STIP ID)	Project	Project Description	Secured / Planned	Project CN Year	Projected Funding	SF	PA	BR	CM AQ	HS	FM	GG
WSDOT BPVYCOG	Asphalt/Chip Seal Preservation Yakima Valley Conference of Governments	Asphalt/Chip Seal Preservation within the limits of Yakima Valley Conference of Governments MPO and RTPO. Resurface roadway(s) with chip seal or hot mix asphalt to preserve the structural integrity and extend the service life of the pavement. List of included projects at <a href="http://www.wsdot.wa.gov/projects/search">www.wsdot.wa.gov/projects/search</a> .	Secured	2028			✓			✓	✓	
WSDOT 508210L39	I-82/Yakima River Bridge N of Yakima WB - Joint Repair	Repair expansion joints - Bridge 82/114N. Bridge joints on the westbound I-82 Yakima River Bridge north of Yakima are deteriorating and need to be repaired. Project replaces existing joints to provide a smoother ride and preserves structural integrity of the bridge.	PE Secured CN Planned	2024	NHPP	✓		✓		✓	✓	
WSDOT 508210M39	I-82/Yakima River Bridge WB - Bridge Painting	Paint Bridge 82/114N. Existing steel surfaces on the westbound I-82 Yakima River Bridge north of Yakima require cleaning and painting to delay deterioration. By painting this structure, the structural integrity of the bridge will be preserved and extends service life of the bridge.	PE Secured CN Planned	2024	NHPP			✓				
WSDOT 508210N39	I-82/Yakima River Bridge EB - Bridge Painting	Paint Bridge 82/114S. Existing steel surfaces on the eastbound I-82 Yakima River Bridge north of Yakima require cleaning and painting to delay deterioration. By painting this structure, the structural integrity of the bridge will be preserved and extends service life of the bridge.	PE Secured CN Planned	2024	NHPP			✓				
WSDOT 508210O39	I-82/Naches River Bridge WB - Bridge Painting	Paint Bridge 82/115N. Existing steel surfaces on the westbound I-82 Naches River Bridge north of Yakima require cleaning and painting to delay deterioration. By painting this structure, the structural integrity of the bridge will be preserved and extends service life of the bridge.	PE Secured CN Planned	2024	NHPP			✓				
WSDOT 508210P39	I-82/Naches River Bridge EB - Bridge Painting	Paint Bridge 82/115S. Existing steel surfaces on the eastbound I-82 Naches River Bridge north of Yakima require cleaning and painting to delay deterioration. By painting this structure, the structural integrity of the bridge will be preserved and extends service life of the bridge.	PE Secured CN Planned	2024	NHPP			✓				
WSDOT 501219I39	US 12/2.6 Miles W of Indian Creek - Rockfall Barrier	Construct rockfall barrier; Slope 1756. The existing rockfall fence at this location on US 12 east of White Pass is deteriorated and needs to be replaced. Remove loose debris and hazard trees from the slope and construct a new rockfall barrier to protect the highway.	PE Secured CN Planned	2024	NHPP	✓						
WSDOT 502202Z39	SR 22/SR 223 Chambers Rd Intersection - Intersection Safety	Construct intersection safety improvements. SR 22 / SR 223 Chambers Rd intersection west of Granger has a potential for collisions. Construct intersection improvements to reduce risk of collisions.	Secured	2024	HSIP	✓				✓	✓	
WSDOT 524103I39	SR 241/E Edison Rd Intersection - Intersection Safety	Construct compact roundabout. The SR 241 and E Edison Rd intersection in Sunnyside has a potential for collisions. Construct a compact roundabout to reduce the risk of collisions.	Secured	2024	HSIP	✓				✓	✓	
WSDOT 509705H39	US 97/Robbins Rd - Intersection Improvements	Construct roundabout at intersection of Buster Rd and Ward Rd on four-lane US 97 east of Wapato have been identified as locations with a history of collision proposes to reduce the risk of collisions on US 97 by closing the current access points at Buster Rd and Ward Rd, then creating a new access point by extending Robbins Rd north until it intersects US 97. Install a double lane roundabout at this new access point and upgrade signing, delineation, barrier, and illumination. Project enhances traffic flow and provide safe access to US 97 and reduce the risk of collisions.	Secured	2024	HSIP	✓				✓	✓	✓
WSDOT 502402Z39	SR 24/Bell Rd Intersection - Intersection Safety	Construct compact roundabout at SR 24 and Bell Rd intersection in Moxee has a potential for collisions. Project constructs a compact roundabout to reduce the risk of collisions.	Secured	2024	HSIP	✓				✓	✓	

Jurisdiction (STIP ID)	Project	Project Description	Secured / Planned	Project CN Year	Projected Funding	SF	PA	BR	CM AQ	HS	FM	GG
WSDOT 501216X39	US 12/Eschbach Rd - Intersection Safety Improvements	Construct intersection improvements at Eschbach Road and US 12 west of Yakima with potential for collisions involving left turns onto US12. Project constructs an eastbound left turn acceleration lane on US12 preventing freight / passenger vehicle collisions at intersection.	Secured	2024	HSIP	✓				✓	✓	
WSDOT 509704S39	US 97/Lateral A Intersection - Intersection Improvements	Construct roundabout at US 97/Lateral A intersection with high potential for serious collisions. Replaces the existing three-leg signal with a roundabout and/or other intersection improvements reducing the potential for serious collisions.	Secured	2024	HSIP	✓				✓	✓	✓
WSDOT 541001O39	SR 410/Rock Creek Vic - Improve Chronic Environmental Deficiency	Replace culvert, raise roadway, and realign creek. Currently SR 410 at Rock Creek experiences repeated flooding events and sediment build-up in the culvert, roughly 14 miles west of the US 12/SR 410 Wye. This project will construct a new channel for the creek to provide a larger area for sediment storage and overflow and construct a new structure on SR 410 to minimize the risk of future flooding events.	Secured	2025	STBG			✓				
WSDOT 541004H39	SR 410/Miner Creek to 1 Mile E of Hells Crossing - Stormwater Retrofit	Document existing stormwater drainage improvements. Document the existing Best Management Practices (BMP) stormwater retrofit improvements previously constructed along this section of SR 410 east of Chinook Pass.	Secured	2024	(State)	✓						
WSDOT 501216Z39	US 12/Ackley Rd/Clover Lane - Intersection Safety Improvements	Construct intersection improvements at Ackley Road/Clover Lane and US 12 west of Yakima has the potential for collisions involving right turns onto US 12. Project constructs an eastbound right turn acceleration lane on US 12 to prevent freight / passenger vehicle collisions at intersection.	Secured	2024	HSIP	✓				✓	✓	
WSDOT 508209W39	I-82/Yakima to Union Gap - Corridor Improvements	Improve access, provide capacity, and replace bridges. I-82 in the Yakima vicinity has become increasingly congested with heavy morning and afternoon rush hour traffic mixing with heavy truck traffic. Retail and commercial development in the greater Yakima area continues to add to freeway traffic Project increases capacity on I-82 b/n US 12 interchange and SR 24/Nob Hill Blvd interchange, replacing bridges, and improving on/off connections. This project in conjunction with related City of Yakima and Yakima County system improvements will reduce congestion and the risk of crashes.	Secured (State)	2026		✓		✓		✓	✓	
WSDOT 582301X39	SR 823/Eleventh Ave to E Fifth Ave Vic - ADA Compliance	Upgrade existing curb ramps to meet ADA Compliance. Pedestrian ADA curb ramps at various intersections on SR 823 in the City of Selah do not fully meet ADA standards. Project will upgrade the curb ramps to meet current standards, improving accessibility for all pedestrians.	Secured (State)	2024		✓			✓			
WSDOT 582301Y39	SR 823/E Naches Ave to N Wenas Rd Wye - ADA Compliance	Upgrade existing curb ramps to meet ADA Compliance. Pedestrian ADA curb ramps at various intersections on SR 823 in the City of Selah do not fully meet ADA standards. Project will upgrade the curb ramps to meet current standards, improving accessibility for all pedestrians.	Secured (State)	2024		✓			✓			
Yakima YAK10	E. "H" Street Extension, Phase 1	Construct new roadway including water, sewer, curb, gutter, sidewalk, street lighting and storm drainage system.	Planned	2025		✓			✓			
Yakima YAK11	Bravo Company Boulevard, Phase 1	Construct four-lane roadway section with median, bike lanes and roundabouts, install curb, gutter, sidewalk, street lighting and storm drainage system, along with water and sewer systems.	Secured	2024		✓			✓	✓	✓	
Yakima YAK14	Washington Avenue & Longfiber Road Intersection Improvements	Improve the Washington Avenue/Longfiber Road intersection by construction of channelization, a signal, or a roundabout.	Planned	2025		✓			✓	✓	✓	

Jurisdiction (STIP ID)	Project	Project Description	Secured / Planned	Project CN Year	Projected Funding	SF	PA	BR	CM AQ	HS	FM	GG
Yakima YAK57	18th Street Underpass	Replace the bridge on E. Yakima Avenue that crosses over 18th Street.	Planned	2027	BR	✓		✓				
Yakima YAK84	16th Avenue and Tieton Drive Intersection Improvements	Reconstruct and widen 16th Avenue and Tieton Drive by adding left-turn lanes for all movements at the intersection. Upgrade the traffic signal.	Planned	2028	STP(UL)	✓						
Yakima YAK93	Powerhouse Road Multi-Use Path	Construct 10-foot wide multi-use path from 40th Avenue/US 12 intersection to Powerhouse Road.	Planned	2028		✓			✓			✓
Yakima YAK98	S. 72nd Avenue and W. Washington Avenue Improvements	Improve intersection by constructing a roundabout.	Planned	2024		✓			✓			
Yakima YAK102	N 1st St & R St Signal	Install traffic signal at the intersection.	Planned	2028	STP	✓						✓
Yakima YAK103	Nob Hill Elementary School Safety Improvements	This project will make various pedestrian safety improvements in the vicinity of Nob Hill Elementary School, such as new sidewalk and constructing ADA ramps.	Planned	2027		✓			✓			
Yakima YAK104	Tieton Drive Resurfacing	Grind and overlay, and ADA curb ramp replacement.	Planned	2025		✓			✓			
Yakima 2143	E Nob Hill Blvd & Fair Ave I/S Improvements	Widen Nob Hill Boulevard through the intersection, construct left-turn lane, curb, gutter, sidewalk, street lighting and drainage. Upgrade signal, including mast arm structures.	Secured	2024	STBG(UM )	✓			✓	✓	✓	
Yakima WA-13520	Bravo Company Boulevard, Phase 2	Construct four-lane roadway section with median, bike lanes and roundabouts, install curb, gutter, sidewalk, street lighting and storm drainage system, along with water and sewer systems.	Planned	2025		✓			✓	✓	✓	
Yakima WA-13522	Browne Avenue Sidewalk	Replace damaged sidewalk panels.	Planned	2025		✓			✓			
Yakima YAK 107	88th Avenue Sidewalk	Construct sidewalk on east side of roadway.	Planned	2024		✓			✓			
Yakima YAK 108	S. 1st Street and E. Washington Avenue Intersection Improvements	Realign intersection, widen E. Washington Ave. for additional lane, replace curb, gutter, sidewalk, and construct new signal.	Planned	2027		✓			✓			
Yakima YAK 109	Fair Avenue Sidewalk	Construct sidewalk on west side of roadway.	Planned	2024		✓			✓			
Yakima YAK 110	Nob Hill Boulevard Sidewalk	Construct sidewalk on south side of roadway.	Planned	2028		✓			✓			
Yakima YAK 111	6th Avenue Roadway Improvements	Reconstruct roadway including trolley provisions.	Planned	2025			✓		✓			
Yakima YAK 112	Powerhouse Road and Englewood Avenue Intersection Improvements	Install traffic signal at the intersection.	Planned	2028		✓						✓
Yakima YAK 113	Mead Avenue Pedestrian Signal	Install pedestrian signal at the east leg of the intersection.	Planned	2028		✓			✓			
Yakima YAK 114	N. 16th Avenue Sidewalk	Construct sidewalk on west side of roadway.	Planned	2028		✓			✓			
Yakima WA-14955	Coolidge Road - 72nd to 84th Ave - Roadway Improvements	Rehabilitate existing pavement and update roadway to current city standards.	Planned	2025		✓	✓				✓	
Yakima WA-15117	40th Ave and Fruitvale Blvd Roundabout	Roundabout, Rectangular Rapid Flashing Beacons (RRFB), New Marked Crosswalk, Green Pavement/Bicycle Intersection Crossing Markings, ADA Curb Ramps, Audible Pedestrian Signal, Bicycle Wayfinding Signs/Markings, Shared-use Path/Trail	Planned	2025		✓			✓	✓	✓	✓



Jurisdiction (STIP ID)	Project	Project Description	Secured / Planned	Project CN Year	Projected Funding	SF	PA	BR	CM AQ	HS	FM	GG
Yakima YAK44	34th Avenue & Fruitvale Boulevard, and 34th Avenue and River Road Roundabouts	Improve the intersections of River Road & Fruitvale Boulevard, and N. 34th Avenue and River Road by installing roundabouts.	Secured	2024	HSIP, NHFP	✓						
Yakima WA-14324	2023 City Safety - Systemic Pedestrian and Bicycle Data Collection	Collect pedestrian and bicycle counts at city street intersections to develop future local road safety plans.	Secured	2024		✓			✓			✓
Yakima WA-15060	2024 Northside Alley Paving	The City of Yakima will pave approximately 4500 LF of north/south alleys between N 6th Avenue and N 3rd Avenue, from W 'D' Street to Willow Street.	Secured	2024	CMAQ				✓			
Yakima YAK115	2023 City Safety - Systemic Pedestrian Safety Improvements, Signal Upgrades; Curb Extensions at 5th Ave. and 'D' St. I/S	Upgrade signal controllers at 10 intersections to allow for leading pedestrian intervals. Install curb extensions at the intersection of 5th Avenue and 'D' St. to improve pedestrian safety.	Secured	2024	HSIP	✓			✓			✓
Yakima WA-15118	Prasch Avenue Sidewalk Improvements	Construct sidewalks against existing curbing on Prasch Avenue from S. 16th Avenue to S. 20th Avenue	Planned	2025		✓			✓			
Yakima Yak 115	3rd Ave / Division St. I/S Improvements	Construct a signal at 3rd Ave and Division Street	Planned	2024		✓						✓
Yakima WA-14726	Nob Hill Boulevard Resurfacing	Grind and overlay, and ADA curb ramp replacement.	Planned	2024		✓			✓			
Yakima WA-14725	East Yakima Sidewalk Improvements	Construct sidewalk on north side of roadway to connect sidewalk gap.	Planned	2024		✓			✓			
Yakima Yak 116	S. 1st St./Russell Lane I/S Improvements	Russell Lane will be relocated to align with an existing traffic signal on S. 1st Street. Relocation will require revisions to the existing signal system and changes to the intersection channelization.	Secured	2024		✓						
Yakima YAK116	Zier Road Roadway and Sidewalk Improvements	Reconstruct existing roadway, widening and adding sidewalks.	Planned	2025		✓			✓			
Yakima County YkCo99999B	Countywide Traffic Operations and Signal Installation -- Various Locations in Yakima Co.	Install/upgrade traffic signals at various locations and/or traffic operation improvements.	Secured	2024		✓				✓	✓	✓
Yakima County YaCo60320	Independence Road -- Fordyce Rd. to Maple Grove Rd.	Reconstruct to rural major collector standards.	Secured	2024		✓	✓				✓	
Yakima County YkCo99999O	Overlays - Various Roads	Construct structural overlays on various arterial roads in Yakima County. (CAPP Program)	Secured	2024			✓					
Yakima County YkCo30360A	Wide Hollow Road - Yakima City Limit to Cottonwood Canyon Rd.	Reconstruct existing two lane rural roadway to 3 lanes with curbs, gutters, pedestrian facilities, and on-road bicycle facilities. Install traffic signal at 96th Ave.	Planned	2028 +		✓	✓					
Yakima County YaCo32400a	S. 96th Avenue - Spokane Street (vic.) to Coolidge Ave.	Construct to 3 lanes w/ curb, gutters, sidewalks and illumination	Planned	2028 +		✓	✓		✓			
Yakima County YkCo42250B	Beaudry Road -- Norman Rd. Vicinity	Construct new bridge crossing to intersect with Bittner / Wendt Rds.	Planned	2026		✓		✓		✓	✓	

Jurisdiction (STIP ID)	Project	Project Description	Secured / Planned	Project CN Year	Projected Funding	SF	PA	BR	CM AQ	HS	FM	GG
Yakima County YkCo-ADA-1	Countywide Sideway ADA Retrofit Projects	Retrofit non-compliant sidewalks with required ADA compliant improvements at various locations	Secured	2025		✓			✓			
Yakima County YkCo99999T	Countywide Traffic Safety Projects (Various Locations)	Construct spot safety improvements at various locations throughout county.	Secured	2024		✓						
Yakima County YkCo20150C	S. Naches Road Reconstruction Project - W. Powerhouse Rd. to Schuller Grade.	Reconstruct existing two (2) lane rural roadway to County standard 40' road (12' lanes, 8' shoulders). Improve horizontal alignment.	Planned	2027 +		✓			✓			
Yakima County YkCo10050A	Old Naches Hwy – SR 12 to Mapleway Rd.	Reconstruct existing 2 lane rural roadway to 3 lanes w/ curbs, gutters, pedestrian facilities, and on-road bicycle facilities.	Planned	2027 +		✓			✓			
Yakima County YkCo5219	Roza Hill Dr. – S 58th St. Vic. to Wendt Rd.	Resurface existing roadway, reconstruct to a 2R Standard	Secured (PE Only)	2028 +		✓	✓				✓	
Yakima County YkCo10020B	W. Powerhouse Rd – Yakima City Limits to S. Naches Rd.	Reconstruct two lane roadway to 3 lanes w/ curbs, gutters, pedestrian & on-road bicycle facilities	Planned	2026		✓			✓		✓	
Yakima County YaCo4900	S. 41st St. Polly Ln Vic. to Kroum Rd. Vic.	Reconstruct roadway to 3 lanes with curbs, gutters, and pedestrian facilities.	Planned	2028 +		✓			✓			
Yakima County YkCo30260B	Ahtanum Road -- S. 52nd Ave (vic.) to S. 90th Ave. (vic.)	Reconstruct existing 2 lane rural roadway to 3 lanes w/ curbs, gutters, pedestrian facilities, and on-road bicycle facilities.	Planned	2028 +		✓			✓	✓	✓	
Yakima County YkCo60320B	Independence Road – N. Outlook Rd. to Fordyce Rd.	Reconstruct Roadway to rural major collector standards	Planned	2026			✓				✓	
Yakima County YkCo61120A	Yakima Valley Hwy – Gurly Rd. Intersection	Reconstruct intersection with Gurley Rd. and Gurley Y Rd.	Planned	2028 +		✓						
Yakima County YkCo44080C	Terrace Heights Drive – N. 33rd St. to 39th St	Widening to 5 lanes and signaling new intersection	Secured	2024		✓			✓			
Yakima County YakCo10210	N. Wenas Rd. – Shaw Rd. to Sheep Company Rd.	Reconstruct existing roadway to County approved rural major collector standards	Planned	2026		✓	✓				✓	
Yakima County YakCO9999C	Countywide short span bridge replacement program	Replace existing deficient short span bridges at various locations	Secured	2025		✓		✓				
Yakima County YkCo30260A	Ahtanum Road -- S. 26th Ave (vic.) to S. 52nd Ave. (vic.)	Reconstruct existing two-lane rural roadway to 3 lanes w/ curbs, gutters, and multi-purpose ped/bicycle facilities.	Secured	2024		✓	✓		✓		✓	
Yakima County YakCO34990	S. 52nd Ave. - Ahtanum Rd. to Washington Ave.	Reconstruct to 3 lanes with curbs, gutter, pedestrian facilities and on-road bicycle facilities	Planned	2028 +		✓	✓					

Jurisdiction (STIP ID)	Project	Project Description	Secured / Planned	Project CN Year	Projected Funding	SF	PA	BR	CM AQ	HS	FM	GG
Yakima County YakCo580B	S.L.I. Rd. Bridge # 580	Reconstruct existing bridge	Planned	2025		✓		✓				
Yakima County YakCo(xxxx)	North Fork Road Bridge #105	Reconstruct Existing Bridge	Secured	2026		✓		✓			✓	
Yakima County YakCo(xxxx)	North Fork Road Bridge #105	Reconstruct Existing Bridge	Secured	2026		✓		✓			✓	
Yakima County YakCo(xxxx)	S. Naches Road Bridge # 35	Rehabilitate Bridge Deck	Secured	2025		✓		✓			✓	
Yakima County YakCo(xxxx)	East-West Corridor - Yakima River East Bank to I-82 Turnback Limits	New arterial connection including new Yakima River bridge, I-82 access modifications, and connection to City Yakima Mill site	Secured	2024		✓		✓	✓	✓	✓	
Yakima County YakCo(xxxx)	East-West Corridor – Yakima River East Bank to Butterfield Road Roundabout	New arterial connecting Terrace Heights to the former Boise Cascade Mill site	Secured	2024		✓		✓	✓	✓	✓	
Yakima County YkCO50100R	Toppenish-Simcoe RR Crossing	Reconstruct existing railroad crossing at the intersection of Branch Road and US-97	Secured	2024		✓						
Zillah ZIL2012-02	First Avenue Resurfacing Improvements	Resurfacing of approx. 1,600 LF of roadway, install barrier curb and gutter, and storm drainage improvements	Planned	2024			✓				✓	
Zillah ZIL2012-04	Cutler Way Construction	Construction of 2,700 LF of roadway, install utilities, sidewalk with ADA ramps (where needed), install barrier curb and gutter, Streetlighting, and storm drainage	Planned	2024		✓				✓	✓	
Zillah ZIL2012-05	Third Avenue Resurfacing	Resurfacing of approx. 2,950 LF of roadway, install ADA where needed	Planned	2024			✓					
Zillah ZIL2012-06	Fifth Street Resurfacing	Reconstruction, street lighting, storm drainage	Planned	2025			✓					
Zillah ZIL2012-08	Dean Street Resurfacing and Improvements	Resurfacing of approx. 500 LF of roadway, sidewalks on westside of roadway	Planned	2025		✓	✓					
Zillah ZIL2012-09	Chenaur Drive Resurfacing	Resurfacing of approx. 2,500 LF of roadway	Planned	2024			✓					
Zillah ZIL2012-10	Eighth Street Resurfacing	Resurfacing of 1,000 LF of roadway, stormwater improvements, and sidewalks	Planned	2025			✓					
Zillah ZIL2012-13	Second Street Reconstruction	Resurfacing of approx. 1,200 LF of roadway, barrier curb and gutter, sidewalks with ADA, Storm drainage improvements	Planned	2024	STP	✓	✓					
Zillah ZIL2012-14	Second Avenue Reconstruction	Reconstruction of approx. 1,000 LF of existing 2 lane roadway, barrier curb and gutter, sidewalk with ADA ramps (where needed), storm drainage improvements	Planned	2027		✓	✓					
Zillah ZIL2012-15	Schoentrup Lane – Drainage Control	The construction of 1,600 LF of sidewalk or barrier curb along Schoentrup Lane.	Planned	2027		✓						
Zillah ZIL2013-02	Second Street Sidewalks	Construct 6-foot sidewalks along west and east side of street.	Planned	2025		✓						

Jurisdiction (STIP ID)	Project	Project Description	Secured / Planned	Project CN Year	Projected Funding	SF	PA	BR	CM AQ	HS	FM	GG
Zillah ZIL2012-18	Pearson Street Reconstruction	Reconstruction of approx. 1,300 linear feet, barrier curb and gutter, storm drainage improvements, sidewalks with ADA ramps (where needed), and street lighting	Planned	2029		✓						
Zillah ZIL2013-04	Cheyne Road Improvements	Reconstruct and widen approx. 1600 LF of roadway. Add storm drainage, streetlight, bike lanes, and sidewalks.	Planned	2024		✓	✓				✓	
Zillah ZIL2013-06	Zillah West Road Sidewalks	Install sidewalks on north and south side of road	Planned	2025		✓						
Zillah ZIL2015-01	Zillah West Resurfacing	Resurface approx. 900 LF of roadway	Planned	2024			✓					
Zillah ZIL2015-04	City-Wide Pavement Rehabilitation	Resurfacing, grind, and overlay	Planned	2024			✓					
Zillah ZIL2015-05	City-Wide Surfacing Improvements	Seal Coat, fog seal	Planned	2029			✓					
Zillah ZIL2015-06	City-Wide ADA Improvements	ADA upgrades	Planned	2029		✓						
Zillah ZIL2015-07	City-Wide Illumination Improvements	Illumination upgrades/ installation	Planned	2029		✓						
Zillah ZIL2015-09	City-Wide Safety Improvements	Safety upgrades to roadway and sidewalk network, including traffic calming	Planned	2024		✓						✓
Zillah ZIL2015-10	City-Wide Transportation Alternatives	Transportation alternatives upgrades including trails	Planned	2029	TAP(UL)	✓			✓			✓
Zillah ZIL2015-11	City-Wide Stormwater Improvements	Stormwater upgrades	Planned	2024								
Zillah ZIL2015-12	City Equipment Acquisition	Equipment acquisition	Planned	2027					✓			
Zillah ZIL2018-02	Rainier Ave. Reconstruction	Reconstruction of approx. 800 linear feet, barrier curb and gutter, storm drainage improvements, sidewalks with ADA ramps (where needed), and street lighting	Planned	2027		✓	✓					
Zillah ZIL2018-03	Melrose Street Reconstruction	Roadway surfacing overlay	Planned	2024			✓					
Zillah ZIL2019-02	4th Street- Grind and overlay	Grind and overlay	Planned	2026			✓					
Zillah ZIL2022-01	Fifth Street Reconstruction Part 2	Reconstruction of the roadway, include sidewalks, storm water	Planned	2025	STP	✓						
Zillah ZIL2022-02	Schooley Bridge #400- Replacement	Replace existing three span steel and concrete bridge with new 36-ft. wide single-span precast concrete girder and concrete pier bridge due to low sufficiency rating and weight restrictions.	Planned	2027	STP(BR)			✓				
Zillah ZIL2015-03	City-Wide Sidewalk Improvements	Reconstruct sidewalk, curb and gutter, vegetation removal/replace	Planned	2025		✓						
Zillah ZIL2022-03	Third Avenue Sidewalk Improvements	New Construction of approx. 400 LF of sidewalk and ADA compliance ramps along Third Ave. (closing a gap).	Secured	2026	TA(US)	✓	✓					
Note: Counties in Washington State are not required to submit their Transportation Improvement Programs (TIP) by July 31 <sup>st</sup> as Washington cities/town are required												

**Section 10**  
**AIR QUALITY ANALYSIS**

## AIR QUALITY CONFORMITY

### INTRODUCTION

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 FAST act, 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 PM<sub>10</sub>. CO conformity compliance expired on December 31, 2022. PM<sub>10</sub> compliance will expire March 9, 2025
- **Public Review and Comment (IIJA / B.I.L)**  
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.



## Section 10 Air Quality Analysis

### YAKIMA VALLEY MTIP AND AIR QUALITY CONFORMITY – PM<sub>10</sub> 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 Yakama Nation, went into effect.

YVCOG’s 20-year CO LMP **terminated** on December 31, 2022, while the PM<sub>10</sub> LMP is scheduled to terminate on March 9, 2025. YVCOG will continue to utilize CMAQ funding beyond these dates to address air quality issues in our region and meet CMAQ Performance Measurement (PM) targets set forth in the Federal (2016) FAST Act and current (2021) Bipartisan Infrastructure Law (BIL).

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 PM<sub>10</sub>. 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.

#### *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 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) was held on October 16, 2023. To reach this agreement, several assumptions were made:

- Population growth will follow historical trends,

## Section 10 Air Quality Analysis

- 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.

The PM<sub>10</sub> LMP contains 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 ADVMTs that are extracted from the metropolitan area travel demand model. If the growth in ADVMTs 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 ADVMT growth rate matches the ADVMT 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 2020 data as a base year and updated VISUM 22.0 land use inputs, the forecast year 2025 was analyzed for the 2024-2027 MTIP.

### *Public Review*

The YVCOG made the air quality conformity determination available at several physical locations from September 12 – October 11, 2023, as part of the MTIP approval process. Public notices announcing the conformity determination are published in English in two local papers of record -- the *Yakima Herald Republic* and the *Sunnyside Daily Sun News* and in Spanish in a local paper of record – *El Sol*. The conformity determination is also available online YVCOG's website at [www.yvcog.org](http://www.yvcog.org).

YVCOG emailed electronic DRAFT copies of the MTIP document and accompanying air quality conformity determination to those on the interagency consultation and all others requesting it. Additionally, YVCOG staff were available throughout the public comment period to answer questions.

## Section 10 Air Quality Analysis

Any comments received on the air quality conformity determination will be recorded. The MPO/RTPO Executive Committee will consider the 2024-2027 air quality conformity determination for adoption prior to submitting it to the State Transportation Improvement Program (STIP).

### THE METROPOLITAN TRANSPORTATION MODEL UPDATE

In 2022, YVCOG successfully updated its transportation model for purposes of the *DRAFT UPDATE of the Yakima Valley Metropolitan and Regional Transportation Plan 2024-2045*. The model software was updated to VISUM 22.0 with a new base year with updated land use and traffic volumes. 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. Enhancements include more stratified input data and inclusion of transit systems.

The VISUM platform allows YVCOG to continue to track average daily vehicle miles of travel (ADVMT) 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 ADVMTs and stating their annual growth rate is sufficient to demonstrate conformity for the Yakima Valley MTIP.

Regionally significant projects and projects expected to require federal funding within the four-year TIP (2024-2027) period and listed in the *MAP-21 / FAST Act / IIJA-BIL Performance Management Targets & Concurrences* section and viewable from Section 9 Table 6.

YVCOG compares MTIP project submittals annually to ensure jurisdictional changes to MTIP projects that may impact the model are analyzed. Additions, removals, or major alterations to regionally significant projects not previously considered or included in the regional model are analyzed for reasonableness (including practicality of completion or jurisdictional commitment) in addition to their impacts to per capita vehicle trips (trip generation), vehicle miles traveled, mode shares and “time of day”. These changes are reviewed with the jurisdiction(s) for inclusion in subsequent model updates.

## Section 10 Air Quality Analysis

### FINDINGS

The ADVMT conformity analysis did not change from the last update of the 2020-2023 MTIP performed last year. YVCOG finds the following annual ADVMT growth rates in Table 10-1 below:

Table 10-1: Percent Annual Growth Rate	
Period	Annual ADVMT Growth Rate
2020-2045 Long Range Plan	1.5%
2024-2027 M/RTIP	1.7%
2024-2045 Long Range Plan	1-4 – 1.7%
YVCOG's short- and long-term projected growth rate remains under the 2.0% threshold	

- 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 2020-2023 MTIP, 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>.
- In accordance with Fast Act / MAP-21 requirements for reporting performance measures related to Air Quality, tables 12 (targets) and 12-a (planned/secured projects addressing air quality) documents the region's current efforts to mitigate air quality impacts.

### STATEMENT OF CONFORMITY

The 2024 – 2045 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 plan for PM<sub>10</sub>.

## APPENDIX A

### LIST OF ACRONYMS

<b>Acronym</b>	<b>Description</b>
<b>ADA</b>	Americans with Disabilities Act
<b>ARRA</b>	American Recovery & Reinvestment Act of 2019 (Federal Transportation Act)
<b>AVDMT</b>	Average Daily Vehicle Miles Traveled
<b>B&amp;O</b>	Business and Occupation Tax
<b>BIA</b>	Bureau of Indian Affairs
<b>B.I.L</b>	Bipartisan Infrastructure Law
<b>BNSF</b>	Burlington Northern Santa Fe Railroad
<b>CBRW</b>	Columbia Basin Railway Company
<b>CCAC</b>	Commercial Aviation Coordinating Commission (WSDOT)
<b>CFR</b>	Code of Federal Regulations
<b>CMAQ</b>	Congestion Mitigation Air Quality
<b>CO</b>	Carbon Monoxide
<b>C.R.A.B.</b>	County Road Administration Board (Washington State)
<b>C.S.</b>	Complete Streets (Program)
<b>CRP</b>	Carbon Reduction Program (Federal Funding Program)
<b>CTR</b>	Commute Trip Reduction
<b>C.W.</b>	Connecting Washington (WA State Legislature Transportation Funding Program)
<b>DAHP</b>	Department of Archaeology & Historic Preservation (Washington St.)
<b>DOE</b>	Department of Ecology (Washington State)
<b>D.R.Y.V.E.</b>	Driving Rural Yakima County's Economy – Coalition of business leaders, elected officials, agencies, and community leaders promoting transportation investment in the southern (rural) Yakima Valley.
<b>EPA</b>	Environmental Protection Agency
<b>ESD</b>	Employment Security Department (State of Washington)



Acronym	Description
<b>FAA</b>	Federal Aviation Administration
<b>FAST Act</b>	Fixing America's Surface Transportation Act
<b>FEMA</b>	Federal Emergency Management Agency
<b>FGTS</b>	(Washington State) Freight & Goods Transportation System
<b>FMSIB</b>	Freight Mobility Strategic Investment Board
<b>FHWA</b>	Federal Highway Administration
<b>FLUM(s)</b>	Future Land Use Map(s)
<b>FRA</b>	Federal Railroad Administration
<b>FTA</b>	Federal Transit Administration
<b>GHG</b>	Green House Gas(es)
<b>GIS</b>	Geographic Information Systems (Software)
<b>GMA</b>	Growth Management Act ( <i>State of Washington</i> )
<b>G.O.</b>	General Obligation Bond
<b>HCT</b>	Heritage Connectivity Trail ( <i>Yakama Nation</i> )
<b>HSP</b>	Highway Systems Plan ( <i>State of Washington</i> )
<b>HSS</b>	Highway of Statewide Significance
<b>HSTP</b>	Human Services Transportation Plan
<b>HUD</b>	( <i>Department of</i> ) Housing and Urban Development
<b>IBC</b>	Intercity Bus Program ( <i>WSDOT</i> )
<b>ICDBG</b>	Community Development Block Grant Program for Indian Tribes and Alaska Native Villages
<b>IJA</b>	Infrastructure Investment and Jobs Act (P.L. 117-58)
<b>IRR</b>	Indian Reservation Road (Program)
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act of 1991 (Federal Transportation Act)

<b>Acronym</b>	<b>Description</b>
<b>ITS</b>	Intelligent Transportation Systems
<b>JARC</b>	Jobs Access Reverse Commute
<b>LMP</b>	Limited Maintenance Plan
<b>[C] LOS</b>	[Condition] Level of Service
<b>M/RTIP</b>	Metropolitan & Regional Transportation Improvement Program
<b>M/RTP</b>	Metropolitan & Regional Transportation Plan
<b>MAP – 21</b>	Moving Ahead for Progress in the 21 <sup>st</sup> Century (Federal Transportation Act)
<b>MO &amp; A</b>	Maintenance, Operations, and Administration
<b>MPACT</b>	Mobilizing Public Access to Countywide Transportation
<b>MPA</b>	Metropolitan Planning Area
<b>MPO</b>	Metropolitan Planning Organization
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NEPA</b>	National Environmental Policy Act
<b>NHS</b>	National Highway System
<b>NMFS</b>	National Marine Fisheries Service
<b>NOx</b>	Nitrogen Oxide – Air Quality
<b>NRHP</b>	National Register of Historic Places
<b>NWI</b>	National Wetland Inventory
<b>O &amp; M</b>	Operations & Maintenance
<b>OEM</b>	(State) Office of Financial Management
<b>PM<sub>10</sub> / PM<sub>2.5</sub></b>	Particulate Matter (10 Microns or 2.5 Microns) – Air Quality
<b>PM1</b>	Performance Measures – Federal Targets for Highway Safety
<b>PM2</b>	Performance Measures – Federal Targets for Bridges and Pavement

<b>Acronym</b>	<b>Description</b>
<b>PM3</b>	Performance Measures – Federal Targets for Highway System Performance, freight, and Congestion Mitigation & Air Quality (CMAQ)
<b>PFP</b>	People for People – Non-Profit transportation and social service agency serving Yakima and other counties.
<b>PPP (YN)</b>	Pahto Public Passage – Yakama Nation’s Tribal Transit Program (available to the general public)
<b>PPP (YVCOG)</b>	Public Participation Plan
<b>PTASP</b>	Public Transportation Agency Safety Plan
<b>PTBA</b>	Public Transportation Benefit Area
<b>RCW</b>	Revised Code of Washington
<b>REET</b>	Real Estate Excise Tax
<b>RITIS</b>	Regional Integrated Transportation Information System
<b>RTP</b>	Regional Transportation Plan
<b>RTPO</b>	Regional Transportation Planning Organization
<b>SAFETEA-LU</b>	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (Federal Transportation Act)
<b>SEPA</b>	State Environmental Policy Act
<b>SMA</b>	Shoreline Management Act
<b>SS4A</b>	Safe Streets and Roads for All (Federal Funding Program)
<b>S.R.T.S.</b>	Safe Routes to Schools
<b>S.T / U.G.T. / Y.T.</b>	Selah Transit / Union Gap Transit / Yakima Transit
<b>STIP</b>	State Transportation Improvement Program
<b>TAC</b>	Technical Advisor Committee
<b>TDM</b>	Transportation Demand Management
<b>TEA-21</b>	Transportation Efficiency Act for the 21 <sup>st</sup> Century ( <i>Federal Transportation Act</i> )
<b>TFS</b>	Transit Feasibility Study (Phases I, II or III)

<b>Acronym</b>	<b>Description</b>
<b>TIB</b>	Transportation Improvement Board (WA State)
<b>TIP</b>	Transportation Improvement Program
<b>TMA</b>	Transportation Management Area
<b>TRANS-Action</b>	A Coalition of business leaders, elected officials, agency staff, and community leaders promoting transportation investment in the northern (metropolitan) regions of Yakima County.
<b>TS &amp; W</b>	Toppenish Simcoe & Western Rail Line (Yakima County Owned)
<b>TSM</b>	Transportation Systems Management
<b>USDOT</b>	United States Department of Transportation
<b>UGA / UGB</b>	Urban Growth Area / Boundary
<b>UPWP</b>	Unified Planning Work Program
<b>U.S.C.</b>	United States Code
<b>USFWS</b>	United State Fish & Wildlife Service
<b>VMT</b>	Vehicle Miles Traveled
<b>(vpd)</b>	Vehicles Per Day
<b>WAC</b>	Washington Administrative Code
<b>WDFW</b>	Washington Department of Fish & Wildlife
<b>WISAARD</b>	Washington Information System for Architectural and Archaeological Records Data (Database)
<b>WRIA(s)</b>	Water Resource Inventory Area(s)
<b>WSDOT</b>	Washington State Department of Transportation
<b>WSP</b>	Washington State Patrol
<b>WTC</b>	Washington [State] Transportation Commission
<b>WTP</b>	Washington Transportation Plan – WTC’s “2040 & Beyond”
<b>WUTC</b>	Washington Utilities and Transportation Commission
<b>YCOEM</b>	Yakima County Office of Emergency Management

Acronym	Description
YOE	Year of Expenditure
YN	Yakama Nation
YVCOG	Yakima Valley Conference of Governments

## APPENDIX B

### YVCOG 2023 Public Participation Plan



Yakima Valley  
Metropolitan and Regional  
Transportation Planning Organizations

# Public Participation Plan

*For the 2024-2045 Transportation Plan Update*



## Final Document

Prepared by Yakima Valley Conference of Governments Staff  
Adoption  
July 17, 2023



Yakima Valley  
Conference of Governments

## Member Jurisdictions

- City of Grandview
- City of Granger
- Town of Harrah
- City of Mabton
- City of Moxee
- Town of Naches
- City of Selah / Transit
- City of Sunnyside
- City of Tieton
- City of Toppenish
- City of Union Gap / Transit
- City of Wapato
- City of Yakima / Transit
- Yakima County
- City of Zillah
- WA State Dept of Transportation
- Yakima Airport /  
McAllister Field

## YVCOG

311 N. 4<sup>th</sup> Street, Suite 204  
Yakima, Washington 98901  
(509) 574-1550  
[www.yvcog.org](http://www.yvcog.org)

Para obtener información en español sobre este plan de participación pública o sobre el proceso de planificar para el transporte en el región, puede llamar al número 509-574-1550.

The Yakima Valley Conference of Governments (YVCOG) hereby gives public notice that it is the Organization's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person shall, on the grounds of race, color, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Federal Aid Highway program or other activity for which YVCOG receives Federal financial assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with YVCOG. Any such complaint must be in writing and filed with YVCOG's Title VI Coordinator within one hundred, eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please visit our website at [www.yvcog.org](http://www.yvcog.org) or call Christina Wickenhagen at (509) 574-1550.

Language translations if available upon request.

#### **Americans with Disabilities Act (ADA) Information**

This material can be made available in an alternate format by emailing the Yakima Valley Conference of Governments at [info@yvcog.org](mailto:info@yvcog.org) or by calling toll free, (509) 574-1550. Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Yakima Valley Conference of Governments (YVCOG) notifica por la presente al público que es la póliza de la Organización asegurar el pleno cumplimiento del Título VI de la Ley de Derechos Civiles de 1964, La Ley de Restitución de Derechos Civiles de 1987, y los estatutos y regulaciones relacionados en todos los programas y actividades. El Título VI requiere que ninguna persona sea excluida a base de raza, color, u origen nacional, de participar en, se le nieguen los beneficios de, o ser objeto de cualquier otro tipo de discriminación bajo cualquier programa de Ayuda Federal de Carreteras u otras actividades por las cuales YVCOG reciba asistencia financiera Federal.

Cualquier persona que crea que ha sido agraviada por una práctica discriminatoria ilegal bajo Título VI tiene el derecho a presentar una queja formal con YVCOG. Toda queja deberá ser por escrito y archivado con el Coordinador de Título VI de YVCOG dentro de ciento ochenta (180) días siguiendo la fecha de la presunta ocurrencia discriminatoria. Para más información, o para obtener un Formulario de Queja de Discriminación del Título VI, por favor visite nuestro sitio web en [www.yvcog.org](http://www.yvcog.org) o llama a Christina Wickenhagen al (509) 574-1550.

Traducción de idiomas está disponible previa petición.

#### **Información sobre la Ley de Estadounidenses con Discapacidades (ADA)**

Este material puede ser disponible en formato alternativo enviando un correo electrónico a Yakima Valley Conference of Governments al [info@yvcog.org](mailto:info@yvcog.org) o llamando al número gratuito (509) 574-1550. Las personas sordas o con dificultades auditivas pueden solicitarlo llamando a Washington State Relay al 711.

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# 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, Naches, 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](#).

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

## **Purpose of Public Participation And 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>1</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 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 in a respectful and meaningful way.

### **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. Federal funding requires MPOs to use a continuing, cooperative, and comprehensive (3C) approach to transportation planning.

<b>YVCOG: Document Review and Outreach Schedule</b>	
<b>Metropolitan / Regional Transportation Plan (M/RTP)</b>	<ul style="list-style-type: none"> <li>• Updated every four years (minimum)</li> <li>• Interagency coordination, contribution, and collaboration of documents</li> <li>• Notification on YVCOG website of upcoming meetings and public comment opportunities</li> <li>• Technical Advisory Committee (TAC), Mobilizing Public Access to Countywide Transportation (MPACT), WSDOT, FHWA/FTA and other comments due to YVCOG for update and review</li> <li>• Legal advertisements of public comment period and meetings</li> <li>• Drafts and Final posted on YVCOG Website for public comment and review</li> <li>• 30-day public review period (with public meeting) for comment and review</li> <li>• Presented to and approved by YVCOG Transportation Policy Board</li> <li>• Adopted document posted on YVCOG Website and at YVCOG Offices</li> <li>• Distribute Adopted document to member, state, federal agencies and tribal governments</li> </ul>
<b>Transportation Improvement Program (TIP)</b>	<ul style="list-style-type: none"> <li>• Update annually</li> <li>• Interagency coordination, contribution, and collaboration of new document</li> <li>• Public Meeting held during 30-day comment period</li> <li>• Notification on YVCOG website of upcoming meetings and public comment opportunities</li> <li>• Legal advertisements of public comment period and meetings</li> <li>• Draft posted on YVCOG Website for public comment and review</li> <li>• 30-day public review period with public meeting) for comment and review</li> <li>• Recommended by TAC Committee and approval, through resolution, by Policy Board</li> <li>• Adopted document posted on YVCOG Website and at YVCOG Offices</li> <li>• Distribute Adopted document to member, state, federal agencies, and tribal governments</li> </ul>
<b>Transportation Improvement Program (TIP) Amendments</b>	<ul style="list-style-type: none"> <li>• Performed monthly, January through October, as needed</li> <li>• Legal advertisements of public comment and review opportunities</li> <li>• Minimum 10-day comment period</li> <li>• Recommended by TAC Committee and approval, through resolution, by Policy Board</li> <li>• Post amended document on YVCOG website</li> </ul>
<b>Public Participation Plan (PPP)</b>	<ul style="list-style-type: none"> <li>• Updated every 4 years prior to the Metropolitan &amp; Regional Long Range Transportation Plan, amended as needed</li> <li>• Interagency coordination, contribution, and collaboration of new document</li> <li>• Public meetings held during (minimum) 45-day comment period</li> <li>• Notification on YVCOG website of upcoming meetings and public comment opportunities</li> <li>• Legal advertisements of public comment period and meetings</li> <li>• Recommended by TAC Committee and approval, through resolution, by Policy Board</li> <li>• Distribute adopted document to member, state, federal agencies, and tribal governments</li> </ul>
<b>Human Services Transportation Plan</b>	<ul style="list-style-type: none"> <li>• Updated every 4 years</li> <li>• Interagency coordination. Recruitment of transportation stakeholders and general public to join Mobilizing Access To Countywide Transportation Advisory Committee (MPACT)</li> <li>• Recommended by MPACT Committee for adoption to Policy Board.</li> <li>• Distribute adopted document to member, state, federal agencies, and tribal governments</li> </ul>
<b>Title VI Plan</b>	<ul style="list-style-type: none"> <li>• Updated 6 years or when Title VI Reporter (YVCOG Executive Director) changes</li> <li>• Recommended by TAC Committee and approval, through resolution, by Policy Board</li> <li>• Distribute adopted document to member, state, federal agencies, and tribal governments</li> </ul>
<b>Unified Planning Work Program</b>	<ul style="list-style-type: none"> <li>• Updated every two years with single year planning and budgeting in conjunction with state fiscal year (July 1<sup>st</sup> to June 30<sup>th</sup>)</li> <li>• Recommended by TAC and MPACT committees for adoption by policy board</li> </ul>

## Evaluating the Public Participation Plan

The YVCOG Public Participation Plan represents an ongoing strategy in evaluating its effectiveness in connecting with our regional populations. As part of every public involvement period and outreach effort, YVCOG will explore a variety of methods to outreach to the public, solicit comment, evaluate effectiveness, and respond in a timely and meaningful manner.

The Public Participation Plan Evaluation Matrix will be used to improve outreach methods and efforts and guide future updates to the Public Participation Plan

PUBLIC PARTICIPATION PLAN EVALUATION MATRIX		
INVOLVEMENT TOOL	MONITORING TOOLS	EVALUATION RESULTS
<b>YVCOG Website</b>	<ul style="list-style-type: none"> <li>• Number of Site Visits</li> <li>• Viewed Pages and Downloads</li> <li>• Contact / Feedback Option for Visitors</li> </ul>	Indicates website use, effectiveness, and ease of navigation
<b>YVCOG Meetings:</b> <ul style="list-style-type: none"> <li>• Policy Board</li> <li>• TAC</li> <li>• MPACT</li> <li>• Open Houses</li> <li>• Special Event(s)</li> </ul>	<ul style="list-style-type: none"> <li>• Number of Meetings Held</li> <li>• Number of Attendees / participants</li> <li>• Comments Submitted</li> <li>• Results of Discussion / Event(s)</li> </ul>	Provides information on meeting effectiveness, attendance, and interest by affected stakeholders and public participants
<b>News Releases</b>	<ul style="list-style-type: none"> <li>• Number of Releases sent out</li> <li>• Number of News Articles or public announcements published or broadcasted</li> </ul>	Relationship of local media in highlighting transportation plans, activities, and plans
<b>Public Comments &amp; Public Comment Periods</b>	<ul style="list-style-type: none"> <li>• Number of Comments received.</li> <li>• Review of Comments received</li> <li>• Demographic information of commentor(s), if available</li> </ul>	Indicates degree of public interest in transportation planning issues and activities and effectiveness of public participation plan strategies
<b>Email Distribution Lists</b>	<ul style="list-style-type: none"> <li>• Number of People receiving emails or notifications from YVCOG</li> <li>• Number of People receiving monthly meeting agendas and packets</li> </ul>	Highlights YVCOG Staff's "Stakeholder" networking, recruiting, and retention capabilities
<b>Social Media</b>	<ul style="list-style-type: none"> <li>• Number of "followers" / "likes"</li> <li>• Survey responses via links</li> </ul>	Tracks how many people are following regional transportation issues and activities



# Public Participation Techniques

YVCOG utilizes various public participation techniques to educate and solicit input from the public to inform its decision-making process:

## PUBLIC MEETINGS / WORKSHOPS

- Open Houses / Outreach Events
- Information booths at other agency events
- Host / Co-host workshops, focus groups, meetings, or brainstorming events with stakeholder and community groups
- Virtual / Hybrid based meeting software
- Interactive activities at meetings
- Variable meeting times /dates for workshops or outreach events
- Offer on-site or call-in interpretation and translations assistance

## VISUALIZATION

- Maps / Charts / Illustrations / photographs / graphics
- Web Content and Interactive Links
- PowerPoint Presentations
- Interactive polling and participant input systems (in person or remotely)
- Wi-Fi linkages to internet (where available)

## SURVEYS

- Printed Surveys provided at meetings and presentations (English & Spanish)
- Internet Surveys (English & Spanish)
- Interactive polling via videoconference platforms (i.e., Teams, Zoom, GoToMeeting, etc.)
- Online public input platforms (smart phone or computer accessible)
- Personal Interviews

## FOCUS GROUPS

- Random selected participants discuss various subjects

## PRINTED MATERIALS

- User-friendly documents written in “Plain Talk”
- Maps, posters, charts, photographs, and other visual means of displaying information
- Event-based Postcards / Business Cards (QR Coded links to web pages / surveys)
- Informational handouts

## LOCAL MEDIA

- Public Notices / Advertisements / New Releases
- Purchase display ads and media advertising
- Emailed or postal-delivered newsletters or billings

## INTERNET AND ELECTRONIC ACCESS TO INFORMATION

- Website with current content
- Ability for public to submit comments via email or website portal
- Electronic duplication and distribution of open house / workshop materials
- Internet Surveys
- Provide electronic information prior to public events and meetings
- Share internet links with members / stakeholder partners to post on their site(s)

## OTHER OUTREACH

- Information / Comment tables and booths at community events and public gatherings
- Online Commenting Activities
- Participate in member jurisdiction, tribal government, and statewide planning processes
- Announcements to member, partner, and stakeholder agencies
- Posting Flyers / Staging Information Postcards and Event based Business Cards (QR Coded)
- Social Media Advertisement “Pop-ups”
- Email Blasts

## TECHNIQUES FOR REPORTING PUBLIC COMMENTS

- Acknowledge every public comment to let commenter know it was received and any action that will be taken as a result
- Summarize key themes or elements of public comments in reports to Policy Board and advisory committees
- Provide comment summary as an appendix to final report for any project/document requiring a public comment period
- Email participants from meeting, surveys, etc., with final project outcomes
- Submit agency comments back to commenter
- Record virtual (videoconference – Teams, Zoom, GoToWebinar, etc.) chat and Q&A comments during public or stakeholder meetings.

## YVCOG Public Participation Techniques (Cont.)

### TECHNIQUES TO INVOLVE LIMITED-ENGLISH PROFICIENT (LEP) POPULATIONS

- Translate outreach materials, as necessary, and provide translator services, as requested
- Include information on website and meeting notices on how to request translation or other assistance
- Utilize visualization techniques, such as, maps, charts, and graphics, to illustrate trends, proposed projects, etc.
- Utilize diverse media outlets such as radio and printed formats
- Partner with language-based social service and general service providers to highlight mutually or complementary based needs, services, or programs that improve mobility access.
- Share/post posters, postcards, and business cards with Hispanic Chamber(s) of Commerce, business associations, and private business owners highlighting transportation programs, projects and planning activities
- Coordinate and translate updates/revisions procedures and strategies with YVCOG's Policy for Engaging Individuals with Limited English Proficiency in PPP and other public documents.

### PUBLIC NOTIFICATION TECHNIQUES TO INVOLVE LOW INCOME & MINORITY COMMUNITIES

*(Note: Minority population means any readily identifiable group of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed/transient populations (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy, or activity)*

- Coordinate with business organizations, regional social service organizations, Non-Profit / foundations, and independent focus groups / committees
- Seek ongoing dialogue with groups representing potentially underserved populations; such as elderly, youth, veteran, employment training, and limited-English proficient populations
- Continue facilitation of special needs transportation groups and commute trip reduction committees
- Coordinate with community/minority media outlets
- Seek opportunities to speak at meetings of groups involving minority/low income and traditionally underserved populations
- Coordinate with agencies that work with minorities and low-income populations of agency activities

## Tribal Government Consultation

Washington State agencies are required to have effective procedures for relations with Native American tribes. The Washington State Department of Transportation's Centennial Accord Plan implements the consultation policy to provide consistent and equitable standards for working with tribes. The Confederated Bands and Tribes of the Yakama Nation reservation is mostly located within YVCOG's boundary (encompassing Yakima County) with some lands located along the northern boundary of Klickitat County. YVCOG actively coordinates planning activities with the Yakama Nation through participation in various activities. MPOs are required by [23 CFR 450.316](#) to "appropriately involve the Indian Tribal government(s)"

In accordance with the [RCW 47.80.050](#), signed by Governor Jay Inslee, YVCOG has been active in promoting greater tribal participation in YVCOG's RTPO planning processes. Since August 2019, the YVCOG Transportation Policy Board issued four (4) formal written invitations to the Yakama Nation to become a voting Transportation Policy Board Member. This invitation must be offered every two (2) years. *Note: As of this document's adoption, the Nation has not formally accepted membership into the RTPO.*

YVCOG / YAKAMA NATION PLANNING COLABORATIONS	
<b>Technical Advisory Committee</b>	Participates in Monthly Technical Advisory Meetings primarily focused on public works, funding, and transportation planning activities
<b>Mobilizing Public Access to Countywide Transportation (MPACT)</b>	Participates in Quarterly Advisory Meetings primarily focused on special needs transportation, transit, funding and transportation planning activities
<b>Driving Rural Yakima Valley's Economy (D.R.Y.V.E)</b>	Yakama Nation was a founding member of the Transportation Advocacy Committee dedicated to promoting transportation investment in the southern Yakima Valley. YVCOG is a contributing member.
<b>Yakama Nation Transportation Safety Committee</b>	YVCOG is invited and participates in Yakama Nation Transportation Safety Committee meetings and activities.
<b>Yakama Nation "Heritage Connectivity Trail" (HCT) Committee</b>	YVCOG is member of the HCT Steering committee providing jurisdictional coordination and assistance, technical support, and outreach support.
<b>Regional Corridor Study and Analysis</b>	YVCOG sponsors multi-jurisdictional corridor studies for potential operational, safety, and mobility improvements for its member jurisdictions with participation and consultation with the Yakama Nation.
<b>Tribal Transportation Planning Organization (TTPO)</b>	YVCOG is invited and participates in TTPO scheduled meetings when held at Yakama Nation
<b>Miscellaneous Planning Events</b>	Joint attendance at WSDOT, stakeholder, and other transportation-related events, as available.
<b>Tribal Events</b>	Participate in seasonal events and gatherings when appropriate and possible to provide information and promote partnerships

## 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 20 years at the date of adoption;
- 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, 2023. 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. Activities will include 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. As per YVCOG’s Policy for Engaging Individuals with Limited English Proficiency, 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*

Long-range Plan Section	Deliverable	Type of Public Participation
Evaluation Criteria, Methods and Measures	Evaluation criteria created 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 and workshops (in-person, virtual or hybrid), 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 (in-person, virtual or hybrid), 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 (in-person, virtual or hybrid), stakeholder solicitation, charettes, electronic/radio/television media events...
Adopt Preferred Plan Scenario	Select the scenario approach through consensus	Open workshops (in-person, virtual or hybrid), stakeholder solicitation, charettes, electronic/radio/television media events...

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 2023 Long-Range Plan Update**

MPO/RTPO staff anticipates that development discussions will occur at Technical Advisory Committee meetings and Policy Board meetings with increasing frequency from May 2023 through the adoption of the [LRTP](#), scheduled to occur in March 2024.

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 planificación de transporte en la región, puede llamar al número 574-1550.

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

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 2024-2027 TIP will begin development in June 2023. 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).

For the 2024-2027 and future [M/RTIPs](#), YVCOG will hold 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 <https://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 [M/RTIPs](#) 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 Mobilizing Public Access to Countywide Transportation (MPACT) Advisory Committee**

Recognizing the existing public transportation services in the metropolitan and regional planning areas, and identifying the unmet needs of individuals with disabilities, older adults, veterans, and individuals with limited income are a few of the primary objectives in the Human Services Transportation Plan ([HSTP](#)). YVCOG began the 2022 [HSTP](#) update in December 2021 with members of the Mobilizing Public Access to Countywide Transportation (MPACT) Committee, which succeeded the Yakima Valley Special Needs Coalition in 2016, to investigate the needs of the special needs populations in Yakima County. The MPACT committee presented the 2022 [HSTP](#) to the YVCOG Transportation Policy Board who approved the document in October 2022. Work will begin in Fall 2025 for the 2026 [HSTP](#) Update.

YVCOG and MPACT reaches out to 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 (social and transportation) services to the special needs populations in the MPO/RTPO areas. It is the intention of MPACT to meet at least quarterly in open meetings to share information and keep each other informed of emerging legislation and conditions.

This 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, as part of the WSDOT Public Transportation Consolidated Grant (CG) Program. WSDOT allocates a predetermined number of "A-B-C-D" scoring classifications for each submitted (and eligible) application. Projects receive "Bonus" points based on A (highest points) to C (loses points); D prioritized projects receive no bonus points. YVCOG's regional list is submitted to WSDOT to be included in a statewide prioritization list which is used to determine funding for the upcoming biennium.

As the facilitator of MPACT, YVCOG is 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 Effort*

HSTP Section	Deliverable	Type of Public Participation
Stakeholder Services & Transportation Providers	Statements of Existing Service Providers both Public and Private	Open meetings (in-person, virtual or hybrid), stakeholder, solicitation, electronic / radio / television media events
Emergency Management	Develop emergency management activities available by service providers	Open meetings (in-person, virtual or hybrid), stakeholder, solicitation, 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 (in-person, virtual or hybrid), stakeholder solicitation, charettes, electronic/radio/television media events...
Unmet Transportation Needs	Existing and anticipated transportation deficiencies and needs lists	Open meetings and Workshops (in-person, virtual or hybrid), stakeholder solicitation, charettes, fair booth or open market booth, electronic/radio/television media
Technology	Identify role for improving or mediating needs through possible technology	Open workshops (in-person, virtual or hybrid), stakeholder solicitation
Strategies	Strategies for addressing, mitigating, or accepting the identified deficiencies	Open workshops (in-person, virtual or hybrid), stakeholder solicitation, charettes, electronic/radio/television media
Coordination	Gather, develop, and consider coordination scenarios that incorporate strategies for the identified deficiencies	Open workshops (in-person, virtual or hybrid), stakeholder solicitation, charettes, electronic/radio/television media

## 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 surveys. 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.

### **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.

### **Technical Advisory Committee**

YVCOG has established a Yakima Valley MPO/RTPO Technical Advisory Committee (TAC) 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.

### **Mobilizing Public Access to Countywide Transportation (MPACT) Committee**

YVCOG established the regional MPACT Committee to address public transportation, and other multi-modal transportation modes. MPACT oversees the 4-year Human Services Transportation Plan ([HSTP](#)) update, provides advisory oversight of transit feasibility studies, and prioritizes the bi-annual WSDOT's Public Transportation Consolidated Grant applications. The MPACT makes recommendations to the Yakima Valley MPO/RTPO Policy Board regarding transit and alternative transportation issues.

# 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 the next 2 pages for 2023 meeting dates. The MPO/RTPO/YVCOG meeting dates are advertised every year and can also be found on the YVCOG website at: <https://www.yvcog.org/>

The meetings are customarily held as follows:

- **MPO/RTPO Policy Board Meetings**  
usually 3<sup>rd</sup> Monday each month, 1:30pm – 3:30pm
- **MPO/RTPO TAC Meetings**  
usually 2<sup>nd</sup> Thursday of each month, 10am - noon
- **Mobilizing Public Access to Countywide Transportation (MPACT)**  
usually 4<sup>th</sup> Wednesday of Jan / Mar / May / Sep / Oct / Dec, 2:30pm – 4:00pm.
- **YVCOG General Membership Meeting**  
3<sup>rd</sup> Wednesday of Feb /Mar / May / Sep / Oct / Dec, 6:00pm – 8:00pm

Other Meetings for Public Outreach (as scheduled):

- **Joint- Driving Rural Yakima Valley's Economy (D.R.Y.V.E.) & TRANS-Action  
(Yakima Valley Regional Transportation Advocacy Committees)**  
usually held on the 3<sup>rd</sup> Wednesday of Odd months, 2:00pm – 4:00pm



## YAKIMA VALLEY CONFERENCE OF GOVERNMENTS MEETINGS SCHEDULED BY MONTH

* MPO / RTPO POLICY BOARD & YVCOG EXECUTIVE COMMITTEE	** YVCOG GENERAL MEMBERSHIP	*** MPO / RTPO TECHNICAL ADVISORY COMMITTEE	**** Mobilizing Public Access to Countywide Transportation (MPACT) ADVISORY COMMITTEE
January	January	January	January
February	February (If January is Cancelled)	February	February (Even Years, as needed)
March	March	March	March
April		April	April (Even Years, as needed)
May	May	May	May
June		June	June (Even Years, as needed)
July		July	July
August		August	August (Even Years, as needed)
September	September	September	September
October	October	October	October (Even Years, as needed)
November		November	November
December	December	December	December (Even Years, as needed)

- \* 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, (and/or virtually) in Yakima on the **3rd Wednesday** of January and 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 (and/or virtually) 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, (and/or virtually) in Yakima on the **2nd Thursday** of each month (unless notified otherwise).
- \*\*\*\* The Mobilizing Public Access to Countywide Transportation (MPACT) meets at 2:30 p.m. at the YVCOG office, 311 N. 4<sup>th</sup> Street, Suite 204, (and/or virtually) in Yakima on the 4<sup>th</sup> Wednesday every month during “even” years and bi-monthly, starting in January during “odd” years (unless otherwise notified).

**Note:** MPO-RTPO Policy Board / Executive Committee, General Membership Meetings, Technical Advisory Committee, and MPACT Advisory Committee will be held “in-person”. Virtual meeting platforms (i.e., TEAMS, ZOOM, etc.) will be available for these meetings when possible. Links to these meetings will be included on each meeting’s agenda and made available at least 24 hours before the beginning of each meeting

## Appendix C

### Media Distribution

YVCOG distributes news releases, notices, and other materials to the following:

#### MEMBER JURISDICTIONS / AGENCIES

- City of Grandview
- City of Granger
- Town of Harrah
- City of Moxee
- Town of Naches
- City of Selah (Selah Transit)
- City of Sunnyside
- City of Tieton
- City of Toppenish
- City of Union Gap (Union Gap Transit)
- City of Wapato
- City of Yakima (Yakima Transit)
- City of Zillah
- Yakima County
- Yakima Airport / McAllister Field
- Washington State Dept. of Transportation

#### PARTNERING AGENCIES / ORGANIZATIONS / TRIBAL GOVERNMENTS

- Benton-Franklin Conference of Governments
- Confederated Tribes & Bands of the Yakama Nation / Yakama Nation Transit
- Department of Ecology
- Department of Social & Health Services
- Employment Security / WorkSource
- Entrust Community Services
- Educational School District (ESD) 105
- Granger Chamber of Commerce
- La Casa Hogar
- People for People Community Services
- Port of Grandview
- Port of Sunnyside
- Southeast Washington Area on Aging
- Toppenish Chamber of Commerce
- WA St. Dept. of Services for the Blind
- (MultiCare) Yakima Memorial Hospital
- Yakima County Development Association
- Yakima Valley Office of Emergency Management
- Yakima Chamber of Commerce
- Yakima Greenway Foundation
- Yakima Valley Clean Air Authority
- Yakima (City) Bike-Ped Citizens Committee
- Yakima Transit Citizens Advisory Committee
- Yakima Farmworkers Clinic
- Yakima Training Center (JBLM) / D.o.D.
- Zillah Chamber of Commerce

#### PARTNERING TRANSPORTATION-RELATED BUSINESSES

- AB Foods
- Central Washington Home Builders Association (CWHBA)
- Gray & Osborne Engineering
- Jacobs Engineering
- MedStar Transportation Services
- HLA Engineering and Surveying, Inc.
- ProTran (NEMT)
- Rattlesnake Hills Winery Trail Assoc.
- Tree Top, Inc.
- Washington State Tree Fruit Assoc. (WSTFA)
- Wide Hollow Development, Inc.
- Yakama Forest Products
- Yakama (Nation) Power
- Yakima Association of Realtors
- SOZO Sports Complex

#### NEWS MEDIA

- Daily Sun News (Sunnyside)
- EL Sol de Yakima [Spanish] Newspaper
- KAPP / KVUE TV (Yakima)
- KIT Radio (Yakima)
- KIMA / KEPR TV (Yakima)
- KNDA [Spanish] Radio (Yakima)
- KNDO / KNDU TV (Yakima)
- MVTV (Mid-Yakima Valley Public Access TV)
- Tri-City Herald Newspaper
- Yakima Herald Republic Newspaper
- Yakima Valley Business Times
- Yakama Nation (YN) Review Newspaper

#### TRANSPORTATION ACTION COMMITTEES

- Cowiche Canyon Conservancy
- Driving Rural Yakima Valley's Economy (D.R.Y.V.E)
- Mobilizing Public Access to Countywide Transportation (MPACT)
- TRANS-Action of Yakima County
- Yakama Nation Transportation Safety Committee
- Yakima Bikes & Walks

If you know of individuals, agencies or organizations that would like to receive information on YVCOG programs and activities, please send an email to [YVCOG.Transportation@yvcog.org](mailto:YVCOG.Transportation@yvcog.org)



## Appendix D

### Otros materiales

#### "Dígales lo que les va a reportar" El alcance del Plan de Participación Pública

Durante los próximos 45 días, los empleados de la Conferencia de Gobiernos del Valle de Yakima (YVCOG por sus siglas en inglés) facilitarán varias reuniones públicas de divulgación para discutir el Plan de Participación Pública de YVCOG. Usted puede preguntar, "¿Cuál es el Plan?"

#### EL LANZAMIENTO ANTES DE DESARROLLAR EL PLAN DE LARGO ALCANCE

Como el primer paso en el desarrollar el Plan de Transporte de Largo Alcance de la MPO/RTPO (Organización de Planificación de Transporte Regional y Metropolitano), YVCOG crea el Plan de Participación Pública. El Plan describe cuáles son las reglas que sigue la MPO/RTPO para cumplir con nuestras funciones, y además explica el propósito y la estructura como organización. En el desarrollo del Plan de Largo Alcance, hay muchas oportunidades para que el público dé sus comentarios por más de un año. Después de ese período, YVCOG comenzará a desarrollar el próximo Plan de Largo Alcance.

Para informar al público sobre el proceso de participación pública, el Plan describe cómo el desarrollo del Plan beneficia de los comentarios públicos los residentes locales.

Por ejemplo, en la página seis hay una tabla como éste, pero contiene más filas.

#### Cómo hacer un comentario público

**Por correo postal:**  
oficina de YVCOG  
311 n. Calle 4.  
Yakima, WA 98901

**Por correo electrónico:**  
[YVCOG.transportation@yvcog.org](mailto:YVCOG.transportation@yvcog.org)

**Por teléfono:**  
(509) 574-1550

**Por el sitio web:**  
<https://www.yvcog.org/>

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

sección del plan de largo alcance	Entregable	Tipo de participación pública
Criterios, métodos y medidas de evaluación	Criterios de evaluación creados para evaluar escenarios futuros individuales	Talleres abiertos, solicitud de partes interesadas, eventos de medios electrónicos/radio/televisivos...

Se incluye aquí la primera fila de la tabla. En ella demuestra que YVCOG compartirá y procurará aportaciones públicas sobre los criterios de evaluación, los métodos de evaluación y las medidas que el MPO/RTPO va a utilizar para determinar el supuesto futuro de transporte. YVCOG se pondrá en contacto con el público por medio de cualquiera de los eventos en la tercera columna o en una combinación de los eventos.

#### OPORTUNIDADES DE COMENTARIOS PÚBLICOS PARA EL PLAN DE LARGO ALCANCE

YVCOG ha mejorado el Plan con más detalles del Plan de Largo Alcance. Hay procesos recurrentes que la MPO/RTPO gestiona para sus ciudades de membresía, ciudades y agencias, el Plan también incluye los esfuerzos anticipados de divulgación pública para los programas de Mejoramiento del Transporte Metropolitano y Regional y el Plan de Transporte de Servicios.

El Comité Asesor Técnico (TAC por sus siglas en inglés) y la Junta de MPO/RTPO se reúnen una vez al mes. Las reuniones están abiertas al público y el calendario de reuniones de **2023** también están en el Plan. La última sección del Plan es un informe con los resultados del análisis de cuatro factores de dominio limitado del inglés. El análisis es necesario para que YVCOG puede identificar qué idiomas de nuestra región deben abordarse durante nuestros esfuerzos de divulgación. El análisis permite que YVCOG cumple con el Título VI de La Ley de Derechos Civiles de 1964, asegurando que la organización no discrimina por motivos de origen nacional.

YVCOG cumple con el Título VI del Acta de Los Derechos Civiles de 1964, La Ley de Restauración de Los Derechos Civiles de 1987, y además con todas las reglas y leyes pertinentes a cada uno de sus programas y actividades. Para más información, o para conseguir una forma de reclamación del Título VI, favor de visitar a la página web <https://www.yvcog.org/title6.pdf>

El Título VI requiere que ninguna persona se quede excluida, por razones de raza, color, género, ni origen nacional, de los beneficios de ninguna programa ni actividad por lo que YVCOG recibe fondos federales, incluso a fondos por parte del programa Ayuda Federal de la Carretera (Federal Aid Highway).

#### **LAS COPIAS DEL PLAN DE PARTICIPACIÓN PÚBLICA ESTÁN DISPONIBLES POR EL INTERNET Y POR ESCRITO**

YVCOG solicitará comentarios de parte del público a partir del **1 de mayo de 2023** hasta el **30 de junio de 2023**. Algunos ejemplos del Plan, junto con formularios de comentarios, estarán listos para revisar desde **el 20 de junio de 2023** en el sitio web <https://www.yvcog.org/> y por escrito en los siguientes locales:

- Las oficinas de YVCOG en 311 N. 4th Street, Suite 204, in Yakima, WA
- La biblioteca de Yakima en 102 N. 3rd Street in Yakima, WA
- La biblioteca de Sunnyside en 621 Grant Avenue in Sunnyside, WA

#### **SE ANUNCIARÁ DE PRONTO LAS UBICACIONES DÓNDE VAN A SER LAS JUNTAS PÚBLICAS**

Se espera verlo en alguna de las reuniones públicas programadas en varias ubicaciones el Valle de Yakima. Por favor, visite a la página web <https://www.yvcog.org/>, o contáctele por correo electrónico a [yvcog.transportation@yvcog.org](mailto:yvcog.transportation@yvcog.org) para recibir los detalles de todas las juntas públicas de divulgación. Por ejemplo, las fechas, locales, y horas de las reuniones programadas.

## Conferencia de Gobiernos del valle de Yakima (YVCOG)

### Reuniones Programadas por mes

* MPO / RTPO JUNTA DE POLÍTICAS COMITÉ EJECUTIVO DE YVCOG	** MEMBRESIA GENERAL DE YVCOG	*** COMITÉ ASESOR TÉCNICO MPO / RTPO	**** Movilización del Comité Asesor de Acceso Público al Transporte del Condado (MPACT)
enero	enero	enero	enero
febrero	febrero (Si se cancela enero)	febrero	febrero (Años pares, según sea necesario)
marzo	marzo	marzo	marzo
abril		abril	abril (Años pares, según sea necesario)
mayo	mayo	mayo	mayo
junio		junio	junio (Años pares, según sea necesario)
julio		julio	julio
agosto		agosto	agosto (Años pares, según sea necesario)
septiembre	septiembre	septiembre	septiembre
octubre	octubre	octubre	octubre (Años pares, según sea necesario)
noviembre		noviembre	noviembre
diciembre	diciembre	diciembre	diciembre (Años pares, según sea necesario)

\* La Junta de Políticas de la Organización de Planificación del Transporte Metropolitano y Regional (MPO / RTPO) y el Comité Ejecutivo de YVCOG se reúnen a la 1:30 p.m. en la oficina de YVCOG, 311 calle 4 N., cuarto 204, (y/o virtualmente) en Yakima el tercer miércoles de enero y febrero y el **tercer lunes** de cada mes a partir de entonces.

\*\* La Membresía General de YVCOG se reúne a las 6:30 p.m. el **tercer miércoles** de los meses enero, marzo, mayo, septiembre y octubre. La reunión de diciembre se celebra el segundo miércoles de diciembre. Estas reuniones se llevan a cabo en lugares alternos (y / o virtualmente) a través de la región.

El MPO/RTPO Comité consultivo técnico (TAC) se reúne a las 10:00 a.m. en la oficina de YVCOG, 311 calle cuatro norte, cuarto 204, (y / o virtualmente) en Yakima el segundo jueves de cada mes (a menos que se notifique de lo contrario).

La Movilización del Acceso Público al Transporte del Condado (MPACT) se reúne a las 2:30 p.m. en la oficina de YVCOG, 311 calle cuatro norte, cuarto 204, (y / o virtualmente) en Yakima el cuarto miércoles de cada mes durante años "pares" y bimensualmente, a partir de enero durante los años "impares" (a menos que se notifique lo contrario).

*Nota: La Junta de Políticas / Comité Ejecutivo de MPO-RTPO, las Reuniones Generales de Miembros, el Comité Asesor Técnico y el Comité Asesor de MPACT se llevarán a cabo "en persona". Las plataformas de reuniones virtuales (es decir, TEAMS, ZOOM, etc.) estarán disponibles para estas reuniones cuando sea posible. Los enlaces a estas reuniones se incluirán en la agenda de cada reunión y estarán disponibles al menos 24 horas antes del comienzo de cada reunión.*

<b>El calendario de revisión y divulgación de documentos de YVCOG</b>	
<b>El plan para La organización de planificación de transporte regional y metropolitano (M/RTPO por sus siglas en inglés)</b>	<ul style="list-style-type: none"> <li>• Actualizado cada 4 años al mínimo, modifique según sea necesario</li> <li>• Coordinación interinstitucional, la contribución y la colaboración de documentos</li> <li>• Notificación en el sitio web de YVCOG de las próximas reuniones y las oportunidades para comentarios públicos</li> <li>• Comité Asesor técnico (TAC), movilización del acceso público al transporte de abogados (MPACT), WSDOT, FHWA/TLC y otros comentarios debidos a YVCOG para la actualización y la revisión</li> <li>• Anuncios legales de un período de comentarios públicos y las reuniones</li> <li>• El borrador se publica en el sitio web de YVCOG para los comentarios públicos y las revisiones</li> <li>• El período de revisión pública dura 30 días (con reunión pública) para los comentarios y las revisiones</li> <li>• Presentado y aprobado por la Junta Directiva de transporte de YVCOG</li> <li>• Se publica el documento adoptado en el sitio web de YVCOG y en las oficinas de YVCOG</li> <li>• Distribuir el documento adoptado a las agencias miembros, Gobiernos tribales, estatales y federales</li> </ul>
<b>El programa de mejora del transporte (TIP por sus siglas en inglés)</b>	<ul style="list-style-type: none"> <li>• Se actualizer anualmente</li> <li>• La coordinación interinstitucional, la contribución y la colaboración de nuevo documento</li> <li>• La reunión pública celebrada durante el período de comentarios de 30 días</li> <li>• La notificación en el sitio web de YVCOG de las próximas reuniones y las oportunidades para comentarios públicos</li> <li>• Los anuncios legales del período de comentarios públicos y las reuniones</li> <li>• Se publica el borrador en el sitio web de YVCOG para los comentarios públicos y las revisiones</li> <li>• El período de revisión pública dura 30 días con una reunión pública para los comentarios y las revisiones</li> <li>• Se publica el documento aprobado en el sitio web de YVCOG y en las oficinas de YVCOG</li> <li>• El documento adoptado se distribuye a las agencias miembros, Gobiernos tribales, estatales y federales</li> </ul>
<b>Las enmiendas al programa de mejora del transporte (TIP por sus siglas en inglés)</b>	<ul style="list-style-type: none"> <li>• Se hacen las enmiendas mensualmente, de enero hasta octubre, según sea necesario</li> <li>• Hay anuncios de los comentarios públicos y las oportunidades de revisión</li> <li>• El período mínimo de comentarios dura 10 días</li> <li>• El Comité de TAC recomienda aprobar las enmiendas y la Junta Directiva de transporte las aprueba por medio de la resolución</li> <li>• Se publica en el sitio web de YVCOG el documento enmendado</li> </ul>
<b>El plan de participación pública (PPP por sus siglas en inglés)</b>	<ul style="list-style-type: none"> <li>• Se actualiza cada 4 años antes de la actualización de <a href="#">M/RTIP</a> y se modifique según sea necesario</li> <li>• La coordinación interinstitucional, la contribución y la colaboración de los nuevos documentos</li> <li>• Las reuniones públicas son celebradas durante (al mínimo) un período de comentarios de 45 días</li> <li>• Notificación en el sitio web de YVCOG de las próximas reuniones y las oportunidades para comentarios públicos</li> <li>• Anuncios legales de período de comentarios públicos y las reuniones</li> <li>• El Comité de TAC recomienda aprobar el plan y la Junta Directiva de transporte lo aprueba por medio de la resolución</li> <li>• Distribuir el documento adoptado a las agencias miembros, Gobiernos tribales, estatales y federales</li> </ul>
<b>Plan de Transporte de Servicios Humanos</b>	<ul style="list-style-type: none"> <li>• Actualizando cada 4 años</li> <li>• Coordinación interagencial. Reclutamiento de interesados en transportación y el público general para unirse al Comité Consultivo para Movilizar Acceso a Transportación en Todo el Condado (MPACT).</li> <li>• Recomendado por el Comité MPACT para adopción a la junta política.</li> <li>• Distribuir el documento adoptado a miembros, agencias estatales, federales y gobiernos tribales.</li> </ul>
<b>Plan Título VI</b>	<ul style="list-style-type: none"> <li>• Actualizado 6 años o cuando el Reportero del Título VI (director ejecutivo de YVCOG) cambie</li> <li>• Recomendado por el Comité TAC y aprobado, a través de resolución, por la junta política.</li> <li>• Distribuir el documento adoptado a miembros, agencias estatales, federales y gobiernos tribales.</li> </ul>
<b>Programa De Trabajo de Planificación Unificada</b>	<ul style="list-style-type: none"> <li>• Actualizado cada dos años con planificación y presupuestación de un solo año en conjunción con el año fiscal estatal (1 de julio a 30 de junio)</li> <li>• Recomendado por los comités de TAC y MPACT para adopción por la junta política</li> </ul>

<b>LA MATRIZ DE EVALUACIÓN DEL PLAN DE PARTICIPACIÓN PÚBLICA</b>		
<b>Las herramientas de Participación</b>	<b>Las herramientas del Monitoreo</b>	<b>Los Resultados de la Evaluación</b>
<b>El sitio web de YVCOG</b>	<ul style="list-style-type: none"> <li>• El número de visitas al sitio web</li> <li>• Las páginas visitadas y descargadas</li> <li>• Las maneras para que los visitantes den comentarios</li> </ul>	Se indica el uso del sitio web, la efectividad y la facilidad de navegación
<b>Las reuniones de YVCOG:</b> <ul style="list-style-type: none"> <li>• La Junta Directiva</li> <li>• TAC</li> <li>• MPACT</li> <li>• La jornada de puertas abiertas</li> <li>• Los eventos especiales</li> </ul>	<ul style="list-style-type: none"> <li>• Cuántas reuniones celebradas</li> <li>• Cuántos participantes</li> <li>• Los comentarios recibidos</li> <li>• Los resultados de los debates y eventos</li> </ul>	Se proporciona información sobre el éxito de las reuniones públicas, la asistencia y el nivel de interés de los participantes
<b>Comunicado de prensa</b>	<ul style="list-style-type: none"> <li>• El número de lanzamientos mandados</li> <li>• El número de artículos de noticias o anuncios públicos enviados</li> </ul>	Se trata de la relación de los medios locales para resaltar los planes de transporte y las actividades pertinentes
<b>Los comentarios públicos y los periodos de comentarios públicos</b>	<ul style="list-style-type: none"> <li>• El número de los comentarios recibidos</li> <li>• El análisis de los comentarios recibidos</li> <li>• Información demográfica del comentarista(s), si es disponible</li> </ul>	Se indica el grado de interés público en las cuestiones y actividades de la planificación del transporte y la efectividad de las estrategias del Plan de Participación Pública
<b>Las listas de distribución de correo electrónico</b>	<ul style="list-style-type: none"> <li>• El número de personas que reciben informes por parte de YVCOG</li> <li>• La cantidad de personas que reciben las agendas y los paquetes de información de las reuniones mensuales</li> </ul>	Se destaca la capacidad de YVCOG para fomentar la participación pública
<b>Los medios sociales</b>	La cantidad de aficionados	Seguimiento cuántas personas siguen las actividades y los problemas de transporte regional

YVCOG utiliza diversas técnicas de participación pública para educar y solicitar aportes del público para informar el proceso de las decisiones.

### Las técnicas de participación pública

#### Las reuniones públicas / los talleres

- Jornadas de puertas abiertas/Eventos de divulgación
- Presentaciones/Cabinas de información en los eventos que tienen otras agencias
- Junto con otros grupos interesados de la comunidad, se realizan talleres y eventos para compartir ideas.
- Actividades interactivas en las reuniones
- Tiempos variables de la reunión/las fechas de los talleres o los eventos de divulgación
- Asistencia de interpretación y traducción al español en persona o por teléfono cuando sea necesario

#### Los medios de visualización incluyen

- Mapas/tablas/ilustraciones/fotos/imágenes con letra
- El contenido en línea y los enlaces interactivos
- Presentaciones de PowerPoint
- Acceso al Internet por Wifi (donde sea disponible)

#### Las encuestas

- Encuestas impresas en las reuniones y presentaciones (en inglés y español)
- Encuestas en línea (en inglés y español)
- Entrevistas Personales

#### Los grupos de Sondeo

- Se selecciona a algunos participantes al azar para discutir varios temas

#### Los materiales impresos incluyen

- Documentos en un lenguaje sencillo
- Mapas, carteles, tablas, fotos, y otros medios visuales para mostrar información
- Tarjetas con Información acerca de los eventos
- Folletos de información

#### El Boletín informativo

- Enviar los boletines informativos por correo electrónico

#### Técnicas para involucrar a las Poblaciones de poco inglés

- Traducir materiales de divulgación y proporcionar servicios de intérprete cuando sea necesario
- Incluir información sobre el sitio web y los avisos de reunión sobre cómo solicitar un intérprete u otra ayuda
- Utilizar técnicas de visualización como mapas, gráficos y gráficos, para ilustrar tendencias, proyectos propuestos, etc.
- Utilizar medios de comunicación basados en el lenguaje como la radio y los formatos impresos
- Asociarse con los proveedores de servicios sociales para resaltar las necesidades basadas en el acceso mutuo o complementario de los programas que mejoran la movilidad
- Compartir y publicar carteles, postales y tarjetas de negocios con las cámaras hispanicas de comercio, asociaciones de negocios y propietarios de negocios privados destacando programas de transporte, proyectos y actividades de planificación
- Coordinar y traducir actualizaciones/revisiones de procedimiento y estrategias con la póliza de YVCOG para involucrar individuos con conocimiento limitado de inglés en el PPP y otros documentos públicos.

#### El internet y el acceso electrónico a la información

- Sitio web que incluye el contenido actual
- Oportunidad para que el público envíe sus comentarios por correo electrónico
- Se copian y se distribuyen los materiales que se usan en las jornadas de puertas abiertas y en los talleres
- Encuestas en línea
- Se proveen los informes electrónicos antes de conducir las reuniones y los eventos públicos
- Se comparten los enlaces del Internet con los miembros de YVCOG y los socios interesados para que los pongan en sus sitios web

#### Otras actividades de divulgación

- El montar de mesas y cabinas en los eventos públicos y comunitarios
- El hacer varias actividades para recibir comentarios públicos en línea
- El participar en los procesos de la planificación de los miembros de YVCOG, el gobierno tribal y en todo el estado de Washington
- Se mandan los anuncios a las agencias que tienen interés
- El distribuir los volantes y las tarjetas con Información acerca de los eventos
- El realizar unas campañas de correo electrónico

#### Las técnicas de notificación pública a involucrar a comunidades minoritarias y de bajos ingresos

- (Nota: La población minoridad significa cualquier grupo de personas de minoridad fácilmente identificables que viven en la proximidad geográfica y, si las circunstancias lo justifican, población geográficamente dispersa/transeúnte (como los trabajadores migrantes o los Americanos Nativos) quién serán similarmente afectados por la propuesta del programa de DOT, pólizas, o actividad)
- Se coordina con organizaciones regionales de servicios sociales, sin fines de lucro/fundaciones, y grupos de enfoque/comités independientes
  - Se procura tener más discusiones a largo plazo con organizaciones que sirven a grupos de personas excluidos a menudo como los ancianos, los jóvenes y las personas que hablan poco inglés
  - Se continua con la facilitación de grupos de transporte de necesidades especiales y comités de reducción de viaje por trayecto
  - Coordinar con los medios comunitarios y basados en el lenguaje
  - Se busca oportunidades de hablar en reuniones de grupos que impliquen a todo el pueblo y las personas excluidas por costumbre
  - Se notifica a las agencias que trabajan con cada grupo de personas y las poblaciones de bajos ingresos acerca de las actividades de la Agencia

#### Técnicas para informar sobre comentarios públicos

- Responder a cada comentario público para que el comentador sepa que fue recibido y cualquier acción que se tomará como resultado
- Resumir temas o elementos clave de los comentarios públicos en los informes a la Junta Directiva y a los comités consultivos
- Proporcionar un resumen de comentarios como apéndice del informe final para cualquier proyecto/documento que requiera un período de comentarios público
- Enviar correos electrónicos a los participantes de reuniones, encuestas, etc., con los resultados finales del proyecto
- Mandar comentarios de la Agencia de nuevo al comentador

#### Los Medios de comunicación locales

- Avisos públicos/Anuncios
- Comunicados de prensa
- Comprar la publicidad cuando sea necesario

## Appendix E

### Public Comments

#### Scheduled Public Participation Plan Outreach Meetings:

Date	Time	City / Location	Location	Address
May 9	2:30 – 4:30pm	ZOOM Platform	Virtual Open House #1 (Transportation Stakeholders)	311 N. 4 <sup>th</sup> St. (2 <sup>nd</sup> Floor Library)
May 25	5:00 – 7:00pm (Joint English /Spanish)	Grandview, WA	Grandview Community Center	812 Wallace Way
May 26	9:00 – 11:00am	ZOOM Platform	Virtual Open House #2 (Hispanic Agency Stakeholders)	311 N. 4 <sup>th</sup> St. (2 <sup>nd</sup> Floor Library)
June 7	5:00 – 7:00pm (Joint English /Spanish)	Yakima, WA	YVCOG Offices	311 N. 4 <sup>th</sup> St. (2 <sup>nd</sup> Floor Library)
June 14	5:00 – 7:00pm (Joint English /Spanish)	Naches, WA	Naches Train Depot	100 Naches Avenue
June 21	5:00 – 7:00pm (Joint English /Spanish)	Zillah, WA	Zillah Community Center	119 First Avenue
Other Presentations & Outreach Meetings				
Date	Event	City / Location	Location	
May 11	YVCOG Technical Advisory Committee	Yakima	YVCOG Offices	
May 11	KDNA Radio Interview #1	Granger	Northwest Communities Education Center	
May 15	YVCOG Policy Board	Yakima	YVCOG Offices	
May 17	YVCOG General Membership Meeting	Selah	Selah Civic Center (TBD)	
May 23	Yakima Bikes And Walks Committee	---	Video Meeting (Zoom)	
May 24	Mobilizing Public Access to Countywide Transportation (MPACT) Committee	---	Video Meeting (Zoom)	
May 25	DRYVE & TRANS-Action Transportation Advocacy Committees Meeting	---	Video Meeting (Zoom)	
May 31	Yakima Valley Focus Committee	---	Video Meeting (Zoom)	
June 9	Yakama Nation Treaty Days Information Fair	Yakama Nation	YN Cultural Center Campus	
June 14	KDNA Radio Interview #2	Granger	Northwest Communities Education Center	
June 19	YVCOG Policy Board	Yakima	YVCOG Offices	
June 28	Grandview Rotary	Grandview	Anchor Point Church (609 W Bonnieview Rd)	



## El Programa de divulgación 2023

Fecha	Hora	Ciudad	Ubicación	Dirección
9 de mayo	2:00 – 2:30pm	El sitio web de ZOOM	Puertas abiertas virtual #1 (Partes interesadas en el transporte)	311 n. Calle 4. (segundo piso en la librería)
25 de mayo	5:00 – 7:00pm (Junto Inglés/Español)	Grandview, WA	Centro Comunitario Grandview	812 Wallace Way
26 de mayo	9:00 – 11:00am	El sitio web de ZOOM	Puertas abiertas virtual #2 (Partes interesadas de la agencia hispana)	311 n. Calle 4. (segundo piso en la librería)
7 de junio	5:00 – 7:00pm (Junto Inglés/Español)	Yakima, WA	oficina de YVCOG	311 n. Calle 4. (segundo piso en la librería)
14 de junio	5:00 – 7:00pm (Junto Inglés/Español)	Naches, WA	Depósito de tren en Naches	100 Avenida Naches
21 de junio	5:00 – 7:00pm (Junto Inglés/Español)	Zillah, WA	Centro Comunitario en Zillah	119 Avenida Primera
Other Presentations & Outreach Meetings				
Fecha	Evento	Ciudad / Ubicación	Ubicación	
11 de mayo	KNDA Radio Entrevista #1	Granger	Centro de Educación de las Comunidades del Noroeste	
11 de mayo	Comité Asesor Técnico de YVCOG	Yakima	Oficina de YVCOG	
15 de mayo	Junta de Políticas de YVCOG	Yakima	Oficina de YVCOG	
17 de mayo	Reunión General de Miembros de YVCOG	Selah	Centro Cívico de Selah (TBD)	
23 de mayo	Comité de Bicicletas y Caminatas de Yakima	---	Videoconferencia (Zoom)	
24 de mayo	Comité de Movilización del Acceso Público al Transporte del Condado (MPACT)	---	Videoconferencia (Zoom)	
25 de mayo	Reunión de los Comités de Defensa del Transporte de DRYVE & TRANS-Action	---	Videoconferencia (Zoom)	
31 de mayo	Comité de Enfoque del Valle de Yakima	---	Videoconferencia (Zoom)	
9 de junio	Feria de Información de los Días del Tratado de la Nación Yakama	Yakama Nation	Campus del Centro Cultural YN	
14 de junio	Entrevista de KNDA Radio #2	Granger	Centro de Educación de las Comunidades del Noroeste	
19 de junio	Junta de Políticas de YVCOG	Yakima	Oficina de YVCOG	
28 de junio	La sociedad rotaria de Grandview	Grandview	Iglesia Anchor Point (609 Carretera de Bonnieview Oeste)	

## **Table for Public Comments Received During May 1 - June 30, 2023, Review Period:**

*YVCOG held four in-person and two virtual open houses, and 12 in person presentations (including an interview with the Spanish KDNA radio station), posted newspaper (English and Spanish) announcements three time that reported meetings and online accessibility for plan review and comment. As of June 30, 2023, the following emailed comments were reported during the comment period. Verbal recommendations at the May 26<sup>th</sup> Virtual Open House provided below.*

*However, several individuals did request to be included in an “interested parties/stakeholder” email list for future Transportation-specific outreach efforts in the future.*

<b>Suggested Edit</b>	<b>How Comment was Addressed</b>
<b>Recommend Suggestion # 1</b>	
<b>26May2023</b> – Hispanic Agencies Virtual Open House (group discussion) recommendations:	
<ol style="list-style-type: none"> <li>1. Newspaper in English and Spanish</li> <li>2. Grandview City Association Newsletter</li> <li>3. Monthly Newsletter to Inspire Centers</li> <li>4. Drop off fliers to local agencies through OIC to attend their Friday orientation (Sunnyside)</li> <li>5. Participate in “100 jobs for 100 kids” through OIC.</li> <li>6. Radio 107.3 to reach 1<sup>st</sup> Generation community not just radio KDNA.</li> <li>7. Participate in job fairs, with swag to get people at table for conversations.</li> <li>8. Yakima Valley Farm Worker Centers (YVFWC) events</li> <li>9. Connect with Memorial Hospital Staff Meeting</li> </ol>	<ol style="list-style-type: none"> <li>1. (Item 1) YVCOG distributes public comment announcements and events in both the Yakima Herald and El Sol Newspapers</li> <li>2. (Item 2) YVCOG sends all announcements and requests member jurisdictions to share outreach efforts with their respective city associations, community groups and city billing notices</li> <li>3. (Items 3, 4, 5, 7, 8, &amp; 9) YVCOG will continue efforts to expand its social service and community stakeholder committees contact lists for YVCOG participation in regularly scheduled agency events and the invitation of stakeholder agencies/committees/groups in YVCOG-led activities.</li> <li>4. (Item 6) YVCOG maintain a public service announcement contact list with media outlets to share information, YVCOG will consider more “demographic specific” outreach options as the transportation issue in question warrants and resources allow.</li> </ol>
<b>Recommend Suggestion #2</b>	
<b>30June2023</b> – Kate Tollefson, WSDOT Tribal & Regional Planning Office – Email (letter)	
<b>Americans with Disabilities Act (ADA) and Metropolitan Transportation Planning and Programming regulations (23 CFR 450):</b> <ol style="list-style-type: none"> <li>1. Pg. 2, Civil Rights statements: <ol style="list-style-type: none"> <li>a. Remove sex from Title VI protected class.</li> <li>b. Add YVCOG ADA statement, in accordance with 49 CFR 27.15 (b)).</li> <li>c. Translate Civil Rights statements, in accordance with YVCOG’s Title VI Plan/LEP plan.</li> </ol> </li> <li>2. Pg. 7, in the table titled “YVCOG: Document Review and Outreach Schedule”: add “tribal governments” to distribution lists, in accordance with 23 CFR 450.316(c).</li> </ol>	All changes/revisions made per Ms. Tollefson’s recommendations.

<p><b>WSDOT also recommends the following items:</b></p> <ol style="list-style-type: none"> <li>1. Pg. 2, Civil Rights statements page: add text indicating language translation is available upon request.</li> <li>2. Pg. 10, in table titled “Techniques to Involve Limited-English (LEP) Populations,” add description of alignment of PPP procedures and strategies with YVCOG’s Policy for Engaging Individuals with Limited English Proficiency.</li> <li>3. Pg. 9, in table titled “Public Participation Techniques,” define minority (see Federal Transit Authority (FTA) Circular 4702.1B).</li> <li>4. Pg. 7, in table titled “YVCOG: Document Review and Outreach Schedule,” add: additional core functions (e.g. Title VI Plan, UPWP, project selection, Coordinated Public Transit – Human Services Transportation Plan, etc.).</li> <li>5. Pg. 8, in table titled “Public Participation Plan Evaluation Matrix,” add: demographics as a category under “Monitoring Tools.”</li> <li>6. See additional edits in attached draft plan.</li> </ol>	
<p><b>Recommend Suggestion #3</b></p>	
<p><b>26Jun 2023</b> – Martha Rickey - Email</p>	
<p><b>28Jun2023</b> - Mick Nelson Janke – Email</p>	
<ol style="list-style-type: none"> <li>1. Expressed Support for returning passenger rail service to the Yakima area.</li> <li>2. Expressed concerns when public comment opportunities during monthly, yearly, and 4-year update documents would be made available to the public. Expressed concerns on usefulness of YVCOG’s current website.</li> <li>3. Recommended possible changes: <ol style="list-style-type: none"> <li>a) Plain language descriptions of transportation modes covered in the M/RTP, TIP, TIP Amendments.</li> <li>b) Opt-in process for members of public to join email distribution lists for specific plans.</li> <li>c) Expected opening &amp; closing dates for plans on a routine review schedule (month &amp; year)</li> <li>d) Improved website interface.</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>1. The Public Participation Plan document addresses YVCOG efforts to better engage the public and is not meant to support/advocate for a particular transportation mode or service. These comments will be sought through outer plan documents, studies, and outreach events in the future that the PPP is meant provide strategies and potential activities to seek public input.</li> <li>2. YVCOG announces its public comment opportunities for monthly amendments (when performed) and its annual and 4-year transportation improvement updates assigned to a pre-determine schedule and posted on its web page and in the public notice section of the Yakima Herald Republic, EL SOL, and Sunnyside Newspapers. YVCOG continues efforts to update its web page to a more user-friendly interface. There is not a current date on this completion.</li> <li>3. <b>a)</b> While these documents are technical by nature and must remain per state/federal reporting purposes, efforts for general text within the documents may be able to undergo some “plain talk” rewriting while still maintaining standards required for the documents. <b>b though d)</b> YVCOG’s pending web page upgrades anticipates incorporating these proposals for a more public friendly interactive and accessible experience. A direct email request page will be available in the new page.</li> </ol>

Recommend Suggestion #4	
<b>30Jun2023</b> – Nicholas George - Email	
<ol style="list-style-type: none"> <li>1. Expressed Support for returning passenger rail service to the Yakima area.</li> <li>2. Expressed concerns when public comment opportunities during monthly, yearly, and 4-year update documents would be made available to the public. Expressed concerns on usefulness of YVCOG’s current website.</li> <li>3. Recommended possible changes: <ol style="list-style-type: none"> <li>1. Plain language descriptions of transportation modes covered in the M/RTP, TIP, TIP Amendments.</li> <li>2. Opt-in process for members of public to join email distribution lists for specific plans.</li> <li>3. Expected opening &amp; closing dates for plans on a routine review schedule (month &amp; year)</li> <li>4. Improved website interface.</li> </ol> </li> </ol>	<ol style="list-style-type: none"> <li>1. The Public Participation Plan document addresses YVCOG efforts to better engage the public and is not meant to support/advocate for a particular transportation mode or service. These comments will be sought through outer plan documents, studies, and outreach events in the future that the PPP is meant provide strategies and potential activities to seek public input.</li> <li>2. YVCOG announces its public comment opportunities for monthly amendments (when performed) and its annual and 4-year transportation improvement updates assigned to a pre-determine schedule and posted on its web page and in the public notice section of the Yakima Herald Republic, EL SOL, and Sunnyside Newspapers. YVCOG continues efforts to update its web page to a more user-friendly interface. There is not a current date on this completion.</li> <li>3. <b>a)</b> While these documents are technical by nature and must remain per state/federal reporting purposes, efforts for general text within the documents may be able to undergo some “plain talk” rewriting while still maintaining standards required for the documents. <b>b though d)</b> YVCOG’s pending web page upgrades anticipates incorporating these proposals for a more public friendly interactive and accessible experience. A direct email request page will be available in the new page.</li> </ol>
Recommend Suggestion # 5	

## Appendix F

### Public Outreach Materials



English / Spanish Reply Postcards – Available at meetings or electronically for access and commenting on the Public Participation Plan





311 North 4th Street, Suite 304, Yakima, Washington 98901 | Office: (509) 674-1500

YVCOG.org

## **CALL FOR PUBLIC COMMENTS**

**Yakima Valley Conference of  
Governments (YVCOG)  
Draft Public Participation Plan**

**ENTER HERE**

**LLAMADO  
A COMENTARIOS PÚBLICOS**

**(YVCOG – Conferencia de Gobiernos  
del Valle de Yakima)  
anuncia el lanzamiento del  
Borrador del Plan  
de Participación Pública**

**Entra aquí**

## LLAMADO A COMENTARIOS PÚBLICOS

### Yakima Valley Conference of Governments (YVCOG – Conferencia de Gobiernos del Valle de Yakima) anuncia el lanzamiento del Borrador del Plan de Participación Pública

De acuerdo con los requisitos federales y estatales, YVCOG está diseñando sus actividades públicas de extensión para asegurar que se le proporcionen al público y a las partes interesadas las oportunidades tempranas y significativas para la participación en la toma de decisiones regionales. Con ese fin YVCOG, como la agencia principal para la Metropolitan and Regional Transportation Planning Organization (MPO/RTPO – Organización de Planificación de Transporte Regional y Metropolitano), está lanzando el **Borrador Plan de Participación Pública (Plan)** el 15 de Mayo de 2023 para una revisión del público y un periodo para comentarios de 45 días, terminando a las 12:00 del mediodía el 30 de junio de 2023.

La YVCOG anima y da la bienvenida a su revisión y comentarios del borrador del Plan.

#### Cómo revisar el Plan y presentar comentarios:

La YVCOG proporciona una variedad de maneras para que usted revise el Plan o presente sus comentarios.

Se publicará un borrador del Plan en línea comenzando el lunes, el 15 de mayo de 2023 en

<https://www.yvcog.org/ppp2023/>. Usted puede usar la opción para comentarios en línea o enviar su comentario por correo electrónico a [yvcog.transportation@yvcog.org](mailto:yvcog.transportation@yvcog.org) con “Public Participation Plan Review Comment” en la línea de asunto.

Puede revisar el documento impreso y hacer comentarios por escrito en las siguientes ubicaciones:

- Oficina de YVCOG en 311 N. 4th Street, Suite 204, en Yakima, WA
- Biblioteca de Yakima en 102 N. 3rd Street en Yakima, WA
- Biblioteca de Sunnyside en 621 Grant Avenue en Sunnyside, WA

Puede hacer comentarios verbales en una de las reuniones de divulgación pública programadas del Plan de Participación Pública:

Fecha	Hora	Ciudad	Ubicación	Dirección
el 9 de mayo	2:00 – 2:30pm	El sitio web de ZOOM	Puertas abiertas virtual #1 (Partes interesadas en el transporte)	311 n. Calle 4. (segundo piso en la librería)
el 25 de mayo	5:00 – 7:00pm (Junto Inglés/Español)	Grandview, WA	Centro Comunitario Grandview	812 Wallace Way
el 26 de mayo	9:00 – 11:00am	El sitio web de ZOOM	Puertas abiertas virtual #2 (Partes interesadas de la agencia hispana)	311 n. Calle 4. (segundo piso en la librería)
el 7 de junio	5:00 – 7:00pm (Junto Inglés/Español)	Yakima, WA	oficina de YVCOG	311 n. Calle 4. (segundo piso en la librería)
el 14 de junio	5:00 – 7:00pm (Junto Inglés/Español)	Naches, WA	Depósito de tren en Naches	100 Avenida Naches
el 21 de junio	5:00 – 7:00pm (Junto Inglés/Español)	Zillah, WA	Centro Comunitario en Zillah	119 Avenida Primera

O puede enviar sus comentarios por correo a:

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

*La YVCOG cumple totalmente con el Título VI de la Ley de Derechos Civiles de 1964 y las regulaciones y estatutos relacionados en todos los programas y actividades. Para obtener más información, o para obtener un Formulario de Queja del Título VI, favor de visitar nuestro sitio web en <https://www.yvcog.org/>*

**Sunnyside & El Sol Newspaper Post Dates – On or Near: May 7, May 28, and June 18**



## Call for Public Comments

### Yakima Valley Conference of Governments (YVCOG) announces the release of the Draft Public Participation Plan

Consistent with federal and state requirements, YVCOG is designing its public outreach activities to ensure that the public and interested parties are given early and meaningful opportunities for involvement in regional decision-making. To that end YVCOG, as the lead agency for the Metropolitan and Regional Transportation Planning Organization (MPO/RTPO), is releasing the **Draft Public Participation Plan** on May 15, 2023 for a 45-day public review and comment period, ending at 12:00 noon on June 30, 2023. YVCOG encourages and welcomes your review and comments on the draft Plan.

#### How to view the Plan and submit comments:

YVCOG provides a variety of ways for you to view the Plan or submit your comments.

A Plan draft will be posted online starting Monday May 15, 2023 at <https://www.yvcog.org/ppp2023/>. You may use the online comment option or email your comment to [yvcog.transportation@yvcog.org](mailto:yvcog.transportation@yvcog.org) with "Public Participation Plan Review Comment" in the subject line.

You may review the printed document and make written comments at the following locations:

- YVCOG Office @ 311 N. 4th Street, Suite 204, in Yakima, WA
- Yakima Library @ 102 N. 3rd Street in Yakima, WA
- Sunnyside Library @ 621 Grant Avenue in Sunnyside, WA

You may give verbal comment at one of the scheduled Public Participation Plan public outreach meetings:

Date	Time	City / Location	Location	Address
May 9	2:30 – 4:30pm	ZOOM Platform	Virtual Open House #1 (Transportation Stakeholders)	311 N. 4 <sup>th</sup> St. (2 <sup>nd</sup> Floor Library)
May 25	5:00 – 7:00pm (Joint English /Spanish)	Grandview, WA	Grandview Community Center	812 Wallace Way
May 26	9:00 – 11:00	ZOOM Platform	Virtual Open House #2 (Hispanic Agency Stakeholders)	311 N. 4 <sup>th</sup> St. (2 <sup>nd</sup> Floor Library)
June 7	5:00 – 7:00pm (Joint English /Spanish)	Yakima, WA	YVCOG Offices	311 N. 4 <sup>th</sup> St. (2 <sup>nd</sup> Floor Library)
June 14	5:00 – 7:00pm (Joint English /Spanish)	Naches, WA	Naches Train Depot	100 Naches Avenue
June 21	5:00 – 7:00pm (Joint English /Spanish)	Zillah, WA	Zillah Community Center	119 First Avenue

Or you may mail your comments to:

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

*YVCOG fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, please visit our website at [www.yvcog.org](http://www.yvcog.org) or call Christina Wickenhagen at (509) 574-1550.*

**YHR & Sunnyside Newspaper Post Dates – On or Near: May 7, May 28, and June 18**

## APPENDIX C

### EXISTING TRANSPORTATION FACILITIES

# 1. Highway and Arterial System

## **Introduction & Purpose**

The regional highway and arterial system consist 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 criterion 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 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 the Federal Highways Administration (FHWA).

<b>Table C-1. Crossover Table of Referencing Federal Functional Classification (FFC) System</b>		
<b>FFC Description</b>	<b>Previous FFC Code</b>	<b>New FFC Code</b>
Rural Interstate	01	1
Rural Other Freeways / Expressways		2
Rural Other Principal Arterial	02	3
Rural Minor Arterial	06	4
Rural Major Collector	07	5
Rural Minor Collector	08	6
Rural Local Access	09	7
Urban Interstate	11	1
Urban Other Freeways / Expressways	12	2
Urban Other Principal Arterial	14	3
Urban Minor Arterial	16	4
Urban Major Collector	17	5
Urban Minor Collector	18	6
Urban Local Access	19	7

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 Byway** – Federal designation of byways based on scenic, cultural, historic, natural, recreational, and archaeological qualities. Includes the following classes (Impacting the Yakima County Region):

**All American Roads**

- Chinook Scenic Byway (SR 410 – Enumclaw to Naches)

**National Scenic Byway**

- Cascade Loop (US 97 from Kittitas County to Klickitat County)
- Mountains to Sound Greenway (I-90 – Kittitas County to Puget Sound)
- White Pass Scenic Byway (SR 12 – Yakima County to Lewis 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 C-2. State Route Annual Average Growth Rates					
Route	SRMP <sup>1</sup>	2005	2018 <sup>2</sup>	2022 <sup>3</sup>	WSDOT Calculated Annual Growth Rate <sup>3</sup>
Interstate 82	34.02	43,000	53,000	50,256	-2.0% (22') / 12.0% (21') / -13.0% (20')
US – 12	200.96	24,000	31,000	30,700	1.0% (22') / 14.0% (21') / -14.0% (20')
State Route 22	0.84	7,800	8,900	9,070	6.0% (22') / 11.0% (21') / -14.0% (20')
US – 24	8.68	2,600	3,600	3,262	0.0% (22') / 9.0% (21') / -16.0% (20')
US - 97	62.00	6,300	13,000	11,400	-3.0% (22') / -13 to -18% (20'-21')
<sup>1</sup> . State Route Mile Post <sup>2</sup> . Source: WSDOT Traffic GeoPortal ( <a href="https://www.wsdot.wa.gov/data/tools/geoportal/?config=traffic">https://www.wsdot.wa.gov/data/tools/geoportal/?config=traffic</a> ) <sup>3</sup> . Source: WSDOT Traffic Count Database System (TCDS) - <a href="https://wsdot.public.ms2soft.com/tcds/tsearch.asp">https://wsdot.public.ms2soft.com/tcds/tsearch.asp</a>					

**Table 2** shows existing and historical traffic volumes for state facilities within the region.

- State routes within Yakima County have experienced modest growth during the last 15 years.

- I-82 and US-12 carry a majority of the daily traffic in the region with nearly 81,000 vehicles a day between them (post-COVID Pandemic).
- US-97 near Toppenish is experiencing the significant growth with approximately 6.0-11.0% growth during 2021-2022 following 14% during the height of the Covid pandemic in 2020, contrasted by a 0.0-9.0% increase during 2021-2022 along SR-24 offsetting a 16.0% decrease in 2020. Increases were partially impacted by increased residential development in the Moxee area over the past 10 years.
- 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 (IJR) for I-82 at Yakima Avenue. According to the FHWA/FTA-approved 2017 IJR:

As East-West traffic in the greater Yakima area continues to grow, trips accessing I-82 are funneled into two interchanges: Yakima Avenue (serving local/intra-regional trips) and Nob Hill Boulevard (serving inter-regional and intra-state trips). These demands are creating safety and operational issues during peak periods at the Yakima Avenue Interchange, including the following design year (2044) impacts:

- I-82, between the Nob Hill Boulevard Interchange and the Yakima Avenue Interchange will operate at LOS D in both directions.
- The diverge area for the WB off-ramp at the Yakima Avenue Interchange will operate at LOS E;
- The EB left from Yakima Avenue to the WB on-ramp will operate at LOS D;
- The NB left onto Yakima Avenue from the WB off-ramp will operate at LOS C;
- The SB left from the EB off-ramp to Yakima Avenue will operate at LOS D;
- The WB left from Yakima Avenue to the EB on-ramp will operate at LOS D;
- The NB left and right turns from the Fair Avenue loop connector to Yakima Avenue will operate at LOS F;
- These levels of services will cause back-ups onto the I-82 mainline; and while this is still true it isn't congested as before the previous numbers.
- There is an average of 54 crashes per year, including I-82 mainline, ramps and cross street collisions, which is above the statewide and South-Central Region averages for urban areas.

As growth in the area continues, I-82 and Yakima Avenue are expected to be over capacity within the design horizon year, creating a near term growth management concurrency issue impacting economic development opportunities for Yakima County and the City of Yakima.

### *Collision Data*

The Washington State Department of Transportation uses either Collision Analysis Location / Collision Analysis Corridor (CAL/CAC) or Intersection Analysis Location (IAL) criteria to identify and evaluate potential locations for crash reduction.

The following CAL or CAC locations have been identified by WSDOT:

- None for this reporting period

The following preliminary Intersection Analysis Locations (pre-IALs) have been identified by WSDOT (November 2023):

- US 97 Fort Road/1<sup>st</sup> Avenue

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

### *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.



## 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 connecting 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 three 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.
- On US 12 at N. 16<sup>th</sup> Avenue connecting the Yakima Greenway Pathway's east and west segments parallel to the highway.
- 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 complement the Yakima, Union Gap, and Selah Transit bus routes. All Yakima Transit buses are equipped to handle bicycles.

### *Pedestrian Facilities*

- The Yakima Greenway Pathway 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 11-mile Naches Rail to Trail Project (completed in 2017) extended the Greenway North-northwest from the 40<sup>th</sup> Avenue & Fruitvale Boulevard terminus to the Town of Naches. The Greenway is currently updating their Greenway Master Plan. Information available at <https://www.yakimagreenway.org>.
- The Sunnyside - Grandview Trail parallels the Gibbon-Granger Rail line and Yakima Valley Highway between the Cities of Sunnyside and Grandview. The trail extends beyond the Yakima County boundary at Grandview and extends to Prosser, WA and beyond.
- Yakima County's Horizon 2040 Comprehensive Plan (adopted in June 2017) removed bicycle and pedestrian emphasis routes on or along county roadways as a means of classification for adding/maintaining bike/ped facilities and adopted the "Complete Streets" method of reviewing the road corridors specific needs and characteristics as the basis for determining appropriate bike/ped facilities. Yakima County's new "Trails Plan" document (<https://www.yakimacounty.us/DocumentCenter/View/10318/2020-Yakima-County-Trails-Plan-Adopted-16-June-2020?bidId=>) based on these changes, approved in January 2020.
- The City of Moxee continues planning efforts to create a pedestrian/bicycle path connecting the city's sidewalk system along sections of SR 24 and Moxee Rail Line to the Yakima Greenway near University Parkway. Although a final alignment has not been determined; WSDOT, the City of Moxee, the Yakima Greenway Foundation, and interested property owners and stakeholders are actively developing funding and planning strategies.
- In June 2018, the Yakama Nation began an effort to develop a "Heritage Trail" System within the Nation's boundaries to connect cities and communities. Intended to promote safe transportation alternates by increasing pedestrian and bicycle access, the proposed system would link future extensions of the Yakima Greenway through the "gap" at Union Gap to Wapato, Toppenish and Mabton along US 97 and SR 22 in addition to linkages to Harrah, White Swan, and Fort Simcoe to the west, and Zillah to the northeast. The Yakama Nation Heritage Connectivity Trails Concept Plan, approved by the Nation's Tribal Council in 2021 is available at <https://www.yvcog.org/wp-content/uploads/2021/08/Item-IV-2-HCT-Final-Concept-Plan-28Jul21.pdf>

## **Park & Ride Facilities**

Park and ride facilities provide people who have a long commute, don't live near a transit route, or need a convenient place to meet their vanpool or carpool. Most are unstaffed, but usually equipped with enhanced lighting, emergency call boxes, and security cameras. Facilities are usually patrolled by law enforcement.

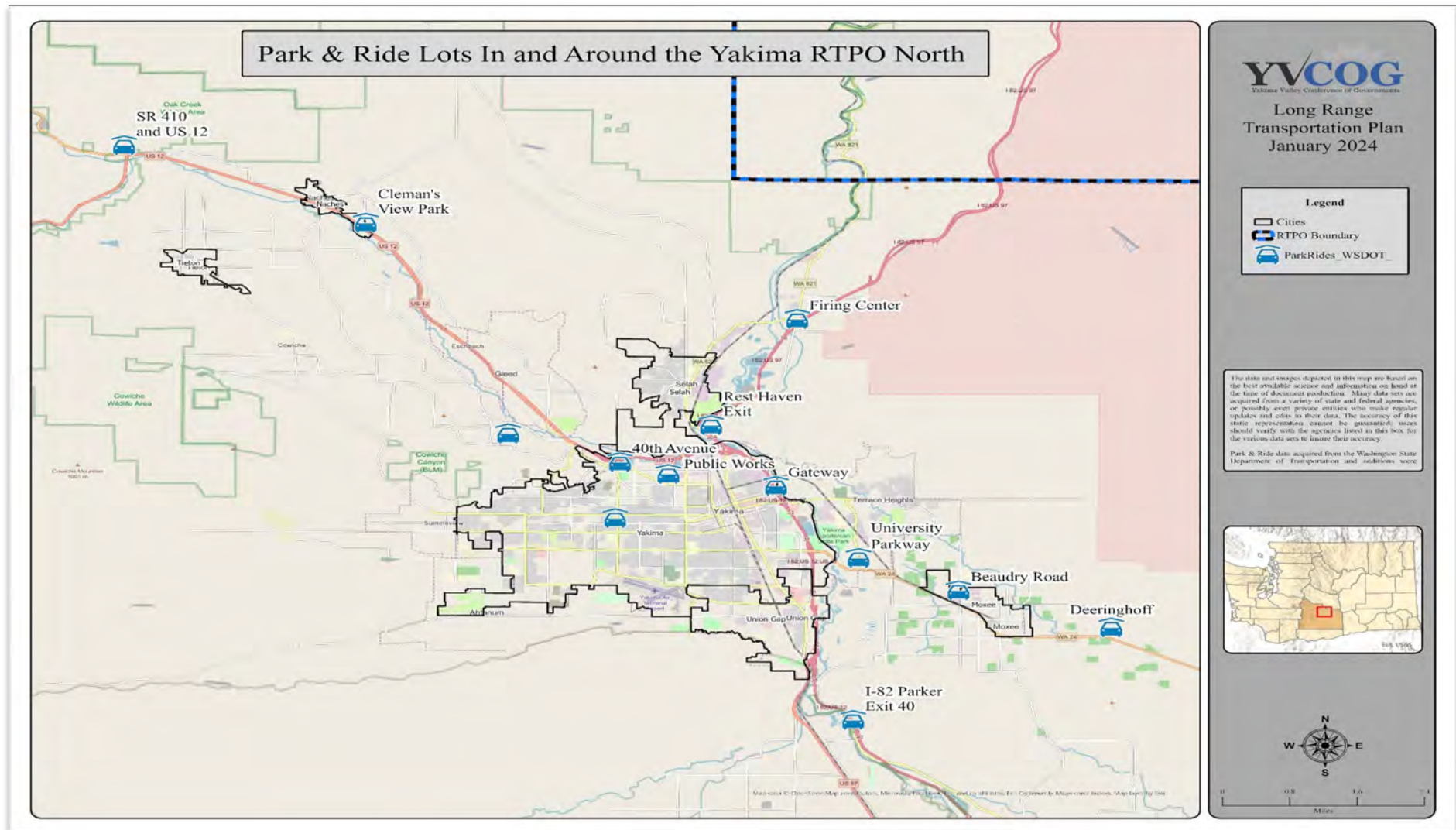
### **Summary**

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 Yakama Nation, local cities, and the county update their sidewalk and trails plans.

This update of the M/RTP precedes their efforts.

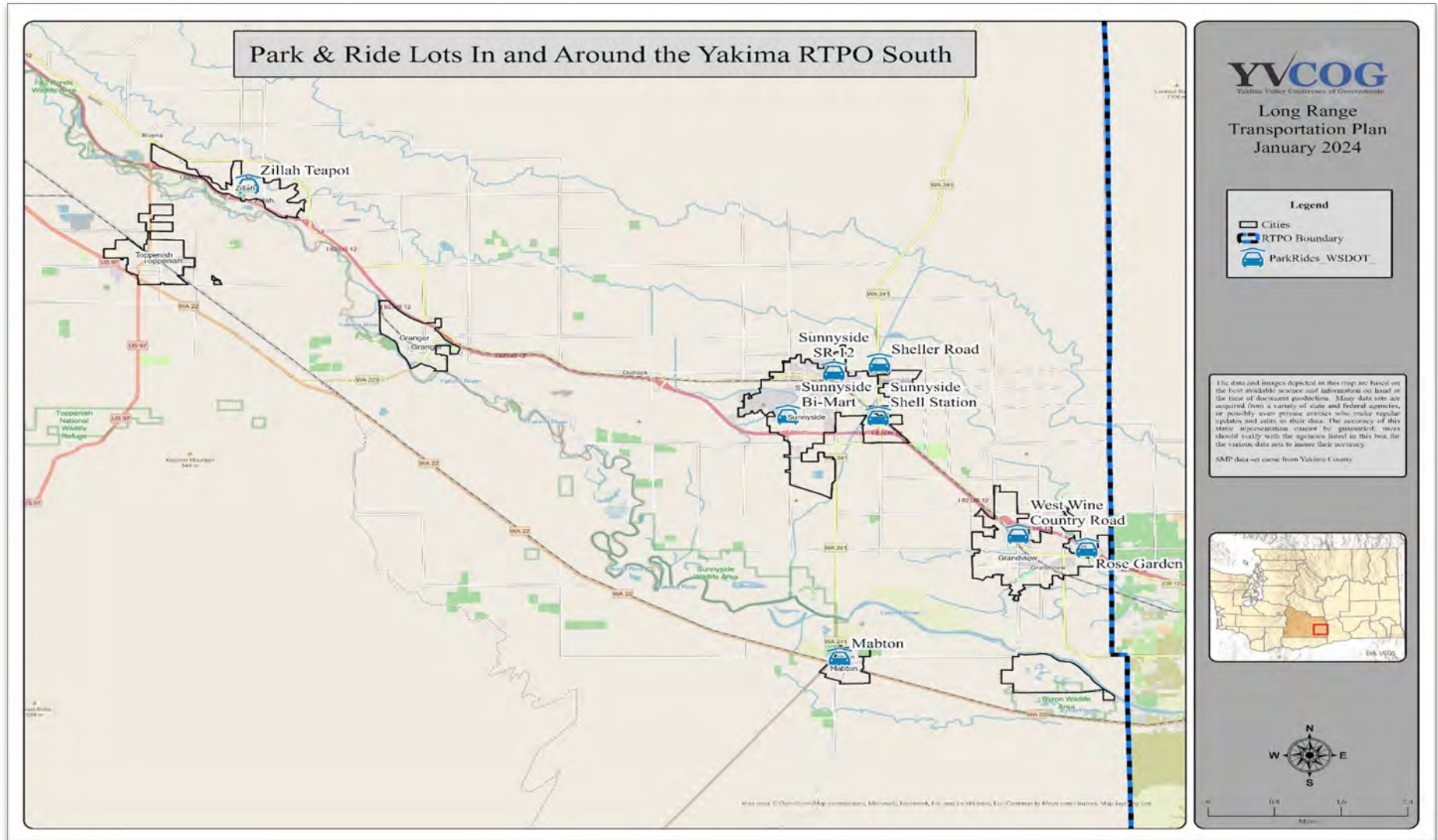
- City and County non-motorized facility classifications are not coordinated at a regional level. Facilities are classified differently in the urban and rural areas. Without a coordinated and consistent regional classification system, it is difficult to identify deficiencies and prioritize needed improvements.
- The status of compliance with Americans with Disabilities Act (ADA) regulations is needed. A detailed inventory and upgrade of sidewalks, ramps, etc. is ongoing in Yakima County as a response to an ADA complaint investigation and subsequent remedies.
- CTR work sites are served by a well-developed network of bicycle facilities. Except for 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 whether the CTR work sites have sidewalks.

Map C-1 Park & Ride Lots - North





Map C-2 Park & Ride Lots - South



### 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:

- Inter-City Bus Services
- Fixed route transit,
- Rural mobility routes,
- Paratransit, and
- Total Demand Management (TDM) and Commute Trip Reduction (CTR).
- Non-Emergent Medicaid Transportation (NEMT) Volunteer – Driver Program

#### **Population Characteristics of Yakima County<sup>1</sup>**

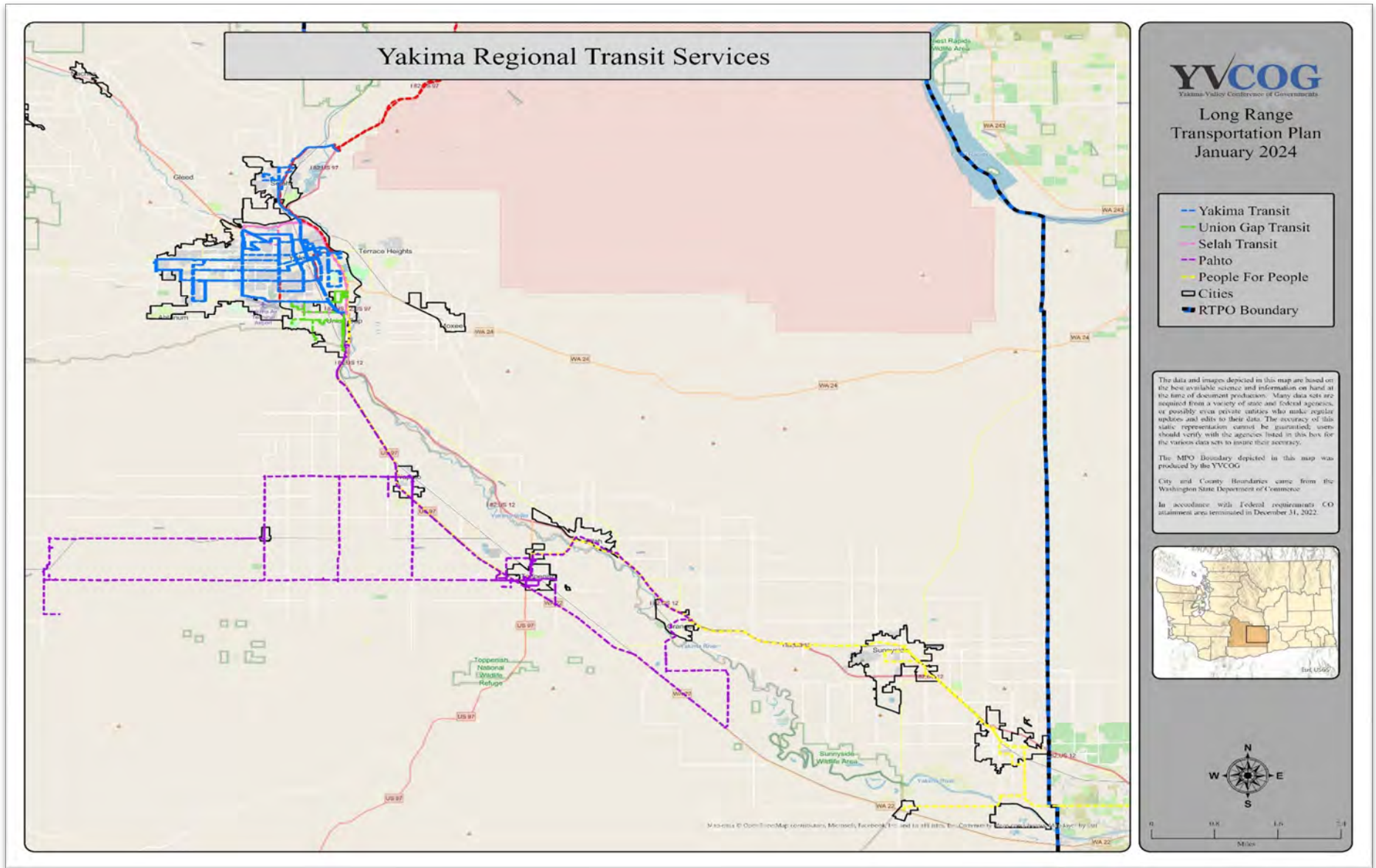
Yakima County has substantial population segments that is likely to have unmet transportation needs. This population may consist of persons with disabilities, older adults, youth, and individuals with limited incomes. The percentage of individuals falling into one or more of these categories is as follows (source, US Census):

- 9.6% percent have a disability (65 years of age or younger)
- 14.4% percent are 65 years of age or older.
- 28.8% percent are under 18 years of age.
- 42.0% Language other than English spoken at home (over 5 years of age (2017-2021))
- 14.7% percent of individuals have income that falls below poverty level.

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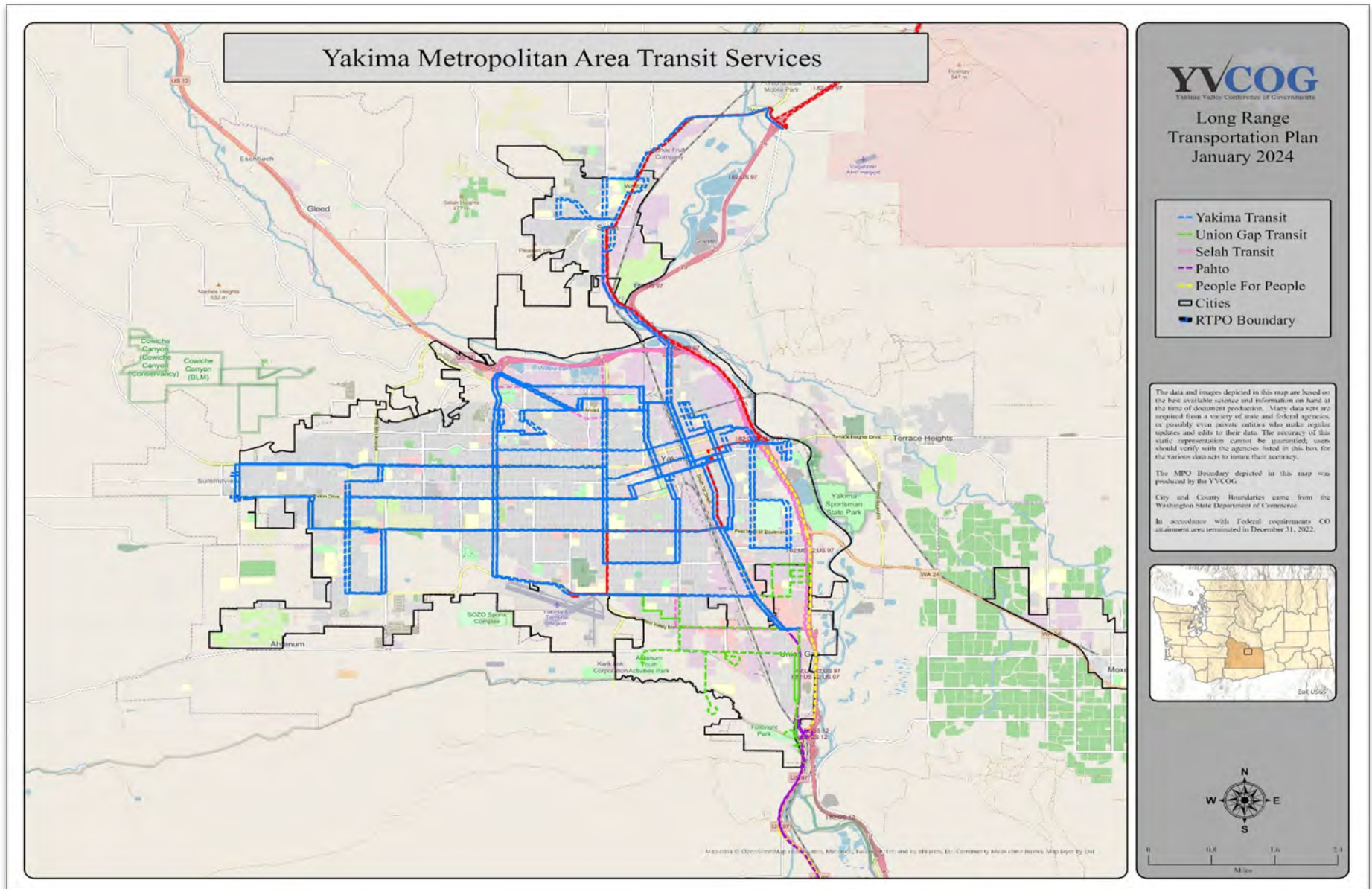
<sup>1</sup> *U.S. Census (2023 Estimates)*

Map C-3 Regional Transit Services

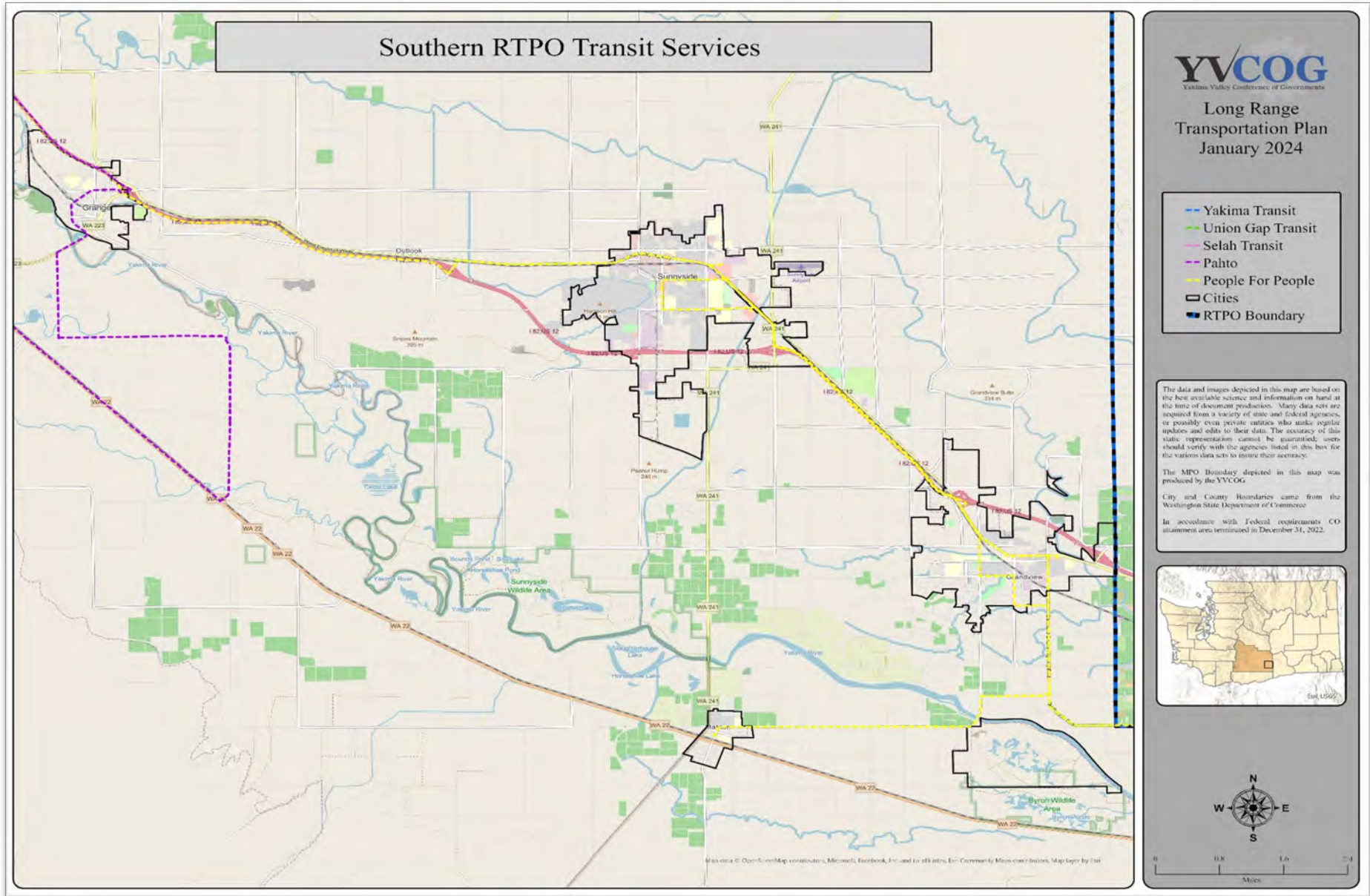




Map C-4 Metropolitan Transit Services

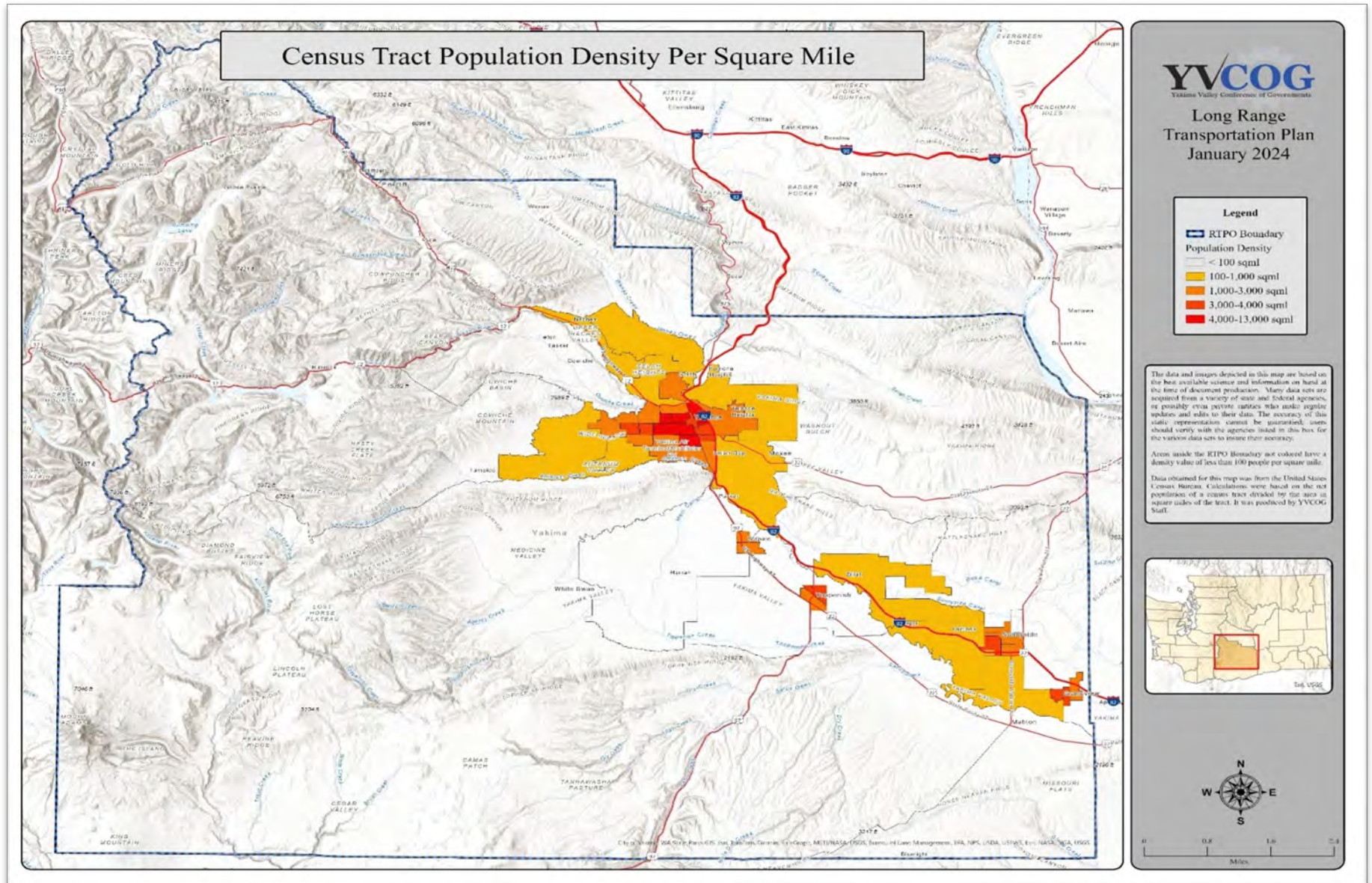


Map C-5 Southern RTPO Transit Services





Map C-6 Census Tract Population Density



As the County grows, these percentages indicate that transportation needs will grow with them. The elderly population will grow faster than the general population as baby boomers age and because Yakima County 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. Limited English Proficiency (LEP) populations continue to grow as economic opportunities allow.

### **Yakima Transit**

Yakima Transit is in its 116<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 a significant increase in ridership.
- In 2014, transit ridership exceeded one million passengers annually on its fixed route service.
- Yakima Transit operates nine fixed (city) routes, of which all operate on Saturdays and routes operate on Sundays, in addition to the Yakima-Ellensburg Commuter route which operates Monday through Friday.
- In 2021, Yakima Transit terminated its Vanpool Program following the peak of the COVID-19 pandemic and a reduction of Hanford Nuclear Facility staffing who resided in the Yakima area.

### **Union Gap Transit**

Union Gap Transit began in 2008 through a 2/10<sup>th</sup> of 1 % sales tax serving residential, commercial, and retail regions of the city with fixed route, paratransit, and dial-a-ride service. Union has since taken their program in-house, contracting the service to a provider.

### **Selah Gap Transit**

Selah Transit began in 2008 through a contract with Yakima Transit serving residential, commercial, and retail regions of the city. Selah now operates with two (2) fixed routes, in addition to paratransit, and dial-a-ride service. In 2017 Selah to their transit service in-house, contracting the service to a provider.

- Yakima Transit, Union Gap Transit, and Selah Transit all contract with Medstar Transportation to provide Dial-A-Ride service for persons with disabilities.
- Transit service is operated within the city limits of Yakima, Union Gap, and Selah, respectively, except for a commuter service between Yakima and Ellensburg operated by Yakima Transit.

**Hours of Operation for Selah Transit are as follows:**

Monday - Friday, 6:45 am – 5:50 pm  
Saturday – 10:30 am - 4:31 pm  
Sundays - (No Service)  
Holiday Service Schedule (as announced)

**Hours of Operation for Union Gap Transit are as follows:**

Monday - Friday, 7:00 am – 6:00 pm  
Saturday - 8:00 am - 6:00 pm  
Sundays - (No Service)  
Holiday Service Schedule (as announced)

**Hours of operations for Yakima Transit are as follows:**

Monday - Friday, 6:15 am – 6:45 pm, (depending on route)  
Saturday - 9:15 am - 6:25 pm, (depending on route)  
Sundays - 8:45 am – 4:00pm (depending on route)  
Holiday Service Schedule (as announced)

**Yakama Nation Transit (Pahto Public Passage)**

Pahto Public Passage began service in 2007 under a Federal Tribal transit program providing previously non-existent transit service to tribal and general populations in the cities/communities of Harrah, Toppenish, Wapato, and White Swan; in addition to limited routes to Goldendale and the Georgeville in Kittitas County.

**Hours of Operation for Yakama Nation Transit are as follows:**

**Daily:** 6:10 am – 6:55 pm – Depending on Route.

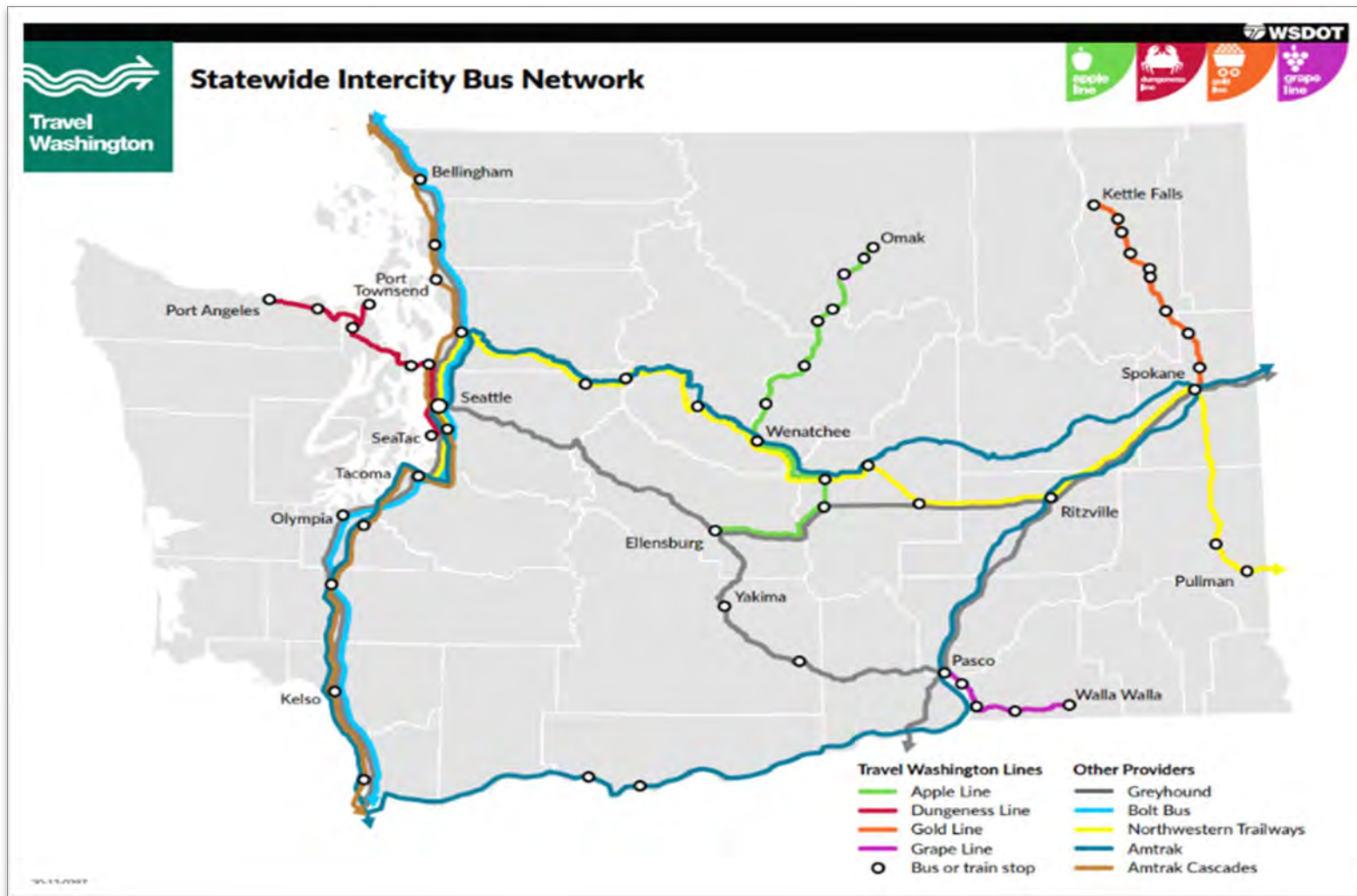
**No Holiday Service:** New Years Day, MLK Day, Presidents Day, Memorial Day, Juneteenth Day, 4<sup>th</sup> of July, Native American Day, Indigenous People Day, Veteran’s Day, Thanksgiving/Day After, Christmas Eve Day, and Christmas Day.

**Greyhound / Intercity Bus Transportation**

As part of a national strategy to remain operational, Greyhound closed its Yakima Bus Terminal in 2012 ending a process begun in 2004 terminating stops in smaller cities and towns; moving away from its own “brick & mortar” facilities to stops at freeway-accessible convenience stores. As of 2023, Greyhound’s only stops in Yakima County are in Yakima and Sunnyside. However, today Greyhound’s strategy is to seek partnerships and stops (where possible) at trans-modal facilities to improve cross-modal access (transit terminals, train depots, park & rides, etc.). Over the past several years, Greyhound bus stations have “bounced” around between several convenience stores depending on with no specific coordination with local public transit services.



## WSDOT's Travel Washington Intercity Bus Program



This bus service connects rural communities to major transportation hubs and urban centers, filling gaps in the public transportation network and making travel more accessible, reliable, and convenient.

- The Federal Transit Administration provides 50 percent of the funds for the program. Greyhound Bus Lines provides local matching funds that pay for the rest.

- WSDOT's Travel Washington Program contracts with private bus operators to provide intercity bus service. Each new route is served by the competitively selected provider. Operators promote and market their services using WSDOT's Travel Washington brand.
- The Travel Washington intercity bus network will continue to expand as funding becomes available. WSDOT considers the interests of the entire state—with an eye on areas with the fewest transportation options—when selecting new routes.
- WSDOT completed the Travel Washington Intercity Bus Program Plan Update <https://wsdot.wa.gov/sites/default/files/2021-10/PT-Report-TravelWashingtonIntercityBusProgramStudy.pdf> in 2019, however, this document delayed publication due to the COVID-19 pandemic. As such, the study reflects services prior to the pandemic.

The Yakima County region continues to be the subject of consideration for a new route. Two routes; Yakima-Centralia (via SR 12 – White Pass) and Yakima-Biggs, OR (via US 97 – Status Pass); were part of the 2018 public forum process. Advantages to each considered route improved access for Yakima region residents to the Portland-Vancouver metropolitan area that presently could only be reached indirectly via routes through either Seattle or Pasco, adding significant time to an otherwise shorter commute. WSDOT and Greyhound's review process of these and other potential routes around the state will likely be ongoing following the adoption of this document. In December 2023, WSDOT begun the process of updating the 2019 Intercity Bus Program Plan. This effort may consider the Yakima-Biggs route and possible consideration for increase service opportunities along the Interstate 90 corridor.

## 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 **Census Tract Population Density (Map C-6)**, 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, Moxee, and Sunnyside. This information was used as the basis of YVCOG's Yakima Valley Regional Transit Feasibility Study (Phase I) completed in December 2022. Phase I addressed cataloging a comprehensive inventory of the regions' transit agencies' services and equipment resources. Phase II and III (projected for 2024/2025 and 2026/2027, respectively) will concentrate on potential expansion of services and service areas throughout the region.

Virtually all the areas with higher density residential concentrations within the Yakima Metropolitan Area are currently served by Yakima, Selah, or Union Gap Transit. The People for People (PFP) Community Connector (Known as "Route 200") between Prosser (in Benton County) and downtown Yakima serves population concentrations in Wapato, Toppenish, Zillah, Granger, Sunnyside, and Grandview. The one area that is unserved currently is Union Gap. In October 2019, PFP began "Route 201", which provides a loop service between Grandview, Sunnyside, and Mabton three times a day connecting to the Community Connector route. This is the first ever transit service available to Mabton residents, and first inner-city loop service for Sunnyside and Grandview.

The Cities of Wapato and Toppenish, Town of Harrah, and community of White Swan, within the boundaries of the Yakama Nation have free transit service via the Nation's Pahto Public Passage Transit service with linkage to Union Gap Transit at the Valley Mall.



Pahto does provide limited dial-a-ride service within their service area.

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.

The City of Moxee, having experienced significant residential development in the past 15 years, and the unincorporated urban area of Terrace Heights (east of Yakima and Interstate 82) do not currently have transit service despite being located within the greater Yakima MPO area.

The Town of Naches (located 10 miles northwest of Yakima and within the Yakima MPO area) and City of Tieton, likewise have no access to transit service.

While there does exist a “patchwork quilt” of transit service in Yakima County, limited-service frequencies, and lack of multiple transfer opportunities between transit service providers make using these services difficult when needing to travel between destinations for time sensitive appointments, employment, or events, especially when return trips are required.

### **Traffic Bottlenecks Creating a Transit Need**

Existing and projected traffic levels of service show that much 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 (Yakima) / Main Street (Union Gap) corridor. Transit can play a role in reducing congestion along Terrace Heights Drive between that urbanized area and Yakima/Selah/Union Gap, as well as, on SR 24 between Moxee and Yakima.

With limited to no transit service available in other Yakima County jurisdictions and communities, transit service in these areas provide connectivity and access improvements rather than the need to address congestion.

## 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. Rural farming areas require pre-dawn and post-dusk workforces, especially during planting and harvest seasons spread out over most of the year. These jobs typically do not have the regular “9 to 5” timeframe, but instead have expanded weekday morning/evening and weekend hour’s needs. Yakima, Selah, and Union Gap Transits, in addition to the Nation’s and PFP’s inter-community services, are 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 the Yakima metropolitan area. 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/Selah/Union Gap Transit service to these communities. The map titled *Regional Public Transportation - Transit* 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 proximity.

## Summary

The Greater Yakima Metropolitan Transits are experiencing slow, gradual increases (post-COVID) ridership throughout the system. Some Southern County communities have limited access to transit, but frequency limitations make regular transit alternatives difficult. Some potential unmet needs include:

- The Yakima (City) and the Yakama Nation Pahto Public Passage Transit Systems continue to plan for new transit maintenance & operation facilities. Yakima Transit have secured property at 5<sup>th</sup> Avenue and Fruitvale Boulevard but improving that property (a car dealership) will take several years as the city addresses electric charging/green infrastructure to the site. Ideally, these facilities would include multi-modal transportation connectivity capabilities to maximize traveler accessibility options.
- In addition to a concise inventory of current transit resources, continued countywide review of transit needs, services, routes, financing, and infrastructure opportunities and considerations is needed to determine if some degree of transit service to all interested jurisdictions and organized communities is possible. This process began with the 2022 Regional Transit Feasibility Study Phase I and will continue over the next 4-5 years with Phases II and III.
- Longer service span for both weekdays and weekends. The service and agricultural industry employees need expanded access to service.
- With the population and business development growth on the urban area fringes, service area expansion for Yakima Metropolitan Transits may be necessary.
- Where intra-city transit service is available, inner-city service loops should be considered or expanded to improve access and opportunities to municipal residents.
- 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.

- Support ongoing statewide efforts to provide area residents with greater intercity bus service such as the TRAVEL WASHINGTON Intercity Bus Program. Coordination between current transit providers, city/tribal administrations, and other transportation stakeholders to develop trans-modal facilities to improve cross-modal transportation options should be promoted.
- Support ongoing national, state, and local efforts to expand passenger rail and passenger aviation accessibility to the Yakima region that connects/interacts with existing public transit, micro-transit, car-/vanpool, taxi/uber/Lyft, and active (bike/pedestrian) transportation services and infrastructure.

## 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.

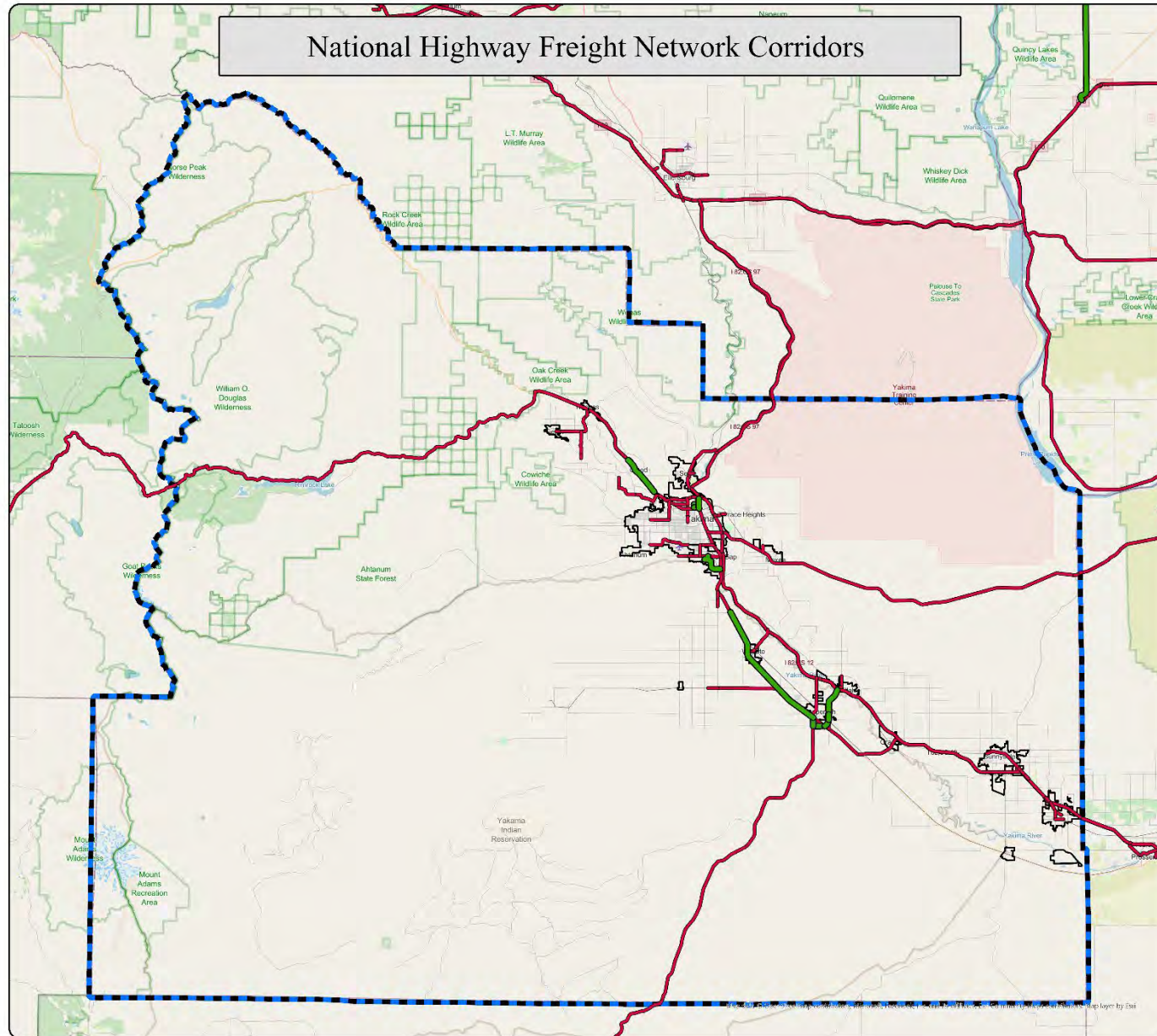
### System Description

Washington's Strategic Freight Corridors as defined by RCW 47.06A.10 are corridors 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 regional and global gateways.
- Carries four million or more gross tons of freight annually on state highways, city streets and county roads.
- Carries five million gross tons annually on railroads.
- New links to strategic corridors that enhance freight movement.



# National Highway Freight Network Corridors



**YVCOG**  
Yakima Valley Conference of Governments

Long Range  
Transportation Plan  
January 2024

## Legend

- RTPO Boundary
- Cities
- NHFN Critical Corridors
- Truck Freight
- Economic Corridors

The data and images depicted in this map are based on the best available science and information on hand at the time of document production. Many data sets are acquired from a variety of state and federal agencies, or possibly even private entities who make regular updates and edits to their data. The accuracy of this static representation cannot be guaranteed; users should verify with the agencies listed in this box for the various data sets to ensure their accuracy.

Highway data came from the Washington State Department of Transportation

The RTPO Boundary depicted in this map was produced by the YVCOG

City and County Boundaries came from the Washington State Department of Commerce



Table 3 defines the FGTS classification system by annual tonnage.

<b>Table C-3. WSDOT FGTS Tonnage Classification</b>			
FGTS Truck Corridor Classification	Annual (Gross) Truck Tonnage	FGTS Rail Freight Corridor Classification	Annual (Gross) Freight Tonnage
T-1	Greater than 10,000,000 tons	R-1	More than 5 million tons per year
T-2	4,000,000 to 10,000,000 tons	R-2	1 – 5 million tons per year
T-3	300,000 to 4,000,000 tons	R-3	500,000 – 1 million tons per year
T-4	100,000 to 300,000 tons	R-4	100,000 – 500,000 tons per year
T-5	At least 20,000 tons in 60 days	R-5	Less than 100,000 tons per year

Truck routes classified as T-1 or T-2 are considered strategic freight corridors and are given priority for receiving FMSIB funding. See the map C-3 above.

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.

<b>Table C-4. At Grade Crossings over FTGS Corridors</b>		
Railroad	Total Public Road At-Grade Crossings	Total T-1 – T-5 At-Grade Crossings
BNSF Main Line	35	15
Columbia Basin RR (Moxee Branch)	21	7
BNSF (Yakima/Fruitvale Branch)	4	2
Columbia Basin RR (Prosser/Granger Branch)	27	7
Toppenish, Simcoe & Western (Yakima Co.)	22	8

## Summary

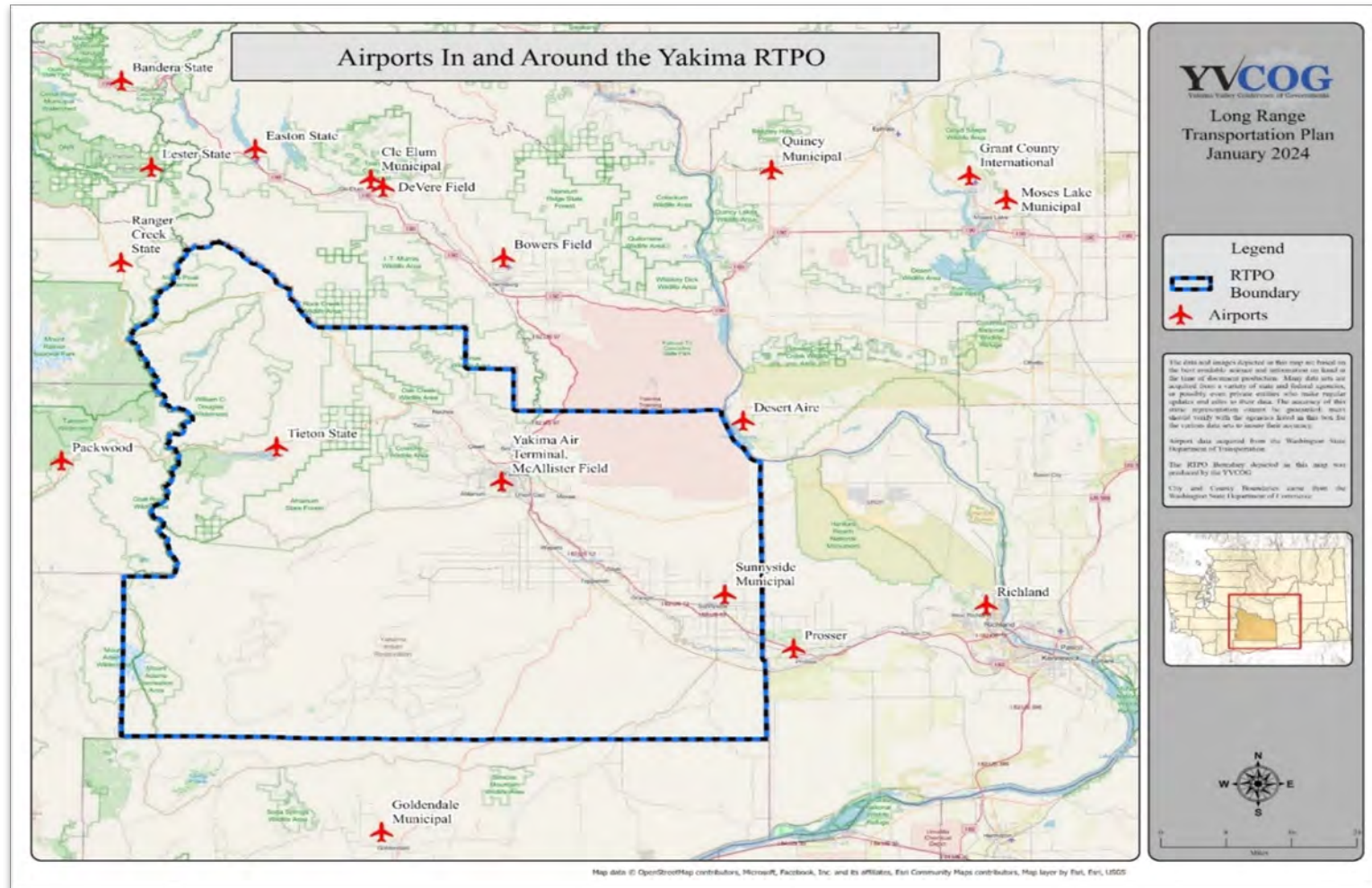
- The primary freight route (T-1) through the region is the I-82 corridor, carrying over 30 million tons annually.
- At-grade rail crossings present the primary barrier to the movement of freight and goods within County. Approximately 39 of 109 at-grade rail crossings within Yakima County cross T-1 to T-5 Freight Routes with many for crossing private access crossings.
- 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 (White Pass) provides an alternate east-west mountain 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.

**Map 5A – Airports in and around Yakima RTPO**





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 recent years, WSDOT's Aviation office continues to plan for the introduction of electric aircraft to the passenger aviation system. Ten or less passenger (electric) aircraft could provide direct city to city passenger service (in a "charter service-like" operation) without being required to fly to Seattle-Tacoma International Airport the time/delay associated with transfers and boarding. In addition to commercial/charter 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)
- Military Training
- Private Business (Logging, Agricultural, General & Commercial Aviation Flight Training)
- Recreation

YVCOG can work to provide and/or facilitate access to the airports for all forms of transportation from within Yakima County.

## System Description

### Air Transportation System

Three airports provide service to the County of Yakima as illustrated in Map - 5A. The airports include the Yakima Air Terminal – McAllister Field, the Sunnyside Municipal Airport, and the Tieton State (Rimrock) Airport.

The Washington State Department of Transportation (WSDOT) Aviation Division and municipal airports are looking at the advancement of electrical and electrical-hybrid aircraft (seating up to nine passengers) technologies that could allow for regularly or semi-regularly scheduled short distance airport to airport charter-type service (i.e. Yakima-Spokane, Walla Walla–Vancouver, Wenatchee-Tri-Cities, etc.). This point-point service could conceivably utilize air terminal facilities and multi-modal linkages at the airport to continue the travelers commute while freeing up major airport resources.

#### **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. Currently, the Yakima Airport is served by one daily scheduled air carrier (Alaska Airlines) and two non – scheduled [charter] carriers (Sun County Airlines provides charter service to Laughlin NV, and Swift Airlines provides charter service to

Wendover, NV). Private charter (general aviation) service is also available. Per the Federal Aviation Administration’s Airport Form 5010, in 2022, the Yakima Air Terminal saw approximately 35,588 aircraft operations averaging 97 per day, 80% general aviation, 10% military, 7% air taxi and 3% airline. 133 aircraft were then based at this airport, 106 single-engine, 15 multi-engine, 5 jet, 6 helicopters and 1 glider.

An 865-acre airport, the Yakima Air Terminal – McAllister Field is a Federal Aviation Administration (FAA) Part 139 certificated airport with its primary runway (Runway 09/27) classified as an Airport Reference Code (ARC) C-III. Runway 09/27 can accommodate a Boeing 737-800 aircraft or similar. The airport is equipped with Airport Rescue and Fire Fighting (ARFF) capabilities. The terminal building was constructed in 1950. A concourse addition was done in 1968 and a series of expansions and renovations were done between 1997 and 2000. The airport’s master plan states a renovation or replacement is needed by 2020 but based on available funds from the Federal Aviation Administration, the earliest this could occur is 2026 or later. These efforts were delayed due to impacts on travel caused by the COVID-19 pandemic.

In 2016, 72,000 passengers enplaned at the airport on an average of 4 scheduled daily departures. Because of a steady increase in passengers, Alaska Airlines has scheduled three or four flights in and out of Yakima as pilot availability, demand, and aircraft capacity dictated. A 2018 update to the 2015 Airport Master Plan states that the 20-year forecast shows passenger enplanements increasing to an estimated 92,600 by 2040.

The Airport is home to McCormick Air Center, a full-service Fix Based Operator (FBO), capable of providing fuel, maintenance, and instrument/commercial flight instruction services for general aviation users. Other businesses include:

ALS Ambulance	Airlift Northwest Medivac	CubCrafters
Triumph Group	FedEx / UPS	Reno’s on the Runway
Waterfire	Yakima Aerosport	Food Facility Engineering
Noland Docoto Flying Service	McAllister Museum of Aviation	Memorial Cornerstone Medical Facility

In January 2023, Yakima, Yakima County, and several local aviation stakeholders and supporters approached the state legislature’s Commercial Aviation Coordination Committee (CACC), who since 2019, have been considering locations for “a new or expanded airport to meet the expected future demand for air travel. Out of 18 existing airports and 10 new airport “greenfield” sites, only Paine Field in Everett was recognized as having the potential to accommodate only a portion of projected needs. Area representatives have offered Yakima as a previously un-reviewed candidate to address expected need.

The City of Yakima estimates that the airport in Yakima supports approximately 1000 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 routes to the airport are along N. 16<sup>th</sup> and N. 40<sup>th</sup> Avenues from the north and Valley Mall Boulevard and

Washington Avenue from the east.

The McAllister Museum of Aviation, a non-profit Airline Industry Service Community Museum founded in 1999 originally opened in 1926 as a flight school by bothers Charlie & Alister McAllister and is one of the longest running flight schools in the Pacific Northwest.

### **Sunnyside Municipal Airport**

Owned and operated by the City of Sunnyside since 1951 and paved in 1975; the airport sits on 81 acres and has a 3,422 by 60-foot lighted runway experiences an average of 24,000 annual operations.

This general aviation airport does not provide scheduled commercial passenger or cargo service, but aviation fuel is available on site. The airport is an uncontrolled field and pilots use the airport Unicom/common traffic advisory frequency (CTAF) for communications on the ground and in the vicinity of the airport. The airport in not currently equipped for instrument approach procedures but may be considered in the future.

A 2020 Washington State Department of Transportation Aviation Division study estimates that the Sunnyside airport generates \$3.0 Million in value added and over \$5.21 million in business revenue annually to local and regional economies and accounted for approximately 38 jobs with an estimated payroll of \$1.98 million.

One of four (incl. Prosser, Richland, and Desert Aire) general aviation airports located between the commercial/passenger regional airports in Yakima (YKM) and Pasco (PSC)

Sunnyside Airport is zoned as “Airport”, which intends to provide for general and commercial aviation uses. County zoning near the airport is a mixture of agricultural (AG), single-family residential (R-1), rural (R-10/5) and light industrial (M-1).

Primary access to the airport is along E. Edison Road, one half mile east of State Route 241. On-site facilities include: Six (6) hangers, Ag Operations building, ag operations pad, and aircraft fueling facilities. Onsite parking currently has a capacity of eight (8) vehicles on south side of airport.

### **Tieton State (Rimrock) Airport**

Serves aircraft in distress, provides access to the Rimrock recreational area, and serves as a firefighting post and air search and rescue control point.

The airport is located at the end of Tieton Reservoir Road which can be accessed from SR12.

## Summary

- Yakima Airport terminal replacement is essential to accommodate a forecasted 27% increase in passenger enplanements within the next 15 years.
- General aviation will continue to be an important component of airport commerce and economic development throughout the county
- Greater utilization of the region's short line rail infrastructure can help reduce truck traffic on city, county and state roadway systems.
- Any expansion (inclusion) in the state's passenger aviation capacity needs will require improved intermodal connectivity and accessibility.
- The introduction of electric-powered passenger aircraft services at both the Yakima and Sunnyside airports will require additional operational, services, and security infrastructure.

## Rail Transportation System (Freight)

Rail services in Yakima County are provided by BNSF Railway (BNSF), and the Columbia Basin Railroad Company (CBRW). Union Pacific also retains trackage rights in parts of the county.

The maps titled **Washington State – Current & Hypothetical Passenger Rail Service and Washington State – International and Regional Airports** at the end of this appendix illustrates the air and rail system in Yakima County and throughout Washington State.

### BNSF Railway (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 (as Central Washington Railroad) 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 (as Yakima Central Railway) a short-haul line leased from Yakima County, called the Toppenish Simcoe & Western (TS&W) line, between White Swan and Toppenish that principally serves agricultural businesses in the Town of Harrah and two Yakama Nation sawmills west of White Swan.
- WSDOT funded upgrades to the TS&W through 2007 which promoted increased traffic to/from the two Yakama Nation

sawmills.

- In 2018, The Yakama Nation sawmills produced more than \$51 Million in revenue, 240 local jobs, and \$10.8 Million in wages.
- Since 1994, carloads on the TS&W line have risen from 30 per year to 567 in 2018.
- Types of freight and annual tonnage hauled by the railroads would is not readily available. This information would provide insight into the relative importance of rail and truck freight transportation in Yakima County.

## Rail Transportation System (Passenger)

Since October 1981, there has been no passenger rail service available in Yakima County.

The 2019 Washington State Legislature (ESHB 1160, Sec 204(3)) directed the Joint Transportation Committee to study the ***“Feasibility of an East-West Intercity Passenger Rail System for Washington State”*** ([https://www.yvcog.org/wp-content/uploads/2020/07/EastWestRail\\_FinalReportJune2020-1.pdf](https://www.yvcog.org/wp-content/uploads/2020/07/EastWestRail_FinalReportJune2020-1.pdf)). The study looked specifically at the Stampede Pass Corridor and service to Auburn, Cle Elum, Ellensburg, Yakima, Toppenish, Tri-Cities, and Spokane (Note: The Tri-Cities and Spokane currently have passenger rail service through other rail service lines in the state.). The study included: Potential ridership, identification of operation options and equipment, current infrastructure conditions, (including station locations), and reviews of relevant planning studies. The feasibility study was completed in July 2020 and received by the YVCOG Transportation Policy Board.

- The study only considered passenger rail service within the boundaries of Washington State. Impacts for interstate service with connections/services to the state system would extend beyond the state’s boundaries and service parameters. Interstate passenger rail would introduce federal funding and planning opportunities/considerations which was not part of the 2020 report.
- Former city train depot facilities throughout Yakima County, built prior to ADA guidelines, are not accessible to any other mode of transportation unless updated for other uses. Naches (community center), Yakima (dining, retail), Wapato (food bank) and Toppenish (museum).
- The City of Yakima and surrounding jurisdictions is the largest metropolitan area in the State of Washington without passenger rail service.

The 2021 (Federal) Bipartisan Infrastructure Law (BIL) tasked “the Federal Railroad Administration (FRA) under the secretary of transportation with conducting an Amtrak Daily Long-Distance Service Study (LDS) to evaluate the restoration of daily intercity passenger rail services and the potential of new Amtrak Long-Distance routes. This includes the former Stampede Pass Corridor.

Per the LDS website (<https://fralongdistancerailstudy.org/>): the FRA is required to conduct a study to evaluate the restoration of daily intercity rail passenger service along:

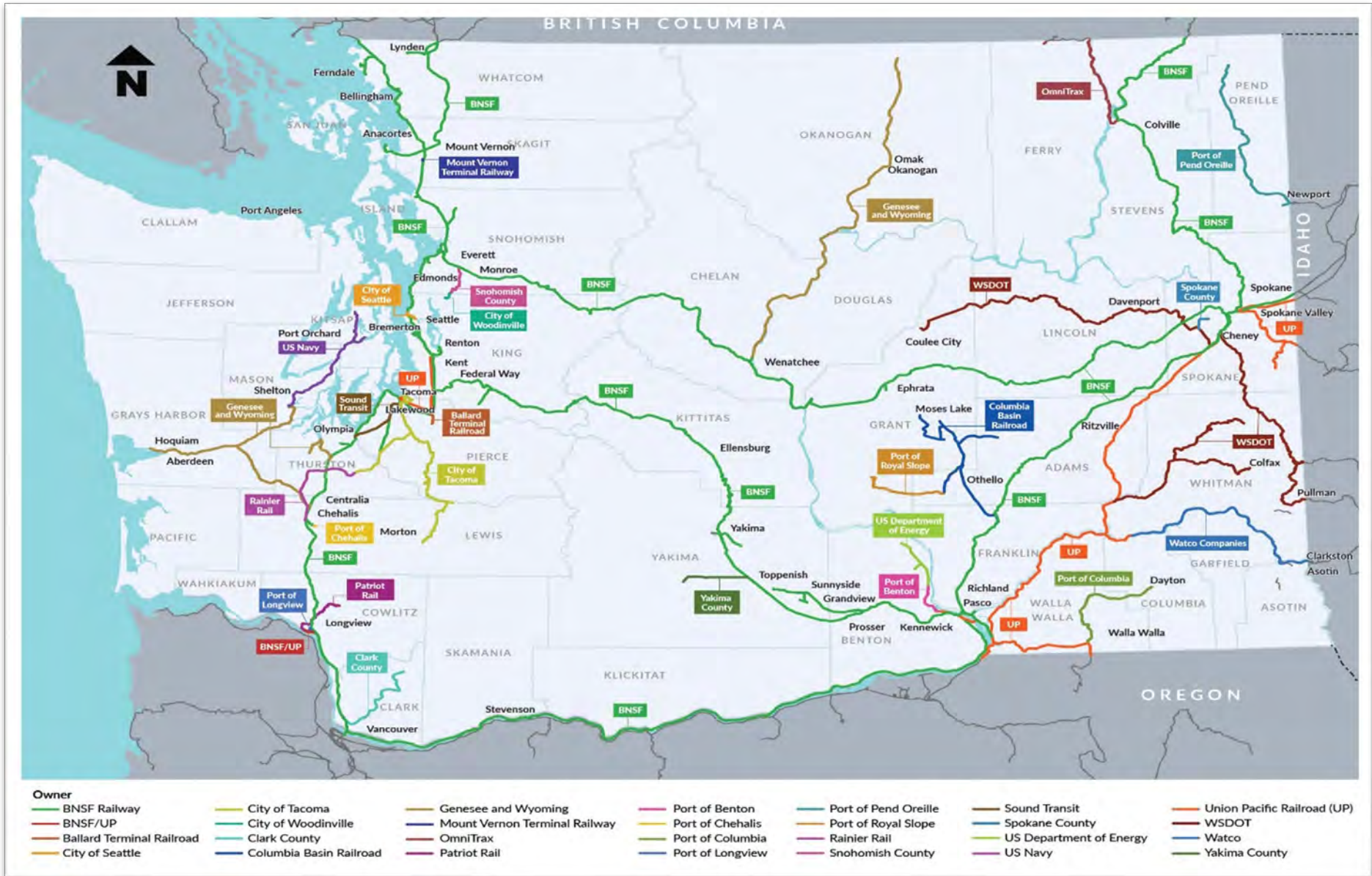
- any Amtrak long-distance routes that were discontinued; and
- any Amtrak long-distance routes that occur on a nondaily basis.

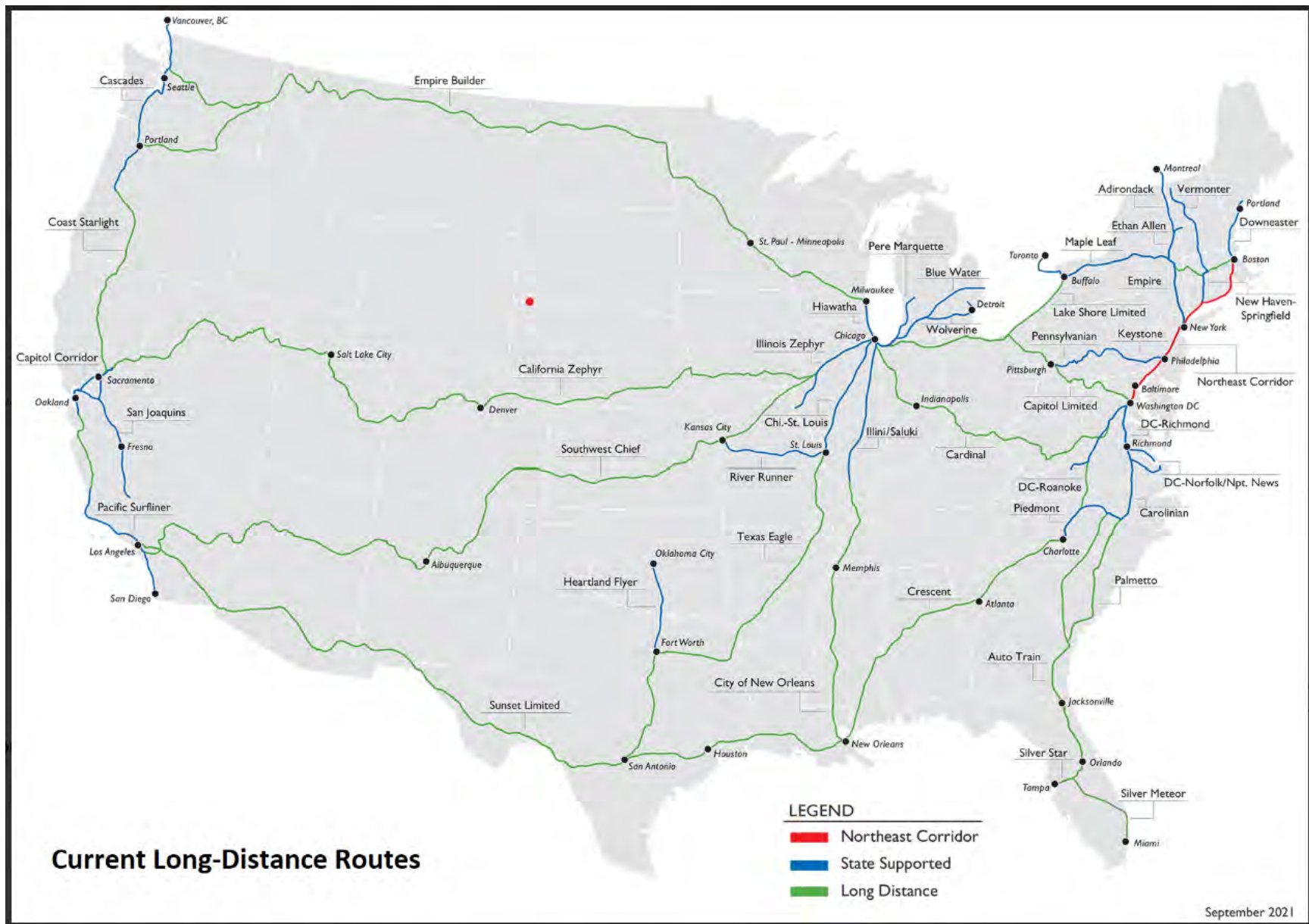
In evaluating intercity passenger rail routes, FRA may evaluate potential new Amtrak long-distance routes, including with specific attention provided to routes in service as of April 1971 but not continued by Amtrak, taking into consideration whether those new routes would:

- link and serve large and small communities as part of a regional rail network.
- advance the economic and social well-being of rural areas of the United States.
- provide enhanced connectivity for the national long-distance passenger rail system; and
- reflect public engagement and local and regional support for restored passenger rail service.

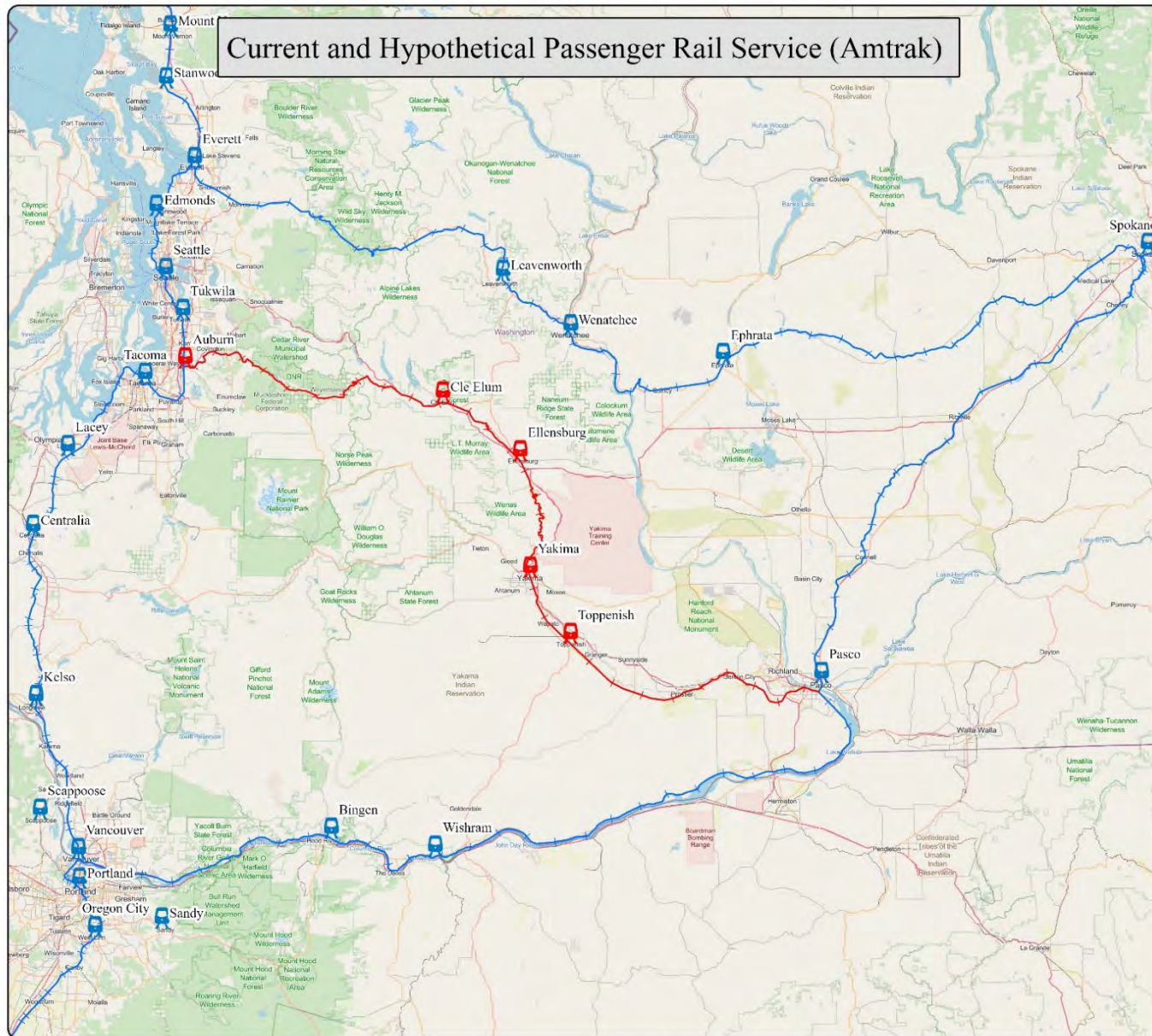


Washington Statewide Rail System by Owner Map (courtesy, WSDOT 2019 Draft Rail Plan)









Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri, Esri, USGS

**YVCOG**  
Yakima Valley Conference of Governments

Long Range  
Transportation Plan  
January 2024

#### Legend

- Amtrak Existing
- Amtrak Hypothetical
- 🚆 Current Stations
- 🚆 Hypothetical Stations

The data and images depicted in this map are based on the best available science and information on hand at the time of document production. Many data sets are acquired from a variety of state and federal agencies, or possibly even private entities who make regular updates and edits to their data. The accuracy of this static representation cannot be guaranteed; users should verify with the agencies listed in this box for the various data sets to insure their accuracy.

Park & Ride data acquired from the Washington State Department of Transportation

The RIPO Boundary depicted in this map was produced by the YVCOG

City and County Boundaries came from the Washington State Department of Commerce



Map C-10

## Summary

- Train Depots at Yakima and Toppenish, the two projected (returning) stops in Yakima County would likely require extensive rehabilitation, reconstruction, or relocation to meet current passenger rail accessibility guidelines.
- Considerations to incorporate/accommodate transit, POV, private pay/car rental, micro-transit, passenger aviation, bicycle, pedestrian transportation modes into the depot complex would be required.
- Significant improvements to the Stampede Pass Rail Line would be required to restore passenger rail service.
- Arrival / departure times would be based on the current needs and schedules of Amtrak

## APPENDIX D

### LAND USE METHODOLOGY

## Appendix D: Land Use Methodology

### Land Use Analysis – Methodology

#### *Comparisons*

The metropolitan model was updated in 2022; the objective for that 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), current Zoning Maps, and State Office of Financial Management (OFM) estimates and projections for 2020 and 2040. Methods used for these comparisons are explained in greater detail below.

#### *Base Year (2020) 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 2022, 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.



## Appendix D: Land Use Methodology

### *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:

Assessor Existing Land	Use	Operand	Conversion
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	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 2021 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 2020 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.

## Appendix D: Land Use Methodology

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 2020, 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:

Assessor Existing Land Use	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 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. 2021 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 2020 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 2045, 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

## Appendix D: Land Use Methodology

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 2045 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 (Units / Acre)	Conversion Factor
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 up and compared to 2045 CPP population allocations for each jurisdiction.

### Employment Comparisons

To check the current model's figures for employees in 2045, 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 2045 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.

## Appendix D: Land Use Methodology

### *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 2045 and an employment ratio of 42 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.

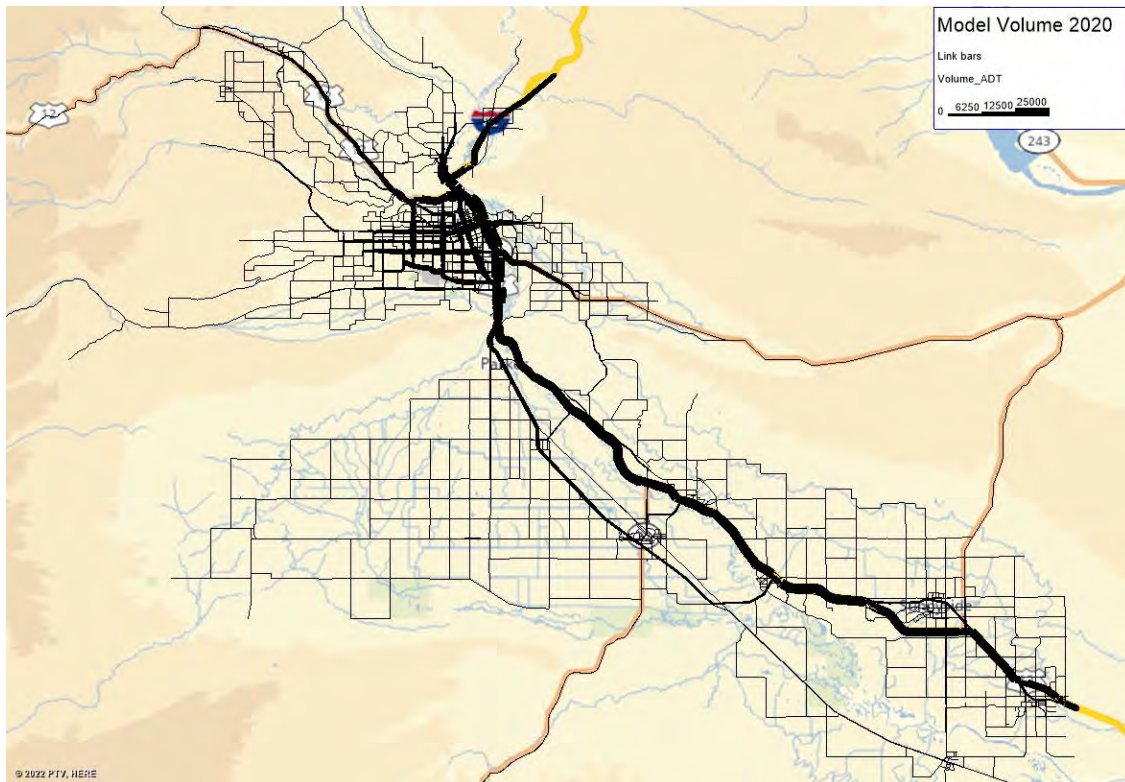
### *Local Knowledge*

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 2025 and 2045. 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

### 2022 YVCOG TRAFFIC MODEL METHODOLOGY

# YAKIMA VALLEY CONFERENCE OF GOVERNMENTS TRAVEL DEMAND MODEL DOCUMENTATION 2022 Update



***Prepared for:***

Yakima Valley Conference of Governments  
311 N 4th St, Suite #204  
Yakima, WA 98901  
October 10, 2022

***Prepared by:***



PO Box 1850  
Vashon, WA 98070  
(206) 414-8751



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## **1.0 INTRODUCTION**

The Yakima Valley Conference of Governments (YVCOG) with assistance from Eco Resource Management Systems, Inc. (eRMSi), has developed a computer-based transportation planning model for the YVCOG comprising all of Yakima County with a nominal base year of 2020 and forecast years of 2025 and 2045. This model is an update to the 2015 YVCOG model which was completed in 2018. The previous update combined the YVCOG model and the Yakima County model along with enhancements to include daily person trips, transit, and trucks. This update adds bicycle and pedestrian mode choice, bicycle paths with bicycle assignment, traffic crash records, school zones with school zone speeds, monthly variations, ADAS (Advanced Driver Assistance Systems), and adds Streetlight Data for inputs and calibration.

### **1.1 Background**

The report describes enhancements to the model to augment its capabilities in addressing a wide range of transportation planning activities. The travel model is used to support the development of the COG long-range transportation plans, evaluate proposed growth, and for evaluation of planned project alternatives. The travel model has been and will be used to test the outcomes of forecasted land use change and growth or roadway changes. The knowledge of the procedure used to develop the models and the forecasts is important for the future application of the models. This model will assist in the development and evaluation of future transportation improvement projects, as well as forecast traffic volumes for roadways within the planning area.

This travel demand model (TDM) is a representation of Yakima Valley Conference of Governments, Yakima County, and all the cities within Yakima County, the surface transportation facilities and the travel patterns using these facilities. This computerized transportation model is used to analyze VMT (Vehicle Miles of Travel) and VHT (Vehicle Hours of Travel) growth, street and intersection congestion and forecast the need for future roadway improvements. The model contains inventories of the existing roadway facilities and of housing, shopping, schools, and employment in the area.

The specific focus of this report is to describe the transportation modeling procedures that have been used to produce representative travel flows for the base year of 2020. For purposes of this model, the year 2020 is synthesized to represent what 2020 would have been if the COVID-19 shutdowns had not occurred. In the development of the model, base year counts from 2017, 2018, and 2019 were used along with counts from 2021 and 2022 where available. Travel behavior changed dramatically starting in March of 2020 and is continuing to evolve. The model has the ability to adjust for different travel behavior in the future to test different scenarios.

Model calibration involves examining multiple factors to adjust model parameters producing a strong comparison between observed data and model produced information. Once calibrated, the model is used to test forecasted changes in growth patterns or changes to the transportation system. This can include changes in number of housing units, employment centers, travel behavior patterns, or roadway improvements.

### **1.2 The Model Validation Process**

Model validation is defined as the process by which base year model results are compared to actual, observed travel pattern data such as traffic counts and transit ridership data. The "base year" for the

current planning period and model is 2020; and 2025 and 2040 are the forecast years. The first part of this report describes how each of the model components was constructed. The second part details the calibration of model parameters until the results closely match base year travel conditions. The third part of the report describes use of the model to produce year 2025 and 2045 travel forecasts.

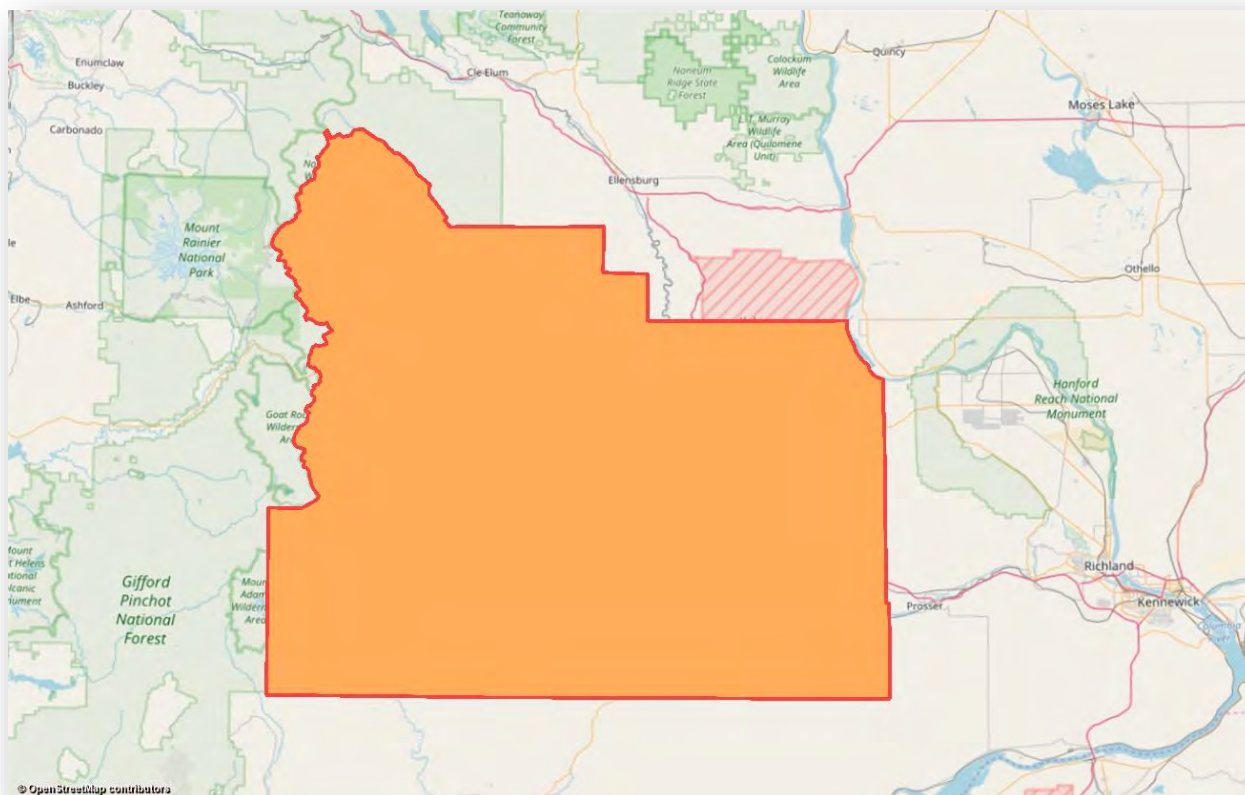
### 1.3 Model Enhancements

This update adds bicycle and pedestrian mode choice, bicycle paths with bicycle assignment, traffic crash records, school zones with school zone speeds, and uses Streetlight Data for inputs and calibration. This model also adds the ability to easily adjust trip purpose variations, monthly traffic variations, and to test the impact of ADAS (Advanced Driver Assistance Systems). External zones were added using travel data from Streetlight Data. This includes the update to PTV Vision Software VISUM 2022+.

### 1.4 Model Area

The model area includes all of Yakima County and is contiguous with the county boundaries. The model area is shown in **Figure 1**.

**Figure 1 – YVCOG Model Area**



## 1.5 Travel Demand Modeling Process

The modeling process is illustrated below in **Figure 2**. The YVCOG travel model utilizes a traditional four-step modeling process. The four steps are: trip generation, trip distribution, mode choice and trip assignment. This process estimates person trips and then converts to pedestrian, bicycle, vehicle, and transit trips. The model uses the morning (AM) time period to distribute the different trip purposes and for mode choice, and then it computes daily vehicle trips. Procedures are used to assign AM, MD, and PM peak hour travel. The model is calibrated to replicate existing or base-year travel patterns. The model inputs are then modified to represent future conditions, making it possible to project traffic volumes.

The transportation model involves numerous mathematical equations to analyze large amounts of data. Demographic and land use data and forecasts are a major source of data input for the model. Forecasted dwelling units, population and employment are tied into future land use to determine how future trips/traffic volumes will be distributed in the YVCOG model area. The model area is divided into traffic analysis zones (TAZs). There are 605 TAZs within the YVCOG model area, including external connections.

Two major inputs into the TDM are the transportation network representing the transportation system and socio-economic data for each TAZ. The transportation network is represented in the model by characteristics representing the mode served, capacity and speed of movement. The socio-economic information is represented in terms of households and employment by type.

Trip generation is a prediction of the number of person trips that are generated by and attracted to each TAZ. Within the model, residential land uses are considered to “produce” trips, and the non-residential land uses are considered to “attract” trips. Variables used to forecast the trip production include the number of households, workers by income stratification, and household location. As the number of households, workers, and income increase, so does the trip production. For non-residential land uses (e.g., industrial, commercial, office, or education), these are typically impacted by the size of the land use, determined by the number of employees. Each type of household and type of employment will have different trip rates used to generate the number of trips. School attendance, measured in students is used for computing attractions as well.

Trip distribution connects the zones that “produce” with the zones that “attract” trips. In other words, for each trip that originates in a zone, a destination zone is found. The trip distribution part of the model is determined by “attractiveness” between the zones. Most of the trips produced in each zone will be attracted to a surrounding or nearby zone; some will be attracted to moderately distant zones, and a small number will be attracted to very distant locations.

Mode choice is the third step in the four-step modeling process. This is the step where the time and cost of travel by each travel mode is compared. This comparison is used to determine the number of trips taken by pedestrians, bicycles, vehicles and by public transportation. This includes Yakima Transit, Pahto Public Passage, Selah Transit, PFP, and Union Gap Transit. Mode choice is also the step used to convert person trips to vehicle trips.

Trip assignment assigns the trips to specific roadway and transit routes and determines the resulting highway volumes and route ridership. The specific route choice decision is based on functions that estimate the travel cost of comparative routes and assign the trips to the travel network. The assignment techniques are based on the general assumption that people will attempt to minimize their



travel costs (including time and distance) when traveling to destinations. The assignment algorithms are also used to adjust the impact of traffic congestion on travel speed and travel time. The trips are assigned based on the least time and distance involved in the trip. Bicycle trips are assigned based upon time and aversion to adjacent traffic.

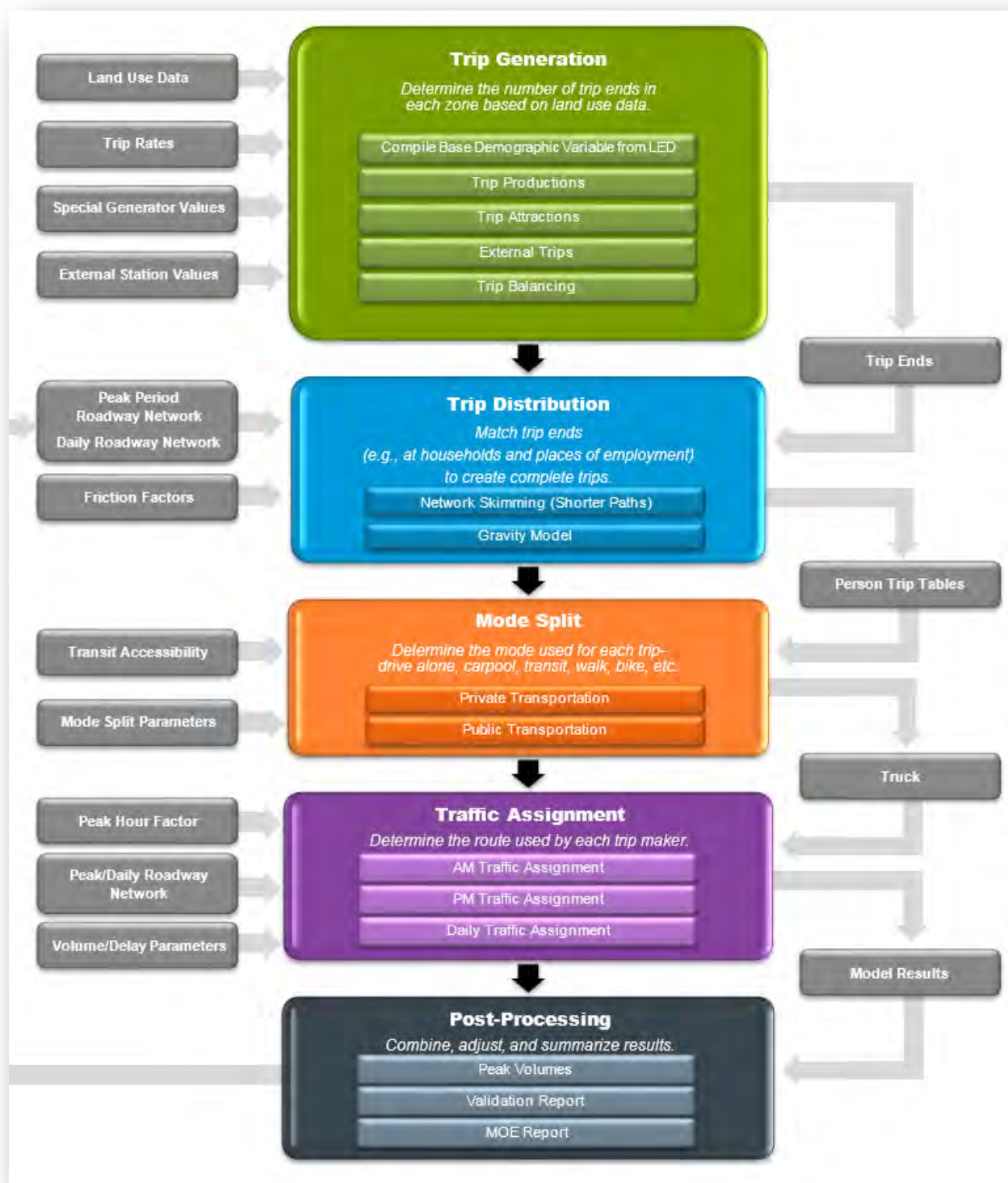
In addition to the above trips that begin and end inside the YVCOG model area; there are external trips from outside the area. There are three variations on external trips: external-external, external-internal and internal-external. External-external trips pass through the model area without stopping. Internal-external trips originate in the model area and travel outside the model area. External-internal trips originate outside the model area and travel to the model area. The number of external trips is derived from a combination of traffic count data and Streetlight Data, updating the use of the Yakima County External Travel Survey (2003).

Commercial/freight vehicle travel is included in the model. Commercial vehicles are those other than passenger cars or light trucks. The trip generation and distribution for truck trips is performed separately but integral to the model procedures. The truck trips are included in the total volume of traffic that is assigned to the network and can impact the distribution and assignment of private vehicle trips.

As part of the calibration process, the numerous mathematical equations in the transportation model were adjusted until the model outputs replicated existing travel and the performance statistics within nationally accepted targets. Following calibration, future year 2045 socio-economic data was then entered for each TAZ and external station. The model is then used to produce year 2045 traffic and transit ridership projections. An interpolated 2025 was developed for a near term forecast.

Traffic counts from YVCOG, Yakima County, WSDOT, and Streetlight Data from the years 2017 through 2021 were used in the calibration and validation process. The draft model forecasts were tested with projects in the Selah area and SR-24.

Figure 2 – Modeling Process



## 2.0 TRAVEL DEMAND MODEL DEVELOPMENT

This section describes the modeling software used, the development of the transportation network, the process used to collect the base year socio-economic data and the parameters used to calibrate the TDM to replicate year 2015 traffic conditions. Each of these steps are further described in the following sections.

### 2.1 Software

The model was developed using Visum version 2022+. Visum is a Windows-based multimodal transportation modeling application. It includes features such as a graphical user interface, allowing information to be transferred to geographic information system (GIS) formats. PTV develops and distributes Visum and describes this product as one that provides a comprehensive software system for travel demand modeling and network data management. Designed for multimodal analysis, Visum can integrate relevant modes of transportation into one consistent network model. The commands that Visum uses to complete the modeling steps described in this document are listed in a section of the model called Procedure Sequence. The Visum model geographic interface and Procedure Sequence used to run the YVCOG model are shown in **Figure 3** and **Figure 4**.

**Figure 3 – Visum Graphic Interface**

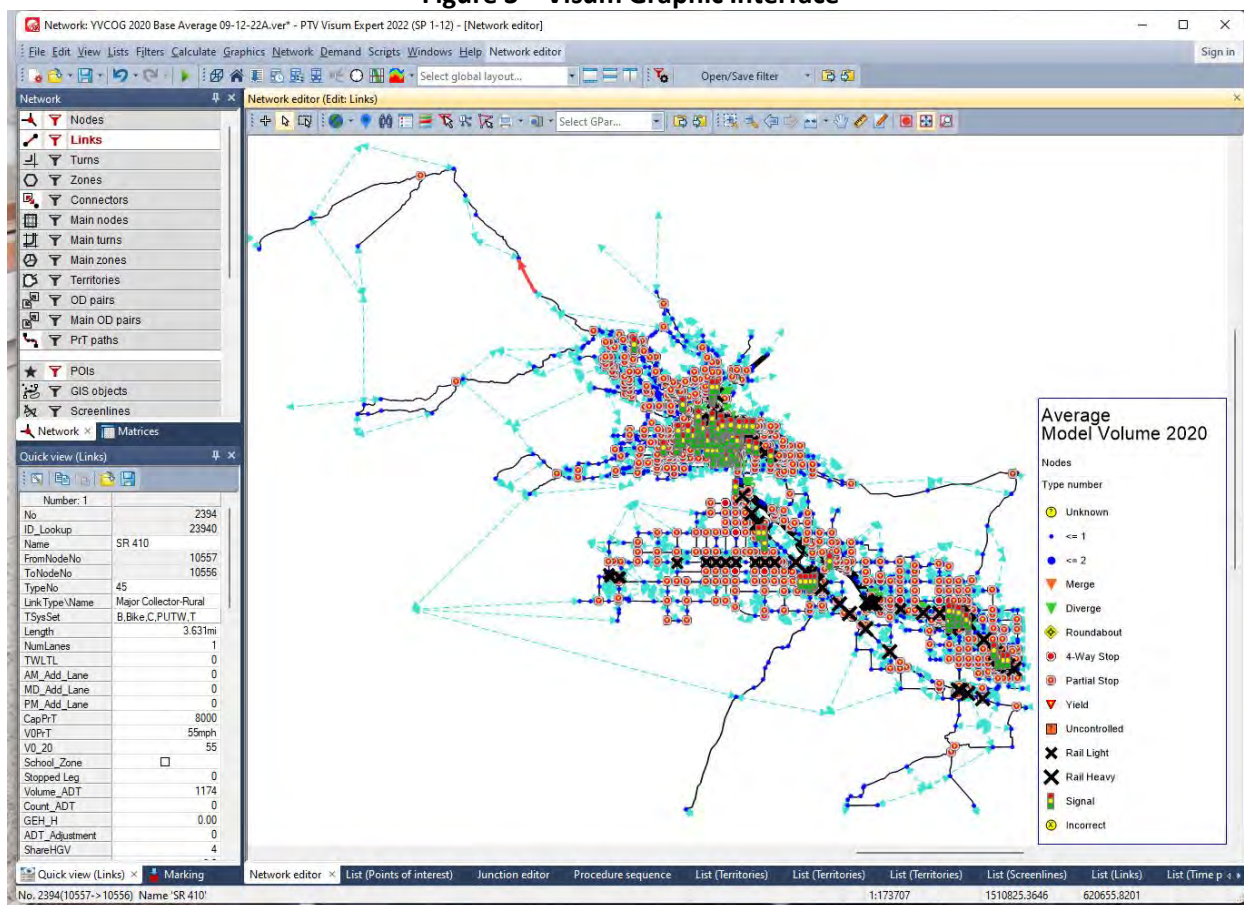




Figure 4 – Procedure Sequence

Network YVCOG 2020 Base Average 09-12-22A.ver\* - PTV Visum Expert 2022 (SP 1-12) - [Procedure sequence]

File Edit View Lists Filters Calculate Graphics Network Demand Scripts Windows Help Procedure sequence

Network

Nodes  
Links  
Turns  
Zones  
Connectors  
Main nodes  
Main turns  
Main zones  
Territories  
OD pairs  
Main OD pairs  
PrT paths  
POIs  
GIS objects  
Screenlines  
Network matrices

Quick view (Links)

Number: 1

No	2394
ID_Lookup	23940
Name	SR 410
FromNodeNo	10557
ToNodeNo	10556
TypeNo	45
LinkType/Name	Major Collector-Rural
TSysSet	B.Bike.C.PUTW.T
Length	3.63mi
NumLanes	1
TWLT/L	0
AM_Add_Lane	0
MD_Add_Lane	0
PM_Add_Lane	0
CapPrT	8000
VDPrT	55mph
VD_20	55
School_Zone	
Stopped Leg	0
Volume_ADT	1174
Count_ADT	0
GEH_H	0.00
ADT_Adjustment	0
ShareHGV	4

Procedure sequence

Number: 1,211	Execution	Active	Procedure	Reference object(s)	Variant/file
450			Group Set Month ...		
451			Group Reset to Average Month ...	452 - 463	
464			Group Set to February (Low) ...	465 - 476	
477			Group Set to August (High) ...	478 - 489	
490			Group Set to October (High Truck) ...	491 - 502	
503			Group Choose Network ...		
504			Group Use 2015 Network ...	505 - 512	
513			Group Use 2020 Network ...	514 - 523	
524			Group Use 2025 Network ...	525 - 534	
535			Group Use EC Network ...	536 - 543	
544			Group Use Plan Network ...	545 - 552	
553			Group Use Selected Projects with Filter ...	554 - 562	
563			Group Use Selected Project2 with Filter ...	564 - 572	
573			Group Use Selected Project3 with Filter ...	574 - 582	
583			Group Reset ADAS Adjustments to 1.0 ...	584 - 590	
591			Group Set ADAS Adjustments by Link Type ...	592 - 609	
610			Group Update Intersection Control to match types ...	611 - 624	
611			Edit attribute	Nodes - ControlType	Uncontrolled.fil
612			Read filter		
613			Edit attribute	Nodes - ControlType	PartialStop.fil
614			Read filter		
615			Edit attribute	Nodes - ControlType	Signal.fil
616			Read filter		
617			Edit attribute	Nodes - ControlType	AllWayStop.fil
618			Read filter		
619			Edit attribute	Nodes - ControlType	Roundabout.fil
620			Read filter		
621			Edit attribute	Nodes - ControlType	Yield.fil
622			Read filter		
623			Edit attribute	Nodes - ControlType	TSysCarBike.fil
624			Read filter		
625			Group Compute AM Link and Node Capacities ...	626 - 657	
658			Group Trip Generation ...	659 - 736	
737			Group Trip Distribution ...	738 - 859	
860			Group Choose Final Assignments ...		
861			Group Compute AM Link and Node Capacities ...	862 - 893	
894			Group Final AM Assignment ...	895 - 909	
910			Group Compute MD Link and Node Capacities ...	911 - 942	
943			Group Final MD Assignment ...	944 - 954	

Operations

- Create
- Create group
- Edit
- Delete
- Duplicate
- Copy to clipboard
- Paste from clipboard
- Up
- Down
- Set all active
- Set all inactive

View

- Expand group
- Collapse group
- Collapse all groups
- Expand all groups

Compute nodes

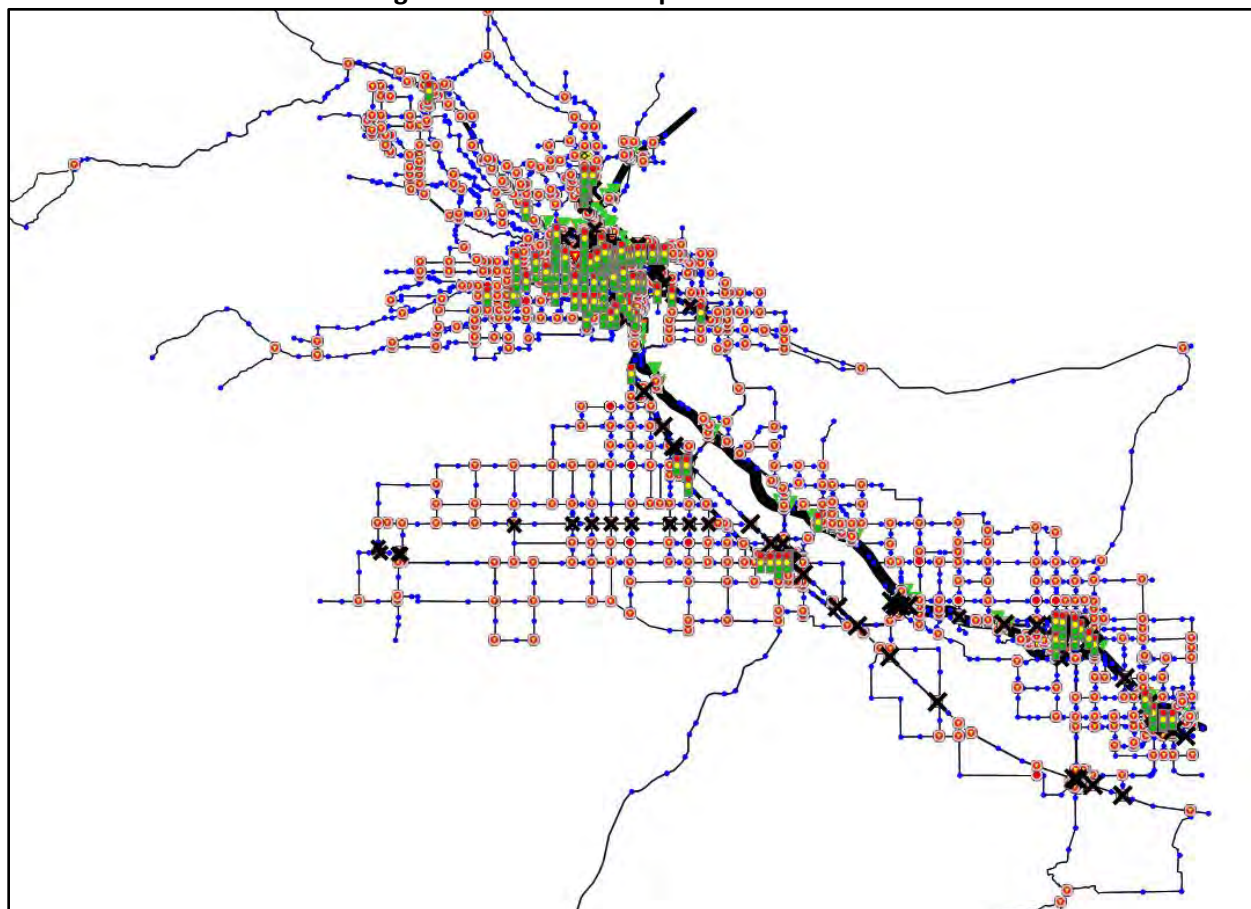
- Manage compute nodes...

Quick view (Links) Marking Network editor List (Points of interest) Junction editor Procedure sequence List (Territories) List (Territories) List (Territories) List (Screenlines) List (Links) List (Time p...

## 2.2 Transportation Network

The initial input to the travel demand modeling process is to provide a geographical roadway network comprised of nodes and links. The YVCOG network is shown in **Figure 5**. A link is a directional description of connection between beginning and ending node points. Each link contains attribute data that defines the operation of that link. A node is the location where two or more links come together to form the network. Additional data is coded to describe the node operation. Reviewing the 2015 network with WSDOT crash data, led to the addition some additional network streets for this model update. The network can define different transport systems. In the YVCOG model the transport systems include car, truck, bus, rail, bike, and walk.

**Figure 5 – YVCOG Transportation Network**



### 2.2.1 Link Attributes

Each street in the model is represented by a link or a group of links. Each link contains directional attribute data that defines the operation of that link. A link is a directional description of connection between beginning and ending node points. Visum includes multiple attributes for each link that can be used to describe operation. The primary link attributes used to define the link operation are listed in **Table 1**. For purposes of the SR-24 alternatives analysis, the ability to test directional lanes was added, shown as AM, MD, and PM Add Lanes. There are check boxes to designate Additional attributes for working with the base and forecast networks were created. All additional network attributes are listed in Appendix A.

**Table 1 – Link Attributes**

Attributes	Description
Type number	Link type corresponding to facility type
Tsys set	Permitted transportation systems to use this link
Length	Length, including curvature
Number of lanes	Number of lanes by direction
Capacity PrT	Link capacity
v0 PrT	Free flow speed
Stopped Leg/TModelSpecial	Designates stopped leg for partial stop control
TWLT	Designates Two-Way Left Turn Lane
AM_Add_Lane	Directional lanes for AM Peak period
MD_Add_Lane	Directional lanes for MD Peak period
PM_Add_Lane	Directional lanes for PM Peak period
Bike_Lane	Separate Bike Lane adjacent to roadway
School_Zone	School Zone with 20 mph speed in AM peak
Count_AM_Pk	AM Peak traffic count
Volume_AM	AM Peak model volume
Count_PM_Pk	PM Peak traffic count
Volume_PM	PM Peak model volume
Count_ADT	Daily traffic count
Volume_ADT	Daily traffic volume
Volume capacity ratio PrT (AP)	Volume-to-capacity ratio
(Full list of attributes)	See Appendix A

#### Link Type

The link types are shown in link attributes and were used to define link capacities and to set the volume-delay functions used in the car and truck (highway) assignment process. The YVCOG area functional classification was reviewed and compared with the adopted functional classification system available from WSDOT. The facility types/functional classifications are listed in **Table 2**. Note that types 7 and 8 were added to the standard functional classification to denote links that are important for model operation but not included in the standard federal functional classification. New types were added for Bicycle Trails and Pedestrian Trails. There is also a division for urban and rural facilities so the model could be coded for differences in operation.



**Table 2 – Link Type**

Type	Facility Type Name
7	Local
8	Ramps
20	Bike Trail
30	Pedestrian Trail
41	Interstate-Rural
42	Other Freeways & Expressways-Rural
43	Principal Arterial-Rural
44	Minor Arterial-Rural
45	Major Collector-Rural
46	Minor Collector-Rural
47	Local-Rural
51	Interstate-Urban
52	Other Freeways & Expressways-Urban
53	Principal Arterial-Urban
54	Minor Arterial-Urban
55	Major Collector-Urban
56	Minor Collector-Urban
57	Local-Urban
99	Rail

### Length

Link length, along with speed, is used to compute link travel time. During assignment, delays are computed for each link using the volume-delay function defined by the Link Type. The link length is automatically computed by Visum, but it can be manually adjusted if needed.

### Number of Lanes

The number of lanes is coded on all links by direction for each link in the network. This attribute is used to compute directional capacity in the model.

### TWLTL

The presence of a Two-Way Left Turn Lane (TWLTL) is coded for each direction of a two-way link by using the number “1”. This is used to add an hourly directional capacity of 150 vehicles per hour to the link. Two-Way Left Turn Lanes have varying impacts on link capacity based upon the number of driveways and number of left turning vehicles, so this model rule of adding capacity equal to what is normally used for a left turn lane at a signal is helpful for modeling, but for more detailed capacity impacts, further study of each location should be made.

### Link Capacity

Capacity is computed in terms of vehicles per hour (vph) for each link, directionally. Due to the number of links contained in the YVCOG model, it wasn't possible to complete individual capacity analyses on each link to calculate specific capacities. This model used a global link capacity system based on functional classification/ facility type based on research completed from the 2010 Highway Capacity Manual and experience with other models. These capacity values reflect standard industry practice.

**Table 3** shows the link capacities by link type. The procedure steps compute the link capacities by

multiplying the per lane capacity by the number of lanes. The capacity added by the TWLTL is added to that computed based upon the number of lanes.

Hourly capacity is used for hourly assignments. Daily capacity, used for ADT assignment, is computed by multiplying the hourly capacity times the Link Type Peak Factor. This factor can be adjusted by link type for future use but is currently set at 10.0 for all link types.

Note that Rail is given a capacity of 1. Although the rail lines are in the model, and are used for grade crossing delays, they are not used for traffic assignment, so don't need capacities.

**Table 3 – Link Capacities**

Type	Facility Type	Hourly Capacity (vphpl)
7	Local	800
8	Ramps	1,500
20	Bike Trail	500
30	Pedestrian Trail	2000
41	Interstate-Rural	1,800
42	Other Freeways & Expressways-Rural	1,600
43	Principal Arterial-Rural	1,400
44	Minor Arterial-Rural	1,200
45	Major Collector-Rural	1,000
46	Minor Collector-Rural	800
47	Local-Rural	600
51	Interstate-Urban	2,000
52	Other Freeways & Expressways-Urban	1,800
53	Principal Arterial-Urban	1,600
54	Minor Arterial-Urban	1,400
55	Major Collector-Urban	1,200
56	Minor Collector-Urban	1,000
57	Local-Urban	800
99	Rail	1

### Speed (V0)

Base or free-flow link speeds (v0 Prt) are entered in Visum in miles per hour. Speeds, along with link length, have a direct influence on the computation of travel times during model runs. As part of this update, the base speeds were given a rigorous review. Google Streetview was used to identify current posted speeds and to review conditions. These speeds were then used in the program to depict the free-flow conditions on the roadways.

During the calibration process, roadway operating speeds from the model were reviewed to justify modifications to the posted speed limit coded in the model as well as link and node delay coefficients. These modifications were made to reflect conditions and traveler perceptions of the existing conditions.

### Stopped Leg/TModelSpecial

Visum uses an attribute value of “0” or “1” to designate the intersection leg that has a stop sign for partial stop or yield controlled intersections. Although the stop or yield sign is at the node, the approach link that is stopped needs to have this designation to properly place the delays to the correct turn movements. All approaches should be designated with a “0” unless they have a partial stop or yield control, then they should be designated with a “1”. The Visum name for this variable is TModelSpecial and an alias was created of Stopped\_Leg, to make it easier to understand. This coding was checked for all intersections.

### Add Lane

There is the ability to add an additional directional lane for each of the three peak hours in the model, AM, MD, and PM. This adds a lane only for the peak hour being modeled. This feature was added to test peak hour directional lanes or hard shoulder running (use of the shoulder as an additional lane) during these peak hours. The additional lane adds capacity only in the peak hour assignment specified. If a shoulder is used as a lane throughout the day, it should be coded as a lane, instead of an Add Lane.

### Bike Lane

When a street or road has a bike lane separated from the regular travel lanes, this checkbox can be used for designating it. A separate bicycle/pedestrian trail (Link Type 20) does not need this box checked. It will be used in the bicycle assignment to minimize the impedance of adjacent street traffic.

### School Zone

This checkbox can be used to designate locations of school zones that are posted with a 20 MPH school speed. If the regular speed limit is 20 mph or lower, this check box does not need to be used. If checked, it will lower the speed on the link to 20 mph during the AM trip distribution and assignment. The speed will revert to the regular input speed during the other times and for the daily traffic assignment.

### Count Data

Count data from multiple years and multiple sources has been entered into the YVCOG Visum model. This is discussed more in section 2.2.4.

### Volume XX YYYY

User defined link variables to compile the base year (YYYY=2015) and forecast year (2020 and 2040) and scenario (EC for Expected and Committed and Plan for Planned) have been created and incorporated into the procedures. These can be saved for daily volumes (XX=ADT) or peak hour volumes (AM, MD, and PM) depending upon the procedure selections.

### ID Lookup

A user defined link variable was defined to provide unique identifier for directional volume outputs. This was used when adding Yakima County traffic count data from 2017 to facilitate directional data input. This unique directional identifier can be used with the Microsoft Excel VLookup function for reporting volumes for further analysis.

### Future Years and Projects

User defined variables have been created for each of the possible network scenarios (2020, 2025, Plan) plus projects for the key network attributes. For links, these include TypeNumber, Number of lanes, Speed (VOPrt), TWLTL, TModelSpecial, Bike\_Lane, and School\_Zone. These are used in the model run procedures to modify the network for expected changes.

### 2.2.2 Nodes

The beginning and end points of each link are called nodes. A node can be an intersection or an intermediate point between intersections. In Visum, all nodes are coded with data, which defines the operating characteristics of that node. Nodes are classified according to intersection control type and roadway functional classification. It is important for car and truck assignment that the node (and the turns through that node) reflect the delays due to node type and traffic volumes. The node attribute table used in the YVCOG model is shown in **Table 4**.

**Table 4 – Node Attributes**

Attributes	Description
Type No	Node Type number designating operation
Type_Name	Node type name
ControlType	Intersection control
t0 Prt	Base node time
Volume PrT	Volume of the node
K1_Value	constant added to the capacity calculation
K4_Value	constant multiplier in the capacity calculation
Capacity PrT	Node Capacity
Analysis_ID	ID number to be used for intersection analysis
VolPrt	Intersection Volume
(Full List of Attributes)	See Appendix A

#### Node Type

The node types were coded in the model dependent upon the intersection control. Delay equations are defined by node type. **Table 5** lists the node types used in the YVCOG model. The node types include railroad crossings in addition to intersections of distinct types. A lookup table was created using the variable name of Type\_Name to display the name that corresponds to the node type.

**Table 5 – Node Types**

Node Type	Description
1	Shape Node
4	Merge
5	Diverge
9	Roundabout
10	All-Way Stop
11	Partial Way Stop
12	Yield
13	Uncontrolled
14	RR-Light Use
15	RR-Heavy Use
20	Signal

Partial stop and Yield intersections require that the link attribute of TModelSpecial is coded on the proper approach link. This was checked during model calibration. When changes are made this link variable that is associated with nodes should be checked.

### Node Capacity

Capacities at all nodes are used in Visum to compute delays based upon traffic congestion at the intersections. Capacity is computed within the model run procedure steps for consistency. This methodology was used to calculate model node capacities at each node. The node capacity equation is:

$$Cap = K_1 + K_4 (Entering\ Cap)$$

where:

Cap = Intersection capacity

K1 = Capacity constant added or subtracted in computation

K4 = Capacity factor multiplied by sum of entering link capacities

Entering Cap = Sum of entering capacities from all links entering the node

The K4 coefficient is used to simulate the effect that a green time-to-cycle length (G/C) ratio has at an intersection. For modeling purposes, it was assumed that when like roadway classes meet, the G/C ratio is fairly even, and as the roadway meets lesser class roadways, the green time, or G/C ratio, increases on the major facility. K4 is increased by 0.1 when the Geometrics box is checked to reflect the additional capacity added by the intersection channelization and addition of auxiliary lanes. K4 is automatically computed by the model run procedures based upon node type, entering link types, and number of intersection legs.

### Future Years and Projects

User defined variables have been created for each of the possible network scenarios (2015, EC, Plan) plus projects for the key network attributes. For nodes, this variable is the TypeNumber. This is used in the model run procedures to modify the network for expected changes. Note that the number of left turn lanes is described in section 2.2.3.

#### **2.2.3 Turns and Turn Penalties**

At some locations on a network, it may not be possible to execute a certain turn movement or there can be a capacity constraint, due to the drivers' perceptions of potential safety concerns. In these cases, the turns for the restricted transport system were not allowed for certain turns.

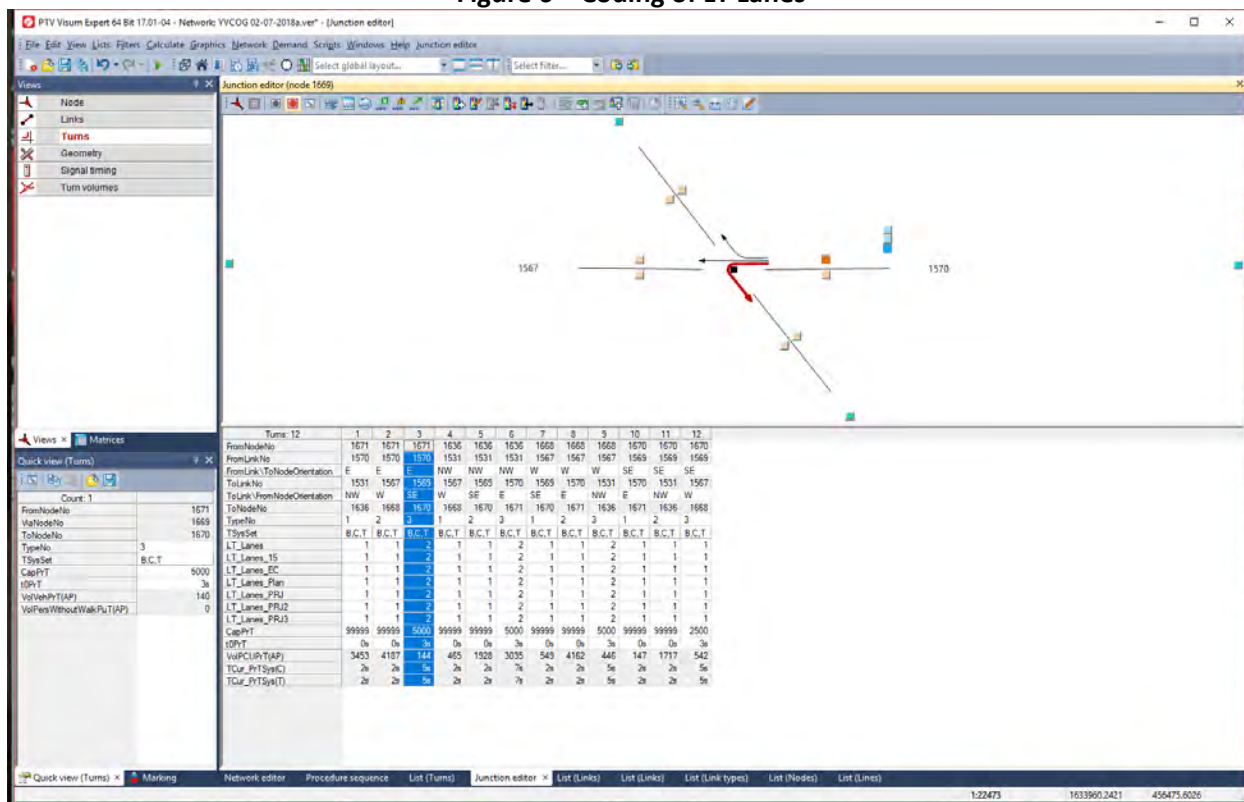
Also, within the YVCOG model, turn penalties were used to penalize left turns through the network. An additional delay of three seconds per vehicle was assigned at left turn movements at all signalized, partial stop, and yield controlled intersections. These additional delays improved model operation to eliminate any excessive "stair-stepping" movements which might cause alternating right and left turns through the network.

### LT Lanes

Capacities of left turn lanes at signals, yield, and partial way stop control intersections is dependent upon the number of left turn lanes. Because this is dependent upon the intersection approach, this must be coded in the turns section of the node junction interface as shown in **Figure 6**. Similar to other important variables, this can be coded for the base year 2020 network as well as future planned

networks. This will require attention to detail for each scenario. The benefit is that the model is responsive to the change in the number of left turn lanes.

Figure 6 – Coding of LT Lanes



User defined variables, listed in Appendix A, are created for turns to both enter turn counts and to save peak volumes and adjustments. Because there were not recent turn counts used for model calibration, adjusted turn volumes are not saved. However, similar to the link volume saving options, the forecast network can be used to save the turn volumes for all intersections. If the output turn volumes are to be used for analysis, it is recommended that the analyst first compare the base year volumes with recent turn counts and make post-processing adjustments as needed before using the model outputs.

## 2.2.3 Connectors

Visum uses the distinct object called Connectors. These are used to connect the zone (see section 2.3.1 TAZ Structure) to the transportation network. Trips that start and end at the zones must have a way to reach the transportation network during the assignment step. The connector objects connect the zone centroid (a central point in the zone) to a node on the network. Every zone must be connected to the network with one or more connectors to the network.

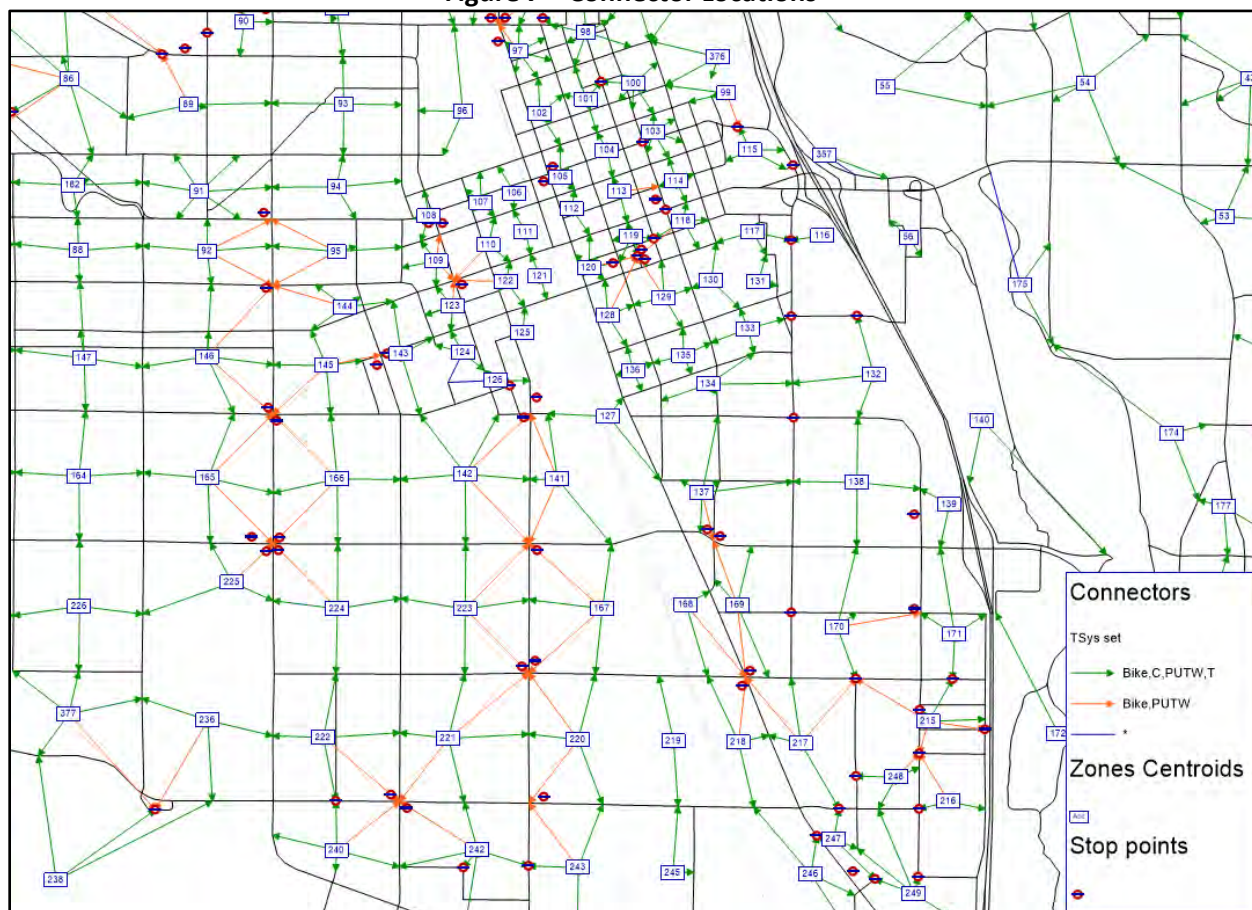
Connectors were first developed for vehicle traffic, including cars and trucks. For this update, these were revised to include bike and walk access as well as adjusting the connectors for improved traffic assignments. These connectors reflect access points for the zone and may connect to a node on the network or sometimes, where traffic control or turn restrictions are important, a stub link was added to connect the connector to the network. These connectors will allow car, truck, bike, and walk access to transit. These are generally connected to midblock locations.



An additional set of connectors was added which connect the zone centroids to the transit stops. These were added for walk access only when they were at transit stops where there would not be car or truck access.

**Figure 7** shows the pattern of connectors for the base year model. The orange connectors are for bike, walk, and access to transit only. The green connectors are used for walk access to transit plus walk, bike, car, and truck trips.

**Figure 7 – Connector Locations**

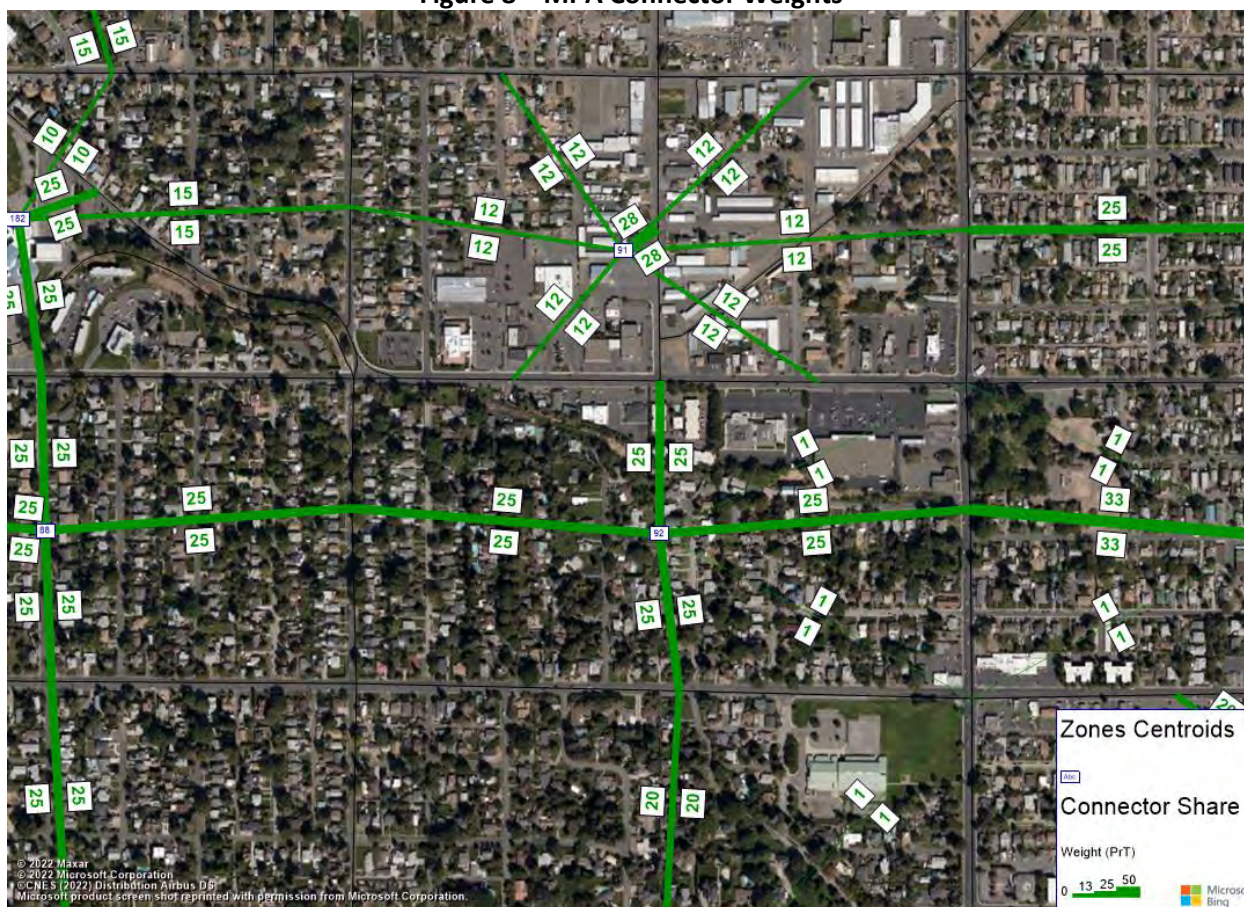


### Multi-Point Assignment (MPA)

The YVCOG model uses connector weights to implement Multi-Point Assignment (MPA). Typically, travel demand models will route traffic through the connector that provides the shortest path route. In actuality, travelers will use an access point to or from the zone based upon their location in the zone. There is not always easy access through a zone allowing the traveler to choose the shortest path.

Visum allows the modeler to specify weights that correspond to percentages of origin and destination traffic using each connector. This feature has been shown to provide better assignments and model more realistic model results. Each zone was evaluated, using aerial photos from Bing Maps and Google Maps to assign weights to each connector. These were evaluated during model calibration and adjustments were made as necessary. An example of MPA connector weights is shown, centering around Traffic Analysis Zones 91 and 92, in **Figure 8**.

Figure 8 – MPA Connector Weights



### 2.2.4 Count Data

Traffic count data was entered into the model from various years, supplied by YVCOG, Yakima County, County Road Administration Board (CRAB) and WSDOT.

WSDOT ATR (Annual Traffic Report) counts were compiled up through the count year 2022. These were counts supplied to YVCOG by WSDOT and counts from the WSDOT Traffic Count Database System (TCDS). These included ADT values for multiple years and truck percentages. This also allows access to permanent counter data and was used as the basis for developing the monthly variations for the model. This data can be accessed at the website:

<https://wsdot.public.ms2soft.com/tcds/tsearch.asp?loc=Wsdot&mod=TCDS> . Data was compiled from this source for the years 2017 through 2022 (where available). Data was used for model validation from the years 2019 through 2021, using the higher of the values to represent 2020 if 2020 volumes were not suppressed due to the Covid-19 pandemic.

Yakima County count data was compiled from the CRAB Mobility Database for use in the model. These counts were for ADT and included all CRAB Mobility counts within Yakima County. For purposes of the model, only counts from 2017 and later were used, with the latest value used. This time, the data was received directly from CRAB and the counts were merged with previous. These counts were imported as POIs (described more in section 2.2.5) and connected to the links for further processing. The count data from before 2017 that is in the CRAB Mobility database was also imported as POI data, but it was not transferred to the links. All of this data is spatially located in a layer that can be displayed but the



additional effort to update this older data to the links was not conducted but it is available and was used for checking when there were count data questions.

YVCOG supplied count data from their count program for other roadways. These counts included daily volumes, peak hour, and turning count data. These counts were processed by YVCOG GIS so the data was spatially located and compiled so that it could be imported into VISUM. These counts are also coded by year.

Where there were multiple counts at one location, the most recent count was used. For validation comparisons and creation of forecast adjustments, one set of counts for each period was created. These were named Count\_ADT, Count\_AM\_Pk, and Count\_PM\_Pk. The count variables are described in Appendix A.

### 2.2.5 POIs

Points of Interest (POI) layers were used in the development of the YVCOG model. Abbreviated as POIs, they are data layers, shown in **Figure 9**, that may contain any geographic data that may be used as input or reference.

For example, a POI layer was imported with the CRAB Mobility data as discussed in the section 2.2.4 on Traffic Counts. This data was then connected with the network links. The transit data had locations on the routes, the stop locations, and other useful data. Many of the POI layers are retained from earlier model iterations that used NAVTEQ data.

Crash Data from WSDOT was imported, including type, temporal and condition details, and contributing circumstances so further analysis can be conducted. This is for the years 2015 through 2020.

A POI layer was created named Node\_Type that was used to hold the names of the node types. Because Visum does not have a Node Type table, this was created to automatically look up the node type name to assist the user and to document the names.

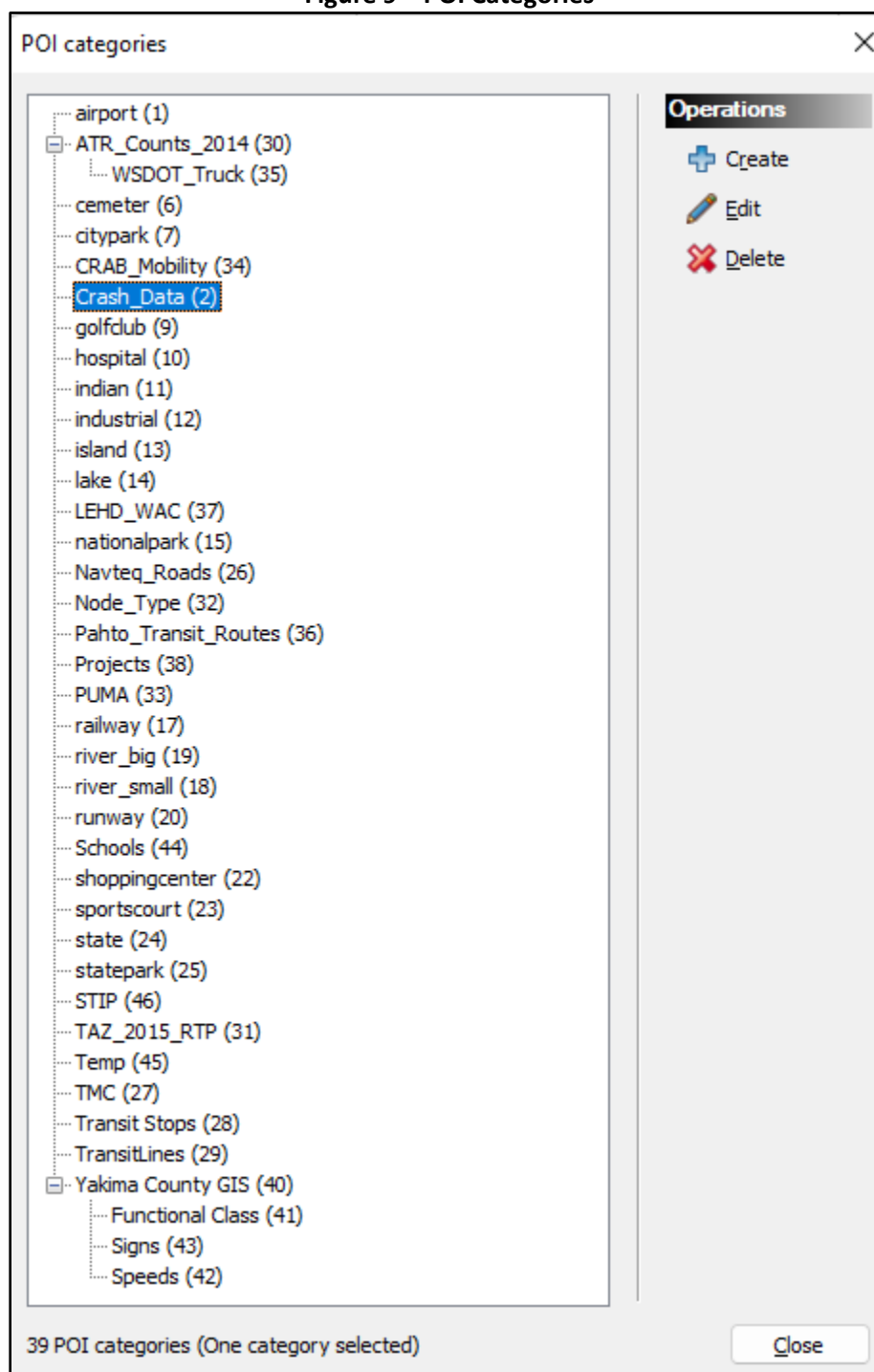
Yakima County had exported several layers from the County GIS system for network checking. These included functional classification, signs, and speeds. These were used to check these for all links and nodes covered by the GIS system.

YVCOG supplied a layer with all schools. These were used to then check for school speed signs, including in city areas not covered by the County GIS system. Additional visual inspection was conducted using Google Streetview to see the placement of school speed signs.

STIP projects with locations and descriptions were used to code those assumed to be in place by 2025.

This POI data is not required for use to run the model, it was used in development. It is documented here for future reference and potential future use with future updates. The user defined variables associated with these POI layers are listed in Appendix A.

Figure 9 – POI Categories



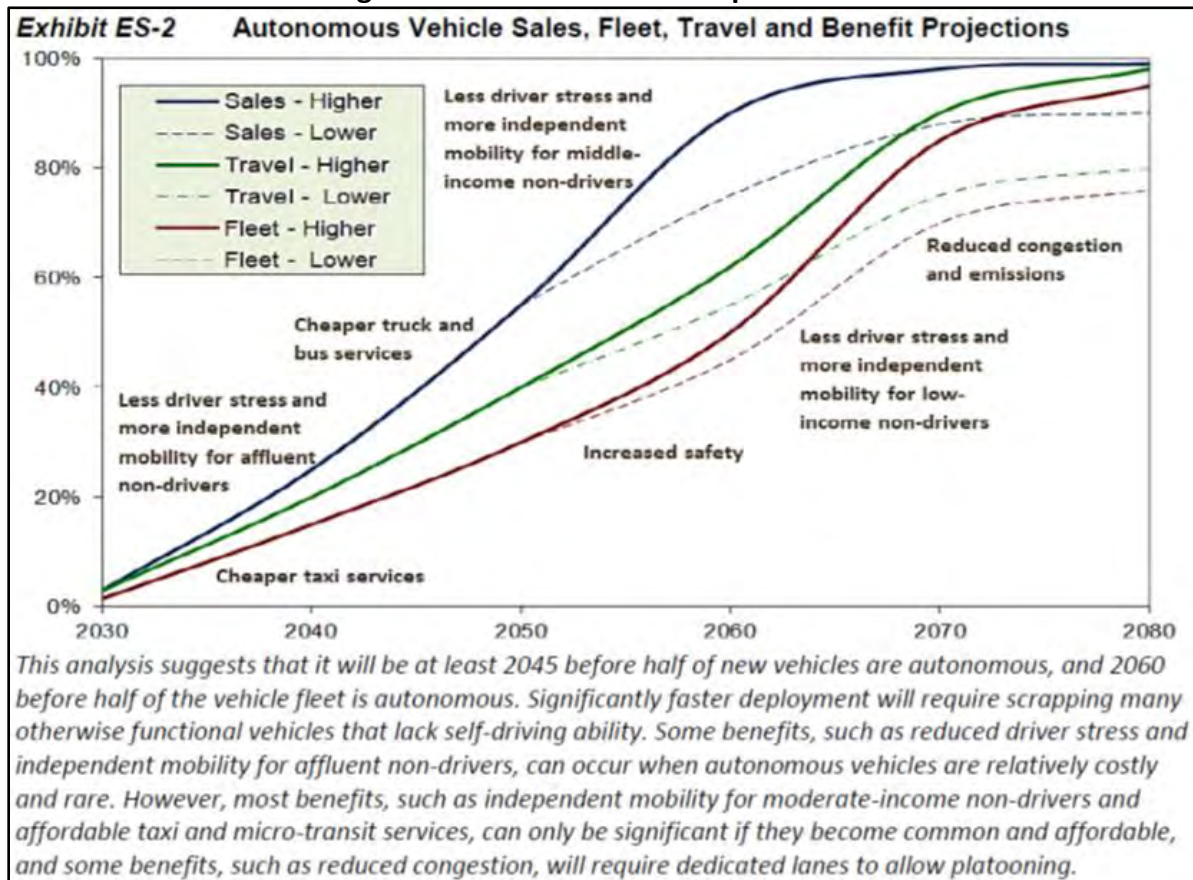
### 2.2.6 ADAS (Automated Driver Assistance Systems)

This update of the model incorporates a method for testing the impact of ADAS (Automated Driver Assistance Systems). This includes all types of vehicular automation already present in newer vehicles with more improvements coming in the future. This can include automatic speed control, braking,

collision avoidance, lane keeping, and maybe most importantly, connectivity. The connectivity can be vehicle-to-vehicle (V2V), vehicle-to-infrastructure (V2I), vehicle-to-everything (V2X), etc.

The 7<sup>th</sup> Edition of the Highway Capacity Manual, released in January 2022 has guidance on the potential impacts of CAVs (Connected and Automated Vehicles). There is evolving and ongoing research into the impacts of these system improvements on the transportation systems. It is important to look at the adoption rates for these vehicles into the future. The source of *Autonomous Vehicle Implementation Predictions, Implications for Transport Planning*, 9 August 2022, Todd Litman, Victoria Transport Policy Institute shows some expected adoption rates, and these are shown here as **Figure 10**.

**Figure 10 – Potential CAV Adoption rates**



According to the 7<sup>th</sup> Edition of the HCM, the adoption rates of the improved vehicles will change the impacts. There are tables for changes by type of facility, for signalized intersections, for left turning vehicles at intersections, which show the expected amount of capacity with different proportions of connected and automated vehicles (CAVs) in the traffic stream. One example, shown here in **Figure 11**, is Exhibit 31-64 from *HCM 7th Edition – Chapter 31, Section 9, January 2022* quantifying the changes to the Base Saturation Flow Rate (like capacity) for signalized intersections. As can be seen, the greater the proportion of CAVs, the greater the capacity.

**Figure 11 - Capacity Impact of Increasing CAVs**

<b>Exhibit 31-64: Base Saturation Flow Rates for CAVs for Through Movements at Signalized Intersections</b>	
<b>Proportion of CAVs in Traffic Stream</b>	<b>Base Saturation Flow Rate (pc/h/ln)</b>
0	1,900
20	2,000
40	2,150
60	2,250
80	2,550
100	2,900
Notes: CAV = connected and automated vehicle, defined here as a vehicle with an operating cooperative adaptive cruise control system.	

To model these impacts, a set of multipliers by facility type were established, estimating about 40% of the vehicle fleet will have automation by 2045. These factors can be adjusted and as research evolves, they should be updated. In this model version, these factors are implemented by using the Procedures group titled: **Set ADAS Adjustments by Link Type**. This sets factors as shown in **Table 6** to adjust the regularly computed capacities for links and left turns which are then used to also adjust node capacities.

**Table 6 - ADAS Capacity Adjustment Factors**

<b>Facility Type</b>	<b>ADAS Capacity Factor</b>
Freeway	1.25
Expressway	1.20
Arterial	1.15
Collector	1.10
Local	1.05
Turns	1.20



## 2.3 Socio Economic Data

An important input to the travel demand modeling process is to develop a system of smaller geographic areas called Transportation Analysis Zones (TAZs). These subdivide the entire model area and are used to collect the socio-economic data used for trip generation. The socio-economic data is compiled for the types of households, types of employment, and students within each TAZ. Other additional information for trip generators is also included. These steps are described in this section of the report.

### 2.3.1 TAZ Structure

The internal TAZs used in this update to the model are the same as those used in the 2015 model update, which were refined from earlier versions of the model. For the 2015 model, the previous Yakima County model was enhanced with the detail of the previous YMATS model in the upper valley. With the use of Streetlight Data, additional external zones were added, primarily on the eastern edge of the model. There are now 581 internal zones and 23 external zones for a total of 604 zones. External zones are used to represent the area placed along roadways entering and leaving the model area. The TAZs are shown in **Figure 13**, with more detail in the upper valley, in **Figure 14**, and more detail in the lower valley shown in **Figure 15**.

**Figure 12 – Traffic Analysis Zones**

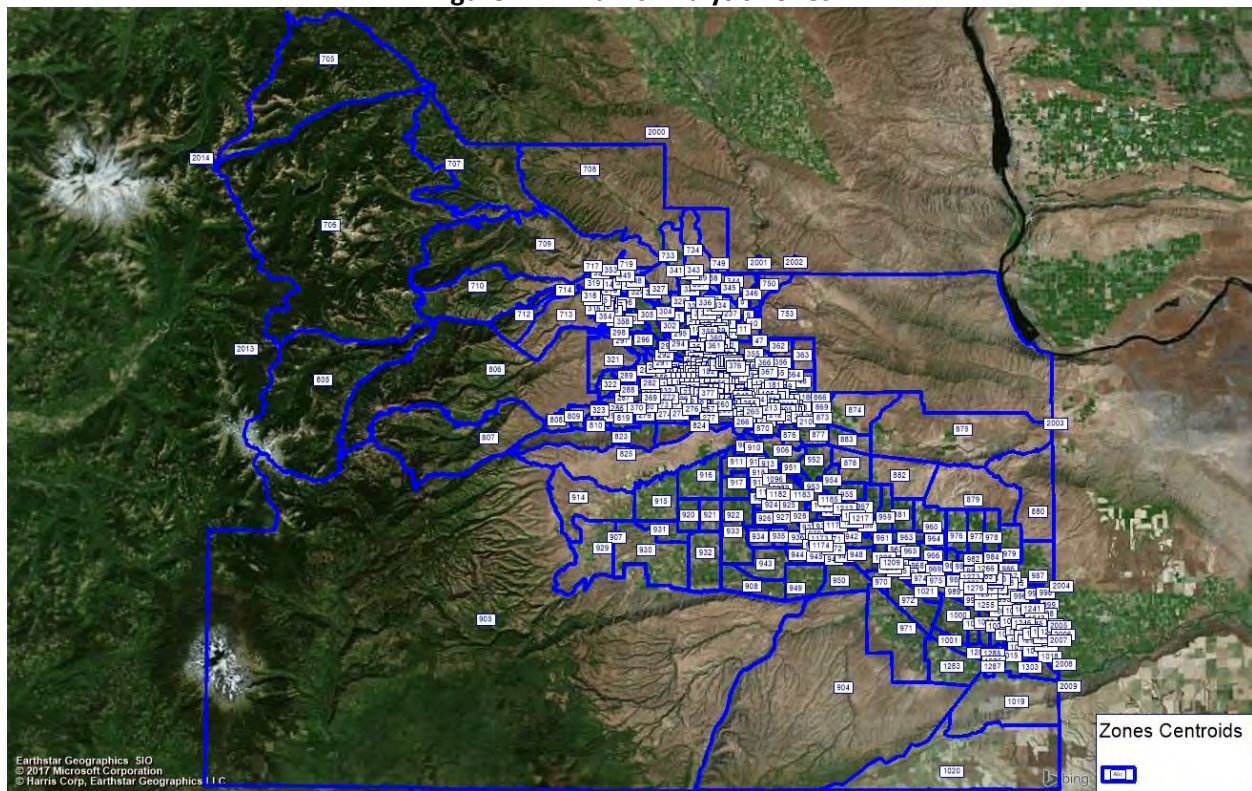




Figure 13 – Upper Valley Traffic Analysis Zone Detail

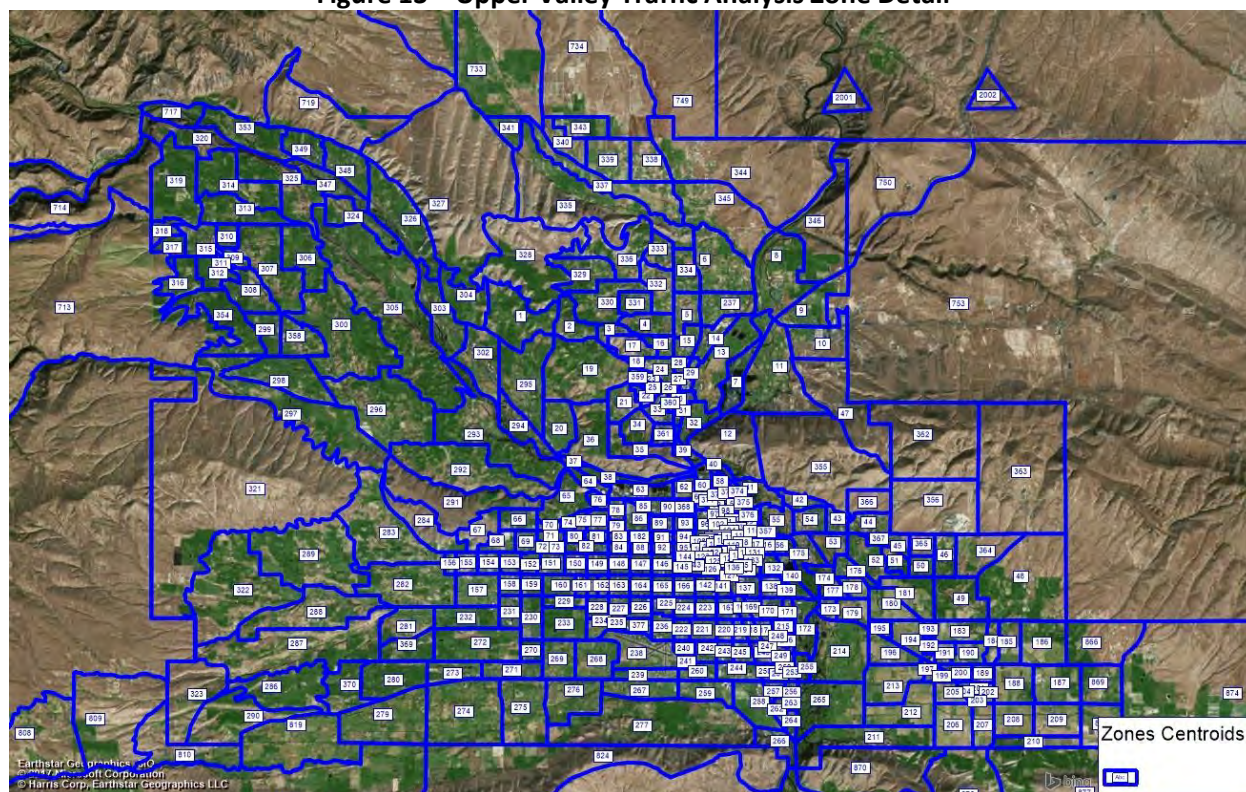
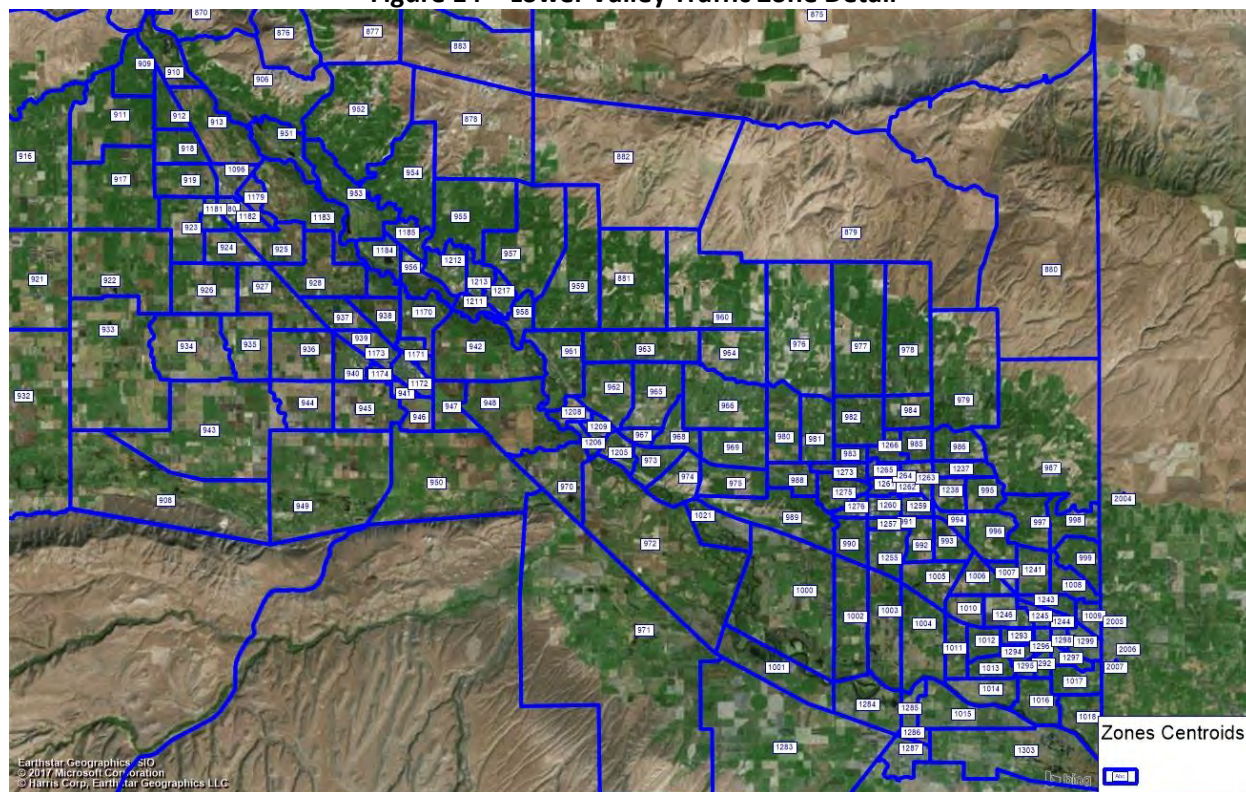


Figure 14 – Lower Valley Traffic Zone Detail





### 2.3.3 Travel Demand

Travel demand analysis is based on the concept that travel is a derived demand of the people and activities in the region. Zonal demographic data, such as households and numbers of employees, is directly related to demand for transportation. Economic characteristics, such as jobs by industry, jobs by income level, and number of students, are linked with supply of an activity.

The travel demand modeling process is enhanced when employment can be stratified into specific sectors, as each sector has different trip generation characteristics. The YVCOG TDM uses employment categories based on North American Industry Classification System (NAICS) codes as well as including three (3) income level stratifications. These were imported from the LEHD (Longitudinal Employer-Household Dynamics) Origin-Destination Employment Statistics (LODES) from the US Census Bureau.

Dwelling unit information was supplied by the YVCOG and compared with data from the U.S. Bureau of the Census. For modeling purposes, the NAICS codes were combined into previously used demographic variables. The number of employees by income group for both residential and employment locations were used for better home to work distributions. Variables used for the YVCOG model land uses data input are listed in **Table 7**.

**Table 7 – YVCOG Land Use Variables**

LU Variable	Description
<b>SFDU</b>	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.
<b>MFDU_2TO4</b>	Duplex through Four-Plex uses are lots which contain two to four residences on a single parcel of land. Measured in dwelling units.
<b>MFDU</b>	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. Measured in dwelling units.
<b>Hotel/Motel</b>	Hotel/Motel includes those uses in assessor use codes 16 and 17, and camping areas. Measured in number of rooms per facility or camp sites in camping area.
<b>AG</b>	This includes Ag/Forestry/Mining with the uses included in assessor use codes: 81-83, 85, 87-88, 92, 95 and generally relate to agricultural production, services, timber tracts and products, and mining extraction activities. Areas with more intensive use and higher trip rate. Measured in acres.
<b>FORESTRY</b>	This includes Ag/Forestry/Mining with the uses included in assessor use codes: 81-83, 85, 87-88, 92, 95 and generally relate to agricultural production, services, timber tracts and products, and mining extraction activities. Areas with lower use and lower trip rate. Measured in acres.
<b>INDUSTRIAL</b>	Industrial and manufacturing uses are included in assessor use codes: 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 assessor code: 51 and include the storage of durable or non-durable goods. Measured in employees.
<b>MEDICAL</b>	Those uses providing a medical service, such as hospitals, clinics, and doctor's offices. Measured in employees.

LU Variable	Description
<b>PUBLIC_USE</b>	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.
<b>RETAIL</b>	Those uses identified in assessor use codes: 52-59. 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, and active recreation such as fitness centers and golf courses. Measured in employees.
<b>SERVICES</b>	This includes those uses in assessor use codes: 60-66 and 69. 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.
<b>SCHOOLS</b>	School Administration. Measured in employees.
<b>ELEM/MID_SCHOOL</b>	Elementary/Middle School Measured in students.
<b>HIGHSCHOOL</b>	High School Measured in students.
<b>CC/TRADE</b>	College/Trade School Measured in students.
<b>PNR</b>	Park and Ride Lots Measured in number of parking spaces.

The land use variables are very important for operation of the model as they are the source of travel demand. These input variables were supplied and checked by the member agencies and YVCOG. However, obtaining reliable data for all of these variables can be difficult. Streetlight Data was used to obtain the activity level for all internal TAZs. The TAZs with the greatest deviation as measured with the GEH statistic ([https://en.wikipedia.org/wiki/GEH\\_statistic](https://en.wikipedia.org/wiki/GEH_statistic)), comparing the vehicle trips from the model with Streetlight Data trips was used to rank zones to be checked in more detail. YVCOG staff reviewed all zones identified for questions and updated the entered land use data.

The Yakima County Household Travel Survey, July 2003, details trip generation rates using a cross-classification system for households based upon Household Size (1, 2, 3, 4+ occupants), Number of workers (0, 1, 2, 3+), and four income stratifications. The PUMS (Public Use Micro Survey) data from the US Census was used to estimate the stratification of the households in each zone into 49 subcategories (removing the illogical classifications such as household size of 1 with more than 1 worker) for trip generation purposes. These variables are named using the household size (HH), number of workers (W), and income quartile (I). The number of households with a household size of 1, workers of zero, and income quartile 1, would be designated in variable HH1W0I1. The number of households with a household size of 4+, workers of 3+, and income quartile 4, would be designated in variable HH4W3I4.

The trip generation rates from the household survey were adjusted using the Streetlight Data activity levels combined with the land use review. For example, it was found that zones with schools were generating too few trips in the model as compared to the activity levels. Therefore, during model calibration, the trip generation for schools was increased to better represent observed travel behavior.

## 2.4 External Data

Trips generated by external zones fall into two categories. Traffic that travels from external zone to external zone, or through the network, is called a through trip. These movements are designated as X-X

trips in VISUM, which stands for external-to-external travel. The primary characteristic of these trips is that they travel through the network but do not stop or start within an internal zone.

The second trip type generated by an external zone is the one that begins at an internal zone and ends in an external zone, or vice versa. These trips are often designated as I-X and X-I trips (for Internal to external, or external to Internal).

Streetlight Data was used to update the number of trips traveling through the county between external zones. This data was extracted for total vehicle trips and a truck index. The truck index values were adjusted to reflect truck counts on major externals and the total vehicle trips were divided between cars and trucks. The values from this data were used to allocate the through trips from each external zone. The previous through trip study, conducted in 2003, was limited to just a few locations due to resources, whereas this update could study all external zones and supported the addition of more external zones. The remainder of the trips from the traffic counts were allocated to I-X and X-I trips. These were adjusted based upon current counts and refined during model calibration. External zones are listed in **Table 8**.

**Table 8 – External Zones**

<b>Zone</b>	<b>Name</b>
2000	Wenas Road North
2001	SR 821
2002	I-82 North
2003	SR 24
2004	Anderson Road
2005	Appleseed Lane
2006	Olsen Road
2007	Snipes Road
2008	Evans Road
2009	Hanks Road
2010	McCreadie Road
2011	W Lemley Road
2012	I-82 East
2013	Wine Country Road
2014	King Tull Road
2015	W Johnson Road
2016	Old Inland Empire Road
2017	SR 22
2018	Alderdale Road
2019	Mabton Highway
2020	US 97 South
2021	US 12 West
2022	Hwy 410

## 2.5 Trip Generation

Trip generation is the first formal step of the four-step travel demand modeling process. The number of trips generated by each zone is calculated by applying trip generation rates or equations to the zonal socioeconomic data. This procedure, called trip generation, is a compilation of several mathematical formulas that determine the number of trips produced and attracted to each model zone. This update to the YVCOG model generates person trips and then after trip distribution and mode choice a final step is made to convert these person trips to vehicle trips based upon vehicle occupancy.

When a trip generation model (such as the one used in Visum) is applied to origins and destinations, different trip purposes exhibit different travel characteristics. For example, the characteristics of a home-to-work trip are different from a non-home-based trip. Therefore, it is important that the model generate different trip productions (origins) and attractions (destinations) for different trip purposes so that different travel characteristics can be accounted for in the gravity model as well as making sure that the home-based-work productions are matched with the home-based work attractions.

Trip generation is completed within Visum, but a spreadsheet was used to manage the overall trip generation rates and the stratifications by trip purpose. Adjustments to the rates were tested and applied as appropriate using Streetlight Data activity levels by zone to improve the model. A spreadsheet summarizing the trip generation rates and calculations is provided in Appendix B.

### 2.5.1 Trip Productions

The YVCOG model generates trip productions for eight (8) different trip demand strata. Trip productions are calculated for the three Home-Based-Work stratifications, Home-Based-School, Home-Based-College, Home-Based-Other, Non-Home-Based and Truck trips. Person trip rates were developed for the model for trip generation and then after trip distribution and mode choice, these trips were converted to transit, bike, pedestrian, and vehicle trips before assignment. Productions and attractions were developed for each the Upper and Lower Valley areas to account for differences in trip generation.

Home-Based Work (HBW): Trips that have one trip-end at home and one trip-end at work. The YVCOG model carries four stratifications for income through the trip generation, distribution, and mode choice procedures to better match the trip productions and attractions for these income stratifications. These are labeled in the model as HBW\_I1, HBW\_I2, HBW\_I3, and HBW\_I4. Trip productions are generated using the all the household cross classification variables except the ones with zero workers (remember these are home to work trips) and External to Internal volumes.

Home-Based Other (HBO): All other trips that are produced at the home end but are not destined direction to work are called home-based other. These were also stratified by income quartile and labeled as HBO\_I1, HBO\_I2, HBO\_I3, and HBO\_I4. Trip productions are generated using the all the household cross classification variables including the ones with zero workers and External to Internal volumes.

Non-Home-Based (NHB): Trips that do not begin or end at home. This uses the variables SFDU, MFDU\_2to4, MFDU, Hotel/Motel, AG, Forestry, Industrial, Medical, Public\_Use, Retail, Services, Schools, ELEM/MID\_SCHOOL, HIGH SCHOOL, CC/TRADE, PNR, and External-Internal.

Truck (Truck): Trips that were made by trucks. Trip Productions are generated using the variables SFDU, MFDU\_2to4, MFDU, Hotel/Motel, AG, Forestry, Industrial, Medical, Public\_Use, Retail, Services, Schools, ELEM/MID\_SCHOOL, HIGH SCHOOL, CC/TRADE, PNR, and External-Internal.



Note that for all home-based trips, the home end is considered the production end and the non-home end is considered the attraction end, regardless of the direction of the trip. Directional peaking factors for each trip purpose are used to obtain the correct values and directionality in the peak-hour modeling.

The trip production rates employed in the YVCOG travel demand model are also then compared with the vehicle trip rate on the ITE Trip Generation Manual. The vehicle occupancy rate used to convert the person trip rate to the vehicle trip rate was based on NCHRP Report 716 “Travel Demand Forecasting: Parameters and Techniques” and our previous model experience. The full list of county trip production rates is provided in the Appendix B to this report.

### 2.5.2 Trip Attractions

Trip attractions are generally places of employment or schools. Attractions are estimated based on the trip-generation characteristics of the land uses within the TAZs and (like productions) are broken out by trip purpose.

Home-Based Work (HBW): Trips that have one trip-end at home and one trip-end at work. The YVCOG model carries four stratifications for income through the trip generation, distribution, and mode choice procedures to better match the trip productions and attractions for these income stratifications. These are labeled in the model as HBW\_I1, HBW\_I2, HBW\_I3, and HBW\_I4. Trip attractions are generated using the variables Hotel/Motel, AG, Forestry, Industrial, Medical, Public\_Use, Retail, Services, SCHOOLS, ELEM/MID\_SCHOOL, HIGH SCHOOL, CC/TRADE, PNR, and Internal-External. The total attraction rate for HBW is apportioned between the income stratifications for each the Upper Valley and the Lower Valley based upon the productions for each area. This is to account for the differences.

Home-Based Other (HBO): All other trips that are produced at the home end but are not destined direction to work are called home-based other. These were also stratified by income quartile and labeled as HBO\_I1, HBO\_I2, HBO\_I3, and HBO\_I4. Trip attractions are generated using the variables Hotel/Motel, AG, Forestry, Industrial, Medical, Public\_Use, Retail, Services, SCHOOLS, ELEM/MID\_SCHOOL, HIGH SCHOOL, CC/TRADE, PNR, and Internal-External. The total attraction rate for HBO is apportioned between the income stratifications for each the Upper Valley and the Lower Valley based upon the productions for each area. This is to account for the differences.

Non-Home-Based (NHB): Trips that do not begin or end at home. Trip Attractions are generated using the variables SFDU, MFDU\_2to4, MFDU, Hotel/Motel, AG, Forestry, Industrial, Medical, Public\_Use, Retail, Services, Schools, ELEM/MID\_SCHOOL, HIGH SCHOOL, CC/TRADE, PNR, and External-Internal.

Truck (Truck): Trips that were made by trucks. Trip Attractions are generated using the variables SFDU, MFDU\_2to4, MFDU, Hotel/Motel, AG, Forestry, Industrial, Medical, Public\_Use, Retail, Services, Schools, ELEM/MID\_SCHOOL, HIGH SCHOOL, CC/TRADE, PNR, and External-Internal.

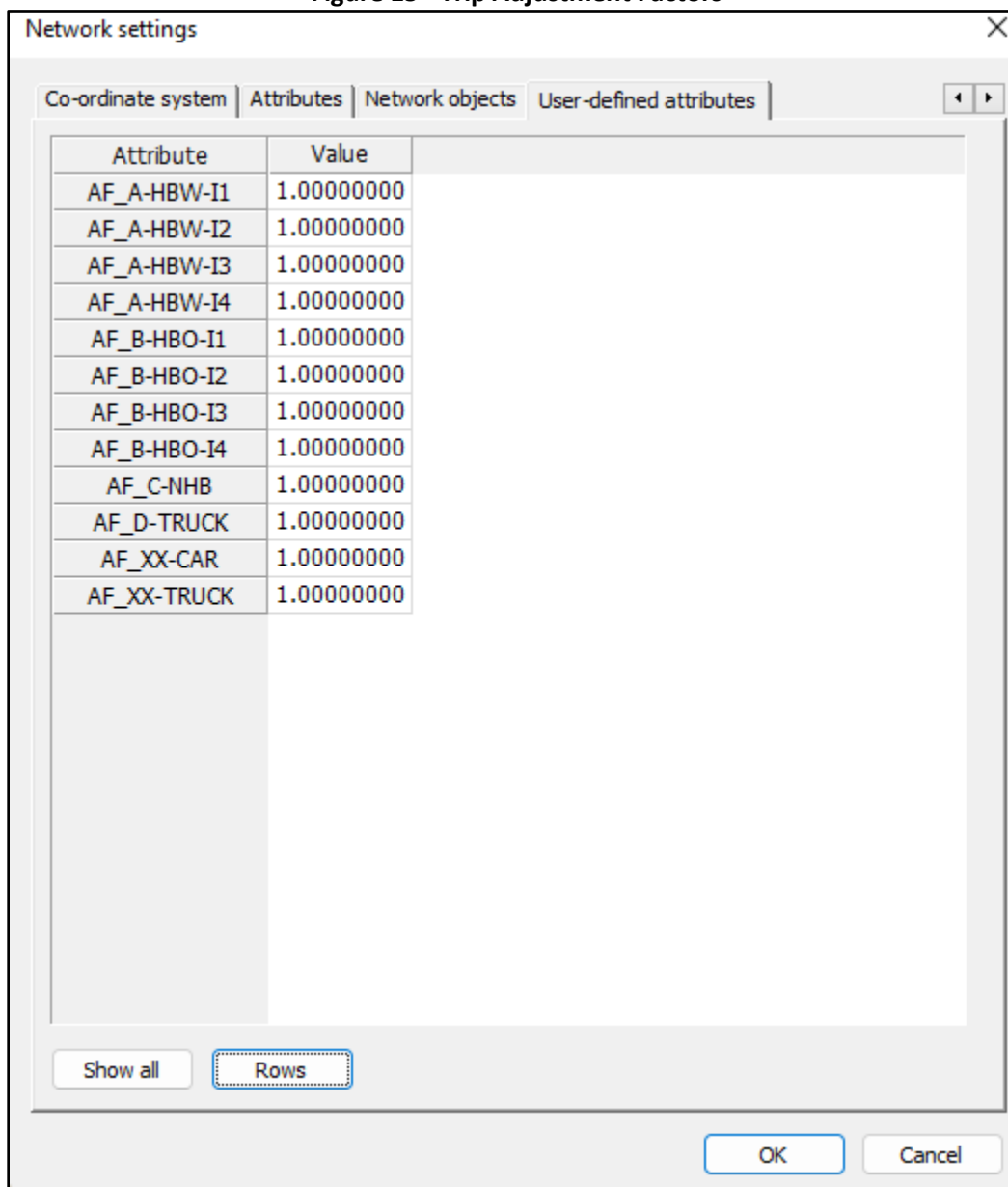
The trip attraction rates used in the YVCOG model were primarily derived from the rates provided in ITE Trip Generation Manual, from NCHRP 716, and from other travel demand models for similar sized urban areas. Trip attraction rates were adjusted during the calibration phase to reflect local trip-making characteristics identified using Streetlight Data activity levels and to more closely match the calibrated trip productions.

### 2.5.3 Trip Adjustments

The base year of 2020, with a the Covid-19 conditions, including business, shopping, and school restrictions, work-at-home requirements and other changes to our normal travel behaviors, was very non-standard. Travel demand models are calibrated based upon regular behaviors and then they can different conditions can be tested. But, with the calibration year being a very unusual year, it is hard to quantify the conditions as they were continually evolving and generally not repeatable. Therefore, the model was calibrated to estimate 2020 using 2019 (pre-Covid-19 pandemic) and 2021 (pandemic subsiding) data. As 2022 continues, it is recognized that some travel behaviors may be permanently changed but others are slowly reverting back to pre-pandemic status.

The ability to test different trip adjustments, either to test ongoing Covid-19 type restrictions, permanent changes in travel behavior, or other future changes was built into the model. These are simple factors to allow the modeler to test increases or decreases in each trip purpose in the model. These adjust the productions and attractions and through trips without needing to change all of the individual trip generation values. The default values for each of these adjustment factors is 1.0. The factors that can be adjusted are shown in **Figure 16**. This box is located in the menu for Network/Network Setting and uses the User-defined attributes tab.

Figure 15 - Trip Adjustment Factors



Attribute	Value
AF_A-HBW-I1	1.00000000
AF_A-HBW-I2	1.00000000
AF_A-HBW-I3	1.00000000
AF_A-HBW-I4	1.00000000
AF_B-HBO-I1	1.00000000
AF_B-HBO-I2	1.00000000
AF_B-HBO-I3	1.00000000
AF_B-HBO-I4	1.00000000
AF_C-NHB	1.00000000
AF_D-TRUCK	1.00000000
AF_XX-CAR	1.00000000
AF_XX-TRUCK	1.00000000

Because the model is a “closed system,” productions and attractions for each trip purpose must be balanced when external trips are included. For the YVCOG model, balancing of productions and attractions was first conducted when developing the trip rates. The Streetlight Data and previous Household Travel Survey displayed trends of different trip generation being made in the upper valley area and lower valley area that was not explained by the different income stratifications. During calibration, this was seen in the model as well. Therefore, two sets of trip generation rates were developed, one for the upper valley area and one for the lower valley. During model trip generation, the upper valley trip generation is first balanced to the higher totals of the trip productions and attractions, and the lower valley trip generation is first balanced to the lower totals of the trip productions and attractions. Then, before the start of trip distribution, the productions and attractions are adjusted to the average of the production and attraction totals for each purpose.

Due to differential growth, future forecasts do not always ensure that the same balance will be achieved. For the forecasts, this same procedure of trip balancing is used for consistency. Balancing was implemented at the start of the distribution step and productions and attractions were adjusted to the average of the two values for each purpose after the steps described above.

## 2.6 Trip Distribution

Trip distribution is the process of allocating the generated trips between various zones within the network. The product of the distribution is a trip table that lists the number of trips between the model's zones. The YVCOG model applies the Visum software's "gravity" model to distribute the peak hour and daily trips between TAZs. The travel forecasting gravity model is built on Isaac Newton's theory that, all else being equal, the attraction between two masses will be proportional to the size of the masses and inversely proportional to the distance between the masses. In a travel forecasting model, the number of trips in a TAZ (for a trip purpose) is used to reflect the size of the mass, and a combination of travel time and distance (called impedance) is used to represent the distance factor in the gravity model.

The trip distribution model contains parameters that adjust the relationship between travel time and distance based on trip purpose. The YVCOG model uses a Utility Function method to calculate travel time impedance matrices. The utility function coefficient values are listed in **Table 9**. During trip distribution, a separate trip table is constructed for each trip purpose.

The form of gravity model used in Visum is:

$$T_{ij}^p = P_i^p \frac{A_j^p * U(t_{ij}) * K}{\sum A_j^p * U(t_{ij}) * K}$$

where:

- $T_{ij}^p$  = Person trips between zones i and j
- $P_i^p$  = Productions (origins) at zone i
- $A_j^p$  = Attractions (destinations) at zone j
- $t_{ij}$  = Impedance (distance and travel time\_ between the zones
- $K$  = constant
- $U(t_{ij})$  = Utility Function, a function of the travel impedance zone i and zone j, often a specific function of impedance variables (represented compositely as  $t_{ij}$ ) obtained from the model networks. TModel Utility Function Equation  $U(t_{ij}) = 1 / (U_b + c * U_a)$ , a, b = exponents.

**Table 9 – Gravity Model Coefficients**

Trip Type	a	b	c
HBW_I1	-0.05	2.20	5
HBW_I2	-0.05	2.20	5
HBW_I3	-0.05	2.15	5
HBW_I4	-0.05	2.15	5
HBO_I1	-0.05	2.75	5
HBO_I2	-0.05	2.75	5
HBO_I3	-0.05	2.70	5

Trip Type	a	b	c
HBO_I4	-0.05	2.65	5
NHB	-0.05	2.85	5
Truck	-0.05	2.30	5

The impedance is averaged with each feedback loop to include congested travel paths as well as terminal time to and from each zone. All demand strata are distributed with the AM Peak hour car impedance matrix. These values were not changed from the 2015 model base year as they were still working well.

During model calibration, it was found that the model was distributing too many trips between the lower valley and the upper valley, when many of these trips will stay within the two areas. A structural impedance constant was added to discourage this interaction. Truck trips had a coefficient of two (2), HBW trips had a coefficient of two (2), HBO trips had a coefficient of four (4), and NHB trips had a coefficient of ten (10). This was to account for the difference in the perceived impedance of trips. Home to work trips tend to travel longer and the structural impedance constant is not as important. Non-home-based trips are shorter, and they will tend to stay on their side of the gap, so the structural impedance constant is greater.

There are up to ten (10) distribution feedback loops to reach distribution impedance matrix convergence. What this means is that after the model distribution and mode choice is run, the trips are assigned to the network, then new travel times between zones are developed. These updated travel times are used to update the trip distribution and mode choice. By iterating through these steps, the distribution and mode choice are balanced with the travel times. This better reflects perceptions of the travelers. It also makes the model more responsive to improvements and changes. A previous criticism of some travel demand models is that they are not responsive to “induced” travel. The inclusion of the feedback loops makes the model responsive to these changes.

This operation was retained for the 2020 model update as it was functioning well. The assignments were refined with more iterations and tested extensively for convergence.

## 2.7 Mode Choice

Mode choice is the step in the demand modeling process where demand by segment is apportioned to a method of travel. In the 2020 YVCOG base model, person trip demand is divided between the private transport system (walk, bike, and car) and public transport (bus service).

The method for the mode split is a direct proportion by trip purpose where the aggregate demand is matched to field observation in the base model. Two steps of mode choice are used in the 2020 model update. The first step determines the trips that could be made by walking and bicycle. In the second step, the relative travel impedances (or costs) were used to divide the trips between using private automobiles or the bus system. A standard Logit function was used to divide the trips based upon skim (impedance) matrices describing the ability to travel by mode between all zone pairs.

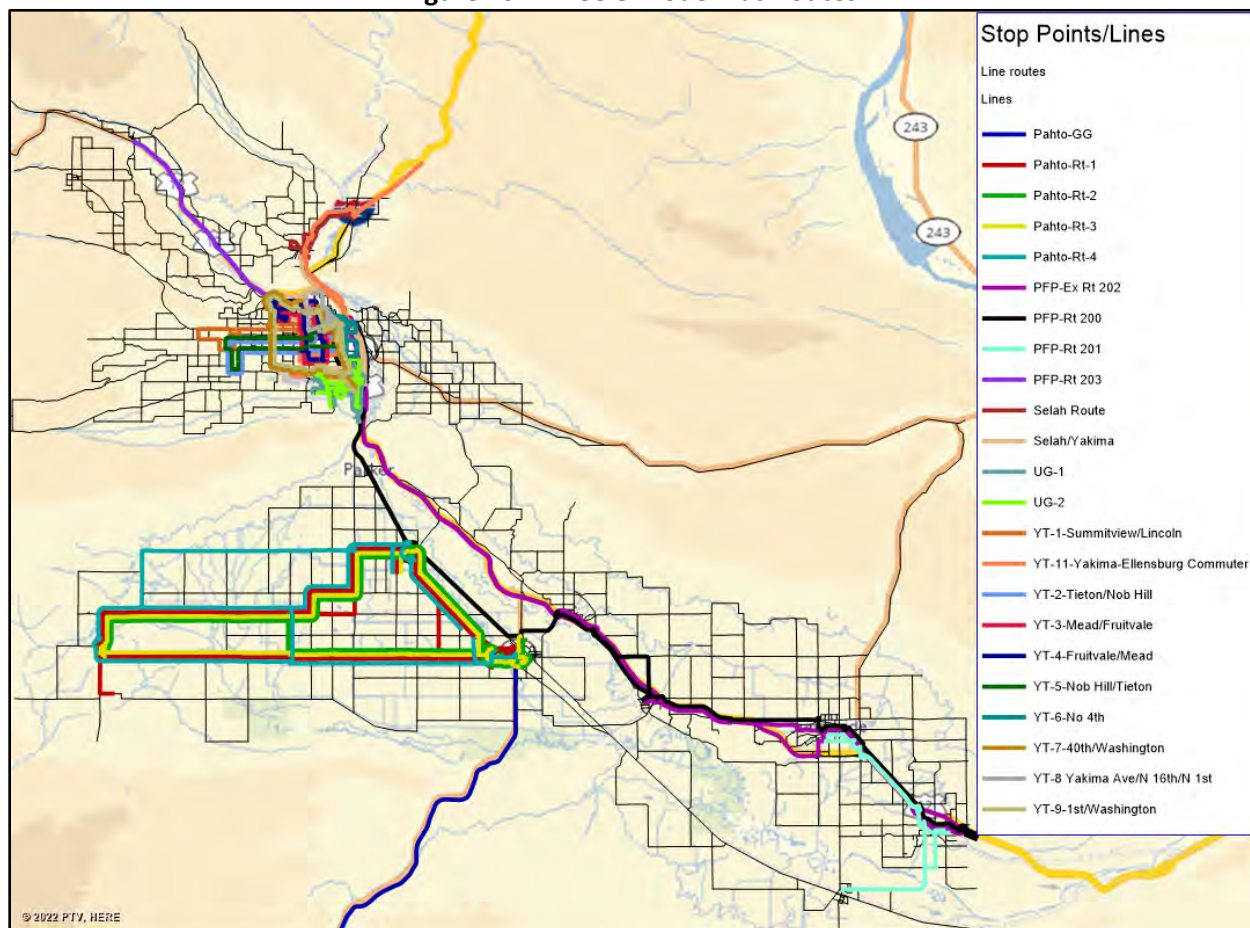
### 2.7.1 Transit Network

Transit network development in Visum requires the following essential components:

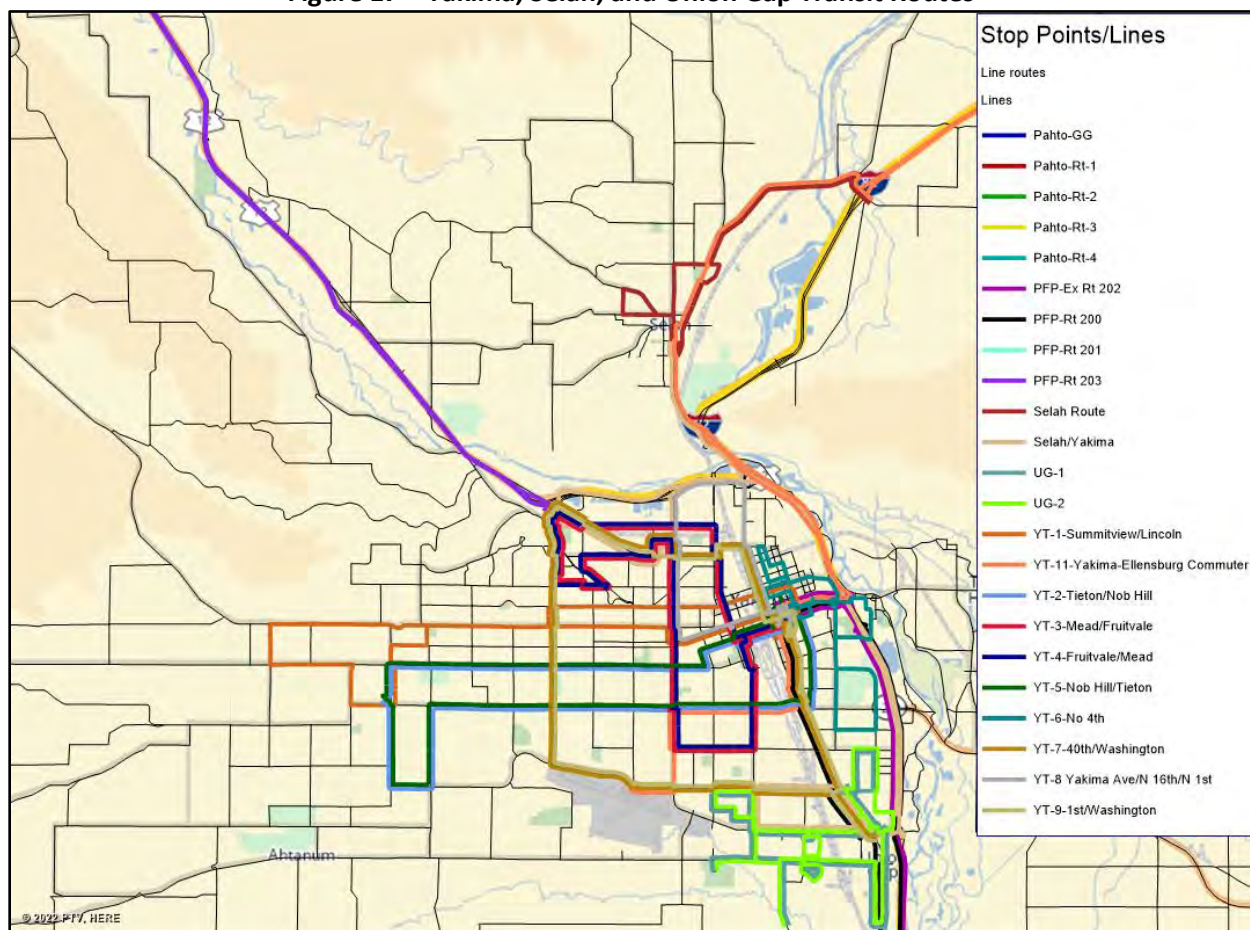
- 1) Transit stops
- 2) Transit line route course
- 3) Transit line time profiles for line haul time
- 4) Transit line headways

The definition of transit lines and stops in the transit network were derived from the data from Yakima Transit, which includes Selah and Union Gap, and Pahto Passage. These were all updated with the most current routes in 2017. The specifics of each route, including stop points, route course, time profiles and headways. Detailed descriptions were helpful in coding of the transit network. The transit network used in the YVCOG model is shown in **Figure 17**, with additional detail in the City of Yakima, Selah, and Union Gap areas shown in **Figure 18**.

**Figure 16 – YVCOG Model Bus Routes**





**Figure 17 – Yakima, Selah, and Union Gap Transit Routes**

## 2.7.2 Demand Development

The most common method for development of mode split demand is the multinomial logit model. According to this model, a utility term is calculated for each of the modes competing for a share. The utility term commonly consists of variables such as travel time, travel cost, various dummy variables and a mode bias constant. The coefficients for each of these terms is typically estimated by using data available in a travel survey conducted through the agency on a sample of residents in the area. In the absence of an available travel survey, the coefficients from a 'similar' region or area are typically adopted for the calculation of the mode choice. In order to adjust the mode split to some observed data, the mode choice constants are then adjusted to match target mode shares.

The household travel survey for the region was conducted before there was significant transit use so the sample size was very small and not particularly reliable. The model was tested with coefficients that we have used in other models with a similar mode choice percentage. Details such as walk times with zone connectors were adjusted to reflect that most people will walk from a close location, not from across the zone.

Bus transit skim matrices were developed for journey time, in-vehicle time, transfer wait time, weighted origin wait time, weighted transfer wait time, and walk time. Transit skims collected are shown in **Figure 19**. The coefficients were adjusted until the output aggregate ridership from the traffic assignment step matched the ridership counts.

Figure 18 – Transit Skims for Mode Choice

Parameters: Assignment procedure: Headway-based (VIPS+)

Basis | Search | Impedance | Skim matrices

Aggregation  
 Function: Avg value  
 Weighted by volumes ☒  
 Quantile: 50 %

Analyzed OD pairs  
 All

Skims

Number	Calculate	Save to file	Open	Skim
1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Journey time
2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Ride time
3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In-vehicle time
4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	PuT Aux time
5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Origin wait time
6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Transfer wait time
7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Weighted origin wait time
8	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Weighted transfer wait time
9	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Walk time
10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Access time
11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Egress time
12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Perceived journey time
13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Number of transfers

Settings for journey time equivalent

☐ Additionally calculate skim data per analysis time interval

Output file  
 File name:  ...  
 Example :  
 Format: Format V  
 Separator: Blank  
 Means of transport no. (Tour-based model) ☒ 3  
 Confirm overwriting ☒

OK Cancel

Coefficients for the mode choice matrix functions are shown in **Table 10**. The structural constant of 1.75 was updated for the 2020 model and used on the Car mode to calibrate the total ridership to closely match the daily boarding count data available.

Table 10 – Mode Choice Coefficients

Car/Transit	Skim Matrix	Coefficient
Car	Distance	0.06201

Car/Transit	Skim Matrix	Coefficient
Car	Travel Time	0.023
Car	Out of Vehicle Time	0.057
Transit	In Vehicle Time	0.023
Transit	Journey Time	0.023
Transit	Walk Time	0.057
Transit	Transfer Wait Time	0.057
Transit	Origin Wait Time	0.057
Transit	Fare	1.170

The mode choice step also includes the conversion of person trips to vehicle trips for the private transport system (cars). Average vehicle occupancy (AVO) was used for person-to-vehicle conversions. The AVO for the YVCOG model was derived from NCHRP 365, Tables 37 and 38. Factors based upon the average occupancy were applied after the mode split procedure to further develop the vehicle matrices and are shown in **Table 11**.

**Table 11 – Average Vehicle Occupancy**

Trip Type	Average Vehicle Occupancy
HBW (all)	1.10
HBO (all)	1.65
NHB	1.65

### 2.7.3 Bicycle Network

The bicycle network was created by allowing bicycle travel on all model network links except for link types 1, 2, 41, and 51, which are Interstates both urban and rural. Turn movements were opened for bikes between these facilities. All movements that were provided for bikes are also provided for pedestrians. Known bike paths and trails such as the Cowiche Canyon Trail, Powerhouse Canal Pathway, Yakima Greenway, and the Lower Yakima Valley Pathway, which are off-street were added to the network. Additionally, upon coding the STIP projects it was recognized that a designation for an exclusive bike lane on the same right-of-way as a street was required. This was added as an optional Bike\_Lane checkbox to designate when a separated bike lane will be present. Known trails were added and these can be updated for the base and future years as more trails and exclusive lanes are identified.

### 2.7.3 Bicycle/Pedestrian Mode Choice

Bicycle and pedestrian mode choice was implemented based upon the expected maximum distances that people will travel by walking or bicycling. Numerous references show the average and maximum distances and times that people will travel. One of these references is from *Transportation Research News 280 May-June 2012*, titled “Walking and Bicycling in the United States, The Who, What, Where, and Why” by J. Richard Kuzmyak and Jennifer Dill. Table 1 from this reference is shown here as **Figure 20**. As can be seen, the average trip length is always less than 30 minutes and frequently in the range of 15 to 25 minutes. To quote from page 10 of this reference, “The NHTS [National Highway Travel Survey] showed that the average distance for a walk trip was 0.7 miles, for a travel time of less than 15 minutes.

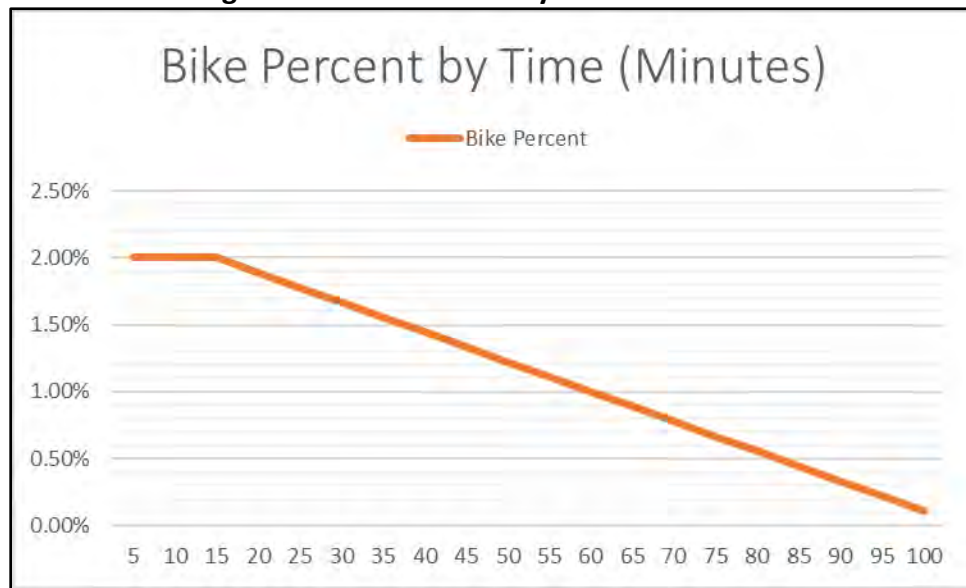
The average for bicycling was 2.3 miles and approximately 19 minutes. Only 12 percent of all walk trips were 1 mile or longer, and only 13 percent were for 30 minutes or longer; 54 percent of all bicycle trips were 1 mile or more, with 16 percent more than 2 miles, but only 12 percent were longer than 30 minutes. “

**Figure 19 - Proportions, Distance, and Duration of US Walking and Bicycling Trips by Purpose**

Trip Purpose	Walk Only Total Trips: 40,962 million			Bicycle Total Trips: 4,082 million		
	Percent of Trips	Average Trip Length (miles)	Average Travel Time (minutes)	Percent of Trips	Average Trip Length (miles)	Average Travel Time (minutes)
To or from work	4.5	1.0	16.2	10.9	3.8	21.2
Work-related business <sup>a</sup>	1.7	1.1	14.0	1.8	3.3	21.7
School or church <sup>b</sup>	8.6	0.6	14.5	6.0	1.6	15.2
Shopping <sup>c</sup>	14.7	0.6	12.7	9.8	1.3	14.0
Other family or personal business <sup>d</sup>	21.5	0.5	11.2	8.2	1.4	15.5
Medical or dental	0.9	0.7	16.1	0.2	2.2	26.0
Vacation <sup>e</sup>	1.9	0.8	22.5	2.1	2.4	21.0
Visit friends or relatives <sup>f</sup>	8.7	0.6	11.7	13.0	1.0	13.9
Other social or recreational <sup>g</sup>	35.4	0.8	18.3	47.3	2.6	22.5
Other	1.4	1.2	13.1	0.1	2.3	16.0
Refused or not available	0.8	0.8	22.0	0.8	2.7	25.7
All purposes	100.0	0.7	14.9	100.0	2.3	19.4

Given the zone system of the model, many of the walk trips and bicycle trips will be intrazonal, that is, they will stay within the traffic analysis zone. Intrazonal trips are not assigned to the model network because they start and end within the same zone.

For purposes of the walking and bicycling mode choice, it was decided to set 100 minutes of travel time on the bike/walk network as a reasonable maximum for either walking at 3 mph or bicycling at 15 mph in the model. There may be trips longer than 100 minutes by these modes, but they would have a very low frequency and would not be important for the model. A simple linear function was established starting at 2% of trips for trips less than 15 minutes and then declining to zero percent with trips longer than 100 minutes. This function is shown in **Figure 21**. A similar function was established for walking trips but starting at 11% of trips for short trips and dropping to zero percent at 50 minutes.

**Figure 20 - Bike Percent by Time Travel Time**

#### 2.7.4 Bicycle Assignment

Bicycle trips are assigned on a daily basis, not for peak hours. This is because there are so few trips assigned interzonally that performing bicycle assignment for peak hours did not make sense at this time. Also, because most pedestrian trips stay within each zone, these are not assigned to the network. Trips for each pedestrians and bicycles are saved in matrices permitting further analysis.

Bikes are assigned to the network using an impedance variable named `Bike_Adjacent_Impact` which attempts to reflect the undesirability of adjacent traffic. It measures the volume of traffic per lane and then reduces it by 90% if there is a dedicated bike lane. The final impedance is a function of the bike travel time multiplied by 0.01 times the `Bike_Adjacent_Impact` plus the distance traveled. This serves to direct the bicycle traffic to the trails, bike lanes, and lower traffic streets. Bikes are assigned to the network after the daily car and truck assignment, so the adjacent impact is properly computed. An example of the 2020 Bicycle assignment for the upper valley is shown in **Figure 22**. It shows bicycles on many streets, none on the freeways, and increased concentrations where there are exclusive bicycle trails and lanes or lightly traveled streets. It is intended that these procedures will continue to be improved in future models.



**Figure 21 - 2020 Bicycle Assignment**

## 2.8 Highway Assignment

Highway assignment is a process in which the trips distributed in the trip distribution stage and allocated to cars and adjusted for occupancy in the mode choice stage are assigned on the highway network. Highway assignment thus involves allocating the trips going from one zone to another onto the various paths available between those zones.

In the assignment portion of the travel model run, the distributed trips on the trip table are allocated to the shortest travel paths between each zone. During the final stage of the Link and node congestion is modeled in an assignment using link and node volume delay functions.

Visum provides several traffic assignment methods. The equilibrium Bi-conjugate Frank Wolfe (BFW) is a further development of both the FW and the Lohse method was used for model traffic assignment. This procedure models the learning process of road users using the network. Starting with an "all or nothing assignment," drivers consecutively include information gained during their last journey for the next route search. Several shorter routes are searched for in an iterative process whereby the impedance is deduced from the impedance of the current volume and the previously estimated impedance. The BFW was a new improvement in Visum 17+ and is further improved for VISUM 2022+. It provides better and faster convergence to equilibrium. The assignment process is completed when the maximum number of iterations of 200 is reached or the impedance on each link reaches equilibrium. In application, this assignment method was selected and tested for use by the YVCOG model because of its responsiveness to intersection delays.

Travel impedance is calculated for each travel path using travel time and delay obtained from the network, travel length from the network, and toll impedance. The equations are listed below.

For private vehicles:



95 \* (link and node travel time) + 5 \* length

For trucks:

95 \* (link and node travel time) + 5 \* length

The travel time from the network is based upon a base travel time and then estimates of delay that increase as the traffic volume increases. This is captured using volume-delay functions for each roadway classification and each node classification. While several volume delay functions are available, the YVCOG model uses a variation of the standard Bureau of Public Roads (BPR) function, which is based on the original BPR equation shown in below:

$$T_C = T_F \left( 1 + \alpha \left( \frac{V}{C} \right)^\beta \right)$$

Where:

T<sub>c</sub>= Congested travel time

T<sub>f</sub>= Freeflow travel time

V = Traffic volume

C = Highway design (practical) capacity

α = Coefficient alpha

β = Exponent beta

The TMODEL\_LINKS function uses the same form as the BPR function but replaces design capacity with ultimate roadway capacity. The TMODEL\_LINKS function also replaces the coefficient alpha and the exponent beta with calibrated values that vary by facility type and include a step function to better model the impacts of increased delay once a defined saturation (v/c) threshold has been crossed. Coefficients for the link volume delay functions are shown in **Table 12**. Similar functions for node delay using the TMODEL\_NODES function are shown in **Table 13**.

**Table 12 – Link Volume Delay Functions**

Link Type	Name	sat ≤ satCrit				satCrit	sat > satCrit			
		a	b	d	f		a'	b'	d'	f'
7	Local	0.0	4.0	0.25	0.35	0.65	0.0	10.0	0.25	0.35
8	Ramps	0.0	4.0	0.25	0.15	0.85	0.0	10.0	0.25	0.15
41	Interstate-Rural	0.0	4.0	0.25	0.25	0.75	0.0	10.0	0.25	0.25
42	Other Freeways & Expressways-Rural	0.0	4.0	0.25	0.25	0.75	0.0	10.0	0.25	0.25
43	Principal Arterial-Rural	0.0	4.0	0.25	0.25	0.75	0.0	10.0	0.25	0.25
44	Minor Arterial-Rural	0.0	4.0	0.25	0.30	0.70	0.0	10.0	0.25	0.30
45	Major Collector-Rural	0.0	4.0	0.25	0.30	0.70	0.0	10.0	0.25	0.30
46	Minor Collector-Rural	0.0	4.0	0.25	0.35	0.65	0.0	10.0	0.25	0.35
47	Local-Rural	0.0	4.0	0.25	0.35	0.65	0.0	10.0	0.25	0.35
51	Interstate-Urban	0.0	4.0	0.25	0.15	0.85	0.0	10.0	0.25	0.15
52	Other Freeways & Expressways-Urban	0.0	4.0	0.25	0.25	0.75	0.0	10.0	0.25	0.25
53	Principal Arterial-Urban	0.0	4.0	0.25	0.25	0.75	0.0	10.0	0.25	0.25
54	Minor Arterial-Urban	0.0	4.0	0.25	0.30	0.70	0.0	10.0	0.25	0.30
55	Major Collector-Urban	0.0	4.0	0.25	0.30	0.70	0.0	10.0	0.25	0.30
56	Minor Collector-Urban	0.0	4.0	0.25	0.35	0.65	0.0	10.0	0.25	0.35
57	Local-Urban	0.0	4.0	0.25	0.35	0.65	0.0	10.0	0.25	0.35
tCur = (t0 + a) * (1 + d * (sat + f)^b) when sat ≤ satCrit										
tCur = (t0 + a') * (1 + d' * (sat + f')^b') when sat > satCrit										

**Table 13 – Node Volume Delay Functions**

Node Type	Name	sat ≤ satCrit				satCrit	sat > satCrit			
		a	b	d	f		a'	b'	d'	f'
1	Shape Node	0.0	0.01	0	0.00	1.00	0.0	0.0	0	0.00
4	Merge	0.0	3.80	15	0.10	0.90	0.0	5.8	15	0.10
5	Diverge	0.0	0.01	0	0.00	1.00	0.0	0.0	0	0.00
9	Roundabout	1.0	3.60	15	0.15	0.85	3.0	5.8	15	0.15
10	All-Way Stop	1.0	3.60	15	0.15	0.85	3.0	5.8	15	0.15
11	Partial Way Stop	1.0	3.60	15	0.15	0.85	3.0	5.0	15	0.15
12	Yield	0.0	3.60	15	0.20	0.80	1.0	6.0	15	0.20
13	Uncontrolled	1.0	3.60	15	0.25	0.75	4.0	6.0	15	0.25
14	RR-Light Use	0.0	3.60	15	0.10	0.90	0.0	6.0	15	0.10
15	RR-Heavy Use	1.0	3.60	15	0.10	0.90	3.0	6.0	15	0.10
20	Signal	1.0	3.60	15	0.05	0.95	3.0	5.0	15	0.05
tCur = (t0 + a) + (d * (sat + f)^b) when sat ≤ satCrit										
tCur = (t0 + a') + (d' * (sat + f')^b') when sat > satCrit										

## 2.9 Transit Assignment

Transit assignment maps the public transit trip demand onto the transit network. The multinomial logit model was used to develop the transit trip table and assignment.

The following count data was used for estimation of demand:

- PuT passenger trips unlinked per line
- PuT passenger miles per line
- Boarding/alighting passengers at stop areas
- Skim data distribution, e.g., journey distance distribution

Once the line ridership from the assignment of the transit trip table matched reasonably with the observed line ridership, the matrix was adopted as the final daily transit trip matrix. The parameters used for the transit assignment are as shown in **Figure 23**. Important in these settings is to save the assignment parameters to three (3) decimal places and to set the maximum walk time to a reasonable value. For the YVCOG model this was set at 15 minutes. It should be noted that the zone centroid connectors have already been set to connect adjacent zones directly to the stop areas, so the 15-minute walk times would include additional walk time along a roadway link.

**Figure 22 – Transit Assignment Parameters**

The screenshot displays the 'General procedure settings' window with the 'PuT settings - Assignment' tab selected. The left sidebar shows a tree view with 'Assignment' highlighted under 'PuT settings'. The main panel contains the following settings:

- ☒ Round demand and volume data
- Number of decimal places: 3
- Save assignment results:
  - Save paths: As routes
  - Save volumes: Only for time profiles
  - Save transfers: Between time profiles
  - Save PJT: do not save
  - Save imported fare data: do not save
- ☐ Save the volume matrix between stop points on the path level
- ☐ Save the volume matrix between stop points on the path leg level
- Walk links:
  - Maximum walk time: 15min
  - Walk links within a stop: Search without restrictions
  - Walk links from/to connectors: Walk links between zones not permitted
- Maximum duration PuT-Aux path legs: 2h

Impedance used for selecting the transit route is based upon Perceived Journey Time (PJT). This was kept simple with all values set at the modeled time but twice the walk time, origin wait time, and transfer wait time plus 5 minutes for a transfer. These weights are shown in **Figure 24**.

**Figure 23 – Perceived Journey Time**

Parameters: Assignment procedure: Headway-based (VIPS+)

Basis Search **Impedance** Skim matrices

Impedance = 1.0000 \* PJT [min]  
+ 0.0000 \* Fare points

Perceived journey time = 1.0000 \* In-vehicle time \* 1.0  
PJT + 1.0000 \* PuT-Aux ride time  
+ 1.0000 \* Access time  
+ 1.0000 \* Egress time  
+ 2.0000 \* Walk time  
+ 2.0000 \* Origin wait time Formula  
+ 2.0000 \* Transfer wait time \* 1.0  
+ 5min \* Number of transfers  
+ Boarding penalty PuT 0.0  
+ Boarding penalty PuT-Aux 0.0  
+ Mean delay 0.0

The logit model produced results that were close but did not match current ridership levels. This type of a result is indicative that the data and functions available for use in the model do not adequately explain the reasons for the choice to use transit. To better reflect ridership in the YVCOG model would require providing additional data such as the quality of access to the transit system at individual bus stops.

### 3.0 MODEL CALIBRATION

After all data has been collected, coded, and entered in Visum, the calibration process begins. In this task, the data and the model rules are refined so that the model closely simulates existing travel patterns and volumes. Model calibration and validation is an iterative process of adjusting various model parameters to best replicate known traffic volumes, transit ridership and travel patterns. Calibration is performed by conducting a series of simulation runs, evaluating the results and adjusting parameters. The calibration is considered complete when the results of the simulation runs are statistically similar to the traffic count volumes and other measures of travel behavior. Based on the comparison of the model results with national calibration standards, the YVCOG existing year network can be considered calibrated and validated for the base year and may be used for forecasting traffic.

The series of calibration simulation runs involves review of the assumptions used to construct the model. In the distribution portion of the simulation, the exponents to the distance function of the gravity model are examined. During the assignment portion of the simulation, the assumptions for link speeds, capacities, and delay parameters are studied. Between each run, different parameters are evaluated, and necessary adjustments made to the "rules" so that the desired results (i.e., calibration) are reached. Before any adjustments to the YVCOG model parameters were made, they were justified either through the collected travel pattern data or through the judgment of eRMSi staff and their experience with transportation planning models and travel conditions throughout the model area.

Two documents that play a central role in the calibration and validation steps are:

- NCHRP 716 Travel Demand Forecasting: Parameters and Techniques (2012)
- Travel Model Validation and Reasonableness Checking Manual 2nd Ed. (2010)

Several tests were applied to make sure that the YVCOG base model was calibrated and valid:

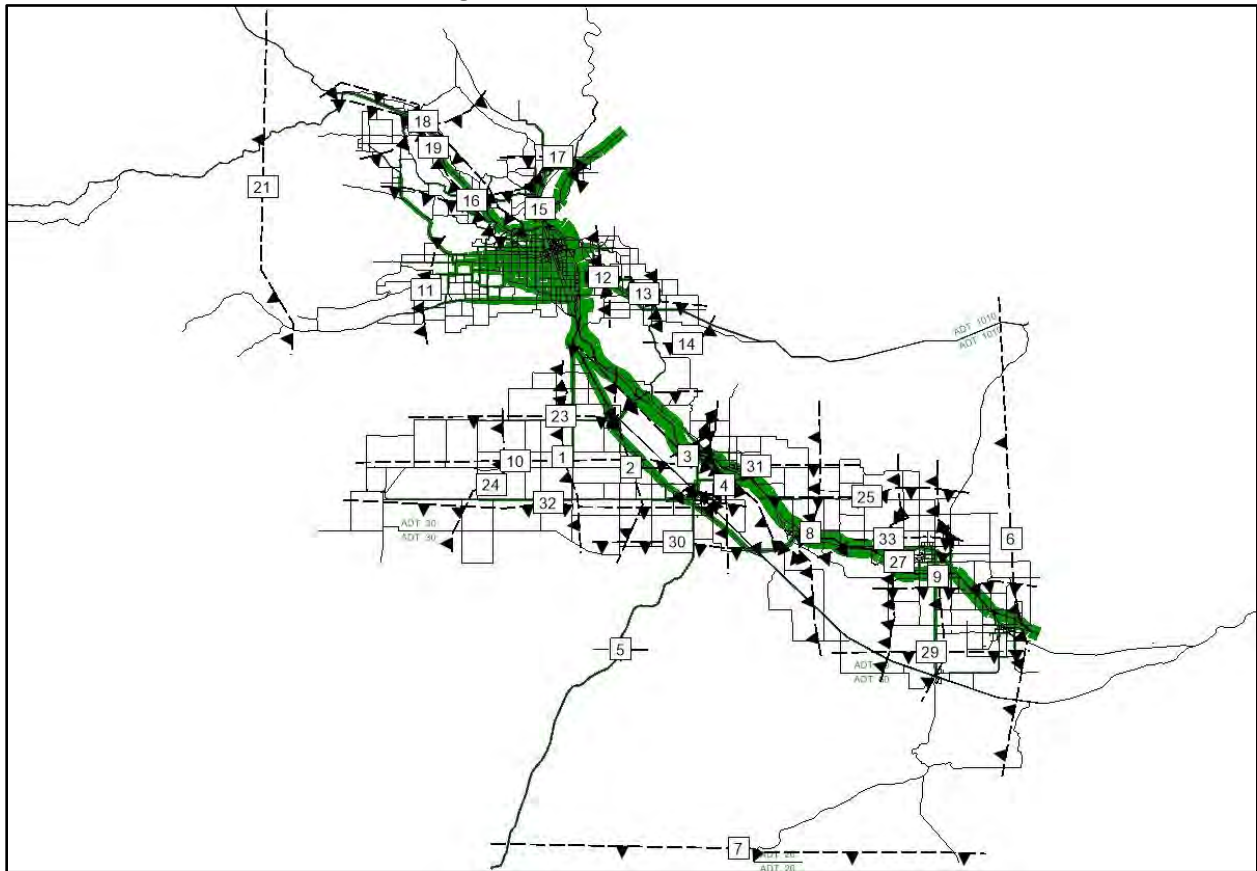
- Screenline Analysis
- Percent Assignment Error
- Root Mean Square Error (RMSE)
- Coefficient of Determination ( $R^2$ )

#### 3.1 Screenline Analysis Percent Assignment Error

The assigned 2015 daily traffic volumes were compared with the counted daily traffic volumes for 33 screenlines. These screenlines are imaginary lines drawn across the network compiling and comparing both traffic counts and assigned traffic volumes individual links. These were designed to capture major flows throughout the model area and adjusted slightly as needed to capture traffic count locations. These were compared both with allowable values from Figure A-9 of *National Cooperative Highway Research Program Report NCHRP 255, Highway Traffic Data for Urbanized Area Project Planning and Design*. The screenline locations are shown in **Figure 25** Screenline Locations.

Screenline count totals were compared with the modeled traffic for the same links. When a screenline crossed does not have a count, the model volume for that link is not included in the summary so the totals are not skewed.

Figure 24 - Screenline Locations



Each of the screenlines is enumerated in **Table 14** showing the count total and the model totals for comparison. Also shown are the number of links with counts and the total number of links. Although care was taken to adjust the screenlines to include link counts, not all links had counts available. The percentage difference for each screenline is shown along with the allowable percentage deviation from Figure A-9 in NCHRP 255. All percentage deviations are less than the allowable percentages. The total of all screenlines is about 8% higher than the counts at these same locations. Given that we are representing 2020 without COVID-19 restrictions and comparing it with counts from 2017 through 2019 this was not a concern. The GEH statistic was used to evaluate these screenlines. Typically, the GEH should be less than 10 and, even better, less than 5. All screenlines were within these GEH guidelines as well. It is important that each screenline is within NCHRP 255 limits and GEH limits.



Table 14 – Screenline Totals and Deviations

No.	Screenline Name	Count	Model	# Counts	# Links	% Diff	Allow %	GEH/Link
1	NS-LV-W/o Lateral A	19,622	12,836	16	24	-35%	50%	4.2
2	NS-LV-W/o Wapato Rd	47,264	46,457	16	38	-2%	34%	0.3
3	EW-LV-S/o I-82	45,104	47,251	8	14	5%	34%	1.1
4	NS-LV-E/o Toppenish	39,096	47,068	16	24	20%	38%	3.0
5	EW-LV-US 97	3,640	3,354	2	2	-8%	68%	1.1
6	NS-LV-Eastern Model Edge	31,534	33,917	16	34	8%	40%	1.0
7	EW-LV-Southern Model Edge	4,530	4,342	6	6	-4%	68%	0.4
8	NS-LV-Mid Lower Valley	29,395	37,035	16	26	26%	42%	3.3
9	NS-LV- E/o Sunnyside	36,516	46,307	26	48	27%	38%	3.0
10	EW-LV-N/o Branch Rd	15,567	14,434	4	28	-7%	50%	1.5
11	NS-UV-W/o Prop Westside Conn	11,252	11,463	8	20	2%	55%	0.2
12	NS-UV-W/o I-82	29,027	37,868	18	26	30%	42%	3.6
13	EW-UV-N/o SR-24	12,352	11,252	16	26	-9%	55%	0.8
14	EW-UV- SE of Moxee	6,534	7,759	6	6	19%	61%	1.9
15	EW-UV-South Selah	62,032	60,461	4	10	-3%	30%	1.0
16	EW-UV-N/o Yakima	36,506	34,544	18	44	-5%	38%	0.8
17	EW-UV-N/o Selah	30,514	30,326	12	22	-1%	40%	0.1
18	EW-UV-S/o Tieton	8,283	7,345	12	26	-11%	61%	1.0
19	NS-UV-S/o SR-12	10,142	12,257	6	12	21%	55%	2.6
20	NW-UV-E/o SR-12	41,308	38,752	14	30	-6%	36%	1.1
21	NS-UV-Western Model Edge	5,108	6,390	6	6	25%	61%	2.2
22	NS-UV-E/o Moxee	7,282	8,336	8	8	14%	61%	1.3
23	EW-LV-N/o Wapato Rd	48,299	50,068	17	34	4%	34%	0.6
24	NW-LV-W/o Tecumseh Rd	8,616	8,440	8	18	-2%	61%	0.2
25	EW-LV-N/o Gurley Rd	33,082	40,354	18	20	22%	40%	2.8
26	EW-LV-Near Buena	33,078	39,380	8	12	19%	40%	3.7
27	NS-LV-W/o Sunnyside	30,488	36,812	22	36	21%	40%	2.3
28	EW-LV-S/o Sunnyside	45,398	48,878	20	26	8%	34%	1.1
29	EW-LV-S/o Grandview	9,927	13,261	12	16	34%	61%	2.8
30	EW-LV-N/o SR-223	11,722	16,763	8	14	43%	55%	4.7
31	EW-LV-N/o Toppenish	68,530	67,143	26	48	-2%	29%	0.3
32	EW-LV-S/o Fort Rd	16,572	19,379	14	34	17%	50%	1.8
33	EW-LV-N/o Sunnyside	33,746	39,286	16	30	16%	40%	2.3
<b>Total</b>	<b>All</b>	<b>872,066</b>	<b>939,518</b>	<b>423</b>	<b>768</b>	<b>8%</b>	<b>15%</b>	

### 3.2 Percent Assignment Error

The assigned 2020 daily traffic volumes were compared with the counted daily traffic volumes for individual links. **Table 15** lists the percent assignment error, which is the difference between the assigned traffic volumes and the counted traffic volumes divided by the counted volumes. The report Travel Model Validation and Reasonableness Checking Manual, 2nd Ed., presents the error limits used for various models. This analysis employs the values recommended by the Federal Highway Administration (FHWA) in their 1990 report, Calibration and Adjustment of System Planning Models.

The computed percent deviation is compared to the suggested error limits in **Table 15**. The percent error of the traffic assignment for the total network was 2% low whereas, the screenlines were 8% high. These two methods of analysis, with one high and one low show that the model is bracketing the observed counts. The deviations for the individual functional classification groups were within acceptable tolerances for all functional classification groups.

**Table 15 – Percent Deviation by Functional Class**

Functional Class	Count	Model	% Deviation	Suggested Range*
Freeway	1,709,904	1,746,521	2%	7%
Principal Arterial	501,426	468,330	-7%	10%
Minor Arterial	478,443	426,940	-11%	15%
Collector	693,429	672,618	-3%	25%
Total	3,444,585	3,368,804	-2%	

\*Source: Calibration and Adjustment of System Planning Models, Federal Highway Administration, December 1990

### 3.3 Root Mean Square Error (RMSE)

Another measure of the model's ability to assign traffic volumes is the percent root mean square error (RMSE). The RMSE measures the deviation between the assigned traffic volumes and the counted traffic volumes; the calculation is shown as below:

$$\% \text{ RMSE} = 100 \times \sqrt{\frac{\sum(\text{Assignment Errors})^2}{\text{Number of Links} \times \text{Average Count}}}$$

The percent RMSE indicates a degree of deviation between the assigned and counted traffic volumes. Currently, there are no national standards for model verifications of RMSE. NCHRP 365 includes the recommendation that % RMSE be below 35. The recommended range is based upon daily count values. Due to larger percentage variations in small numbers, the recommended % RMSE is higher when the counted values are lower.

The evaluation is shown in **Table 16**. The range of counts less than 5,000 per day is equivalent to the low end of the recommended range. All other count ranges are much less than the recommended range, which is very good. Due to the high number of lower counts in the YVCOG model the total % RMSE is slightly less than the total recommended value. This evaluation shows that the model matches the counts very well.

**Table 16 – Model % RMSE Evaluation**

Count Range	Model % RMSE	Recommended Range
< 5,000	45	45-55
5,000 - 10,000	22	35-45
10,000 - 20,000	15	27-35
20,000+	7	<= 20
Total	31	<= 35

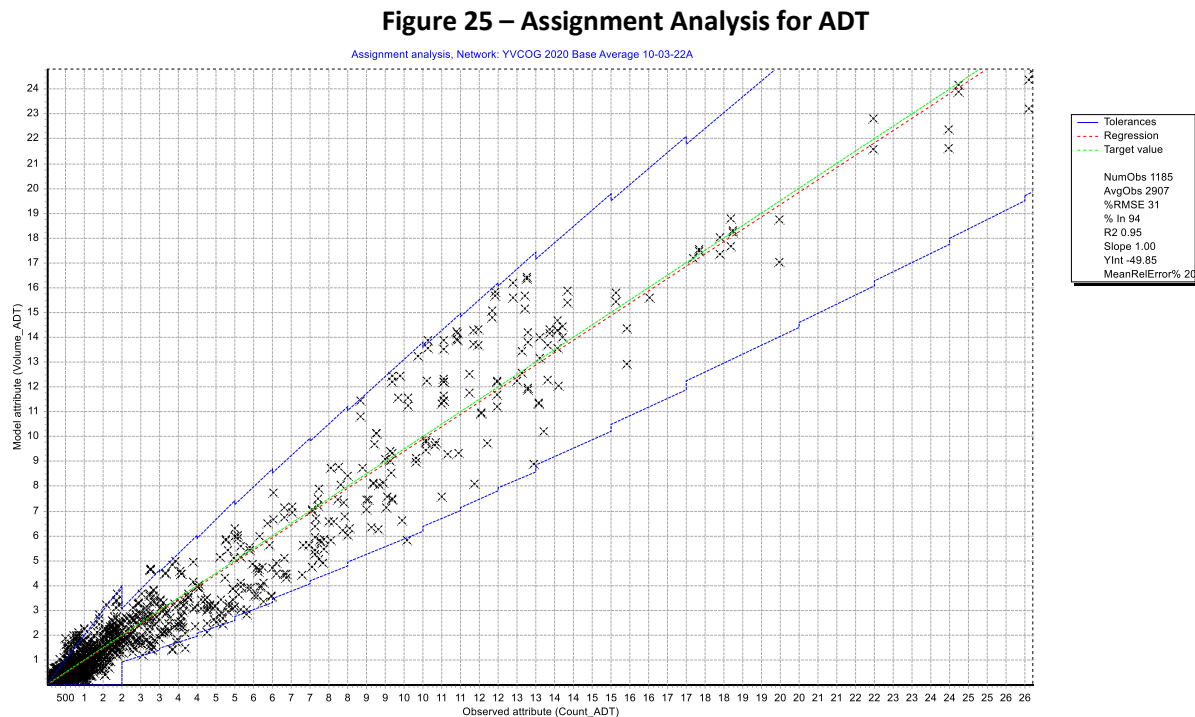
### 3.4 Coefficient of Determination ( $R^2$ )

Coefficient of Determination, or  $R^2$  is another tool to measure the overall model accuracy. The  $R^2$  or “goodness of fit” statistic shows how well the regression line represents the assignment data. In statistics,  $R^2$  is a number that indicates the proportion of the variance in the dependent variable that is predictable from the independent variable.

For travel models, the industry has typically sought to achieve a  $R^2$  of 0.88 or higher. A value of 1.00 is perfect, but even if traffic counts were compared against themselves, the daily variation would not allow for a regression coefficient of 1.00.

The scattergram used for evaluation show link ground counts on the X-axis and assigned volumes on the Y-axis. On the “goal” line, the assignment volume is equal to the ground count. The linear “regression” line shows the best straight-line estimate of the assignment volume for any count. The “allowable” curves show the maximum allowable errors according to the graph discussed from Travel Model Validation and Reasonableness Checking Manual.

**Figure 19** shows the scattergram analysis for the Daily assignment. This shows an  $R^2$  of 0.95 for all counts which is much better than the recommended standard of 0.88.



### 3.5 Transit Assignments

Daily transit assignments were compared with available data. This was sometimes available for each line but usually for the total system average ridership. Coefficients were adjusted until the totals were

comparable to the count data. The total daily base year ridership of the scheduled routes is shown in **Table 17**.

**Table 17 – Base Year Daily Transit Ridership**

<b>LINE NAME</b>	<b>Directed Length</b>	<b>Passenger Trips</b>
Pahto-GG	62mi	8
Pahto-Rt-1	97mi	42
Pahto-Rt-2	54mi	47
Pahto-Rt-3	55mi	40
Pahto-Rt-4	76mi	37
PFP-Rt 200	97mi	36
PFP-Rt 201	32mi	24
PFP-Rt 202	92mi	30
PFP-Rt 203	21mi	1
Selah Route	10mi	431
Selah/Yakima	25mi	192
UG-1	17mi	676
UG-2	15mi	219
YT-1-Summitview/Lincoln	16mi	62
YT-11-Yakima-Ellensburg Commuter	35mi	308
YT-2-Tieton/Nob Hill	15mi	590
YT-3-Mead/Fruitvale	14mi	103
YT-4-Fruitvale/Mead	14mi	79
YT-5-Nob Hill/Tieton	15mi	567
YT-6-FairAve/No 4th	12mi	461
YT-7-40th/Washington	15mi	501
YT-8-Yakima Ave/N 16th/N 1st	6mi	159
YT-9-1st/Washington	15mi	380

## 4.0 FUTURE YEAR FORECASTS

This section describes the process used to develop future forecasts. The results of the initial 2045 traffic assignment are also described.

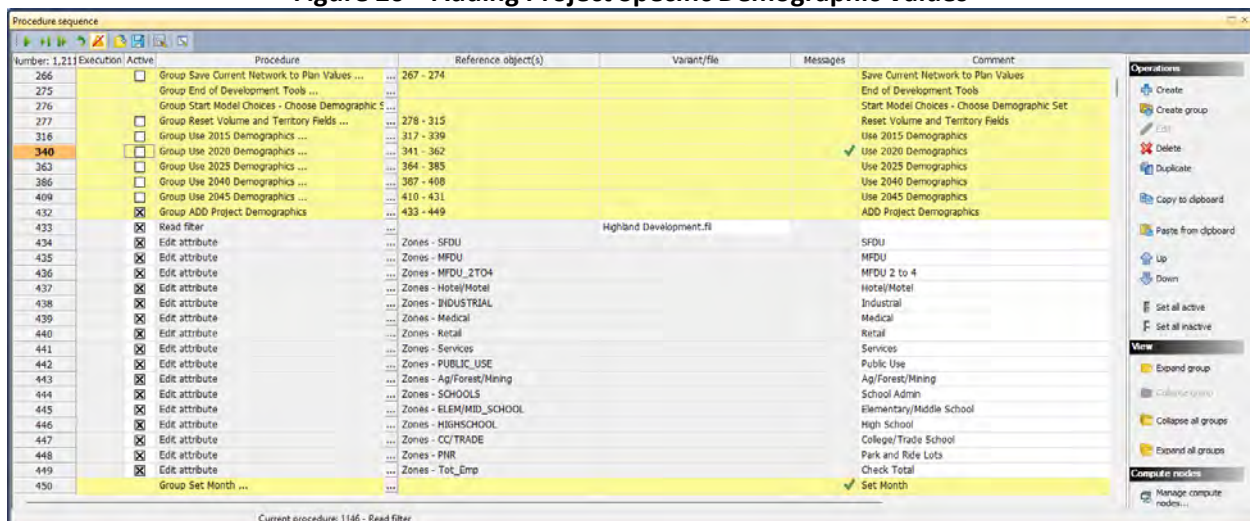
### 4.1 Demographic Forecasts

Population and employment projections by TAZ were prepared by YVCOG staff for 2045 along with the review of the 2020 base year. These were forecast using the same demographic variables described in **Table 7 in section 2.3**. Forecast year 2025 was interpolated between 2020 and 2045. The model procedures further allocate these into the cross-classification stratification variables used for trip generation using the same proportions as in the base year model.

Both the 2025 demographic forecasts and the 2045 demographic forecasts are included in the model set and can be used simply by selecting either the Group Use 2025 Demographics or the Group Use 2045 Demographics. The forecast data by TAZ received from the local agencies and YVCOG was checked for growth. During model development, some demographic values were updated based upon other data sources and the forecast data was updated to reflect the base year changes. Finally, all zones were checked for all demographic stratifications and all values for the future forecast years were adjusted to have at least as much housing and employment as in the base year. The previous 2040 forecast values are retained in the model dataset in case the analyst wants to compare with the earlier values.

In addition, special project-based demographics can be added to any zone for a specific project. Demographic variables to test a potential project can be added to any zone using the procedure steps 228 through 245 as shown in **Figure 27**. Note that procedure steps 340, 363, or 409 can be used to test the 2020, 2025, and 2045 demographic sets respectively. The project variables will be added to the selected set.

**Figure 26 – Adding Project Specific Demographic Values**



Additional growth tests can also be evaluated by editing or replacing any of the land use values for a zone with updated values.

## 4.2 Network/Scenario Assumptions

The YVCOG model was designed to make forecasts straightforward. Every link, node, and connector have a set of variables for the 2020 year plus settings for 2025, Expected and Committed (EC) Network and a Planned (Plan) network, along with project specific variables. The EC and Plan networks are still holding places and have not been populated with data beyond the base 2020 network. However, each of the potential future projects as designated by YVCOG has been coded by project number and network detail. These projects can be selected for testing individually, in groups using filters in the procedure steps. The 2022 STIP projects were compiled and placed in the 2025 network. The changes that can be made by selecting the network groups are:

Node variables that can be changed include the Type Number (to designate intersection control).

Turn variables that can be changed include the LT\_Lanes variable for setting the number of left turn lanes.

Link variables that can be changed by year include Type Number (functional classification, resulting in changes in capacity), Number of Lanes, VOPrt (speed), TModelSpecial (to change the designation of intersection stop control), School Zone, Bike Lane, and TWLTL (Two-Way Left Turn Lanes).

The Connector variable is the share weight. This allows the model to be responsive to changes in land use and access within or at the edges of the zone.

The previous model had included the set of potential projects for the future year forecasts. In this implementation, the projects from that effort are still included, but based upon experience, these projects and project lists were not used, and projects often changed. The previous project list can be used, but it has been found that the usual approach is to test individual projects, which can be coded more precisely.

If the modeler wishes to include a project, or multiple projects, in a model run, the proper filter file needs to be set for the Group labeled **Group Use Projects with Filter**. Remember to **Set and Check Filter!** In step 554 before proceeding with the run. It is recommended that an existing project filter file be first loaded and checked and then a new filter file created for project testing. If you are coding a new project, the Project\_ID and project variables for each node, link, turn, and connector must be coded.

## 4.3 Monthly Variations

The 2020 model update adds the ability to test traffic variations during different months of the year. The new options include, average, February (low), August (high), and October (high truck). These variations are set at the travel demand level and then distribution, mode choice, and assignment are conducted. February uses 75% of the person trip demand and 80% of the truck demand. August uses 111% of the person trip demand and 111% of the truck demand. October uses 104% of the person trip demand and 116% of the truck demand.

The model can be set to average demand by selecting the Group Reset to Average Month starting at step 451. Low demand is set using Group Set to February (Low) starting at step 464. High demand is set using Group Set to August (High) starting at step 477. High truck demand is set using Group Set to October (High Truck) starting at step 490.



## 4.4 Traffic Forecasts

The model is ready to be used for future year and project analysis by selecting the network (with possible network projects added) and demographic socio-economic sets. **Figure 29** shows the model run procedures used to make a 2045 forecast year model run with a set of transportation improvement projects. Each of the groups contain a set of steps that are run when the box is checked.

The first set of groups, numbered through step 275, were used for Network Development and Maintenance. These steps are not needed to run the forecast model, but they are retained in the model for possible future use.

**Figure 27 – Forecast Model Run Procedures**

Procedure sequence					
Number: 1,211	Execution	Active	Procedure	Reference object(s)	Comment
275			Group End of Development Tools ...		End of Development Tools
276			Group Start Model Choices - Choose Demographic S...		Start Model Choices - Choose Demographic Set
277		<input type="checkbox"/>	Group Reset Volume and Territory Fields ...	278 - 315	Reset Volume and Territory Fields
316		<input type="checkbox"/>	Group Use 2015 Demographics ...	317 - 339	Use 2015 Demographics
340		<input type="checkbox"/>	Group Use 2020 Demographics ...	341 - 362	Use 2020 Demographics
363		<input type="checkbox"/>	Group Use 2025 Demographics ...	364 - 385	Use 2025 Demographics
386		<input type="checkbox"/>	Group Use 2040 Demographics ...	387 - 408	Use 2040 Demographics
409		<input checked="" type="checkbox"/>	Group Use 2045 Demographics ...	410 - 431	Use 2045 Demographics
432		<input type="checkbox"/>	Group ADD Project Demographics ...	433 - 449	ADD Project Demographics
450		<input type="checkbox"/>	Group Set Month ...		Set Month
451		<input type="checkbox"/>	Group Reset to Average Month ...	452 - 463	Reset to Average Month
464		<input type="checkbox"/>	Group Set to February (Low) ...	465 - 476	Set to February (Low)
477		<input type="checkbox"/>	Group Set to August (High) ...	478 - 489	Set to August (High)
490		<input type="checkbox"/>	Group Set to October (High Truck) ...	491 - 502	Set to October (High Truck)
503		<input type="checkbox"/>	Group Choose Network ...		Choose Network
504		<input type="checkbox"/>	Group Use 2015 Network ...	505 - 512	Use 2015 Network
513		<input type="checkbox"/>	Group Use 2020 Network ...	514 - 523	Use 2020 Network
524		<input checked="" type="checkbox"/>	Group Use 2025 Network ...	525 - 534	Use 2025 Network
535		<input type="checkbox"/>	Group Use EC Network ...	536 - 543	Use EC Network
544		<input type="checkbox"/>	Group Use Plan Network ...	545 - 552	Use Plan Network
553		<input type="checkbox"/>	Group Use Selected Projects with Filter ...	554 - 562	Use Selected Projects with Filter
563		<input type="checkbox"/>	Group Use Selected Project2 with Filter ...	564 - 572	Use Selected Project2 with Filter
573		<input type="checkbox"/>	Group Use Selected Project3 with Filter ...	574 - 582	Use Selected Project3 with Filter
583		<input type="checkbox"/>	Group Reset ADAS Adjustments to 1.0 ...	584 - 590	Reset ADAS Adjustments to 1.0
591		<input type="checkbox"/>	Group Set ADAS Adjustments by Link Type ...	592 - 609	Set ADAS Adjustments by Link Type
610		<input checked="" type="checkbox"/>	Group Update Intersection Control to match types ...	611 - 624	Update Intersection Control to match types
625		<input checked="" type="checkbox"/>	Group Compute AM Link and Node Capacities ...	626 - 657	Compute AM Link and Node Capacities
658		<input checked="" type="checkbox"/>	Group Trip Generation ...	659 - 736	Trip Generation
737		<input checked="" type="checkbox"/>	Group Trip Distribution ...	738 - 859	Trip Distribution
860		<input type="checkbox"/>	Group Choose Final Assignments ...		Choose Final Assignments
861		<input checked="" type="checkbox"/>	Group Compute AM Link and Node Capacities ...	862 - 893	Compute AM Link and Node Capacities
894		<input checked="" type="checkbox"/>	Group Final AM Assignment ...	895 - 909	Final AM Assignment
910		<input checked="" type="checkbox"/>	Group Compute MD Link and Node Capacities ...	911 - 942	Compute MD Link and Node Capacities
943		<input checked="" type="checkbox"/>	Group Final MD Assignment ...	944 - 954	Final MD Assignment
955		<input checked="" type="checkbox"/>	Group Compute PM Link and Node Capacities ...	956 - 987	Compute PM Link and Node Capacities
988		<input checked="" type="checkbox"/>	Group Final PM Assignment ...	989 - 1001	Final PM Assignment
1002		<input type="checkbox"/>	Group End of Peak Assignments ...		End of Peak Assignments
1003		<input checked="" type="checkbox"/>	Group Compute Daily Link and Node Capacities ...	1004 - 1028	Compute Daily Link and Node Capacities
1029		<input checked="" type="checkbox"/>	Group Final ADT Assignment ...	1030 - 1106	Final ADT Assignment
1107		<input type="checkbox"/>	Group Choose Volume Storage or Analysis Variables ...		Choose Volume Storage or Analysis Variables
1108		<input type="checkbox"/>	Group 2015 Validation and Adjustments ...	1109 - 1119	2015 Validation and Adjustments
1120		<input type="checkbox"/>	Group 2020 Volumes and Adjustments ...	1121 - 1146	2020 Volumes and Adjustments
1147		<input type="checkbox"/>	Group 2025 Volumes ...	1148 - 1158	2025 Volumes
1159		<input type="checkbox"/>	Group 2040 Volumes ...	1160 - 1170	2040 Volumes
1171		<input checked="" type="checkbox"/>	Group 2045 Volumes ...	1172 - 1182	2045 Volumes
1183		<input type="checkbox"/>	Group EC Volumes ...	1184 - 1194	EC Volumes
1195		<input type="checkbox"/>	Group Plan Volumes ...	1196 - 1206	Plan Volumes
1207		<input type="checkbox"/>	Group Adjusted Volumes ...	1208 - 1211	Adjusted Volumes

Forecast model step choices begin at step 276. First, select one of the five demographic groups, starting with 277, 316, 340, 363, 386, or 409 for 2015, 2020, 2025, 2040, or 2045 respectively. You can optionally add additional project demographics using the group starting at step 432. Note that although the 2015 and 2040 demographic sets are included, they have not been reviewed nor updated with this model update. The 2020 and 2045 were reviewed by YVCOG staff and the 2025 was interpolated from this data.

Then select the 2025 network group starting with 524. This network is the base 2020 network with the STIP projects added. To add additional network projects, with checking the filter for Project\_ID starting with step 553. If there are additional options for any project, these can be coded using the Project2 or Project 3 ID. The additional options were not used at the time of writing this documentation.

The use of ADAS (Automated Driver Assistance Systems) can be selected with either the group starting at step 583 to reset it to current conditions or to use ADAS, use the group starting at step 591.

Groups starting with 610, 625, 658, and 737, 1003, and 1029 are all part of the forecast model run and should be always selected. These include the demographic stratification, trip generation, trip distribution, mode choice, and feedback and final daily assignments.

Groups starting with 861 and 894 allow the modeler to run the detailed assignments for the AM Peak. Groups starting with 910 and 943 allow the modeler to run the detailed assignments for the Mid-Day (MD) Peak. Groups starting with 955 and 988 allow the modeler to run the detailed assignments for the PM Peak. Although all of these assignments are not required to be run. If you only want to run the ADT assignment in step 1029, make sure and reset the daily capacities in step 1003 first.

The group starting with step 1120, 2020 Volumes and Adjustments, only needs to be run during the model development or update of the base year calibration. This creates the adjustments to be used in the Forecast Year Adjustments group starting with number 1207.

The saving of the volume assignments can be made into the desired fields using steps 1120, 1147, 1159, 1171, 1183, and 1195 depending upon your analysis.

## 4.5 Transit Forecasts

The YVCOG model produces forecast transit assignments for the current set of transit lines. These are based upon the demographic forecasts as well as background road network improvements. The transit operating speeds are automatically updated during the assignment steps and the mode choice is applied accordingly. If additional transit forecasts using changes in routes, lines, or headways is desired, these need to be manually coded and tested.

## 4.6 Summary Results

Draft model runs were reviewed by YVCOG and tested in projects for the City of Selah and for WSDOT on the SR-24 Corridor. Specialized reporting spreadsheet and graphic plots were developed for these projects to report link volumes, turning volumes, and other quantities as desired. The territory summaries were compiled to show the expected growth in Vehicle Miles of Travel (VMT), Vehicle Hours of Travel (VHT) and Average Speed (VMT/VHT). Average speed by area is helpful for evaluating relative future travel conditions. A higher speed usually shows less congested travel and greater mobility. The summary for the cities and the entire county is shown in **Table 19**.

**Table 18 – Summary Statistics**

Area	2020			2025			2045		
	VMT	VHT	Avg Speed	VMT	VHT	Avg Speed	VMT	VHT	Avg Speed
Grandview	113,279	3,418	33	125,511	3,867	32	175,545	6,089	29
Granger	25,471	641	40	26,736	717	37	33,054	1,058	31
Harrah	678	23	29	709	24	30	833	29	29
Mabton	10,181	316	32	10,975	344	32	15,129	529	29
Moxee	19,479	584	33	21,271	641	33	28,482	869	33
Naches	21,747	528	41	23,375	572	41	30,346	787	39
Selah	71,572	2,668	27	78,246	2,990	26	101,973	4,442	23
Sunnyside	195,461	5,607	35	210,963	6,166	34	275,490	9,149	30
Tieton	4,542	164	28	4,812	174	28	5,793	209	28
Toppenish	36,137	1,269	28	39,442	1,396	28	49,553	1,848	27
Union Gap	178,034	5,407	33	195,425	5,843	33	255,850	8,237	31
Wapato	21,688	723	30	22,704	774	29	29,718	1,053	28
Yakima	1,306,091	40,442	32	1,417,046	44,824	32	1,877,674	72,748	26
Zillah	34,636	860	40	37,758	958	39	48,625	1,434	34
Yakima County	5,495,371	131,658	42	5,962,058	145,267	41	7,926,931	221,928	36
PM10 Area	1,969,640	58,061	34	2,144,412	64,381	33	2,851,820	102,113	28
CO Area	420,549	14,025	30	449,879	15,268	29	592,023	25,334	23

Change by forecast year was compiled with this same data. It is expected that VMT and VHT will increase in the future and even with transportation improvements, the average speed will decrease. It should be noted that small changes may appear as large percentage changes if the base year values were smaller. The values shown in both tables for Yakima County include the entire county and not just the unincorporated areas. The percentage changes are shown in **Table 20**.

**Table 19 – Percentage Change in Summary Statistics**

Area	2020 to 2025 % Change			2025 to 2045 % Change			2020 to 2045 % Change		
	VMT	VHT	Avg Speed	VMT	VHT	Avg Speed	VMT	VHT	Avg Speed
Grandview	10.8%	13.1%	-2.1%	39.9%	57.5%	-11.2%	55.0%	78.1%	-13.0%
Granger	5.0%	11.9%	-6.2%	23.6%	47.6%	-16.2%	29.8%	65.1%	-21.4%
Harrah	4.6%	4.3%	0.2%	17.5%	20.8%	-2.8%	22.9%	26.1%	-2.6%
Mabton	7.8%	8.9%	-1.0%	37.8%	53.8%	-10.4%	48.6%	67.4%	-11.2%
Moxee	9.2%	9.8%	-0.5%	33.9%	35.6%	-1.2%	46.2%	48.8%	-1.7%
Naches	7.5%	8.3%	-0.8%	29.8%	37.6%	-5.6%	39.5%	49.1%	-6.4%
Selah	9.3%	12.1%	-2.4%	30.3%	48.6%	-12.3%	42.5%	66.5%	-14.4%
Sunnyside	7.9%	10.0%	-1.9%	30.6%	48.4%	-12.0%	40.9%	63.2%	-13.6%
Tieton	5.9%	6.1%	-0.1%	20.4%	20.1%	0.2%	27.5%	27.4%	0.1%
Toppenish	9.1%	10.0%	-0.8%	25.6%	32.4%	-5.1%	37.1%	45.6%	-5.8%
Union Gap	9.8%	8.1%	1.6%	30.9%	41.0%	-7.1%	43.7%	52.3%	-5.7%
Wapato	4.7%	7.1%	-2.2%	30.9%	36.0%	-3.8%	37.0%	45.6%	-5.9%
Yakima	8.5%	10.8%	-2.1%	32.5%	62.3%	-18.4%	43.8%	79.9%	-20.1%
Zillah	9.0%	11.4%	-2.1%	28.8%	49.7%	-14.0%	40.4%	66.7%	-15.8%
Yakima County	8.5%	10.3%	-1.7%	33.0%	52.8%	-13.0%	44.2%	68.6%	-14.4%
PM10 Area	8.9%	10.9%	-1.8%	33.0%	58.6%	-16.2%	44.8%	75.9%	-17.7%
CO Area	7.0%	8.9%	-1.7%	31.6%	65.9%	-20.7%	40.8%	80.6%	-22.1%

Growth rates were computed for each of these territories and are shown in **Table 21**.

Table 20 – Annual Growth Rates

Area	2020 to 2025 Growth Rate			2025 to 2045 Growth Rate			2020 to 2045 Growth Rate		
	VMT	VHT	Avg Speed	VMT	VHT	Avg Speed	VMT	VHT	Avg Speed
Grandview	2.1%	2.5%	-0.4%	1.7%	2.3%	-0.6%	1.8%	2.3%	-0.6%
Granger	1.0%	2.3%	-1.3%	1.1%	2.0%	-0.9%	1.0%	2.0%	-1.0%
Harrah	0.9%	0.9%	0.0%	0.8%	1.0%	-0.1%	0.8%	0.9%	-0.1%
Mabton	1.5%	1.7%	-0.2%	1.6%	2.2%	-0.5%	1.6%	2.1%	-0.5%
Moxee	1.8%	1.9%	-0.1%	1.5%	1.5%	-0.1%	1.5%	1.6%	-0.1%
Naches	1.5%	1.6%	-0.2%	1.3%	1.6%	-0.3%	1.3%	1.6%	-0.3%
Selah	1.8%	2.3%	-0.5%	1.3%	2.0%	-0.7%	1.4%	2.1%	-0.6%
Sunnyside	1.5%	1.9%	-0.4%	1.3%	2.0%	-0.6%	1.4%	2.0%	-0.6%
Tieton	1.2%	1.2%	0.0%	0.9%	0.9%	0.0%	1.0%	1.0%	0.0%
Toppenish	1.8%	1.9%	-0.2%	1.1%	1.4%	-0.3%	1.3%	1.5%	-0.2%
Union Gap	1.9%	1.6%	0.3%	1.4%	1.7%	-0.4%	1.5%	1.7%	-0.2%
Wapato	0.9%	1.4%	-0.4%	1.4%	1.6%	-0.2%	1.3%	1.5%	-0.2%
Yakima	1.6%	2.1%	-0.4%	1.4%	2.5%	-1.0%	1.5%	2.4%	-0.9%
Zillah	1.7%	2.2%	-0.4%	1.3%	2.0%	-0.7%	1.4%	2.1%	-0.7%
Yakima County	1.6%	2.0%	-0.3%	1.4%	2.1%	-0.7%	1.5%	2.1%	-0.6%
PM10 Area	1.7%	2.1%	-0.4%	1.4%	2.3%	-0.9%	1.5%	2.3%	-0.8%
CO Area	1.4%	1.7%	-0.3%	1.4%	2.6%	-1.2%	1.4%	2.4%	-1.0%

## 5.0 SUMMARY AND CONCLUSIONS

This report describes the methodology used, the calibration of the 2020 Travel Demand Model (TDM) for the Yakima Metropolitan Planning Organization (YVCOG). Model development and the preparation of this report was completed by Eco Resource Management Systems, Inc. (eRMSi). The model results compare favorably with national calibration standards, and the YVCOG existing year network can be considered calibrated and validated for the base year and may be used for forecasting traffic.

## Appendix E – Traffic Model

### YVCOG Model Documentation (Amendment)

This amendment factor in project revisions developed since the development of the 2022 YVCOG Regional Transportation Model 22.0 utilizing the models 2020 (“Base” year), 2025 (5-year “out” year) and 2045 (20-year “Forecast” Year) analysis years and establishing the percent changes of vehicle miles traveled (VMT), vehicle hours traveled (VHT), and average speed.

Between 2025 and 2045; countywide (MPA) VMT is anticipated to increase by 1.5%, VHT to increase 2.1% and Average speed to drop by 0.7%.

**Table 18 – Summary Statistics**

AREA	2020			2025			2045		
	VMT	VHT	Ave. Speed	VMT	VHT	Ave. Speed	VMT	VHT	Ave. Speed
Grandview	113,294	3,419	33	125,564	3,868	32	175,562	6,090	29
Granger	25,472	642	40	27,169	701	39	33,024	1,053	31
Harrah	678	23	29	709	24	30	833	29	29
Mabton	10,182	315	32	10,951	343	32	15,115	528	29
Moxee	19,514	585	33	21,229	639	33	27,945	849	33
Naches	21,864	531	41	23,492	571	41	30,325	772	39
Selah	71,577	2,668	27	78,124	2,983	26	101,360	4,276	24
Sunnyside	195,449	5,606	35	211,051	6,168	34	275,586	9,153	30
Tieton	4,538	164	28	4,811	174	28	5,787	209	28
Toppenish	36,142	1,269	28	39,313	1,390	28	49,902	1,873	27
Union Gap	178,113	5,412	33	194,942	5,848	33	254,521	8,183	31
Wapato	21,695	723	30	22,920	782	29	29,808	1,055	28
Yakima	1,306,383	40,446	32	1,416,334	44,710	32	1,869,181	72,008	26
Zillah	34,633	860	40	37,619	954	39	48,714	1,438	34
Yakima County	5,496,368	131,685	42	5,963,693	145,231	41	7,922,935	220,765	36
PM10 Area	1,970,028	58,073	34	2,145,475	64,323	33	2,849,664	100,861	28
CO Area	420,876	14,035	30	448,970	15,226	29	594,436	25,283	24

**Table 19 – Percentage Change in Summary Statistics**

AREA	2020 to 2025 % Change			2025 to 2045 % Change			2020 to 2045 % Change		
	VMT	VHT	Ave. Speed	VMT	VHT	Ave. Speed	VMT	VHT	Ave. Speed
Grandview	10.8%	13.1%	-2.0%	39.8%	57.4%	-11.2%	55.0%	78.1%	-13.0%
Granger	6.7%	9.2%	-2.3%	21.6%	50.2%	-19.1%	29.6%	64.0%	-21.0%
Harrah	4.6%	4.3%	0.2%	17.5%	20.8%	-2.8%	22.9%	26.1%	-2.6%
Mabton	7.6%	8.9%	-1.2%	38.0%	53.9%	-10.3%	48.4%	67.6%	-11.4%
Moxee	8.8%	9.2%	-0.4%	31.6%	32.9%	-0.9%	43.2%	45.1%	-1.3%
Naches	7.4%	7.5%	-0.1%	29.1%	35.2%	-4.5%	38.7%	45.4%	-4.6%
Selah	9.1%	11.8%	-2.4%	29.7%	43.3%	-9.5%	41.6%	60.3%	-11.6%
Sunnyside	8.0%	10.0%	-1.9%	30.6%	48.4%	-12.0%	41.0%	63.3%	-13.6%
Tieton	6.0%	6.1%	-0.1%	20.3%	20.1%	0.1%	27.5%	27.4%	0.1%
Toppenish	8.8%	9.5%	-0.7%	26.9%	34.7%	-5.8%	38.1%	47.6%	-6.5%
Union Gap	9.4%	8.1%	1.3%	30.6%	39.9%	-6.7%	42.9%	51.2%	-5.5%
Wapato	5.6%	8.2%	-2.3%	30.1%	34.9%	-3.6%	37.4%	45.9%	-5.8%
Yakima	8.4%	10.5%	-1.9%	32.0%	61.1%	-18.1%	43.1%	78.0%	-19.6%
Zillah	8.6%	10.9%	-2.1%	29.5%	50.7%	-14.1%	40.7%	67.2%	-15.9%
Yakima County	8.5%	10.3%	-1.6%	32.9%	52.0%	-12.6%	44.1%	67.6%	-14.0%
PM10 Area	8.9%	10.8%	-1.7%	32.8%	56.8%	-15.3%	44.7%	73.7%	-16.7%
CO Area	6.7%	8.5%	-1.7%	32.4%	66.1%	-20.3%	41.2%	80.1%	-21.6%

**Table 20 – Annual Growth Rate**

AREA	2020 to 2025 Growth Rate			2025 to 2045 Growth Rate			2020 to 2045 Growth Rate		
	VMT	VHT	Ave. Speed	VMT	VHT	Ave. Speed	VMT	VHT	Ave. Speed
Grandview	2.1%	2.5%	-0.4%	1.7%	2.3%	-0.6%	1.8%	2.3%	-0.6%
Granger	1.3%	1.8%	-0.5%	1.0%	2.1%	-1.1%	1.0%	2.0%	-0.9%
Harrah	0.9%	0.9%	0.0%	0.8%	1.0%	-0.1%	0.8%	0.9%	-0.1%
Mabton	1.5%	1.7%	-0.2%	1.6%	2.2%	-0.5%	1.6%	2.1%	-0.5%
Moxee	1.7%	1.8%	-0.1%	1.4%	1.4%	0.0%	1.4%	1.5%	-0.1%
Naches	1.4%	1.5%	0.0%	1.3%	1.5%	-0.2%	1.3%	1.5%	-0.2%
Selah	1.8%	2.3%	-0.5%	1.3%	1.8%	-0.5%	1.4%	1.9%	-0.5%
Sunnyside	1.5%	1.9%	-0.4%	1.3%	2.0%	-0.6%	1.4%	2.0%	-0.6%
Tieton	1.2%	1.2%	0.0%	0.9%	0.9%	0.0%	1.0%	1.0%	0.0%
Toppenish	1.7%	1.8%	-0.1%	1.2%	1.5%	-0.3%	1.3%	1.6%	-0.3%
Union Gap	1.8%	1.6%	0.3%	1.3%	1.7%	-0.3%	1.4%	1.7%	-0.2%
Wapato	1.1%	1.6%	-0.5%	1.3%	1.5%	-0.2%	1.3%	1.5%	-0.2%
Yakima	1.6%	2.0%	-0.4%	1.4%	2.4%	-1.0%	1.4%	2.3%	-0.9%
Zillah	1.7%	2.1%	-0.4%	1.3%	2.1%	-0.8%	1.4%	2.1%	-0.7%
<b>Yakima County</b>	<b>1.6%</b>	<b>2.0%</b>	<b>-0.3%</b>	<b>1.4%</b>	<b>2.1%</b>	<b>-0.7%</b>	<b>1.5%</b>	<b>2.1%</b>	<b>-0.6%</b>
PM10 Area	1.7%	2.1%	-0.3%	1.4%	2.3%	-0.8%	1.5%	2.2%	-0.7%
CO Area	1.3%	1.6%	-0.3%	1.4%	2.6%	-1.1%	1.4%	2.4%	-1.0%

## APPENDIX F REGIONAL AND JURISDICTIONAL PROJECT LIST



## Appendix F - 2024 Regionwide Project List - Per Region

		Secured Funds b/n 2024-2027 Financially Constrained												\$ - Up to \$2 Million	Short Term (2024-2027)
														\$ - \$2 - \$10 Million	Mid Term (2028-2035)
														\$ - \$10 Million	Long Term (2036-2045)
Map Site ID	Map Sub-region	Fiscal Constraint Status	Lead Agency	Jurisdiction Priority	Secured or Planned	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame	
C-1	Central	Other High Priority Projects	Union Gap	5	Planned	Main Street Reconstruction	W.Franklin Street	S. City Limits	Reconstruct, widen, curb, gutter, sidewalk, ACP, storm drainage, illumination, signalization	Reconstruction	5.100	5.100	\$\$	Mid	
C-2	Central	Other High Priority Projects	Union Gap	9	Planned	Regional Beltway Phase 2 Stage 2B	N. Boundary Fullbright PK	HWY 97	New construction, 4-lane w/one roundabouts,overpass curb, gutter, storm, pathway / bicycle lanes	New Construction	17.800	17.800	\$\$\$	Short	
C-3	Central	Other High Priority Projects	Union Gap	14	Planned	Goodman Road	Ahtanum Road	Valley Mall Boulevard	Construct structural overlays on arterial roadways	New Construction	2.100	3.100	\$\$	Long	
C-4	Central	Other High Priority Projects	Union Gap	18	Planned	Old Town Road Reconstruction	Main Street	Valley Mall Boulevard	Reconstruction, curb, gutter, sidewalk	Reconstruction	1.463	2.505	\$\$	Short	
C-5	Central	Other High Priority Projects	Union Gap	19	Planned	North Rudkin Road Reconstruction	East Mead Avenue	I-82 Valley Mall Blvd Int.	Partner with City of Yakima to reconstruct roadway including excavation, curb and gutter, sidewalk, crushed surfacing, hot mix asphalt, storm drainage, and illumination	Reconstruction	1.193	2.300	\$\$	Long	
C-6	Central	Other High Priority Projects	Union Gap	10	Planned	Ahtanum Road Reconstruction Phase 2	Goodman Road	16th Avenue	Reconstruct and widen to include curb, gutter, sidewalk, HMA, storm drainage, illumination, bridge, and culvert replacement	Reconstruction	4.554	6.827	\$\$	Mid	
C-7	Central	Other High Priority Projects	Union Gap	16	Planned	South 12th Avenue	Valley Mall Boulevard	Wide Hollow Creek	Reconstruct roadway including excavation, curb and gutter, sidewalk, crushed surfacing, hot mix asphalt, storm drainage improvements, and illumination	Reconstruction	0.350	0.683	\$	Mid	
C-8	Central	Other High Priority Projects	Union Gap	26	Planned	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	\$\$	Long	
C-9	Central	Fiscally Constrained	Union Gap		Secured	10th Avenue Bridge Replacement	Wide Hollow Creek		Replace existing Bridge	CN Only	1.200	1.200	\$	Short	
C-10	Central	Other High Priority Projects	Union Gap		Planned	Ahtanum Road Reconstruction	Goodman Road	E. Main St.	Reconstruct and widen to include curb, gutter, sidewalk, HMA, storm drainage, and illumination.	Preservation	1.000	2.000	\$\$	Long	
C-11	Central	Other High Priority Projects	Union Gap		Planned	Valley Mall Resurfacing	S. 3rd Ave.	W. Washington Ave.	Grind and overlay existing roadway including, paving fabric, HMA, new stripin, and installation of signal detection loops.	Preservation	2.000	3.500	\$\$	Long	
C-12	Central	Other High Priority Projects	Union Gap	21	Planned	Goodman Road Bridge	Wide Hollow Creek		Replace existing Bridge	Reconstruction	2.265	2.619	\$\$	Long	
C-13	Central	Other High Priority Projects	Union Gap	5	Planned	Downtown Future Initiatives	North City Limits	South City Limits	Sidewalk modifications & other improvements to be determined	Non-Motorized	0.010	0.010	\$	Short	
C-14	Central	Other High Priority Projects	Union Gap	11	Planned	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	
C-15	Central	Other High Priority Projects	Union Gap	15	Planned	School Safety Projects	Various Locations		Citywide crossing flashers, sidewalks, signing	Safety	0.080	0.080	\$	Short	
C-16	Central	Other High Priority Projects	Union Gap	20	Planned	Roadway Citywide Shoulder Improvements	Citywide		Citywide shoulder improvements - PM10 abatement	Environmental	0.175	0.186	\$	Short	
C-17	Central	Other High Priority Projects	Union Gap	22	Planned	Citywide Transportation Planning Projects	Citywide		Various transportation, traffic operations, and safety related planning activities and main street revitalization plan	Planning/Safety	0.050	0.054	\$	Short	
C-18	Central	Other High Priority Projects	Union Gap	23	Planned	Storm Drain / Vegetation	Citywide		Citywide Storm Drain Maintenance	Preservation	0.040	0.040	\$	Short	
C-19	Central	Other High Priority Projects	Union Gap	24	Planned	Signal Upgrades - Local Selection	Citywide		Upgrade signals	Intersection/Operations	0.225	0.245	\$	Short	
C-20	Central	Other High Priority Projects	Union Gap	27	Planned	Pathway/Sidewalk Project	Citywide		Construct sidewalk/pathways at various locations	Non-Motorized	1.100	1.265	\$\$	Mid	
C-21	Central	Fiscally Constrained	WSDOT		Secured	SR 24/I-82 to Riverside Rd - Paving	I-82 to Riverside Rd		This project will grind and resurface the existing roadway to extend the life of the pavement.	Preservation	1.369	1.369	\$	Short	
C-22	Central	Fiscally Constrained	WSDOT		Secured	I-82/Naches & Yakima River Bridges- Joint Repair	Selah Gap		This project will replace the existing joints to provide a smoother ride and preserve the structural integrity of the bridges.	Preservation	1.530	1.530	\$	Mid	
C-23	Central	Fiscally Constrained	WSDOT		Secured	I-82/Naches & Yakima River Bridges - Bridge Painting	Selah Gap		This project will clean and paint the existing steel surfaces to preserve the structural integrity of the bridge.	Preservation	16.329	16.329	\$\$\$	Mid	
C-24	Central	Fiscally Constrained	WSDOT		Secured	I-82/Yakima Vicinity - Deck Rehabilitation	Terrace Heights, N First Street & Elm Street		This project will repair and resurface the existing bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.	Preservation	2.500	2.500	\$\$	Mid	
C-25	Central	Fiscally Constrained	WSDOT		Secured	I-82/Yakima to Union Gap - Corridor Improvements	US 12 to SR 24		This project will increase capacity on I-82 between the US 12 interchange and the SR 24/Nob Hill Blvd interchange, replacing bridges, and improving on/off connections. This project in conjunction with related City of Yakima and Yakima County system improvements will reduce congestion and the risk of collisions.	Congestion	64.413	64.413	\$\$\$	Mid	
C-26	Central	Fiscally Constrained	WSDOT		Secured	I-82/N First St to Valley Mall Blvd - Paving	I-82 N First St to Valley Mall Blvd		This project will pave per recommendations from the materials report	Preservation	15.300	15.300	\$\$\$	Mid	
C-27	Central	Fiscally Constrained	WSDOT		Secured	I-82/Yakima Vic Interchange - Paving	Nob Hill Blvd & Yakima Ave Interchanges		This project will pave the ramps per recommendations from the materials report	Preservation	6.200	6.200	\$\$	Mid	
C-28	Central	Fiscally Constrained	WSDOT		Secured	I-82/Yakima River Bridges at Union Gap - Joint Repair	Yakima River Bridges at Union Gap		This project will replace the existing joints to provide a smoother ride and preserve the structural integrity of the bridges.	Preservation	0.835	0.835	\$	Mid	
C-29	Central	Fiscally Constrained	WSDOT		Secured	US 12/Ackley Rd/Clover Lane - Intersection Safety Improvements	Ackley Road/Clover Lane and US 12		This project will construct an eastbound right turn acceleration lane on US 12 to prevent freight and passenger vehicle collisions at this intersection.	Safety	0.998	1.074	\$	Short	
C-30	Central	Fiscally Constrained	WSDOT		Secured	US 12/Old Naches Highway - Build Interchange	Old Naches Highway		Constructing a new interchange, we will separate cross-traffic and improve the overall safety and operation of the highway.	Safety	38.440	38.440	\$\$\$	Long	
C-31	Central	Other Priority Projects	WSDOT		Planned	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	
C-32	Central	Other Priority Projects	WSDOT		Planned	US 12 / Cowiche Creek Bridge	US 12 Cowiche Creek		Construct longer bridge for flood management	Resiliency	17.000	17.000	\$\$\$	Long	

C-33	Central	Fiscally Constrained	Yakima	1	Secured	North 1st Street Revitalization Phase 3	MLK Boulevard	"J" Street	Reconstruct and improve existing road w/pavement and lane markings, illumination, median islands, pedestrian environment improvements	Reconstruction	13.400	13.400	\$\$\$	Short
C-34	Central	Other High Priority Projects	Yakima	56	Planned	I-82 & Cascade Parkway	East "H" Street	I-82	Construct interchange to Cascade Parkway by WSDOT	New Construction	30.000	30.000	\$\$\$	Short
C-35	Central	Other High Priority Projects	Yakima	45	Planned	East Yakima Avenue & Fair Avenue Signalization	East Yakima Avenue	Fair Avenue	Install Traffic Signal	Intersection/Operations	1.000	1.030	\$\$	Short
C-36	Central	Other High Priority Projects	Yakima	9	Planned	East "H" Street Extension, Phase 1	1st Street	7th Street	Reconstruct and widen existing roadway, including water, sewer, curb, gutter, sidewalk, street lighting and storm drainage system	Reconstruction	9.000	9.000	\$\$	Short
C-37	Central	Other High Priority Projects	Yakima	8	Planned	Bravo Company Boulevard	H' Street	Fair Avenue	Construct a new road, water, sewer, curbs, gutters, sidewalks for future development	New Construction	12.000	12.000	\$\$\$	Short
C-38	Central	Other High Priority Projects	Yakima	34	Planned	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	2.400	2.500	\$\$	Short
C-39	Central	Other High Priority Projects	Yakima	22	Planned	18th Street Underpass	Yakima Avenue	18th Street	Replace the bridge on E. Yakima Avenue that crosses over 18th Street	Reconstruction	4.108	4.108	\$\$	Short
C-40	Central	Fiscally Constrained	Yakima	18	Secured	2024 Northside Alley Paving	N. 6th Avenue	Willow Street	Pave approximately 4500 LF of north/south alleys between N 6th Avenue and N 3rd Avenue, from W 'D' Street to Willow Street	Environmental	0.500	0.500	\$	Short
C-41	Central	Other High Priority Projects	Yakima	15	Planned	S. 80th Avenue Box Culvert	Wide Hollow Road	Plath Avenue	Install box culvert adjacent to the 80th Avenue Bridge to reduce flooding issues	New Construction	0.500	0.500	\$	Short
C-42	Central	Other High Priority Projects	Yakima	16	Planned	Wide Hollow Road Box Culvert	89th Avenue	88th Avenue	Install box culvert adjacent to the Wide Hollow Road Bridge to reduce flooding issues	Reconstruction	0.500	0.500	\$	Short
C-43	Central	Other High Priority Projects	Yakima	10	Planned	E. H Street Rehabilitation	Bravo Co. Boulevard	N. 1st Street	Reconstruct roadway, water, sewer, curb, gutter, sidewalk, street lighting and drainage system	Reconstruction	9.000	9.000	\$\$	Short
C-44	Central	Other High Priority Projects	Yakima	12	Planned	34th Avenue & Fruitvale Boulevard, and 34th Avenue and River Road Roundabouts	Intersection: 34th Avenue and Fruitvale Blvd., 34th Ave and River Rd		Install Roundabouts	Intersection / Operations	3.100	3.100	\$\$	Short
C-45	Central	Other High Priority Projects	Yakima	46	Planned	South 3rd Avenue & Washington Avenue Signal	Intersection: South 3rd Avenue & Washington Avenue		Signal Upgrade	Intersection / Operations	0.500	0.500	\$	Mid
C-46	Central	Other High Priority Projects	Yakima	29	Planned	South 1st Street and East Washington Avenue Intersection Improvement	Intersection: South 1st Street & East Washington Avenue		Realign intersection, widen E. Washington Ave. for additional lane, replace curb, gutter, sidewalk, and construct new signal.	Intersection/Operations	2.000	2.706	\$\$	Mid
C-47	Central	Other High Priority Projects	Yakima	35	Planned	South 48th Avenue Reconstruction	Summitview Avenue	Nob Hill Boulevard	Reconstruct and widen, install curb, gutter, sidewalk street lighting and drainage system	Reconstruction	3.090	3.300	\$\$	Mid
C-48	Central	Other High Priority Projects	Yakima	39	Planned	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
C-49	Central	Other High Priority Projects	Yakima	30	Planned	Washington Avenue & Longfiber Road Intersection Improvements	Intersection: Longfiber Road & Washington Avenue		Improve the Washington Avenue-Longfiber Road intersection by construction of channelization, a signal, or a roundabout.	Reconstruction	1.023	1.250	\$\$	Short
C-50	Central	Other High Priority Projects	Yakima	40	Planned	East Nob Hill Boulevard and South 18th Street	Intersection: East Nob Hill Boulevard & South 18th Street		Widen south leg for double LT from westbound Nob Hill, curb, gutter, sidewalk, upgrade traffic signal system, possibly tie to WSDOT project	Intersection/Operations	0.878	1.000	\$\$	Mid
C-51	Central	Other High Priority Projects	Yakima	37	Planned	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
C-52	Central	Other High Priority Projects	Yakima	31	Planned	East Nob Hill Boulevard Reconstruction	South 6th Street	South 18th Street	Reconstruct and widen existing Roadway; Intersection Improvements	Reconstruction	9.442	10.642	\$\$\$	Mid
C-53	Central	Fiscally Constrained	Yakima	42	Secured	S. 72nd Avenue and W. Washington Avenue Improvements	Intersection: South 72nd Avenue & West Washington Avenue		Intersection improvement - construct roundabout	Intersection/Operations	2.000	2.000	\$\$	Short
C-54	Central	Other High Priority Projects	Yakima	32	Planned	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
C-55	Central	Other High Priority Projects	Yakima	33	Planned	16th Avenue and Fruitvale Boulevard	Intersection: 16th Avenue & Fruitvale Boulevard		Replace traffic signal system, increase curb radii, install ADA ramps	Intersection/Operations	1.269	1.400	\$\$	Mid
C-56	Central	Other High Priority Projects	Yakima	49	Planned	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	2.232	2.350	\$\$	Mid
C-57	Central	Other High Priority Projects	Yakima	54	Planned	88th Avenue Sidewalk	Tieton Drive	Summitview Avenue	Construct curb, gutter, sidewalk, Stormwater runoff treatment on the east side of 88th	Non-Motorized	0.658	0.658	\$	Short
C-58	Central	Other High Priority Projects	Yakima	55	Planned	64th Avenue Roadway Widening	Washington Avenue	Nob Hill Boulevard	Widen roadway, curb, gutter, sidewalks, illumination, drainage	Widening	2.081	2.143	\$\$	Mid
C-59	Central	Other High Priority Projects	Yakima	61	Planned	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
C-60	Central	Other High Priority Projects	Yakima		Planned	Bravo Company Boulevard	Fair Avenue	H' Street	Construct a new road, water, sewer, curbs, gutters, sidewalks	New Construction	8.500	8.500	\$\$	Mid
C-61	Central	Other High Priority Projects	Yakima	36	Planned	Powerhouse Road and Englewood Avenue Intersection Improvements	Intersection: Powerhouse Road & Englewood Avenue		Intersection realignment, curb, gutter, sidewalk, install traffic signal or roundabout	Reconstruction	0.700	1.015	\$	Mid
C-62	Central	Other High Priority Projects	Yakima	28	Planned	US 12 & 16th Avenue Interchange	16th Avenue	US 12	Upgrade interchange by constructing a roundabout	Reconstruction	1.000	1.250	\$\$	Long
C-63	Central	Other High Priority Projects	Yakima	38	Planned	Tieton Drive and South 5th Avenue Intersection Project	Intersection: Tieton Drive & 5th Avenue		Replace traffic signal with roundabout	Reconstruction	1.470	1.500	\$	Long
C-64	Central	Other High Priority Projects	Yakima	41	Planned	South 48th Avenue and Summitview Avenue Signalization	Intersection: 48th Avenue & Summitview Avenue		Install Traffic Signal	Intersection/Operations	0.693	0.755	\$	Long
C-65	Central	Other High Priority Projects	Yakima	48	Planned	South 66th Avenue	Scenic Drive	Summitview Avenue	Reconstruct and widen roadway, curb, gutter, sidewalk, drainage system and utilities	Reconstruction	2.500	2.500	\$\$	Long
C-66	Central	Other High Priority Projects	Yakima	43	Planned	40th Avenue and Englewood Avenue	Intersection: 40th Avenue & Englewood Avenue		Replace traffic signal poles, upgrade controller	Intersection/Operations	0.500	0.500	\$	Long
C-67	Central	Other High Priority Projects	Yakima	52	Planned	South 80th Avenue - Tieton Drive to Zier Road	Tieton Drive	Zier Road	Major widening, curb, gutter, sidewalk	Widening	2.519	2.670	\$\$	Long
C-68	Central	Other High Priority Projects	Yakima	50	Planned	Englewood Avenue - N. 40th Avenue to N. 56th Avenue	North 40th Avenue	N 56th Avenue	Widen roadway, curb, gutter, sidewalk	Widening	3.411	3.718	\$\$	Long
C-69	Central	Other High Priority Projects	Yakima	51	Planned	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
C-70	Central	Other High Priority Projects	Yakima	44	Planned	West Nob Hill Boulevard Sidewalks	South 16th Avenue	South 6th Street	Install missing sidewalks on south side of Nob Hill	Non-Motorized	1.000	1.100	\$	Long

C-71	Central	Other High Priority Projects	Yakima	53	Planned	Englewood Avenue	24th Avenue	40th Avenue	Reconstruct roadway, widen, curb, gutter, sidewalks, sewer, water and illumination	Reconstruction	3.854	4.316	\$\$	Long
C-72	Central	Other High Priority Projects	Yakima	60	Planned	North/ South Connector	Ahtanum Road	Summitview Extension	Corridor study to determine the best location for a north/south limited access route in West Valley	Study	0.500	0.500	\$	Long
C-73	Central	Other High Priority Projects	Yakima	58	Planned	40th Avenue Corridor	SR12	Washington Avenue	Study to determine strategies for improving the 40th Avenue corridor	Study	0.200	0.200	\$	Long
C-74	Central	Other High Priority Projects	Yakima	59	Planned	Nob Hill Boulevard Corridor	I-82	South 16th Avenue	Study to determine strategies for improving the Nob Hill Boulevard corridor	Study	0.200	0.200	\$	Long
C-75	Central	Other High Priority Projects	Yakima	57	Planned	16th Avenue Corridor	SR12	Washington Avenue	Study to determine strategies for improving the 16th Avenue corridor	Study	0.200	0.200	\$	Long
C-76	Central	Other High Priority Projects	Yakima		Planned	Westside Transit Center	Park & Ride Facility - West Side		Construct a West Side Transit Center (park & ride)	Transit	16.000	16.960	\$\$\$	Long
C-77	Central	Other High Priority Projects	Yakima		Planned	Occidental Road Reconstruction	64th Avenue	86th Avenue	Reconstruct roadway, curb, gutter, sidewalk, street lighting and drainage	Reconstruction	10.000	10.000	\$\$\$	Long
C-78	Central	Other High Priority Projects	Yakima		Planned	40th Avenue and Powerhouse Road Intersection	40th Avenue	Powerhouse Road	Construct SB right turn lane	New Construction	0.150	0.150	\$	Long
C-79	Central	Fiscally Constrained	Yakima		Secured	40th Avenue and Fruitvale Blvd Roundabout	40th Avenue	Fruitvale Boulevard	Roundabout, Rectangular Rapid Flashing Beacons (RRFB), New Marked Crosswalk, Green Pavement/Bicycle Intersection Crossing Markings, ADA Curb Ramps, Audible Pedestrian Signal, Bicycle Wayfinding Signs/Markings, Shared-use Path/Trail	Intersection/Operations	2.000	2.000	\$\$	Short
C-80	Central	Fiscally Constrained	Yakima		Secured	3rd Avenue and Division Street Intersection	3rd Avenue	Division Street	Install Traffic Signal	Intersection/Operations	0.500	0.500	\$	Short
C-81	Central	Other High Priority Projects	Yakima		Planned	Washington Avenue and 48th Avenue Intersection	Washington Avenue	48th Avenue	Construct right turn lane from 48th Avenue onto WB Washington Avenue	Intersection/Operations	0.125	0.125	\$	Long
C-82	Central	Other High Priority Projects	Yakima		Planned	40th Avenue and Tieton Drive Intersection	40th Avenue	Tieton Drive	Add dual left-turn lanes when needed. Project may change based on 40th Avenue Access Management Plan.	Intersection/Operations	6.000	6.000	\$\$	Long
C-83	Central	Other High Priority Projects	Yakima		Planned	40th Avenue and Nob Hill Blvd Intersection	40th Avenue	Nob Hill Boulevard	Add dual left-turn lanes when needed. Project may change based on 40th Avenue Access Management Plan.	Intersection/Operations	6.000	6.000	\$\$	Long
C-84	Central	Other High Priority Projects	Yakima		Planned	16th Avenue and Lincoln Avenue Intersection	16th Avenue	Lincoln Avenue	Add dual left-turn lanes when needed. Project may change based on 16th Avenue Access Management Plan and Lincoln Ave/MLK Blvd Realignment Study.	Intersection/Operations	6.000	6.000	\$\$	Long
C-85	Central	Other High Priority Projects	Yakima		Planned	16th Avenue and Nob Hill Blvd Intersection	16th Avenue	Nob Hill Boulevard	Add dual left-turn lanes when needed. Project may change based on 16th Avenue Access Management Plan.	Intersection/Operations	6.000	6.000	\$\$	Long
C-86	Central	Other High Priority Projects	Yakima		Planned	3rd Avenue and Nob Hill Blvd Intersection	3rd Avenue	Nob Hill Boulevard	Add dual left-turn lanes on northbound and southbound approaches when needed.	Intersection/Operations	3.000	3.000	\$\$	Long
C-87	Central	Other High Priority Projects	Yakima		Planned	Nob Hill Boulevard and 1st Street Intersection	Nob Hill Boulevard	1st Street	Add dual left-turn lanes when needed.	Intersection/Operations	7.000	7.000	\$\$	Long
C-88	Central	Other High Priority Projects	Yakima		Planned	Lincoln Ave & MLK Blvd Realignment Study (Auto and Bike Mobility)	Lincoln Avenue: 16th Ave to 5th Ave; Pierce Ave: Lincoln Ave to Summitview Ave		Study the option of orienting the west end of the Lincoln/MLK complex south to Summitview, and converting Lincoln Ave (16th to Pierce) to 3 lanes with bike lanes. Pierce Ave would be widened (to the east) to 5 lanes between Summitview Ave and MLK Blvd. Intersection of Summitview Ave/Pierce Ave would have dual eastbound left-turns and dual southbound right turns. Need to improve both auto and bike east-west mobility in area.	Study	0.250	0.250	\$	Mid
C-89	Central	Other High Priority Projects	Yakima		Planned	Washington Ave Corridor Study	Washington Ave: 16th Ave to 1st St		Study feasibility of converting corridor from 4 to 3 lanes. Could reduce or eliminate need for improvements at 16th St, Longfiber Rd, and 1st St. Increases safety along corridor and reduces conflicts at the at-grade railroad crossing.	Study	0.150	1.150	\$	Mid
C-90	Central	Other High Priority Projects	Yakima		Planned	I Street (6th Ave-3rd St)	6th Avenue	3rd Street	Upgrade street to urban standards by constructing curb, gutter, sidewalk, and bike lanes. Keep at two vehicle lanes, no center vehicle median.	Reconstruction	4.140	4.140	\$\$	Mid
C-91	Central	Other High Priority Projects	Yakima		Planned	Fruitvale Blvd to H Street Connection (5th-1st)	5th Avenue	1st Street	Construct new arterial roadway to connect the Fruitvale Blvd and H St corridors to provide a continuous east-west corridor. RR crossing would be grade separated.	New Construction	25.000	25.000	\$\$\$	Long
C-92	Central	Other High Priority Projects	Yakima		Planned	24th Avenue	Nob Hill Boulevard	Washington Avenue	Widen roadway and add bike lanes	Reconstruction			\$\$	Long
C-93	Central	Other High Priority Projects	Yakima		Planned	24th Avenue	Wide Hollow Creek		Replace Wide Hollow Creek Bridge superstructure along with roadway and sidewalks.	Reconstruction	2.500	2.500	\$\$	Mid
C-94	Central	Other High Priority Projects	Yakima		Planned	48th Avenue	Wide Hollow Creek		Replace Wide Hollow Creek bridge.	Reconstruction	4.000	4.000	\$\$	Long
C-95	Central	Other High Priority Projects	Yakima		Planned	16th Avenue	Tahoma Cemetery	Washington Avenue	Install sidewalks along west side of 16th Avenue	Non-Motorized	0.107	0.107	\$	Mid
C-96	Central	Other High Priority Projects	Yakima		Planned	16th Avenue and Mead Avenue	Intersection: 16th Avenue and Mead Avenue		Install Traffic Signal	Intersection/Operations	0.750	0.750	\$	Long
C-97	Central	Other High Priority Projects	Yakima		Planned	Nob Hill Elementary School Safety Improvements	School Vicinity		Various pedestrian safety improvements in the vicinity of Nob Hill Elementary School, such as new sidewalk and constructing ADA ramps.	New Construction	0.744	0.744	\$	Short
C-98	Central	Other High Priority Projects	Yakima		Planned	Browne Avenue Sidewalk	7th Avenue	16th Avenue	Replace damaged sidewalk panels	Reconstruction	0.379	0.379	\$	Short
C-99	Central	Fiscally Constrained	Yakima		Secured	E Nob Hill Blvd & Fair Ave I/S Improvements	Intersection: Nob Hill Blvd and Fair Avenue		Widen Nob Hill Boulevard through the intersection, construct left-turn lane, curb, gutter, sidewalk, street lighting and drainage. Upgrade signal, including mast arm structures.	Intersection/Operations	1.365	1.365	\$	Short
C-100	Central	Other High Priority Projects	Yakima		Planned	Tieton Drive Resurfacing	S. 48th Ave.	S. 72nd Ave.	Grind and overlay, and ADA curb ramp replacement	Preservation	1.508	1.508	\$	Short
C-101	Central	Other High Priority Projects	Yakima		Planned	Powerhouse Road Multi-Use Path	40th Avenue/US 12 I/S	Powerhouse Road	Construct 10-foot wide multi-use path from 40th Avenue/US 12 intersection to Powerhouse Road.	New Construction	0.434	0.434	\$	Mid
C-102	Central	Other High Priority Projects	Yakima		Planned	N 1st St & R St Signal	Intersection: N 1st St and R St		Install traffic signal at the intersection.	Intersection/Operations	0.542	0.542	\$	Mid
C-103	Central	Other High Priority Projects	Yakima		Planned	16th Avenue and Tieton Drive Intersection Improvements	Intersection: 16th Avenue and Tieton Drive		Reconstruct and widen 16th Avenue and Tieton Drive by adding left turn lanes for all movements at the intersection. Upgrade the traffic signal.	Intersection/Operations	4.038	4.038	\$\$	Mid
C-104	Central	Other High Priority Projects	Yakima		Planned	Fair Avenue Sidewalk	Pacific Avenue	Nob Hill Boulevard	Construct sidewalk on west side of roadway.	Non-Motorized	0.501	0.501	\$	Short

C-105	Central	Other High Priority Projects	Yakima		Planned	Nob Hill Boulevard Sidewalk	12th Street	14th Street	Construct sidewalk on south side of roadway.	Non-Motorized	0.176	0.176	\$	Mid
C-106	Central	Fiscally Constrained	Yakima		Secured	6th Avenue Roadway Improvements	Walnut Street	River Road	Reconstruct roadway including trolley provisions.	Reconstruction	7.565	7.565	\$\$	Short
C-107	Central	Other High Priority Projects	Yakima		Planned	Mead Avenue Pedestrian Signal	Intersection: Mead Avenue and 10th Avenue		Install pedestrian signal at the east leg of the intersection.	Non-Motorized	0.418	0.418	\$	Mid
C-108	Central	Other High Priority Projects	Yakima		Planned	N. 16th Avenue Sidewalk	River Road	"J" Street	Construct sidewalk on west side of roadway.	Non-Motorized	0.209	0.209	\$	Mid
C-109	Central	Other High Priority Projects	Yakima		Planned	West Valley Schools Pedestrian Bridge	S. 75th Avenue	WV Community Park	Construct new pedestrian bridge over Wade Hollow creek connecting S. 75th Avenue to WV Park and schools	Non-Motorized	2.000	2.000	\$\$	Short
C-110	Central	Other High Priority Projects	Yakima		Planned	Coolidge Road from 72nd Ave to 84th Ave - Roadway Improvements	72nd Avenue	84th Avenue	Rehabilitate existing pavement and update roadway to current city standards.	Reconstruction	1.500	1.500	\$	Short
C-111	Central	Other High Priority Projects	Yakima		Planned	Prasch Avenue Sidewalk Improvements	S. 16th Avenue	S. 20th Avenue	Construct sidewalks against existing curbing on Prasch Avenue from S. 16th Avenue to S. 20th Avenue	Non-Motorized	0.128	0.128	\$	Long
C-112	Central	Other High Priority Projects	Yakima		Planned	Citywide Bicycle and Pedestrian Improvements	Citywide		Construct bicycle and pedestrian improvements per the current Pedestrian Master Plan and per the Bicycle Master Plan	Non-Motorized	7.000	7.000	\$\$	Mid/Long
C-113	Central	Fiscally Constrained	Yakima		Secured	2023 City Safety - Systemic Pedestrian Safety Improvements, Signal Upgrades; Curb Extensions at 5th Ave and D St I/S	Intersection: 5th Avenue and "D" Street		Upgrade signal controllers at 10 intersections to allow for leading pedestrian intervals. Install curb extensions at the intersection of 5th Avenue and "D" St. to improve pedestrian safety.	Intersection/Operations	0.317	0.317	\$	Short
C-114	Central	Fiscally Constrained	Yakima		Secured	2023 City Safety - Systemic Pedestrian and Bicycle Data Collection	Citywide		Collect pedestrian and bicycle counts at city street intersections to develop future local road safety plans.	Study	0.260	0.260	\$	Short
C-115	Central	Other High Priority Projects	Yakima County	4	Planned	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
C-116	Central	Other High Priority Projects	Yakima County	TBD	Planned	South 62nd Ave.	Meadowbrook Road	South Ahtanum Road	Reconstruct gravel road to 30th paved roadway	Reconstruction	0.045	0.050	\$	Long
C-117	Central	Other High Priority Projects	Yakima County	10	Planned	Wide Hollow Road	Yakima City Limits	Cottonwood Canyon Road	Reconstruct to 3 lanes w/ curb, gutter, pedestrian and share bike facilities. Install signal at 96th Ave	Reconstruction	0.025	0.025	\$	Mid
C-118	Central	Fiscally Constrained	Yakima County	1b	Secured	E-W Corridor Right of Way and Construction	Yakima River East Bank (Terrace Heights)	I-82 Turnback Limits (Yakima)	New arterial connection including Yakima River Bridge, I-82 access modifications and connection to City of Yakima Mill Site	New Construction	64.144	64.144	\$\$\$	Short
C-119	Central	Fiscally Constrained	Yakima County	3	Secured	Ahtanum Road	South 26th Ave.	South 52nd Ave	Reconstruct to 3 lanes w/curb, gutter, sidewalk, illumination, bike lanes, and channelization	Reconstruction	3.540	3.540	\$\$	Short
C-120	Central	Fiscally Constrained	Yakima County	1c	Secured	E-W Corridor Construction	Yakima River east bank (Terrace Heights)	Butterfield RD Roundabout (Terrace Heights)	New Arterial connecting Terrace Heights to the Former Cascade Mill Site	New Construction	6.500	6.500	\$\$	Short
C-121	Central	Fiscally Constrained	Yakima County	TBD	Secured	Terrace Heights Drive	N 33rd Street (Terrace Heights)	39th Street (Terrace Heights)	Widen to 5 lanes and signalize intersection	Reconstruction	2.250	2.250	\$\$	Short
C-122	Central	Other High Priority Projects	Yakima County	TBD	Planned	S 52nd Ave	Ahtanum RD	Washington Ave (Yakima)	3 Lanes w/ curbs, gutters, sidewalks and on road bicycle facilities	Reconstruction	0.125	0.125	\$	Mid
C-123	Central	Other High Priority Projects	Yakima County	TBD	Planned	Ahtanum Road	South 52nd Ave	South 90th Ave	Reconstruct to 3 lanes w/curb, gutter, sidewalk, illumination, bike lanes, and channelization	Reconstruction	0.050	0.050	\$	Mid
C-124	Central	Other High Priority Projects	Yakima County	TBD	Planned	W Powerhouse RD	Yakima City Limits	S Naches RD	Reconstruct to 3 lanes w/curb, gutters, ped and on-road bike facilities	Reconstruction	1.900	1.900	\$\$	Short
C-125	Central	Other High Priority Projects	Yakima County	TBD	Planned	S 96th Ave	Spokane ST vicinity	Coolidge Ave	Reconstruct to 3 lanes w/curb, gutters, ped and on-road bike facilities	Reconstruction	0.025	0.025	\$	Mid
C-126	Central	Other High Priority Projects	Yakima County	TBD	Planned	S 41st Street	Polly LN vicinity	Kroum RD Vicinity	Reconstruct to 3 lanes w/curb, gutters, and sidewalks	Reconstruction	0.025	0.025	\$	Mid
C-127	Central	Other High Priority Projects	Yakima County	TBD	Planned	Cowiche Canyon RD	Cowiche Canyon Ln.	End of Road	Reconstruct gravel to 26' reduced standard BST roadway	Reconstruction	0.095	0.095	\$	Mid
C-128	Central	Other High Priority Projects	Yakima County	TBD	Planned	S Naches RD	W Powerhouse RD	Schuller Grade	Reconstruct to Yakima County Rural Collector Standard ( 12' Lanes, w/ 8' Shoulders) and Improve horizontal alignment	Reconstruction	1.400	14.857	\$\$\$	Mid
C-129	Central	Other High Priority Projects	Yakima Transit		Planned	ADA Accessable Vehicles			Purchase ADA Accessable Vehicles					Mid
C-130	Central	Other High Priority Projects	Yakima Transit		Planned	ADA Improvement Plan			Work with the City Streets, Planning, and Engineering Departments to identify and partially fund sidewalks installation throughout the Transit system to help individuals with mobility issues get to the bus stop.					Mid
C-131	Central	Fiscally Constrained	Yakima Transit		Secured	New Transit Base of Operations			New Transit location to house Yakima Transit Administrative offices, vehicles, low maintenance garage, cleaning bay, ticket booth, etc					Mid
C-132	Central	Other High Priority Projects	Yakima Transit		Planned	Westside Transfer location			Build a new Transfer station in west Yakima/West Valley within the next 6-10 years.					Mid
C-133	Central	Other High Priority Projects	Yakima Transit		Planned	YMCA Aquatics Center			Service enhancement					Mid
C-134	Central	Other High Priority Projects	Yakima Transit		Planned	Yakima Ellensburg Commuter			Service enhancement					Mid
C-135	Central	Other High Priority Projects	Yakima Transit		Planned	Vehicle Replacement			Vehicle replacement schedule is at a rate of 1.5 fixed-route buses and 3 paratransit vehicles each year.					Mid
C-136	Central	Other High Priority Projects	Yakima Transit		Planned	Sozo Sports Complex			Service enhancement					Mid
E-1	East	Other High Priority Projects	Grandview		Planned	SanitarySewer Trunk Main Replacement	Euclid Rd. to Dykstra Park		Replace the 21-inch sewer main.	Reconstruction	4.000	4.000	\$\$	Short
E-2	East	Other High Priority Projects	Grandview	8	Planned	Highland Road Improvements	Elm east	City Limits	Widen, curb, gutter, sidewalk, drainage, illumination, and surface	Widening	2.588	3.000	\$\$	Short
E-3	East	Other High Priority Projects	Grandview	7	Planned	Birch Avenue Improvements	Wine Country Road south	East Third Street	Curb, gutter, drainage	Reconstruction	0.410	0.475	\$	Mid
E-4	East	Other High Priority Projects	Grandview		Planned	Electrical upgrade to Butternut Well	N/A	N/A	Remove outdated electrical components and install new	Reconstruction	1.000	1.000	\$	Short
E-5	East	Other High Priority Projects	Grandview		Planned	Yakima Valley Highway #1327 Bridge Replacement	Yakima Valley Highway		Replace bridge and install provisions for pedestrian mobility	Replacement	1.500	2.016	\$\$	Short

E-6	East	Other High Priority Projects	Grandview		Planned	Elm Street E, #3 Bridge Replacement	Elm Street		Replace bridge and install provisions for pedestrian mobility	Replacement	1.250	2.128	\$\$	Mid
E-7	East	Other High Priority Projects	Grandview		Planned	Electrical/Building uprades to Forrest Lift Station	N/A	N/A	Remove outdated electrical equipment and install new/Demo failing building structures and replace	Reconstruction	2.000	2.000	\$\$	Short
E-8	East	Fiscally Constrained	Grandview		Secured	Wine Country Road Park and Ride Improvements	N/A	N/A	Resurface parking lot, add sidewalk, concrete driveway, bus shelter, amenities, pavement markings, and signage	Preservation/Reconstruction	0.405	0.405	\$	Short
E-9	East	Fiscally Constrained	Grandview		Secured	Stover Road Railroad Crossing Improvements	Wallace Way	Wine Country Road	Replace outdated railroad crossing equipment, railroad crossing surfacing, and pedestrian crossing and resurface roadway	Preservation/Reconstruction	1.087	1.087	\$	Short
E-10	East	Other High Priority Projects	Grandview		Planned	5th Street Resurfacing	Stassen Way	Grandridge Road	Grind and overlay asphalt surface, pavement markings, update sidewalk ramps to ADA standards	Preservation/Reconstruction	0.243	0.243	\$	Short
E-11	East	Other High Priority Projects	Grandview		Planned	Larson Street Improvements	South Fifth Street	Queen Street	Roadway reconstruction including excavation, roadway widening, storm drainage improvements, hot mix asphalt, curb and gutter, and water system improvements	Reconstruction	0.640	0.640	\$	Short
E-12	East	Other High Priority Projects	Grandview		Planned	Stassen Way Improvements	Hillcrest Street	Velma Avenue	Roadway reconstruction including excavation, roadway widening, storm drainage improvements, curb and gutter, hot mix asphalt, and water system improvements	Reconstruction	0.584	0.584	\$	Short
E-13	East	Other High Priority Projects	Grandview		Planned	Highland Road Improvements	Elm Street	East City Limits	Roadway reconstruction including excavation, roadway widening, curb and gutter, hot mix asphalt, storm drainage improvements, and water and sewer improvements	Reconstruction	3.868	3.868	\$\$	Mid
E-14	East	Other High Priority Projects	Grandview		Planned	Forsell Road Resurfacing	Puterbaugh Road	Wallace Way	Grind and overlay asphalt surface, and pavement markings	Preservation	0.422	0.422	\$	Mid
E-15	East	Other High Priority Projects	Grandview		Planned	2nd Street Improvements	Hillcrest Road	Euclid Road	Reconstruct roadway including excavation, crushed surfacing, hot mix asphalt, curb and gutter, sidewalks, storm drainage, street lighting, and pavement markings	Reconstruction	1.486	1.486	\$	Mid
E-16	East	Other High Priority Projects	Grandview		Planned	Wine Country Road Resurfacing	Euclid Street	Grandridge Road	Grind and overlay asphalt surface and pavement markings	Preservation	0.456	0.456	\$	Mid
E-17	East	Fiscally Constrained	Grandview		Secured	Wine Country Road and Higgins Way Improvements	East Stover Road	Higgins Way	Reconstruct roadway including excavation, crushed surfacing, hot mix asphalt, curb and gutter, sidewalks, storm drainage, street lighting, pavement markings, and water and sewer improvements	Reconstruction/New Construction	1.477	1.477	\$	Mid
E-18	East	Other High Priority Projects	Grandview	11	Planned	City-Wide Surfacing Improvements	N/A	N/A	Seal coat, fog seal	Preservation	0.500	0.500	\$	Mid
E-19	East	Other High Priority Projects	Grandview	12	Planned	City-Wide ADA Improvements	N/A	N/A	ADA upgrades	New Construction/Reconstruction	0.500	0.500	\$	Long
E-20	East	Other High Priority Projects	Grandview	14	Planned	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	\$	Mid
E-21	East	Other High Priority Projects	Grandview	15	Planned	City-Wide Transportation Alternatives	N/A	N/A	Transportation alternatives upgrades including trails	New Construction/Reconstruction	0.500	0.500	\$	Short
E-22	East	Other High Priority Projects	Grandview	16	Planned	City-Wide Stormwater Improvements	N/A	N/A	Stormwater upgrades	New Construction/Reconstruction	0.500	0.500	\$	Short
E-23	East	Other High Priority Projects	Grandview	17	Planned	City Equipment Acquisition	N/A	N/A	Equipment acquisition	Purchase	0.500	0.500	\$	Short
E-24	East	Other High Priority Projects	Granger	7	Planned	West Boulevard N	Barker Avenue	Campground Road	Grade and pave roadway, and pavement markings	New Construction	0.523	0.523	\$	Mid
E-25	East	Other High Priority Projects	Granger	8	Planned	Barker Avenue, Dean Avenue, and Peterson Avenue Surfacing	Barker Avenue	Peterson Avenue	Grade and pave roadway, storm drainage, and pavement markings	New Construction	0.433	0.433	\$	Mid
E-26	East	Other High Priority Projects	Granger	1	Planned	Main Street	Sunnyside Ave	Bridge Street	Reconstruct road including sidewalk on both sides, parking both sides, center island, lighting.	Reconstruction	3.480	3.480	\$\$	Mid
E-27	East	Other High Priority Projects	Granger	2	Planned	3rd Street and SR 223 Roundabout	Spot Improvement		Construct new roundabout including excavation, crushed surfacing, hot mix asphalt, curb, sidewalk, pavement markings, signing, street lighting, pedestrian scale illumination, and shared-use path with curb.	Reconstruction	3.326	3.326	\$\$	Mid
E-28	East	Other High Priority Projects	Granger	3	Planned	Railroad Avenue Grind and Full Depth Reclamation	Sunnyside Ave	Pavement End	FDR of the existing roadway	Reconstruction	0.311	0.311	\$	Mid
E-29	East	Other High Priority Projects	Granger	4	Planned	2nd Ave. N. and Ruehl Road Reconstruction	Mentzer Ave.	W. Hudson Road	Reconstruct road with curb and gutter, asphalt concrete paved roadway, drainage improvements and sidewalk gaps.	Reconstruction	1.785	1.785	\$	Mid
E-30	East	Other High Priority Projects	Granger	5	Planned	Bailey Avenue Extension	South of Bailey Ave. Ext.	Cherry Hill Road	Construct a new road and intersection, curbs, gutters, sidewalks, and railroad and drainage crossing	New Construction	0.595	0.595	\$	Mid
E-31	East	Other High Priority Projects	Granger	6	Planned	Emerald Road Reconstruction	County Line	SR223	Reconstruct road including bike lanes, curbs, gutters, and sidewalks	Reconstruction	2.133	2.133	\$\$	Mid
E-32	East	Other High Priority Projects	Mabton	12	Planned	2nd Street Overlay	Pine Street	Maple Street	Overlay	Preservation	0.060	0.060	\$	Long
E-33	East	Other High Priority Projects	Mabton	2	Planned	3rd Street Overlay	Pine Street	Maple Street	Overlay	Preservation	0.020	0.020	\$	Long
E-34	East	Other High Priority Projects	Mabton	3	Planned	Maple Street Overlay	Main Street	2nd Street	Overlay	Reconstruction	0.155	0.200	\$	Mid
E-35	East	Other High Priority Projects	Mabton	5	Planned	Pine Street Overlay	6th Street	Allison Road	Upgrade Pine Street from gravel road to hard surface	Reconstruction	0.115	0.200	\$	Mid
E-36	East	Other High Priority Projects	Mabton	6	Planned	Fern Street Overlay	SR22	Pine Street	Upgrade gravel road to hard surface	Reconstruction	0.145	0.200	\$	Mid
E-37	East	Other High Priority Projects	Mabton	7	Planned	Allison Road Overlay	End of Pavement	City Limits	Upgrade Allison Road from gravel road to hard surface	Reconstruction	0.100	0.100	\$	Mid
E-38	East	Other High Priority Projects	Mabton	10	Planned	Vance Road BST	Cemetery	Treatment Plant	BST existing roadway	Preservation	0.100	0.100	\$\$	Mid
E-39	East	Other High Priority Projects	Mabton	14	Planned	Monroe Street Construction	7th Avenue	Vance Road	Construct a new street.	New Construction	0.125	0.125	\$	Mid
E-40	East	Other High Priority Projects	Mabton	8	Planned	Jefferson Street	1st Ave.	7th Ave.	Reconstruction of Jefferson Street. Curb, gutter, sidewalk and storm drain	Reconstruction	1.130	1.130	\$	Mid
E-41	East	Other High Priority Projects	Mabton	9	Planned	Adams Street Reconstruction	1st Ave.	7th Ave.	Reconstruct Adams Street. Curb, gutter, sidewalk and storm drainage.	Reconstruction	1.130	1.130	\$	Long
E-42	East	Other High Priority Projects	Mabton	1	Planned	Washington and Euclid Street Overlay	6th Ave	E. City Limits	Grind and overlay the roadway, with subgrade repair, and curb ramp upgrades.	Reconstruction	0.408	0.500	\$\$	Long

E-43	East	Other High Priority Projects	Mabton	13	Planned	6th Ave Overlay	Euclid Rd	City Limits	Pulverize and resurface roadway	Reconstruction	0.242	0.242	\$	Short
E-44	East	Other High Priority Projects	Mabton	16	Planned	B Street Reconstruction	Boundary Road	6th Street	Overlay the existing roadway	Reconstruction	1.301	1.301	\$	Short
E-45	East	Other High Priority Projects	Mabton	17	Planned	South Street Reconstruction	Boundary Road	Main Street	Reconstruct South Street	Reconstruction	0.100	0.100	\$	Mid
E-46	East	Other High Priority Projects	Mabton	11	Planned	Citywide Chipseal	Various Streets		Chipseal	Preservation	1.200	1.200	\$	Mid
E-47	East	Other High Priority Projects	Sunnyside		Planned	Grandview Avenue Improvements	Riverside Avenue	Swan Rd	Construct curb, gutter, sidewalk and storm drainage	Reconstruction	2.856	3.214	\$\$	Short
E-48	East	Other High Priority Projects	Sunnyside		Planned	East Edison Avenue Railroad Signal Project	Railroad Crossing on East Edison		Install new railroad crossing signal	Rail	0.500	0.562	\$	Short
E-49	East	Other High Priority Projects	Sunnyside		Planned	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	0.321	\$	Short
E-50	East	Other High Priority Projects	Sunnyside		Planned	Allen Road Intersection Improvements	Allen Road and Waneta Intersection		Install new traffic signal and intersection improvements	Construction	1.000	1.125	\$	Short
E-51	East	Other High Priority Projects	Sunnyside		Planned	Waneta Road and Alexander Road Improvements	Waneta Road and Alexander Road Intersection		Roadway widening for new turn lanes	Construction	1.000	1.125	\$	Short
E-52	East	Fiscally Constrained	Sunnyside	2	Secured	Yakima Valley Highway Resurfacing	1st Street	6th Street	Overlay existing roadway	Preservation	0.500		\$	Short
E-53	East	Other High Priority Projects	Sunnyside		Planned	S. 6th Street Improvements	Lincoln Avenue	Franklin Avenue	Construct curb, gutter, sidewalk, intersection signals and safety improvements, storm drainage, road reconstruction, illumination, and utility adjustments	Reconstruction	3.990	4.490	\$\$	Short
E-54	East	Other High Priority Projects	Sunnyside		Planned	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	16.336	25.451	\$\$\$	Mid
E-55	East	Other High Priority Projects	Sunnyside		Planned	East Edison Avenue Improvements Phase I	7th Street	9th Street	Reconstruct curb & gutter, sidewalks, landscaping, intersection safety, utility adjustments, south side	Reconstruction	1.530	1.773	\$	Mid
E-56	East	Other High Priority Projects	Sunnyside		Planned	Scoon Road Improvements	Yakima Valley Highway	North City Limits	Reconstruct roadway, curb, gutter, sidewalks, storm drainage	Reconstruction	1.000		\$	Mid
E-57	East	Other High Priority Projects	Sunnyside		Planned	Bridge Street Bridge	Bridge		Replace bridge	Reconstruction	1.000	1.384	\$	Mid
E-58	East	Fiscally Constrained	Sunnyside	3	Secured	Airport Hangar Development	Sunnyside Municipal Airport		Construct Hangar	Construction	1.000		\$	Short
E-59	East	Other High Priority Projects	Sunnyside		Planned	East Lincoln Avenue Overlay	South 6th Street	South 16th Street	Overlay existing roadway	Preservation	0.962	1.218	\$	Mid
E-60	East	Other High Priority Projects	Sunnyside		Planned	East Lincoln Avenue Turn Lanes	South 1st Street	South 4th Street	Construct new eastbound lane and turn lane	Widening	0.300	0.369	\$	Mid
E-61	East	Other High Priority Projects	Sunnyside		Planned	11th Street Improvements	Lincoln Avenue	Yakima Valley Highway	Reconstruct roadway, curb, gutter, sidewalks, storm drainage, landscaping	Reconstruction	3.325	4.468	\$\$	Mid
E-62	East	Other High Priority Projects	Sunnyside		Planned	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	Reconstruction	4.119	5.701	\$\$	Mid
E-63	East	Other High Priority Projects	Sunnyside		Planned	Street Improvements Phase II	Yakima Valley Highway	Port Property	Construct additional roadway, pedestrian safety and mobility improvements	Reconstruction	0.125	0.178	\$	Mid
E-64	East	Other High Priority Projects	Sunnyside		Planned	16th Street Phase I	East Edison Avenue	Yakima Valley Highway	Reconstruct existing roadway, curb, gutter, sidewalks, illumination, landscaping	Reconstruction	0.875	1.141	\$	Mid
E-65	East	Other High Priority Projects	Sunnyside		Planned	16th Street Improvements	North Avenue	North City Limits	Overlay existing roadway	Preservation	0.584	0.697	\$	Mid
E-66	East	Other High Priority Projects	Sunnyside		Planned	Lincoln Avenue and Yakima Valley Highway Intersection Improvements	Lincoln Avenue	Yakima Valley Highway	Construct roundabout	Reconstruction	3.190		\$\$	Mid
E-67	East	Other High Priority Projects	Sunnyside		Planned	Swan Road and Yakima Valley Highway Intersection Improvements	Swan Road	Yakima Valley Highway	Construct roundabout	Reconstruction	2.500		\$\$	Mid
E-68	East	Other High Priority Projects	Sunnyside		Planned	Midvale and Alexander Road Intersection Improvements	Midvale Road	Alexander Road	Replace existing signal, mast arms, and heads. Install controller with video attenuation. Construct turn lanes and ADA ramps.	Reconstruction	1.500		\$	Mid
E-69	East	Other High Priority Projects	Sunnyside		Planned	6th Street and Lincoln Avenue Intersection Improvements	6th Street	Lincoln Avenue	Replace span wire traffic signal with fully attenuated traffic signal including signal poles, heads, APS, video attenuation, and ADA ramps	Reconstruction	1.500		\$	Mid
E-70	East	Other High Priority Projects	Sunnyside		Planned	9th Street & East Edison Avenue Intersection Improvements	9th Street	Edison Avenue	Construct new intersection improvements	Reconstruction	1.500		\$	Mid
E-71	East	Other High Priority Projects	Sunnyside	4	Planned	Edison Road Bridge Replacement	HWY 241	Edison Road	Replace and widen bridge	Reconstruction	2.000		\$\$	Short
E-72	East	Fiscally Constrained	Sunnyside	2	Secured	Pedestrian Safety Improvements	Saul Road	Sunnyside Mabton Road	Construct roadway enhancements and safety improvements, curb, gutter, sidewalk, ADA ramps, RRFB	Reconstruction	1.000		\$	Short
E-73	East	Other High Priority Projects	Sunnyside		Planned	City Wide ADA Ramp Replacement	Multiple Location		Reconstruct and construct ADA facilities	Reconstruction	2.000		\$\$	Short
E-74	East	Other High Priority Projects	Sunnyside		Planned	Citywide Traffic & Intersection Study	Transportation Study		Study citywide patterns, uses functional classifications, levels of service, intersection warrant analysis	Planning	0.250	0.273	\$	Short
E-75	East	Fiscally Constrained	WSDOT		Secured	SR 241 / Sunnyside Vic intersection safety	SR 241 Allen Rd & E Edison Rd		reconfigure intersection to improve safety	Safety	2.700	2.700	\$	Long
E-76	East	Fiscally Constrained	WSDOT		Secured	SR 22 / SR233 to SR221 - Chip Seal	SR 22 / SR233 to SR221		This project will chip seal the road per recommendations from the materials report.	Preservation	6.600	6.600	\$	Long
E-77	East	Fiscally Constrained	WSDOT		Secured	SR 241/I-82 to SR 24 - Chip Seal	SR 241/I-82 to SR 24		This project will chip seal the road per recommendations from the materials report.	Preservation	3.000	3.000	\$	Short
E-78	East	Fiscally Constrained	WSDOT		Secured	SR 241/I-82 to Factory Rd - Paving	SR 241 I-82 to Factory Rd		This project will pave the road per recommendations from the materials report.	Preservation	1.000	1.000	\$	Short
E-79	East	Fiscally Constrained	WSDOT		Secured	SR 223 / SR 22 to I-82 - Chip Seal & Paving	SR 223 SR 22 to I-82		This project will extend the life of the pavement.	Preservation	1.700	1.700	\$	Short
E-80	East	Other Priority Projects	WSDOT		Planned	SR 241N of Sunnyside to SR 24 - Reconstruct snow fence	Sunnyside to SR 24		Replace Snow fence destroyed by fires	Safety	2.000	2.000	\$	Mid



E-81	East	Other High Priority Projects	Yakima County	48	Planned	Durham Road	Division Road	Orchardvale Road	Reconstruct gravel road to 30ft paved roadway	Reconstruction	0.565	0.565	\$	Mid
E-82	East	Fiscally Constrained	Yakima County	14	Secured	Independence Road	Fordyce Road	Maple Grove Road	Reconstruct to rural collector standards	Reconstruction	1.270	1.270	\$	Mid
E-83	East	Other High Priority Projects	Yakima County	33	Planned	Bagley Drive	Hill Ave.	Beckner Road	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.515	0.318	\$	Long
E-84	East	Other High Priority Projects	Yakima County	34	Planned	McClain Drive	Beckner Road	Hill Ave	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.395	0.247	\$	Short
E-85	East	Other High Priority Projects	Yakima County	35	Planned	Beckner Road	McClain Drive	Rouse Road	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.300	0.185	\$	Long
E-86	East	Other High Priority Projects	Yakima County	36	Planned	Hill Ave.	McClain Drive	Bagley Drive	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.195	0.128	\$	Long
E-87	East	Other High Priority Projects	Yakima County	14	Planned	Independence Road	North Outlook Road	Fordyce Road	Reconstruct roadway to rural major collector standards	Reconstruction	1.220	1.220	\$	Long
E-88	East	Other High Priority Projects	Yakima County	47	Planned	Vance Road	Edge of BST	Ferry Road	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.530	0.530	\$\$	Long
E-89	East	Other High Priority Projects	Yakima County	TBD	Planned	North Puterbaugh Road	Yakima Valley Highway	East Alexander Road	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.760	0.878	\$\$	Short
E-90	East	Other High Priority Projects	Yakima County	TBD	Planned	17th Street	Madison Ave.	South Ave.	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.130	0.151	\$\$	Mid
E-91	East	Other High Priority Projects	Yakima County	TBD	Planned	Madison Ave.	Mabton- Sunnyside Road	17th Street	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.070	0.081	\$	Long
E-92	East	Other High Priority Projects	Yakima County	TBD	Planned	South Ave.	Mabton- Sunnyside Road	17th Street	Reconstruct gravel road to standard 30ft pave roadway	Reconstruction	0.070	0.081	\$	Long
E-93	East	Other High Priority Projects	Yakima County	TBD	Planned	Yakima Valley HWY	Gurly RD Intersection		Reconstruct Gurley RD intersection at the Y	Safety	0.250	0.250	\$	Mid
E-94	East	Other High Priority Projects	Yakima County	TBD	Planned	Old Prosser RD	City Limits (Grandview)	Pleasant Ave	Reconstruct to Yakima County Standard and improve horizontal alignment	Reconstruction	0.062	0.062	\$	Short
E-95	East	Other High Priority Projects	Yakima County	TBD	Planned	SLI RD Bridge #580	Bridge		Reconstruct existing bridge	Reconstruction	0.515	0.515	\$	Short
EV-1	East Valley	Other High Priority Projects	Moxee	1	Planned	Moxee Ave	Rivard Rd	Tacoma St	Grind and overlay	Overlay	0.417	0.417	\$	Short
EV-2	East Valley	Other High Priority Projects	Moxee	2	Planned	Moxee Ave Sidewalk Improvements	Iler Street	Tacoma St	Replace damaged sidewalk with new curb, gutter, and construct new tree wells with root barrier	Reconstruction	0.203	0.203	\$	Short
EV-3	East Valley	Other High Priority Projects	Moxee	3	Planned	South Iler St	Park	Moxee Ave	Grind and overlay	Overlay	0.289	0.289	\$	Short
EV-4	East Valley	Other High Priority Projects	Moxee	4	Planned	North Iler St	Moxee Ave	Charron Rd	Grind and overlay	Overlay	0.240	0.240	\$	Short
EV-5	East Valley	Other High Priority Projects	Moxee	7	Planned	SR 24 Pathway	University Parkway	Morrier Lane	Construct multi use pathway and safety fencing	New	1.383	1.383	\$	Short
EV-6	East Valley	Other High Priority Projects	Moxee	9	Planned	Yakima Ave Improvements	Iler Street	Tacoma St	Reconstruct with new pavement, curbs, gutters, sidewalks, drainage and illumination	Reconstruction	0.432	0.432	\$	Mid
EV-7	East Valley	Other High Priority Projects	Moxee	5	Planned	East Charron Road Improvements	Faucher Road	East City Limits	Reconstruct north half of roadway with new pavement, curbs, gutters, sidewalks, drainage, illumination	Reconstruction	0.558	0.558	\$	Short
EV-8	East Valley	Other High Priority Projects	Moxee	6	Planned	Postma Road Improvements	Rivard Road	East City Limits	Reconstruct with new pavement, curbs, gutters, sidewalks, drainage, illumination	Reconstruction	0.961	0.961	\$	Short
EV-9	East Valley	Other High Priority Projects	Moxee	8	Planned	Faucher Road Improvements	East Charron Road	North City Limits	Reconstruct with new pavement, curbs, gutters, sidewalks, drainage and illumination	Reconstruction	2.161	2.161	\$\$	Mid
EV-10	East Valley	Other High Priority Projects	Moxee	10	Planned	Mieras Road Improvements	Birchfield Road	Ekelman Road	Widen and reconstruct with new pavement, curbs, gutters, sidewalks, drainage, illumination	Reconstruction	6.233	6.233	\$\$	Mid
EV-11	East Valley	Other High Priority Projects	Moxee	13	Planned	Morrier Lane South	SR 24	Postma Rd	Construct new 3 lane roadway including pavement, curb, gutter, sidewalks, drainage	New	2.855	2.855	\$\$	Mid
EV-12	East Valley	Other High Priority Projects	Moxee	11	Planned	Ekleman Rd Reconstruction - Phase 1	School Road	Duffield Road	Reconstruct with new pavement, curbs, gutters, sidewalks, drainage and illumination	Reconstruction	0.525	0.525	\$	Mid
EV-13	East Valley	Other High Priority Projects	Moxee	12	Planned	Ekleman Rd Reconstruction - Phase 2	Duffield Road	End of Road	Reconstruct with new pavement, curbs, gutters, sidewalks, drainage and illumination	Reconstruction	1.417	1.417	\$	Mid
EV-14	East Valley	Other Priority Projects	Multiple Jurisdictions		Planned	Moxee Trail Project	University Parkway	Moxee Park Vicinity	Construct a paved pedestrian / bicycle pathway along the SR 24 Corridor	Safety	8.600	8.600	\$\$\$	Mid
EV-15	East Valley	Fiscally Constrained	WSDOT		Secured	SR 24/ Riverside Rd to Faucher Rd - Paving	SR 24/ Riverside Rd to Faucher Rd		This project will pave the road and implement high priority active transportation needs.	Preservation	7.700	7.700	\$\$	Short
EV-16	East Valley	Fiscally Constrained	WSDOT		Secured	SR 24/ Bell Rd Intersection - intersection safety	SR 24/ Bell Rd Intersection		This project will construct a roundabout at intersection.	Safety	1.200	1.200	\$	Short
EV-17	East Valley	Fiscally Constrained	WSDOT		Secured	SR 24/Faucher Rd to SR 241 - Chip Seal	SR 24/Faucher Rd to SR 241		This project will chip seal the road per recommendations from the materials report.	Preservation	3.300	3.300	\$\$	Mid
EV-18	East Valley	Other Priority Projects	WSDOT		Planned	SR 24 / University Parkway to Moxee	SR 24 / University Parkway to Moxee		Implement recommend solutions from the Moxee to Yakima EV Study	Safety	25.000	25.000	\$\$\$	Long
EV-19	East Valley	Other High Priority Projects	Yakima County	50	Planned	Bridle Way	Bittner Road	End of pavement	Reconstruct gravel road to28' HMA w/ curb and gutter	Reconstruction	0.655	0.655	\$	Mid
EV-20	East Valley	Other High Priority Projects	Yakima County	51	Planned	Bridle Lane	Terrace Heights Drive	Bridle Way	Reconstruct gravel road to28' HMA w/ curb and gutter	Reconstruction	0.190	0.147	\$	Mid
EV-21	East Valley	Other High Priority Projects	Yakima County	49	Planned	Mieras Road Reconstruction Project	Coombs Road	End of Road	Reconstruct gravel road to standard 30ft BST Roadway	Reconstruction	0.970	0.970	\$	Long
EV-22	East Valley	Fiscally Constrained	Yakima County	TBD	Secured	Roza Hill Drive	S 58th Steet (Terrace Heights)	Wendt RD (Terrace Heights)	Widen to 3 lane urban cross section	Reconstruction	1.230	1.230	\$	Mid
EV-23	East Valley	Other High Priority Projects	Yakima County	TBD	Planned	Beaudry Road	Norman RD vicinity	Bittner Road and Wendt RD intersection	Construct new bridge crossing	New Construction	9.300	9.300	\$\$	Mid
EV-24	East Valley	Other High Priority Projects	Yakima County	TBD	Planned	Ekelman RD	Mieras RD	Moxee City Limits	Reconstruct gravel road to standard HMA curb & gutter section	Reconstruction	0.625	0.625	\$	Short

M-1	Mountains	Fiscally Constrained	WSDOT		Secured	US 12/White Pass & Rimrock Vicinity - Major Drainage Phase 4	US 12 White Pass & Rimrock Vicinity		This project will restore drainage system features and repair erosion at select locations to maintain culvert flow and prevent deterioration and erosion.	Preservation	2.000	2.000	\$\$	Short
M-2	Mountains	Fiscally Constrained	WSDOT		Secured	US 12 / Indian Creek to Oak Creek - Slope Stabilization	US 12 Indian Creek to Oak Creek		This project will stabilization roadside slopes	Safety	4.500	4.500	\$\$	Short
M-3	Mountains	Fiscally Constrained	WSDOT		Secured	SR 410/ Chinook Pass Summit & Winter gate - Culvert Lining	SR 410 Chinook Pass Summit & Winter gate		This project will install culvert linings and repair erosion to maintain culvert flow and prevent further deterioration and erosion.	Preservation	3.600	3.600	\$\$	Short
M-4	Mountains	Fiscally Constrained	WSDOT		Secured	US 12/White Pass Vicinity to Indian Creek Vicinity - Paving	White Pass Vicinity to Indian Creek Vicinity		This project will overlay the road with hot mix asphalt to extend the service life of the pavement	Preservation	5.500	5.500	\$\$	Mid
M-5	Mountains	Fiscally Constrained	WSDOT		Secured	US 12/ Upper Rimrock Lake - Wildlife Connectivity	US 12 Rimrock Lake Vic		This project will allow animals to cross US 12 safely	Safety	2.600	2.600	\$	Mid
M-6	Mountains	Fiscally Constrained	WSDOT		Secured	SR 410 / Yakima Co. Line to US 12 -Chip Seal	SR 410 Yakima Co. Line to US 12		This project will overlay the road with hot mix asphalt to extend the service life of the pavement	Preservation	8.200	8.200	\$\$	Mid
M-7	Mountains	Fiscally Constrained	WSDOT		Secured	US 12/Indian Creek Bridge - Replace Bridge Rail	US 12 Indian Creek		This project will replace the existing bridge rail to preserve the structural and functional integrity of the bridge.	Preservation	1.283	1.414	\$	Mid
M-8	Mountains	Fiscally Constrained	WSDOT		Secured	SR 410 / Little Naches River Bridge - Painting	SR 410 Little Naches		This project will preserve the structural and functional integrity of the bridge.	Preservation	0.700	0.700	\$	Mid
M-9	Mountains	Fiscally Constrained	WSDOT		Secured	US 12/ Wildcat Creek to Rimrock Retreat - paving	Wildcat Creek to Rimrock Retreat		This project will preserve the roadway to extend the life of the pavement.	Preservation	5.700	5.700	\$\$	Mid
M-10	Mountains	Fiscally Constrained	WSDOT		Secured	SR 410/Rock Creek Vic - Improve Chronic Environmental Deficiency	Rock Creek Vic		This project will construct a larger area for sediment storage and overflow, and construct a new structure on SR 410 to minimize the risk of future flooding events.	Resiliency	5.500	5.500	\$\$	Mid
M-11	Mountains	Other High Priority Projects	WSDOT		Planned	US 12 / East of White Pass - Add Passing Lane	East of White Pass		Construct Passing Lane in Key location to allow safe passing of slow vehicles	Safety	10.000	10.000	\$\$	Long
M-12	Mountains	Other High Priority Projects	Yakima County	TBD	Planned	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	\$	Long
M-13	Mountains	Other High Priority Projects	Yakima County	TBD	Planned	Weber RD Bridge #290	Bridge		Replace girders on existing bridge	Reconstruction	0.538	0.538	\$	Short
M-14	Northwest	Other High Priority Projects	Yakima County	TBD	Planned	North Fork RD Bridge #105	Bridge		Reconstruct existing bridge	Reconstruction	1.498	1.498	\$	Short
M-15	Northwest	Other High Priority Projects	Yakima County	TBD	Planned	North Fork RD Bridge #109	Bridge		Reconstruct existing bridge	Reconstruction	1.600	1.600	\$	Short
MR-1	Multi-Regional	Fiscally Constrained	WSDOT		Secured	I 82 Shoulder Paving	I 82 Corridor		Rehabilitate aging asphalt shoulders along these concrete routes	Preservation	55.000	63.250	\$\$\$	Mid
MR-2	Multi-Regional	Fiscally Constrained	Yakima County	TBD	Secured	Countywide Safety Projects- Local Selection	Countywide		Construct Spot Safety Improvements	Safety	0.600	0.600	\$	Short
MR-3	Multi-Regional	Fiscally Constrained	Yakima County	TBD	Secured	Overlays-Various Roads	Countywide		Construct Structural Overlays on arterial roadways	Maintenance/ Preservation	12.000	12.000	\$\$\$	Short
MR-4	Multi-Regional	Fiscally Constrained	Yakima County	TBD	Secured	Countywide Traffic Operations & Signals upgrades- local selection	Countywide		Install and update traffic signals at various locations and/or traffic operation improvements	Intersection/ Operations	0.390	0.390	\$	Short
MR-5	Multi-Regional	Fiscally Constrained	Yakima County	31	Secured	Countywide Sidewalk ADA retrofit projects	Countywide		Retrofit non-compliant sidewalks with required ADA compliant improvements at various locations.	Reconstruction	0.175	0.175	\$	Short
MR-6	Multi-Regional	Other High Priority Projects	Yakima County	30	Planned	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	\$	Mid
MR-7	Multi-Regional	Other High Priority Projects	Yakima County	TBD	Planned	Countywide Tshort Span Bridge Replacement Program	Countywide		Replace existing deficient short span bridges at various location	Reconstruction	3.000	3.000	\$\$	Short
MR-8	Multi-Regional	Other High Priority Projects	Yakama Nation (Safety Cmte.)		Planned	Heritage Connectivity Trail	Yakama Reservation		Intercity bicycle / pedestrian trail system within nation boundaries	New	TBD	TBD	\$\$\$	Long
MR-10	Multi-Regional	Other High Priority Projects	Yakama Nation (Transit)		Planned	bus garage and bus office space	Yakama Reservation		Pahto Public Passage bus garage and office space	new facility construction	2.000	2.000	\$	Short
MR-11	Multi-Regional	Fiscally Constrained	Yakama Nation (Transit)		Secured	[1] - 24 + 2 WC ADA shuttle	Yakama Reservation		ADA 24 passenger + 2 wheelchair shuttle	new shuttle purchase	0.180	0.180	\$	Short
MR-12	Multi-Regional	Fiscally Constrained	Yakama Nation (Transit)		Secured	[1] - 9 + 2 WC ADA shuttle	Yakama Reservation		ADA 9 passenger + 2 wheelchair shuttle	new shuttle purchase	0.180	0.180	\$	Short
MR-13	Multi-Regional	Other High Priority Projects	Yakama Nation (Transit)		Planned	[1] - 24 + 2 WC ADA shuttles, electric	Yakama Reservation		ADA 24 passenger + 2 wheelchair shuttle	new shuttle purchase	0.250	0.250	\$	Short
MR-14	Multi-Regional	Other High Priority Projects	Yakama Nation (Transit)		Planned	[1] - 9 + 2 WC ADA shuttle, electric	Yakama Reservation		ADA 9 passenger + 2 wheelchair shuttle	new shuttle purchase	0.250	0.250	\$	Short
N-1	North	Other High Priority Projects	Selah	9	Planned	East Naches Avenue	Wenas Road east	Railroad Avenue	Drainage, replace curb & gutter, sidewalks, grading & paving, illumination	Reconstruction	1.389	1.597	\$\$	Mid
N-2	North	Other High Priority Projects	Selah	11	Planned	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
N-3	North	Other High Priority Projects	Selah	13	Planned	East Goodlander / Lancaster	Spot Improvement		Traffic Signalization	Signalization	0.325	0.374	\$	Mid
N-4	North	Other High Priority Projects	Selah	4	Planned	East Naches Road Extension	Jim Clements Way	I-82 Ramps	Reconstruct existing roadway and extend new roadway to the east including crushed surfacing, HMA, curb and gutter, sidewalk, new bridge, lights, and storm drainage.	Reconstruction / New construction	30.000	34.778	\$\$\$	Mid
N-5	North	Other High Priority Projects	Selah		Planned	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
N-6	North	Other High Priority Projects	Selah		Planned	Overlays - Various Roads	Various Roads		Construct structural overlays on arterial roadways	Preservation	0.335	0.345	\$	Short
N-7	North	Other High Priority Projects	Selah		Planned	Transit Operating/ Capital Expenditures	Citywide		Supplemental funding for transit service operating expenses	Transit	0.568	0.653	\$	Mid
N-8	North	Other High Priority Projects	Selah		Planned	Street Asset Amenities, Route Maintenance, Repair, Improvements	Citywide		Maintenance of shelters, benches, and signage throughout our route system	Transit	0.100	0.105	\$	Short
N-9	North	Other High Priority Projects	Selah		Planned	ADA Improvements	Citywide		Replace or install ADA ramps at intersections	Non-Motorized	0.025	0.026	\$	Short
N-10	North	Other High Priority Projects	Selah		Planned	Roadway Citywide Shoulder Improvements	Citywide		Citywide shoulder improvements - PM10 abatement	Environmental	0.175	0.186	\$	Mid

N-11	North	Fiscally Constrained	WSDOT		Secured	SR 821/I-82 to Umpatnum Creek Rec Site - Chip Seal	I-82 to Umpatnum Creek Rec Site		This project will chip seal the road per recommendations from the materials report.	Preservation	2.800	2.800	\$\$	Mid
N-12	North	Fiscally Constrained	WSDOT		Secured	SR 821/Selah Creek Vic - Slope Stabilization	SR 821 Selah Creek Vic		This project will stabilization roadside slopes	safety	2.800	2.800	\$\$	Mid
N-13	North	Fiscally Constrained	WSDOT		Secured	I-82 / Selah Creek Rest Area - Replace Lighting Systems	I-82 Selah Creek Vic		Replace Lighting Systems	Preservation	1.900	1.900	\$	Mid
N-14	North	Fiscally Constrained	WSDOT		Secured	SR 823 / Harrison Rd R/R Bridge - Repair	SR 823 Harrison Rd R/R Br.		This project will replace damaged bridge componets	Preservation	1.000	1.000	\$	Short
N-15	North	Fiscally Constrained	WSDOT		Secured	US 12 / Eschbach Rd - Intersection Safety Improvement	US 12 & Eschbach Rd		This project will construct an eastbound left turn acceleration lane on US 12 to prevent freight and passenger vehicle collisions at this intersection.	Safety	0.548	0.741		Short
N-16	North	Fiscally Constrained	WSDOT		Secured	SR 823/ E Fifth Ave to E Naches Ave - Paving	E Fifth Ave to E Naches Ave		This project will grind and resurface the existing roadway to extend the life of the pavement.	Preservation	0.500	0.500	\$	Mid
N-17	North	Other Priority Projects	WSDOT		Planned	SR 823 / Ellensburg to Selah - Active Transportation Improvements	SR 823 Selah to Yakima County line		Implement active transportation solutions from Yak Riv Canyon Scenic Byway Plan in Yakima County	Safety	4.300	4.300	\$\$	Long
N-18	North	Other Priority Projects	WSDOT		Planned	I-82 / Ellensburg to Yakima - preservation	Yakima County line to Selah Creek		Replace conc. Panels & Dowell bar repair	Preservation	8.000	8.000	\$\$	Long
N-19	North	Other Priority Projects	WSDOT		Planned	SR 823/821 intersection improvements	Intersection of SR 823/821		Improve intersecoitin geometry	safety	5.500	5.500	\$\$	Long
N-20	North	Other Priority Projects	WSDOT		Planned	I-82 / Selah Creek Rest Area WB - Replace Building	I-82 Selah Creek Rest area WB		Replace Building	Preservation	6.000	6.000	\$\$	Long
N-21	North	Other Priority Projects	WSDOT		Planned	I-82 Selah Creek to Umpatnum Ridge WB - Truck Climbing Lane	I-82 Selah Creek to Umpatnum Ridge WB		Construct Truck Climbing lane for slow moving vehicles	Safety	18.000	18.000	\$\$\$	Long
N-22	North	Other High Priority Projects	Yakima County	38	Planned	McKee Road reconstruction- Taylor Road Vic	0.70	0.80	Reconstruct gravel road to standard 30ft BST Roadway	Reconstruction	0.100	0.100	\$	Long
N-23	North	Other High Priority Projects	Yakima County	45	Planned	Parish Road	Selah Loop Rd	End of Road	Reconstruct gravel road to reduced standard BST section	Reconstruction	0.685	0.685	\$	Short
N-24	North	Other High Priority Projects	Yakima County	43	Planned	Poulin road	Parish Road	Collins Road	Reconstruct gravel road to 30' paved road	Reconstruction	0.236	0.272	\$	Short
N-25	North	Other High Priority Projects	Yakima County	16	Planned	South Naches Road	Powerhouse Road	Young Grade	Reconstruct to county standard 40ft road, improve horizontal and vertical alignment	Reconstruction	14.857	14.857	\$\$	Mid
N-26	North	Other High Priority Projects	Yakima County	26	Planned	Old Naches Highway Bridge #460	Bridge		Reconstruct existing bridge	Reconstruction	0.240	0.284	\$	Long
N-27	North	Other High Priority Projects	Yakima County	7	Planned	Old Naches Highway	SR 12	Mapleway Road	Reconstruct to 3 lanes w/curbs, gutters and multi purpose bike/ped facilities	Reconstruction	0.150	0.150	\$	Short
N-28	North	Other High Priority Projects	Yakima County	8	Planned	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	\$	Long
N-29	North	Other High Priority Projects	Yakima County	42	Planned	Collins Road	Grabenstein road	Poulin Road	Reconstruct gravel road to 30ft paved roadway	Reconstruction	0.440	0.480	\$	Mid
N-30	North	Other High Priority Projects	Yakima County	46	Planned	Selah Ridge Road Reconstruction Project	Collins road	End of Road	Standard 30ft BST Roadway	Reconstruction	0.245	0.245	\$	Mid
N-31	North	Other High Priority Projects	Yakima County	TBD	Planned	N Wenas RD	Shaw RD	Sheep Company RD	Reconstruct to Yakima County rural major collector standards	Reconstruction	3.270	3.270	\$\$	Short
NW-1	NW - 1	Fiscally Constrained	Naches	1	Secured	Naches Trail Improvements	Naches Avenue	Orchard Street	Construct an ADA compliant pathway to connect overflow parking and residential areas south of Orchard Street to Naches Trail and Depot, including demolition and removal of structure/building obstructing pathway and proposed ADA parking area. Project is fully funded with federal funds utilizing Toll Credits as local match.	New Construction	0.614	0.614	\$	Short
NW-2	NW - 2	Other High Priority Projects	Naches	3	Planned	4th Street Overlay	Old Naches Highway	Naches Avenue	Grnd & overlay, new ADA sidewalk ramps, sidewalk repair, and pavement markings	Restoration	0.353	0.353	\$	Short
NW-3	NW - 3	Other High Priority Projects	Naches	4	Planned	Old Naches Highway Improvements	Shafer Avenue	Kel-Lowry Road	Widen roadway, grading, asphalt concrete pavement, bicycle lanes, drainage, curbs, gutters, sidewalks, street lights	Widening	1.871	1.871	\$	Short
NW-4	NW - 4	Other High Priority Projects	Naches	5	Planned	Sinclair Avenue, 1st to 2nd Street Improvements	First Street	Second Street	Grading, drainage, asphalt concrete pavement, curbs, gutters, sidewalks	Reconstruction	0.331	0.331	\$	Short
NW-5	NW - 5	Other High Priority Projects	Naches	6	Planned	Sinclair Avenue, 2nd to 3rd Street Improvements	Second Street	Third Street	Grading, drainage, asphalt concrete pavement, curbs, gutters, sidewalks	Reconstruction	0.379	0.379	\$	Short
NW-6	NW - 6	Other High Priority Projects	Naches	7	Planned	First Street Improvements	Moxee Avenue	Sinclair Avenue	Reconstruct, widen roadway, grading, asphalt concrete pavement, drainage, curbs, gutters, sidewalks	Reconstruction / Widening	0.273	0.273	\$	Short
NW-7	NW - 7	Other High Priority Projects	Naches	8	Planned	South Naches Avenue Right Turn Lane	S. Naches Ave	US-12 Vicinity	Add right turn lane from S. Naches Avenue (Northbound) onto US-12 (Eastbound). Project to be completed in partnership with WSDOT.	Widening	0.371	0.371	\$	Short
NW-8	NW - 8	Other High Priority Projects	Naches	9	Planned	Simmons Road Improvements	Old Naches Hwy	Bridge	Reconstruct, widen roadway, grading, asphalt concrete pavement, drainage, curbs, gutters, sidewalks, street lights	Reconstruction / Widening	1.302	1.302	\$	Short
NW-9	NW - 9	Other High Priority Projects	Naches	2	Planned	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 / New Construction	2.876	2.876	\$\$	Mid
NW-10	Northwest	Other High Priority Projects	Tieton	2	Planned	Elm Street Sidewalk Improvements	Naches Avenue	Tieton Avenue	Sidewalk, storm, and curb ramps	Reconstruction	0.170	0.170	\$	Mid
NW-11	Northwest	Other High Priority Projects	Tieton	3	Planned	Downtown Revitalization	City Square	City Square	Reconstruct sidewalks with bulbouts on outside perimeter of City Square	Reconstruction	1.000	1.000	\$	Mid
NW-12	Northwest	Other High Priority Projects	Tieton	4	Planned	Pongola Road BST	Rozenkranz Road	Pongola Road	Double Shot BST Pongola Road	Preservation	0.050	0.050	\$	Mid
NW-13	Northwest	Other High Priority Projects	Tieton	5	Planned	Wisconsin Avenue Seal Coat	North Tieton Road	Maple Street	Seal Coat existing Roadway	Preservation	0.020	0.020	\$	Mid
NW-14	Northwest	Other High Priority Projects	Tieton	6	Planned	North Tieton Road Seal Coat	Naches Avenue	City Limits	Seal Coat existing Roadway	Preservation	0.025	0.025	\$	Mid
NW-15	Northwest	Other High Priority Projects	Tieton	7	Planned	North Tieton Road Multi-use Pathway	Naches Tieton Rd	Rosencranz Road	New multi-use pathway	New construction	0.675	0.850	\$	Mid
NW-16	Northwest	Other High Priority Projects	Tieton	8	Planned	Rosencranz Road Multi-use Pathway	Franklin Road	North Tieton Road	New multi-use pathway	New construction	0.650	0.820	\$	Mid

NW-17	Northwest	Other High Priority Projects	Tieton	9	Planned	Bridge on North Tieton Road	Bridge		Reconstruct bridge	Reconstruction	0.600	0.994	\$	Long
NW-18	Northwest	Other High Priority Projects	Tieton	10	Planned	Greenway Extension	Citywide Naches to Tieton		New multi-use pathway	New construction	8.000	9.000	\$	Long
NW-19	Northwest	Fiscally Constrained	WSDOT		Secured	US 12/ Naches Vicinity - paving & complete Streets	Naches Vicinity		This project will preserve the roadway to extend the life of the pavement the project will implement priority active transportations as funding allows.	Preservation	13.000	13.000	\$\$\$	Mid
NW-20	Northwest	Fiscally Constrained	WSDOT		Secured	US 12/ Windy Point to Naches - Chip Seal	Windy Point to Naches		This project will chip seal the road per recommendations from the materials report to extend the life of the pavement.	Preservation	1.200	1.200	\$	Mid
NW-21	Northwest	Other High Priority Projects	Yakima County	TBD	Planned	S Naches RD Bridge # 35	Bridge		Rehabilitate Bridge Deck	Reconstruction	1.423	1.423	\$	Short
SC-1	South Central	Other High Priority Projects	Harrah		Planned	Branch Road Chipseal	East City Limits	West City Limits	Chipseal	Preservation	0.020	0.020	\$	Short
SC-2	South Central	Other High Priority Projects	Harrah		Planned	Harrah Road Chipseal	N. City Limits	S. City Limits	Chipseal	Preservation	0.017	0.017	\$	Short
SC-3	South Central	Other High Priority Projects	Harrah		Planned	North Harrah Road Sidewalk Extension	Elementary School	City Limits	Continue ADA Standard Sidewalks on East Side of Roadway	New Constuction	0.020	0.035	\$	Long
SC-4	South Central	Other High Priority Projects	Harrah		Planned	Harrah Bus Shelters	Harrah / Branch Intersection Vicinity		Shelter Located Close to Harrah / Branch Road Intersection	New Construction	---	---	\$	Mid
SC-5	South Central	Other High Priority Projects	Harrah		Planned	Harrah Road Flashing Speed Signs	N, S, E. & W Town Limits		Intallation of Flashing Speed Limit Signage	New Construction	---	---	\$	Short
SC-6	South Central	Fiscally Constrained	Harrah		Secured	Branch Road Sidewalk Improvements	Harrah Road	School	Sidewalk, pedestrian crossing, railroad crossing installation	New Construction	1.201	1.201	\$	Short
SC-7	South Central	Other High Priority Projects	Harrah		Planned	City-Wide Sidewalk Improvements	N/A	N/A	Reconstruct sidewalk, curb and gutter, vegetation removal/replace	Reconstruction/ Preservation	0.500	0.500	\$	Short
SC-8	South Central	Other High Priority Projects	Harrah		Planned	City-Wide Pavement Rehabilitation	N/A	N/A	Resurfacing, grind, and overlay	Preservation	0.500	0.500	\$	Short
SC-9	South Central	Other High Priority Projects	Harrah		Planned	City-Wide ADA Improvements	N/A	N/A	ADA upgrades	New Construction/ Reconstruction	0.500	0.500	\$	Short
SC-10	South Central	Other High Priority Projects	Harrah		Planned	City-Wide Safety Improvements	N/A	N/A	Safety upgrades to roadway and sidewalk network, including traffic calming and signage upgrades (as needed)		0.500	0.500	\$	Short
SC-11	South Central	Other High Priority Projects	Harrah		Planned	City-Wide Stormwater Improvements	N/A	N/A	Stormwater Upgrades	New Construction/ Reconstruction	0.500	0.500	\$	Long
SC-12	South Central	Other High Priority Projects	Harrah		Planned	City Equipment Acquisition	N/A	N/A	Equipment acquisition	Purchase	0.500	0.500	\$	Short
SC-13	South Central	Other High Priority Projects	Harrah		Planned	Chipseal - Various Streets	Various Streets		Chipseal	Preservation	0.029	0.029	\$	Short
SC-14	South Central	Fiscally Constrained	Toppenish	5	Secured	Jackson Street Extension	Juniper Street	Ward Road	Reconstruction of existing street and extension to Ward Road	New Construction	1.770	1.507	\$\$	Mid
SC-15	South Central	Other High Priority Projects	Toppenish		Planned	Asotin Avenue Improvements	Buena Way	E. Toppenish Avenue	Reconstruct roadway, new gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, and storm drainage improvements	Reconstruction	2.000	2.687	\$\$	Mid
SC-16	South Central	Other High Priority Projects	Toppenish		Planned	E 1st Avenue Improvements	L Street	S. G Street	Reconstruct roadway, new gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, and storm drainage improvements	Reconstruction	1.500	3.140	\$	Long
SC-17	South Central	Other High Priority Projects	Toppenish		Planned	E 1st Avenue Improvements	S. G Street	S. Division Street	Reconstruct roadway, new gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, and storm drainage improvements	Reconstruction	1.700	3.559	\$	Long
SC-18	South Central	Other High Priority Projects	Toppenish		Planned	E Toppenish Improvements	Asotin	L Street	Grind and overlay	Preservation	0.700	1.465	\$	Long
SC-19	South Central	Fiscally Constrained	Toppenish	6	Secured	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	\$\$	Short
SC-20	South Central	Other High Priority Projects	Toppenish		Planned	Wishkoski Way Extension	SR22	Wishkoski Way	Construct roadway, new gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, and storm drainage improvements	New Construction	2.000	4.187	\$	Long
SC-21	South Central	Other High Priority Projects	Toppenish		Planned	King Lane Improvements	Guyette Lane	W. 1st Avenue	Construct roadway, new gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, and storm drainage improvements	New Construction	2.000	4.187	\$	Long
SC-22	South Central	Other High Priority Projects	Toppenish		Planned	Railroad Depot Improvements	10 Asotin Avenue	---	Various Improvements to make passenger rail stop available	Reconstruction	5.000	10.468	\$\$	Long
SC-23	South Central	Other High Priority Projects	Toppenish		Planned	Berger Lane Improvements	Berger Lane to Brooks Lane	Adams Avenue	Reconstruct roadway, new gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, and storm drainage improvements	Reconstruction	1.500	3.140	\$	Long
SC-24	South Central	Other High Priority Projects	Toppenish		Planned	Fort Road Intersection	Fort Road	SR 97	Construct roundabout for intersection	Reconstruction	25.000	52.344	\$\$\$	Long
SC-25	South Central	Other High Priority Projects	Toppenish		Planned	Downtown Revitalization	Downtown Business District		Bulb-outs, ADA improvements, storm drain improvements, reconstruct roadway.	Reconstruction	10.000	13.439	\$\$\$	Mid
SC-26	South Central	Other High Priority Projects	Toppenish		Planned	Mural Route Improvements	City Wide		Construct new sidewalks. Construct new curb and gutter and storm drainage improvement as needed	Reconstruction	1.000	1.343	\$	Mid
SC-27	South Central	Other High Priority Projects	Toppenish		Planned	City Wide ADA Improvements	City Wide		Construct new sidewalk ADA ramps. Construct new curb and gutter and storm drainage improvement as needed	Reconstruction	2.000	4.187	\$\$	Long
SC-28	South Central	Other High Priority Projects	Toppenish		Planned	Pavement Preservation	City Wide		Rehabilitation of City Streets by asphalt patching, crack sealing, and chip seal.	Reconstruction	2.000	4.187	\$\$	Short
SC-29	South Central	Other High Priority Projects	Wapato	6	Planned	North Ahtanum Avenue Improvements	W. First Street	N. end of Ahtanum	Pave two lane road, curb, gutter, sidewalk	Reconstruction	0.900	0.900	\$	Short
SC-30	South Central	Other High Priority Projects	Wapato	7	Planned	Resurfacing of South Satus Avenue	E. 6th Street	E. 10th Street	Grind/overlay curb, gutter sidewalk	Reconstruction	0.612	0.612	\$	Short
SC-31	South Central	Other High Priority Projects	Wapato	3	Planned	9th Street Pavement Overlay	Highway 97	S. Wasco Ave.	Grind and overlay	Reconstruction	0.450	0.450	\$	Short
SC-32	South Central	Other High Priority Projects	Wapato	8	Planned	U.S. Highway 97 and 9th Street Intersection Improvements	Intersection: US 97 and 9th Street		Install roundabout or traffic signal	New Construction	2.877	2.877	\$\$	Mid
SC-33	South Central	Other High Priority Projects	Wapato	1	Planned	North Track Road Reconstruction	W. A Street	City Limits	Reconstruct curb, gutter, sidewalk, utilities	Reconstruction	2.002	2.002	\$\$	Mid

SC-34	South Central	Other High Priority Projects	Wapato	5	Planned	South Wasco Avenue Improvements	W. 1st Street	W. 10th Street	Grind/overlay curb, gutter sidewalk	Reconstruction	0.607	0.607	\$	Mid
SC-35	South Central	Other High Priority Projects	Wapato	15	Planned	Central Street Improvements	East "A" Street	East Wapato Road	Curb, gutter, sidewalk, drainage, illumination, paving	Reconstruction	1.000	1.000	\$	Mid
SC-36	South Central	Other High Priority Projects	Wapato	14	Planned	Lincoln Street Improvements	East "A" Street	East Wapato Road	Curb, gutter, sidewalk, drainage, illumination, paving	Reconstruction	1.000	1.000	\$	Mid
SC-37	South Central	Other High Priority Projects	Wapato	16	Planned	Harding Street Improvements	Donald Road	Track Road	Curb, gutter, sidewalk, drainage, illumination, paving	Reconstruction	0.900	0.900	\$	Mid
SC-38	South Central	Other High Priority Projects	Wapato	13	Planned	East "A" Street	Donald Road	Lincoln Street	Curb, gutter, sidewalk, drainage, illumination, construction of roadway	New Construction	0.750	0.750	\$	Mid
SC-39	South Central	Other High Priority Projects	Wapato	12	Planned	Resurfacing Yakima Avenue	South 1st Street	South 3rd Street	Resurface and rebuild the roadway as needed, curb, gutter, sidewalk	Reconstruction	0.750	0.750	\$	Mid
SC-40	South Central	Other High Priority Projects	Wapato	11	Planned	Intersection School Signal - Camas Street	Intersection: Camas & Dove Lane		Install a school signal at this location	Non-Motorized	0.750	0.750	\$	Mid
SC-41	South Central	Other High Priority Projects	Wapato	9	Planned	Trail Construction along North Track Road	City limits	City Limits	Pave asphalt trail	New Construction	0.525	0.525	\$	Long
SC-42	South Central	Other High Priority Projects	Wapato	22	Planned	S. Camas Ave Overlay	East 3rd Street	S. City Limits	Grind and overlay surface, replace curb ramps and sidewalk as needed.	Reconstruction	3.000	3.000	\$\$	Long
SC-43	South Central	Other High Priority Projects	Wapato	21	Planned	Donald Road Overlay	West 1st Street	N. City Limits	Resurface the existing roadway, upgrade Curb ramps as needed	Reconstruction	1.750	1.750	\$	Long
SC-44	South Central	Other High Priority Projects	Wapato	19	Planned	Resurfacing West 1st Street	Wapato Street	SR 97	Resurface the existing roadway and repair some failing sections	Reconstruction	1.750	1.750	\$	Long
SC-45	South Central	Other High Priority Projects	Wapato	20	Planned	Trader Street Overlay	West 1st Street	East 3rd Street	Resurface the existing roadway and repair some failing sections	Reconstruction	0.750	0.750	\$	Long
SC-46	South Central	Other High Priority Projects	Wapato	4	Planned	Kepler Way and Kateri Lane Improvements	S. Camas Ave	Wapato Middle School	Grind and overlay surface, and replace curb ramps and sidewalk.	Reconstruction	0.770	0.770	\$	Short
SC-47	South Central	Other High Priority Projects	Wapato	2	Planned	S. Wapato Ave Improvements	1st Street	5th Street	Resurface the existing roadway and repair some failing sections	Reconstruction	1.813	1.813	\$	Short
SC-48	South Central	Other High Priority Projects	Wapato	10	Planned	S. Naches Ave Reconstruction	1st Street	4th Street	Pulverize and pave the roadway, construct curb, gutter, storm drainage, and pedestrian facilities.	Reconstruction	0.800	0.800	\$	Short
SC-49	South Central	Other High Priority Projects	Wapato	18	Planned	Asphalt Overlay on Local Streets	2nd, 3rd, 4th, 5th Streets	9th Street	Overlay local access streets as prioritized by surface rating system	Preservation	0.500	0.500	\$	Mid
SC-50	South Central	Other High Priority Projects	Wapato	17	Planned	ADA Improvements	Citywide		Replace or install ADA ramps at intersections	Non-Motorized	0.100	0.100	\$	Short
SC-51	South Central	Fiscally Constrained	WSDOT		Secured	SR 22/I-82 to US 97 - Paving & ADA	I-82 to US 97		This project will pave the road and upgrade the curb ramps to meet current standards, improving accessibility for all pedestrian.	Preservation / ADA	10.900	10.900	\$\$\$	Mid
SC-52	South Central	Fiscally Constrained	WSDOT		Secured	US 97/Fort Rd - Intersection Improvements	Fort Rd Intersection		This project proposes to replace the existing signalized intersection with a double-lane roundabout. Installing a roundabout will reduce conflicts and the risk of collisions.	Safety	8.700	8.700	\$\$	Mid
SC-53	South Central	Fiscally Constrained	WSDOT		Secured	SR 22 / Yakima River Toppenish Vicinity	Yakima River		Bridge Deck repair & painting	Maintenance / Preservation	1.000	1.000	\$	Mid
SC-54	South Central	Fiscally Constrained	WSDOT		Secured	I-82/Lower Valley Interchange - Paving	Thorp Road / SR 22 / Midvale / West Zillah / SR 223 Interchanges		This project will pave the ramps and crossroad per recommendations from the materials report.	Preservation	7.300	7.300	\$\$	Mid
SC-55	South Central	Fiscally Constrained	WSDOT		Secured	US 97/Robbins Rd - Intersection Improvements	US 97 Robbins Rod		This will replace the existing three-leg intersection with a roundabout and/or other intersection improvements	Safety	8.500	8.500	\$\$	Mid
SC-56	South Central	Fiscally Constrained	WSDOT		Secured	US 97/W Wapato Rd to Lateral A Rd - Paving	US 97 Wapato to Lateral A		This project will pave the road per recommendations from the materials report.	Presevation	3.000	3.000	\$\$	Mid
SC-57	South Central	Fiscally Constrained	WSDOT		Secured	US 97/SR 22 - Intersection Improvements	US 97 & SR 22		This project proposes to replace the existing intersection with a roundabout to reduce the risk of intersection-related collisions.	Safety	2.200	2.200	\$	Mid
SC-58	South Central	Other Priority Projects	WSDOT		Planned	SR 22 / Yakima River Crossing at Toppenish- Replace Bridges	SR 22 Corridor		Replace Bridges	Resiliency	46.000	46.000	\$\$\$	Long
SC-59	South Central	Other Priority Projects	WSDOT		Planned	US 97 / Toppenish to Goldendale	Toppenish	Goldendale	Construct Passing Lane in Key location to allow safe passing of slow vehicles	Safety	20.000	20.000	\$\$\$	Long
SC-60	South Central	Other Priority Projects	WSDOT		Planned	US 97 / Larue Rd intersection - intersection safety	US 97 Larue Rd		reconfigure intersection to improve safety	Safety	5.000	5.000	\$\$	Long
SC-61	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Toppenish-Simcoe RR	US 97 Crossing at Branch RD		Reconstruct RR Crossing	Reconstruction	1.735	1.735	\$	Short
SC-62	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Jensen RD	Oldenway RD	Old Goldendale RD	Standard 30ft BST Roadway	Reconstruction	0.400	0.400	\$	Short
SC-63	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Harrah RD Bridge #251	Bridge		Reconstruct existing bridge	Reconstruction	1.593	1.593	\$	Short
SC-64	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Weber RD Bridge #290	Bridge		Replace girders on existing bridge	Reconstruction	0.538	0.538	\$	Short
SC-65	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Robbins RD Bridge # 499	Bridge		Reconstruct existing bridge	Reconstruction	2.265	2.265	\$\$	Short
SC-66	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Stevens Rd Bridge #509	Bridge		Reconstruct existing bridge	Reconstruction	1.600	1.600	\$	Short
SC-67	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Slayton RD Bridge #511	Bridge		Reconstruct existing bridge	Reconstruction	2.070	2.070	\$\$	Short
SC-68	South Central	Other High Priority Projects	Yakima County	18	Planned	North Meyers Road	Lincoln Avenue	I-82	Widen Existing Roadway	Widening	1.960	2.080	\$\$	Short
SC-69	South Central	Other High Priority Projects	Yakima County	39	Planned	2nd Ave. (Parker)	Main Street	Yakima Street	Reconstruct gravel road to 30' pavedway	Reconstruction	0.170	0.196	\$	Short
SC-70	South Central	Other High Priority Projects	Yakima County	40	Planned	Yakima Street Reconstruction	2nd	5th Ave	Reconstruct gravel road to reduced standard BST section	Reconstruction	0.090	0.090	\$	Short
SC-71	South Central	Other High Priority Projects	Yakima County	2	Planned	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	0.875	\$	Short

SC-72	South Central	Other High Priority Projects	Yakima County	17	Planned	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	\$	Short
SC-73	South Central	Other High Priority Projects	Yakima County	19	Planned	S 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	0.690	\$	Short
SC-74	South Central	Other High Priority Projects	Yakima County	20	Planned	Fort Road	Robbins Road	Campbell Road	Reconstruct to Yakima County major collector standards	Reconstruction	0.350	0.392	\$	Short
SC-75	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Hoffer Road	Campbell Road	End of road	Reconstruct gravel road to 30ft paved roadway	Reconstruction	0.325	0.354	\$	Mid
SC-76	South Central	Other High Priority Projects	Yakima County	18	Planned	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	\$\$\$	Short
SC-77	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Toppenish-Simcoe RR	US 97 Crossing at Branch RD		Reconstruct RR Crossing	Reconstruction	1.735	1.735	\$	Short
SC-78	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Jensen RD	Oldenway RD	Old Goldendale RD	Standard 30ft BST Roadway	Reconstruction	0.400	0.400	\$	Short
SC-79	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Harrah RD Bridge #251	Bridge		Reconstruct existing bridge	Reconstruction	1.593	1.593	\$	Short
SC-80	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Robbins RD Bridge # 499	Bridge		Reconstruct existing bridge	Reconstruction	2.265	2.265	\$\$	Short
SC-81	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Stevens Rd Bridge #509	Bridge		Reconstruct existing bridge	Reconstruction	1.600	1.600	\$	Short
SC-82	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Slayton RD Bridge #511	Bridge		Reconstruct existing bridge	Reconstruction	2.070	2.070	\$\$	Short
SC-83	South Central	Other High Priority Projects	Zillah	2	Planned	Cutler Way Reconstruction	Cheyne Road	5th Street	Reconstruction of roadway, drainage	Reconstruction	1.500	2.500	\$	Short
SC-84	South Central	Other High Priority Projects	Zillah	3	Planned	Schooley Bridge Reconstruction	Schooley	Schooley	Reconstruction of bridge	Reconstruction	3.600	4.750	\$\$	Short
SC-85	South Central	Fiscally Constrained	Zillah	4	Secured	Zillah Heights Road #401 Bridge Reconstruction	Moritz road	Zillah Heights Road	Reconstruction of bridge	Reconstruction	3.125	3.125	\$\$	Short
SC-86	South Central	Other High Priority Projects	Zillah	7	Planned	First Ave. Resurfacing Improvements	Pearson 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
SC-87	South Central	Other High Priority Projects	Zillah	11	Planned	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	0.500	\$	Mid
SC-88	South Central	Other High Priority Projects	Zillah	13	Planned	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	1.500	2.125	\$\$	Mid
SC-89	South Central	Other High Priority Projects	Zillah	12	Planned	Chenaur Drive Resurfacing	Pearson Street	Adams Park Drive	Resurfacing of approx. 400 LF of roadway	Preservation	0.085	0.125	\$	Mid
SC-90	South Central	Other High Priority Projects	Zillah	15	Planned	Second Street Reconstruction	First Avenue	Second Ave.	Resurfacing of approx. 200 LF of roadway (only one lane)	Reconstruction	0.256	0.256	\$	Mid
SC-91	South Central	Other High Priority Projects	Zillah	16	Planned	Zillah West Road Sidewalks	W. First Ave.	EOR	Install sidewalks on north and south side of road	Construction	0.270	0.370	\$	Mid
SC-92	South Central	Other High Priority Projects	Zillah	17	Planned	Zillah West resurfacing	W. First Ave.	EOR	Resurface approx. 900 LF of roadway	Reconstruction	0.600	0.600	\$	Mid
SC-93	South Central	Other High Priority Projects	Zillah	5	Planned	Third Avenue Resurfacing	Reo Drive	Fifth Street	Resurfacing of approx. 2950 LF of roadway, install ADA where needed	Preservation	1.250	1.500	\$	Long
SC-94	South Central	Other High Priority Projects	Zillah	8	Planned	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
SC-95	South Central	Other High Priority Projects	Zillah	10	Planned	Eighth Street Resurfacing	First Avenue	Second Ave.	Resurfacing of 1000 LF of roadway, Stormwater improvements, and sidewalks	Reconstruction	0.130	0.130	\$	Long
SC-96	South Central	Other High Priority Projects	Zillah	1	Planned	Fifth Street Reconstruction-	Second Ave	Cutler Way	Reconstruction of approx. 3000 LF	Reconstruction	3.500	4.500	\$	Long
SC-97	South Central	Other High Priority Projects	Zillah	9	Planned	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	2.500	3.125	\$\$	Long
SC-98	South Central	Other High Priority Projects	Zillah	14	Planned	Second Avenue Reconstruction	Begin Street	Second Street	Reconstruction of approx. 1000 LF of existing lane roadway (north side)	Reconstruction	0.375	0.575	\$	Long
SC-99	South Central	Other High Priority Projects	Zillah	6	Planned	Sealcoat - Various Streets	Various Streets		HMA Overlay	Preservation	0.604	0.658	\$	Short



Appendix F - 2024 Regionwide Project List - Per Jurisdiction														
		Secured Funds b/in 2024-2027 Financially Constrained												
Map Plan ID	Map Sub-region	Fiscal Constraint Status	Lead Agency	Jurisdiction Priority	Secured or Planned	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame
E-1	East	Other High Priority Projects	Grandview		Planned	SanitarySewer Trunk Main Replacement	Euclid Rd. to Dykstra Park		Replace the 21-inch sewer main.	Reconstruction	4.000	4.000	\$	Short
E-2	East	Other High Priority Projects	Grandview	8	Planned	Highland Road Improvements	Elm east	City Limits	Widen, curb, gutter, sidewalk, drainage, illumination, and surface	Widening	2.588	3.000	\$	Short
E-3	East	Other High Priority Projects	Grandview	7	Planned	Birch Avenue Improvements	Wine Country Road south	East Third Street	Curb, gutter, drainage	Reconstruction	0.410	0.475	\$	Mid
E-4	East	Other High Priority Projects	Grandview		Planned	Electrical upgrade to Butternut Well	N/A	N/A	Remove outdated electrical components and install new	Reconstruction	1.000	1.000	\$	Short
E-5	East	Other High Priority Projects	Grandview		Planned	Yakima Valley Highway #1327 Bridge Replacement	Yakima Valley Highway		Replace bridge and install provisions for pedestrian mobility	Replacement	1.500	2.016	\$	Short
E-6	East	Other High Priority Projects	Grandview		Planned	Elm Street E, #3 Bridge Replacement	Elm Street		Replace bridge and install provisions for pedestrian mobility	Replacement	1.250	2.128	\$	Mid
E-7	East	Other High Priority Projects	Grandview		Planned	Electrical/Building upgrades to Forrest Lift Station	N/A	N/A	Remove outdated electrical equipment and install new/Demo failing building structures and replace	Reconstruction	2.000	2.000	\$	Short
E-8	East	Fiscally Constrained	Grandview		Secured	Wine Country Road Park and Ride Improvements	N/A	N/A	Resurface parking lot, add sidewalk, concrete driveway, bus shelter, amenities, pavement markings, and signage	Preservation/ Reconstruction	0.405	0.405	\$	Short
E-9	East	Fiscally Constrained	Grandview		Secured	Stover Road Railroad Crossing Improvements	Wallace Way	Wine Country Road	Replace outdated railroad crossing equipment, railroad crossing surfacing, and pedestrian crossing and resurface roadway	Preservation/ Reconstruction	1.087	1.087	\$	Short
E-10	East	Other High Priority Projects	Grandview		Planned	5th Street Resurfacing	Stassen Way	Grandridge Road	Grind and overlay asphalt surface, pavement markings, update sidewalk ramps to ADA standards	Preservation/ Reconstruction	0.243	0.243	\$	Short
E-11	East	Other High Priority Projects	Grandview		Planned	Larson Street Improvements	South Fifth Street	Queen Street	Roadway reconstruction including excavation, roadway widening, storm drainage improvements, hot mix asphalt, curb and gutter, and water system improvements	Reconstruction	0.640	0.640	\$	Short
E-12	East	Other High Priority Projects	Grandview		Planned	Stassen Way Improvements	Hillcrest Street	Velma Avenue	Roadway reconstruction including excavation, roadway widening, storm drainage improvements, curb and gutter, hot mix asphalt, and water system improvements	Reconstruction	0.584	0.584	\$	Short
E-13	East	Other High Priority Projects	Grandview		Planned	Highland Road Improvements	Elm Street	East City Limits	Roadway reconstruction including excavation, roadway widening, curb and gutter, hot mix asphalt, storm drainage improvements, and water and sewer improvements	Reconstruction	3.868	3.868	\$	Mid
E-14	East	Other High Priority Projects	Grandview		Planned	Forsell Road Resurfacing	Puterbaugh Road	Wallace Way	Grind and overlay asphalt surface, and pavement markings	Preservation	0.422	0.422	\$	Mid
E-15	East	Other High Priority Projects	Grandview		Planned	2nd Street Improvements	Hillcrest Road	Euclid Road	Reconstruct roadway including excavation, crushed surfacing, hot mix asphalt, curb and gutter, sidewalks, storm drainage, street lighting, and pavement markings	Reconstruction	1.486	1.486	\$	Mid
E-16	East	Other High Priority Projects	Grandview		Planned	Wine Country Road Resurfacing	Euclid Street	Grandridge Road	Grind and overlay asphalt surface and pavement markings	Preservation	0.456	0.456	\$	Mid
E-17	East	Fiscally Constrained	Grandview		Secured	Wine Country Road and Higgins Way Improvements	East Stover Road	Higgins Way	Reconstruct roadway including excavation, crushed surfacing, hot mix asphalt, curb and gutter, sidewalks, storm drainage, street lighting, pavement markings, and water and sewer improvements	Reconstruction/New Construction	1.477	1.477	\$	Mid
E-18	East	Other High Priority Projects	Grandview	11	Planned	City-Wide Surfacing Improvements	N/A	N/A	Seal coat, fog seal	Preservation	0.500	0.500	\$	Mid
E-19	East	Other High Priority Projects	Grandview	12	Planned	City-Wide ADA Improvements	N/A	N/A	ADA upgrades	New Construction/ Reconstruction	0.500	0.500	\$	Long
E-20	East	Other High Priority Projects	Grandview	14	Planned	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	\$	Mid
E-21	East	Other High Priority Projects	Grandview	15	Planned	City-Wide Transportation Alternatives	N/A	N/A	Transportation alternatives upgrades including trails	New Construction/ Reconstruction	0.500	0.500	\$	Short
E-22	East	Other High Priority Projects	Grandview	16	Planned	City-Wide Stormwater Improvements	N/A	N/A	Stormwater upgrades	New Construction/ Reconstruction	0.500	0.500	\$	Short
E-23	East	Other High Priority Projects	Grandview	17	Planned	City Equipment Acquisition	N/A	N/A	Equipment acquisition	Purchase	0.500	0.500	\$	Short
E-24	East	Other High Priority Projects	Granger	7	Planned	West Boulevard N	Barker Avenue	Campground Road	Grade and pave roadway, and pavement markings	New Construction	0.523	0.523	\$	Mid
E-25	East	Other High Priority Projects	Granger	8	Planned	Barker Avenue, Dean Avenue, and Peterson Avenue Surfacing	Barker Avenue	Peterson Avenue	Grade and pave roadway, storm drainage, and pavement markings	New Construction	0.433	0.433	\$	Mid
E-26	East	Other High Priority Projects	Granger	1	Planned	Main Street	Sunnyside Ave	Bridge Street	Reconstruct road including sidewalk on both sides, parking both sides, center island, lighting,	Reconstruction	3.480	3.480	\$	Mid
E-27	East	Other High Priority Projects	Granger	2	Planned	3rd Street and SR 223 Roundabout	Spot Improvement		Construct new roundabout including excavation, crushed surfacing, hot mix asphalt, curb, sidewalk, pavement markings, signing, street lighting, pedestrian scale illumination, and shared-use path with curb.	Reconstruction	3.326	3.326	\$	Mid
E-28	East	Other High Priority Projects	Granger	3	Planned	Railroad Avenue Grind and Full Depth Reclamation	Sunnyside Ave	Pavement End	FDR of the existing roadway	Reconstruction	0.311	0.311	\$	Mid
E-29	East	Other High Priority Projects	Granger	4	Planned	2nd Ave. N. and Rueli Road Reconstruction	Mentzer Ave.	W. Hudson Road	Reconstruct road with curb and gutter, asphalt concrete paved roadway, drainage improvements and sidewalk gaps.	Reconstruction	1.785	1.785	\$	Mid
E-30	East	Other High Priority Projects	Granger	5	Planned	Bailey Avenue Extension	South of Bailey Ave. Ext.	Cherry Hill Road	Construct a new road and intersection, curbs, gutters, sidewalks, and railroad and drainage crossings	New Construction	0.595	0.595	\$	Mid
E-31	East	Other High Priority Projects	Granger	6	Planned	Emerald Road Reconstruction	County Line	SR223	Reconstruct road including bike lanes, curbs, gutters, and sidewalks	Reconstruction	2.133	2.133	\$	Mid

SC-1	South Central	Other High Priority Projects	Harrah		Planned	Branch Road Chipseal	East City Limits	West City Limits	Chipseal	Preservation	0.020	0.020	\$	Short
Sc-2	South Central	Other High Priority Projects	Harrah		Planned	Harrah Road Chipseal	N. City Limits	S. City Limits	Chipseal	Preservation	0.017	0.017	\$	Short
SC-3	South Central	Other High Priority Projects	Harrah		Planned	North Harrah Road Sidewalk Extension	Elementary School	City Limits	Continue ADA Standard Sidewalks on East Side of Roadway	New Construction	0.020	0.035	\$	Long
SC-4	South Central	Other High Priority Projects	Harrah		Planned	Harrah Bus Shelters	Harrah / Branch Intersection Vicinity		Shelter Located Close to Harrah / Branch Road Intersection	New Construction	---	---	\$	Mid
SC-5	South Central	Other High Priority Projects	Harrah		Planned	Harrah Road Flashing Speed Signs	N, S, E. & W Town Limits		Intallation of Flashing Speed Limit Signage	New Construction	---	---	\$	Short
SC-6	South Central	Fiscally Constrained	Harrah		Secured	Branch Road Sidewalk Improvements	Harrah Road	School	Sidewalk, pedestrian crossing, railroad crossing installation	New Construction	1.201	1.201	\$	Short
SC-7	South Central	Other High Priority Projects	Harrah		Planned	City-Wide Sidewalk Improvements	N/A	N/A	Reconstruct sidewalk, curb and gutter, vegetation removal/replace	Reconstruction/ Preservation	0.500	0.500	\$	Short
SC-8	South Central	Other High Priority Projects	Harrah		Planned	City-Wide Pavement Rehabilitation	N/A	N/A	Resurfacing, grind, and overlay	Preservation	0.500	0.500	\$	Short
SC-9	South Central	Other High Priority Projects	Harrah		Planned	City-Wide ADA Improvements	N/A	N/A	ADA upgrades	New Construction/ Reconstruction	0.500	0.500	\$	Short
SC-10	South Central	Other High Priority Projects	Harrah		Planned	City-Wide Safety Improvements	N/A	N/A	Safety upgrades to roadway and sidewalk network, including traffic calming and signage upgrades (as need)		0.500	0.500	\$	Short
SC-11	South Central	Other High Priority Projects	Harrah		Planned	City-Wide Stormwater Improvements	N/A	N/A	Stormwater Upgrades	New Construction/ Reconstruction	0.500	0.500	\$	Long
SC-12	South Central	Other High Priority Projects	Harrah		Planned	City Equipment Acquisition	N/A	N/A	Equipment acquisition	Purchase	0.500	0.500	\$	Short
SC-13	South Central	Other High Priority Projects	Harrah		Planned	Chipseal - Various Streets	Various Streets		Chipseal	Preservation	0.029	0.029	\$	Short
E-32	East	Other High Priority Projects	Mabton	12	Planned	2nd Street Overlay	Pine Street	Maple Street	Overlay	Preservation	0.060	0.060	\$	Long
E-33	East	Other High Priority Projects	Mabton	2	Planned	3rd Street Overlay	Pine Street	Maple Street	Overlay	Preservation	0.020	0.020	\$	Long
E-34	East	Other High Priority Projects	Mabton	3	Planned	Maple Street Overlay	Main Street	2nd Street	Overlay	Reconstruction	0.155	0.200	\$	Mid
E-35	East	Other High Priority Projects	Mabton	5	Planned	Pine Street Overlay	6th Street	Allison Road	Upgrade Pine Street from gravel road to hard surface	Reconstruction	0.115	0.200	\$	Mid
E-36	East	Other High Priority Projects	Mabton	6	Planned	Fern Street Overlay	SR22	Pine Street	Upgrade gravel road to hard surface	Reconstruction	0.145	0.200	\$	Mid
E-37	East	Other High Priority Projects	Mabton	7	Planned	Allison Road Overlay	End of Pavement	City Limits	Upgrade Allison Road from gravel road to hard surface	Reconstruction	0.100	0.100	\$	Mid
E-38	East	Other High Priority Projects	Mabton	10	Planned	Vance Road BST	Cemetery	Treatment Plant	BST existing roadway	Preservation	0.100	0.100	\$\$	Mid
E-39	East	Other High Priority Projects	Mabton	14	Planned	Monroe Street Construction	7th Avenue	Vance Road	Construct a new street.	New Construction	0.125	0.125	\$	Mid
E-40	East	Other High Priority Projects	Mabton	8	Planned	Jefferson Street	1st Ave.	7th Ave.	Reconstruction of Jefferson Street. Curb, gutter, sidewalk and storm drain	Reconstruction	1.130	1.130	\$	Mid
E-41	East	Other High Priority Projects	Mabton	9	Planned	Adams Street Reconstruction	1st Ave.	7th Ave.	Reconstruct Adams Street, Curb, gutter, sidewalk and storm drainage.	Reconstruction	1.130	1.130	\$	Long
E-42	East	Other High Priority Projects	Mabton	1	Planned	Washington and Euclid Street Overlay	6th Ave	E. City Limits	Grind and overlay the roadway, with subgrade repair, and curb ramp upgrades.	Reconstruction	0.408	0.500	\$\$	Long
E-43	East	Other High Priority Projects	Mabton	13	Planned	6th Ave Overlay	Euclid Rd	City Limits	Pulverize and resurface roadway	Reconstruction	0.242	0.242	\$	Short
E-44	East	Other High Priority Projects	Mabton	16	Planned	B Street Reconstruction	Boundary Road	6th Street	Overlay the existing roadway	Reconstruction	1.301	1.301	\$	Short
E-45	East	Other High Priority Projects	Mabton	17	Planned	South Street Reconstruction	Boundary Road	Main Street	Reconstruct South Street	Reconstruction	0.100	0.100	\$	Mid
E-46	East	Other High Priority Projects	Mabton	11	Planned	Citywide Chipseal	Various Streets		Chipseal	Preservation	1.200	1.200	\$	Mid
EV-1	East Valley	Other High Priority Projects	Moxee	1	Planned	Moxee Ave	Rivard Rd	Tacoma St	Grind and overlay	Overlay	0.417	0.417	\$	Short
EV-2	East Valley	Other High Priority Projects	Moxee	2	Planned	Moxee Ave Sidewalk Improvements	Iler Street	Tacoma St	Replace damaged sidewalk with new curb, gutter, and construct new tree wells with root barrier	Reconstruction	0.203	0.203	\$	Short
EV-3	East Valley	Other High Priority Projects	Moxee	3	Planned	South Iler St	Park	Moxee Ave	Grind and overlay	Overlay	0.289	0.289	\$	Short
EV-4	East Valley	Other High Priority Projects	Moxee	4	Planned	North Iler St	Moxee Ave	Charron Rd	Grind and overlay	Overlay	0.240	0.240	\$	Short
EV-5	East Valley	Other High Priority Projects	Moxee	7	Planned	SR 24 Pathway	University Parkway	Morrier Lane	Construct multi use pathway and safety fencing	New	1.383	1.383	\$	Short
EV-6	East Valley	Other High Priority Projects	Moxee	9	Planned	Yakima Ave Improvements	Iler Street	Tacoma St	Reconstruct with new pavement, curbs, gutters, sidewalks, drainage and illumination	Reconstruction	0.432	0.432	\$	Mid
EV-7	East Valley	Other High Priority Projects	Moxee	5	Planned	East Charron Road Improvements	Faucher Road	East City Limits	Reconstruct north half of roadway with new pavement, curbs, gutters, sidewalks, drainage, illumination	Reconstruction	0.558	0.558	\$	Short
EV-8	East Valley	Other High Priority Projects	Moxee	6	Planned	Postma Road Improvements	Rivard Road	East City Limits	Reconstruct with new pavement, curbs, gutters, sidewalks, drainage, illumination	Reconstruction	0.961	0.961	\$	Short
EV-9	East Valley	Other High Priority Projects	Moxee	8	Planned	Faucher Road Improvements	East Charron Road	North City Limits	Reconstruct with new pavement, curbs, gutters, sidewalks, drainage and illumination	Reconstruction	2.161	2.161	\$\$	Mid
EV-10	East Valley	Other High Priority Projects	Moxee	10	Planned	Mieras Road Improvements	Birchfield Road	Ekelman Road	Widen and reconstruct with new pavement, curbs, gutters, sidewalks, drainage, illumination	Reconstruction	6.233	6.233	\$\$	Mid

EV-11	East Valley	Other High Priority Projects	Moxee	13	Planned	Morrie Lane South	SR 24	Postma Rd	Construct new 3 lane roadway including pavement, curb, gutter, sidewalks, drainage	New	2.855	2.855	\$\$	Mid
EV-12	East Valley	Other High Priority Projects	Moxee	11	Planned	Ekleman Rd Reconstruction - Phase 1	School Road	Duffield Road	Reconstruct with new pavement, curbs, gutters, sidewalks, drainage and illumination	Reconstruction	0.525	0.525	\$	Mid
EV-13	East Valley	Other High Priority Projects	Moxee	12	Planned	Ekleman Rd Reconstruction - Phase 2	Duffield Road	End of Road	Reconstruct with new pavement, curbs, gutters, sidewalks, drainage and illumination	Reconstruction	1.417	1.417	\$	Mid
EV-14	East Valley	Other Priority Projects	Multiple Jurisdictions		Planned	Moxee Trail Project	University Parkway	Moxee Park Vicinity	Construct a paved pedestrian / bicycle pathway along the SR 24 Corridor	Safety	8.600	8.600	\$\$\$	Mid
NW-1	NW - 1	Fiscally Constrained	Naches	1	Secured	Naches Trail Improvements	Naches Avenue	Orchard Street	Construct an ADA compliant pathway to connect overflow parking and residential areas south of Orchard Street to Naches Trail and Depot, including demolition and removal of structure/building obstructing pathway and proposed ADA parking area. Project is fully funded with federal funds utilizing Title Credits as local match.	New Construction	0.614	0.614	\$	Short
NW-2	NW - 2	Other High Priority Projects	Naches	3	Planned	4th Street Overlay	Old Naches Highway	Naches Avenue	Grind & overlay, new ADA sidewalk ramps, sidewalk repair, and pavement markings	Restoration	0.353	0.353	\$	Short
NW-3	NW - 3	Other High Priority Projects	Naches	4	Planned	Old Naches Highway Improvements	Shafer Avenue	Kel-Lowry Road	Widen roadway, grading, asphalt concrete pavement, bicycle lanes, drainage, curbs, gutters, sidewalks, street lights	Widening	1.871	1.871	\$	Short
NW-4	NW - 4	Other High Priority Projects	Naches	5	Planned	Sinclair Avenue, 1st to 2nd Street Improvements	First Street	Second Street	Grading, drainage, asphalt concrete pavement, curbs, gutters, sidewalks	Reconstruction	0.331	0.331	\$	Short
NW-5	NW - 5	Other High Priority Projects	Naches	6	Planned	Sinclair Avenue, 2nd to 3rd Street Improvements	Second Street	Third Street	Grading, drainage, asphalt concrete pavement, curbs, gutters, sidewalks	Reconstruction	0.379	0.379	\$	Short
NW-6	NW - 6	Other High Priority Projects	Naches	7	Planned	First Street Improvements	Moxee Avenue	Sinclair Avenue	Reconstruct, widen roadway, grading, asphalt concrete pavement, drainage, curbs, gutters, sidewalks	Reconstruction / Widening	0.273	0.273	\$	Short
NW-7	NW - 7	Other High Priority Projects	Naches	8	Planned	South Naches Avenue Right Turn Lane	S. Naches Ave	US-12 Vicinity	Add right turn lane from S. Naches Avenue (Northbound) onto US-12 (Eastbound). Project to be completed in partnership with WSDOT.	Widening	0.371	0.371	\$	Short
NW-8	NW - 8	Other High Priority Projects	Naches	9	Planned	Simmons Road Improvements	Old Naches Hwy	Bridge	Reconstruct, widen roadway, grading, asphalt concrete pavement, drainage, curbs, gutters, sidewalks, street lights	Reconstruction / Widening	1.302	1.302	\$	Short
NW-9	NW - 9	Other High Priority Projects	Naches	2	Planned	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 / New Construction	2.876	2.876	\$\$	Mid
N-1	North	Other High Priority Projects	Selah	9	Planned	East Naches Avenue	Wenas Road east	Railroad Avenue	Drainage, replace curb & gutter, sidewalks, grading & paving, illumination	Reconstruction	1.389	1.597	\$\$	Mid
N-2	North	Other High Priority Projects	Selah	11	Planned	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
N-3	North	Other High Priority Projects	Selah	13	Planned	East Goodlander / Lancaster	Spot Improvement		Traffic Signalization	Signalization	0.325	0.374	\$	Mid
N-4	North	Other High Priority Projects	Selah	4	Planned	East Naches Road Extension	Jim Clements Way	I-82 Ramps	Reconstruct existing roadway and extend new roadway to the east including crushed surfacing, HMA, curb and gutter, sidewalk, new bridge, lights, and storm drainage.	Reconstruction / New construction	30.000	34.778	\$\$\$	Mid
N-5	North	Other High Priority Projects	Selah		Planned	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
N-6	North	Other High Priority Projects	Selah		Planned	Overlays - Various Roads	Various Roads		Construct structural overlays on arterial roadways	Preservation	0.335	0.345	\$	Short
N-7	North	Other High Priority Projects	Selah		Planned	Transit Operating/ Capital Expenditures	Citywide		Supplemental funding for transit service operating expenses	Transit	0.568	0.653	\$	Mid
N-8	North	Other High Priority Projects	Selah		Planned	Street Asset Amenities, Route Maintenance, Repair, Improvements	Citywide		Maintenance of shelters, benches, and signage throughout our route system	Transit	0.100	0.105	\$	Short
N-9	North	Other High Priority Projects	Selah		Planned	ADA Improvements	Citywide		Replace or install ADA ramps at intersections	Non-Motorized	0.025	0.026	\$	Short
N-10	North	Other High Priority Projects	Selah		Planned	Roadway Citywide Shoulder Improvements	Citywide		Citywide shoulder improvements - PM10 abatement	Environmental	0.175	0.186	\$	Mid
E-47	East	Other High Priority Projects	Sunnyside		Planned	Grandview Avenue Improvements	Riverside Avenue	Swan Rd	Construct curb, gutter, sidewalk and storm drainage	Reconstruction	2.856	3.214	\$\$	Short
E-48	East	Other High Priority Projects	Sunnyside		Planned	East Edison Avenue Railroad Signal Project	Railroad Crossing on East Edison		Install new railroad crossing signal	Rail	0.500	0.562	\$	Short
E-49	East	Other High Priority Projects	Sunnyside		Planned	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	0.321	\$	Short
E-50	East	Other High Priority Projects	Sunnyside		Planned	Allen Road Intersection Improvements	Allen Road and Waneta Intersection		Install new traffic signal and intersection improvements	Construction	1.000	1.125	\$	Short
E-51	East	Other High Priority Projects	Sunnyside		Planned	Waneta Road and Alexander Road Improvements	Waneta Road and Alexander Road Intersection		Roadway widening for new turn lanes	Construction	1.000	1.125	\$	Short
E-52	East	Fiscally Constrained	Sunnyside	2	Secured	Yakima Valley Highway Resurfacing	1st Street	6th Street	Overlay existing roadway	Preservation	0.500		\$	Short
E-53	East	Other High Priority Projects	Sunnyside		Planned	S. 6th Street Improvements	Lincoln Avenue	Franklin Avenue	Construct curb, gutter, sidewalk, intersection signals and safety improvements, storm drainage, road reconstruction, illumination, and utility adjustments	Reconstruction	3.990	4.490	\$\$	Short
E-54	East	Other High Priority Projects	Sunnyside		Planned	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	16.336	25.451	\$\$\$	Mid
E-55	East	Other High Priority Projects	Sunnyside		Planned	East Edison Avenue Improvements Phase I	7th Street	9th Street	Reconstruct curb & gutter, sidewalks, landscaping, intersection safety, utility adjustments, south side	Reconstruction	1.530	1.773	\$	Mid
E-56	East	Other High Priority Projects	Sunnyside		Planned	Soon Road Improvements	Yakima Valley Highway	North City Limits	Reconstruct roadway, curb, gutter, sidewalks, storm drainage	Reconstruction	1.000		\$	Mid
E-57	East	Other High Priority Projects	Sunnyside		Planned	Bridge Street Bridge	Bridge		Replace bridge	Reconstruction	1.000	1.384	\$	Mid
E-58	East	Fiscally Constrained	Sunnyside	3	Secured	Airport Hangar Development	Sunnyside Municipal Airport		Construct Hangar	Construction	1.000		\$	Short

E-59	East	Other High Priority Projects	Sunnyside		Planned	East Lincoln Avenue Overlay	South 6th Street	South 16th Street	Overlay existing roadway	Preservation	0.962	1.218	\$	Mid
E-60	East	Other High Priority Projects	Sunnyside		Planned	East Lincoln Avenue Turn Lanes	South 1st Street	South 4th Street	Construct new castbound lane and turn lane	Widening	0.300	0.369	\$	Mid
E-61	East	Other High Priority Projects	Sunnyside		Planned	11th Street Improvements	Lincoln Avenue	Yakima Valley Highway	Reconstruct roadway, curb, gutter, sidewalks, storm drainage, landscaping	Reconstruction	3.325	4.468	\$	Mid
E-62	East	Other High Priority Projects	Sunnyside		Planned	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	Reconstruction	4.119	5.701	\$	Mid
E-63	East	Other High Priority Projects	Sunnyside		Planned	Street Improvements Phase II	Yakima Valley Highway	Port Property	Construct additional roadway, pedestrian safety and mobility improvements	Reconstruction	0.125	0.178	\$	Mid
E-64	East	Other High Priority Projects	Sunnyside		Planned	16th Street Phase I	East Edison Avenue	Yakima Valley Highway	Reconstruct existing roadway, curb, gutter, sidewalks, illumination, landscaping	Reconstruction	0.875	1.141	\$	Mid
E-65	East	Other High Priority Projects	Sunnyside		Planned	16th Street Improvements	North Avenue	North City Limits	Overlay existing roadway	Preservation	0.584	0.697	\$	Mid
E-66	East	Other High Priority Projects	Sunnyside		Planned	Lincoln Avenue and Yakima Valley Highway Intersection Improvements	Lincoln Avenue	Yakima Valley Highway	Construct roundabout	Reconstruction	3.190		\$	Mid
E-67	East	Other High Priority Projects	Sunnyside		Planned	Swan Road and Yakima Valley Highway Intersection Improvements	Swan Road	Yakima Valley Highway	Construct roundabout	Reconstruction	2.500		\$	Mid
E-68	East	Other High Priority Projects	Sunnyside		Planned	Midvale and Alexander Road Intersection Improvements	Midvale Road	Alexander Road	Replace existing signal, mast arms, and heads. Install controller with video attenuation. Construct turn lanes and ADA ramps.	Reconstruction	1.500		\$	Mid
E-69	East	Other High Priority Projects	Sunnyside		Planned	6th Street and Lincoln Avenue Intersection Improvements	6th Street	Lincoln Avenue	Replace span wire traffic signal with fully attenuated traffic signal including signal poles, heads, APS, video attenuation, and ADA ramps	Reconstruction	1.500		\$	Mid
E-70	East	Other High Priority Projects	Sunnyside		Planned	9th Street & East Edison Avenue Intersection Improvements	9th Street	Edison Avenue	Construct new intersection improvements	Reconstruction	1.500		\$	Mid
E-71	East	Other High Priority Projects	Sunnyside	4	Planned	Edison Road Bridge Replacement	HWY 241	Edison Road	Replace and widen bridge	Reconstruction	2.000		\$	Short
E-72	East	Fiscally Constrained	Sunnyside	2	Secured	Pedestrian Safety Improvements	Saul Road	Sunnyside Mabton Road	Construct roadway enhancements and safety improvements, curb, gutter, sidewalk, ADA ramps, RREB	Reconstruction	1.000		\$	Short
E-73	East	Other High Priority Projects	Sunnyside		Planned	City Wide ADA Ramp Replacement	Multiple Location		Reconstruct and construct ADA facilities	Reconstruction	2.000		\$	Short
E-74	East	Other High Priority Projects	Sunnyside		Planned	Citywide Traffic & Intersection Study	Transportation Study		Study citywide patterns, uses functional classifications, levels of service, intersection warrant analysis	Planning	0.250	0.273	\$	Short
NW-10	Northwest	Other High Priority Projects	Tieton	2	Planned	Elm Street Sidewalk Improvements	Naches Avenue	Tieton Avenue	Sidewalk, storm, and curb ramps	Reconstruction	0.170	0.170	\$	Mid
NW-11	Northwest	Other High Priority Projects	Tieton	3	Planned	Downtown Revitalization	City Square	City Square	Reconstruct sidewalks with bulbouts on outside perimeter of City Square	Reconstruction	1.000	1.000	\$	Mid
NW-12	Northwest	Other High Priority Projects	Tieton	4	Planned	Pongola Road BST	Rozenkranz Road	Pongola Road	Double Shot BST Pongola Road	Preservation	0.050	0.050	\$	Mid
NW-13	Northwest	Other High Priority Projects	Tieton	5	Planned	Wisconsin Avenue Seal Coat	North Tieton Road	Maple Street	Seal Coat existing Roadway	Preservation	0.020	0.020	\$	Mid
NW-14	Northwest	Other High Priority Projects	Tieton	6	Planned	North Tieton Road Seal Coat	Naches Avenue	City Limits	Seal Coat existing Roadway	Preservation	0.025	0.025	\$	Mid
NW-15	Northwest	Other High Priority Projects	Tieton	7	Planned	North Tieton Road Multi-use Pathway	Naches Tieton Rd	Rosencranz Road	New multi-use pathway	New construction	0.675	0.850	\$	Mid
NW-16	Northwest	Other High Priority Projects	Tieton	8	Planned	Rosencranz Road Multi-use Pathway	Franklin Road	North Tieton Road	New multi-use pathway	New construction	0.650	0.820	\$	Mid
NW-17	Northwest	Other High Priority Projects	Tieton	9	Planned	Bridge on North Tieton Road	Bridge		Reconstruct bridge	Reconstruction	0.600	0.994	\$	Long
NW-18	Northwest	Other High Priority Projects	Tieton	10	Planned	Greenway Extension	Citywide Naches to Tieton		New multi-use pathway	New construction	8.000	9.000	\$	Long
SC-14	South Central	Fiscally Constrained	Toppenish	5	Secured	Jackson Street Extension	Juniper Street	Ward Road	Reconstruction of existing street and extension to Ward Road	New Construction	1.770	1.507	\$	Mid
SC-15	South Central	Other High Priority Projects	Toppenish		Planned	Asotin Avenue Improvements	Buena Way	E. Toppenish Avenue	Reconstruct roadway, new gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, and storm drainage improvements	Reconstruction	2.000	2.687	\$	Mid
SC-16	South Central	Other High Priority Projects	Toppenish		Planned	E 1st Avenue Improvements	L Street	S. G Street	Reconstruct roadway, new gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, and storm drainage improvements	Reconstruction	1.500	3.140	\$	Long
SC-17	South Central	Other High Priority Projects	Toppenish		Planned	E 1st Avenue Improvements	S. G Street	S. Division Street	Reconstruct roadway, new gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, and storm drainage improvements	Reconstruction	1.700	3.559	\$	Long
SC-18	South Central	Other High Priority Projects	Toppenish		Planned	E Toppenish Improvements	Asotin	L Street	Grind and overlay	Preservation	0.700	1.465	\$	Long
SC-19	South Central	Fiscally Constrained	Toppenish	6	Secured	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	\$	Short
SC-20	South Central	Other High Priority Projects	Toppenish		Planned	Wishkoski Way Extension	SR22	Wishkoski Way	Construct roadway, new gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, and storm drainage improvements	New Construction	2.000	4.187	\$	Long
SC-21	South Central	Other High Priority Projects	Toppenish		Planned	King Lane Improvements	Guyette Lane	W. 1st Avenue	Construct roadway, new gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, and storm drainage improvements	New Construction	2.000	4.187	\$	Long
SC-22	South Central	Other High Priority Projects	Toppenish		Planned	Railroad Depot Improvements	10 Asotin Avenue	---	Various Improvements to make passenger rail stop available	Reconstruction	5.000	10.468	\$	Long
SC-23	South Central	Other High Priority Projects	Toppenish		Planned	Berger Lane Improvements	Berger Lane to Brooks Lane	Adams Avenue	Reconstruct roadway, new gravel surfacing, hot mix asphalt, curb and gutter, sidewalk, and storm drainage improvements	Reconstruction	1.500	3.140	\$	Long
SC-24	South Central	Other High Priority Projects	Toppenish		Planned	Fort Road Intersection	Fort Road	SR 97	Construct roundabout for intersection	Reconstruction	25.000	52.344	\$	Long
SC-25	South Central	Other High Priority Projects	Toppenish		Planned	Downtown Revitalization	Downtown Business District		Bulb-outs, ADA improvements, storm drain improvements, reconstruct roadway.	Reconstruction	10.000	13.439	\$	Mid

SC-26	South Central	Other High Priority Projects	Toppenish		Planned	Mural Route Improvements	City Wide		Construct new sidewalks. Construct new curb and gutter and storm drainage improvement as needed	Reconstruction	1,000	1,343	\$	Mid
SC-27	South Central	Other High Priority Projects	Toppenish		Planned	City Wide ADA Improvements	City Wide		Construct new sidewalk ADA ramps. Construct new curb and gutter and storm drainage improvement as needed	Reconstruction	2,000	4,187	\$\$	Long
SC-28	South Central	Other High Priority Projects	Toppenish		Planned	Pavement Preservation	City Wide		Rehabilitation of City Streets by asphalt patching, crack sealing, and chip seal.	Reconstruction	2,000	4,187	\$\$	Short
C-1	Central	Other High Priority Projects	Union Gap	5	Planned	Main Street Reconstruction	W.Franklin Street	S. City Limits	Reconstruct, widen, curb, gutter, sidewalk, ACP, storm drainage, illumination, signalization	Reconstruction	5,100	5,100	\$\$	Mid
C-2	Central	Other High Priority Projects	Union Gap	9	Planned	Regional Beltway Phase 2 Stage 2B	N. Boundary Fullbright PK	HWY 97	New construction, 4-lane w/one roundabouts,overpass curb, gutter, storm, pathway/ bicycle lanes	New Construction	17,800	17,800	\$\$\$	Short
C-3	Central	Other High Priority Projects	Union Gap	14	Planned	Goodman Road	Ahtanum Road	Valley Mall Boulevard	Construct structural overlays on arterial roadways	New Construction	2,100	3,100	\$\$	Long
C-4	Central	Other High Priority Projects	Union Gap	18	Planned	Old Town Road Reconstruction	Main Street	Valley Mall Boulevard	Reconstruction, curb, gutter, sidewalk	Reconstruction	1,463	2,505	\$\$	Short
C-5	Central	Other High Priority Projects	Union Gap	19	Planned	North Rudkin Road Reconstruction	East Mead Avenue	I-82 Valley Mall Blvd Int.	Partner with City of Yakima to reconstruct roadway including excavation, curb and gutter, sidewalk, crushed surfacing, hot mix asphalt, storm drainage, and illumination	Reconstruction	1,193	2,300	\$\$	Long
C-6	Central	Other High Priority Projects	Union Gap	10	Planned	Ahtanum Road Reconstruction Phase 2	Goodman Road	16th Avenue	Reconstruct and widen to include curb, gutter, sidewalk, HMA, storm drainage, illumination, bridge, and culvert replacement	Reconstruction	4,554	6,827	\$\$	Mid
C-7	Central	Other High Priority Projects	Union Gap	16	Planned	South 12th Avenue	Valley Mall Boulevard	Wide Hollow Creek	Reconstruct roadway including excavation, curb and gutter, sidewalk, crushed surfacing, hot mix asphalt, storm drainage improvements, and illumination	Reconstruction	0,350	0,683	\$	Mid
C-8	Central	Other High Priority Projects	Union Gap	26	Planned	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	\$\$	Long
C-9	Central	Fiscally Constrained	Union Gap		Secured	10th Avenue Bridge Replacement	Wide Hollow Creek		Replace existing Bridge	CN Only	1,200	1,200	\$	Short
C-10	Central	Other High Priority Projects	Union Gap		Planned	Ahtanum Road Reconstruction	Goodman Road	E. Main St.	Reconstruct and widen to include curb, gutter, sidewalk, HMA, storm drainage, and illumination.	Preservation	1,000	2,000	\$\$	Long
C-11	Central	Other High Priority Projects	Union Gap		Planned	Valley Mall Resurfacing	S. 3rd Ave.	W. Washington Ave.	Grind and overlay existing roadway including, paving fabric, HMA, new stripin, and installation of signal detection loops.	Preservation	2,000	3,500	\$\$	Long
C-12	Central	Other High Priority Projects	Union Gap	21	Planned	Goodman Road Bridge	Wide Hollow Creek		Replace existing Bridge	Reconstruction	2,265	2,619	\$\$	Long
C-13	Central	Other High Priority Projects	Union Gap	5	Planned	Downtown Future Initiatives	North City Limits	South City Limits	Sidewalk modifications & other improvements to be determined	Non-Motorized	0,010	0,010	\$	Short
C-14	Central	Other High Priority Projects	Union Gap	11	Planned	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
C-15	Central	Other High Priority Projects	Union Gap	15	Planned	School Safety Projects	Various Locations		Citywide crossing flashers, sidewalks, signing	Safety	0,080	0,080	\$	Short
C-16	Central	Other High Priority Projects	Union Gap	20	Planned	Roadway Citywide Shoulder Improvements	Citywide		Citywide shoulder improvements - PM10 abatement	Environmental	0,175	0,186	\$	Short
C-17	Central	Other High Priority Projects	Union Gap	22	Planned	Citywide Transportation Planning Projects	Citywide		Various transportation, traffic operations, and safety related planning activities and main street revitalization plan	Planning/Safety	0,050	0,054	\$	Short
C-18	Central	Other High Priority Projects	Union Gap	23	Planned	Storm Drain / Vegetation	Citywide		Citywide Storm Drain Maintenance	Preservation	0,040	0,040	\$	Short
C-19	Central	Other High Priority Projects	Union Gap	24	Planned	Signal Upgrades - Local Selection	Citywide		Upgrade signals	Intersection/Operations	0,225	0,245	\$	Short
C-20	Central	Other High Priority Projects	Union Gap	27	Planned	Pathway/Sidewalk Project	Citywide		Construct sidewalk/pathways at various locations	Non-Motorized	1,100	1,265	\$\$	Mid
SC-29	South Central	Other High Priority Projects	Wapato	6	Planned	North Ahtanum Avenue Improvements	W. First Street	N. end of Ahtanum	Pave two lane road, curb, gutter, sidewalk	Reconstruction	0,900	0,900	\$	Short
SC-30	South Central	Other High Priority Projects	Wapato	7	Planned	Resurfacing of South Satus Avenue	E. 6th Street	E. 10th Street	Grind/overlay curb, gutter sidewalk	Reconstruction	0,612	0,612	\$	Short
SC-31	South Central	Other High Priority Projects	Wapato	3	Planned	9th Street Pavement Overlay	Highway 97	S. Wasco Ave.	Grind and overlay	Reconstruction	0,450	0,450	\$	Short
SC-32	South Central	Other High Priority Projects	Wapato	8	Planned	U.S. Highway 97 and 9th Street Intersection Improvements	Intersection: US 97 and 9th Street		Install roundabout or traffic signal	New Construction	2,877	2,877	\$\$	Mid
SC-33	South Central	Other High Priority Projects	Wapato	1	Planned	North Track Road Reconstruction	W. A Street	City Limits	Reconstruct curb, gutter, sidewalk, utilities	Reconstruction	2,002	2,002	\$\$	Mid
SC-34	South Central	Other High Priority Projects	Wapato	5	Planned	South Wasco Avenue Improvements	W. 1st Street	W. 10th Street	Grind/overlay curb, gutter sidewalk	Reconstruction	0,607	0,607	\$	Mid
SC-35	South Central	Other High Priority Projects	Wapato	15	Planned	Central Street Improvements	East "A" Street	East Wapato Road	Curb, gutter, sidewalk, drainage, illumination, paving	Reconstruction	1,000	1,000	\$	Mid
SC-36	South Central	Other High Priority Projects	Wapato	14	Planned	Lincoln Street Improvements	East "A" Street	East Wapato Road	Curb, gutter, sidewalk, drainage, illumination, paving	Reconstruction	1,000	1,000	\$	Mid
SC-37	South Central	Other High Priority Projects	Wapato	16	Planned	Harding Street Improvements	Donald Road	Track Road	Curb, gutter, sidewalk, drainage, illumination, paving	Reconstruction	0,900	0,900	\$	Mid
SC-38	South Central	Other High Priority Projects	Wapato	13	Planned	East "A" Street	Donald Road	Lincoln Street	Curb, gutter, sidewalk, drainage, illumination, construction of roadway	New Construction	0,750	0,750	\$	Mid
SC-39	South Central	Other High Priority Projects	Wapato	12	Planned	Resurfacing Yakima Avenue	South 1st Street	South 3rd Street	Resurface and rebuild the roadway as needed, curb, gutter, sidewalk	Reconstruction	0,750	0,750	\$	Mid
SC-40	South Central	Other High Priority Projects	Wapato	11	Planned	Intersection School Signal - Camas Street	Intersection: Camas & Dove Lane		Install a school signal at this location	Non-Motorized	0,750	0,750	\$	Mid
SC-41	South Central	Other High Priority Projects	Wapato	9	Planned	Trail Construction along North Track Road	City limits	City Limits	Pave asphalt trail	New Construction	0,525	0,525	\$	Long
SC-42	South Central	Other High Priority Projects	Wapato	22	Planned	S. Camas Ave Overlay	East 3rd Street	S. City Limits	Grind and overlay surface, replace curb ramps and sidewalk as needed.	Reconstruction	3,000	3,000	\$\$	Long
SC-43	South Central	Other High Priority Projects	Wapato	21	Planned	Donald Road Overlay	West 1st Street	N. City Limits	Resurface the existing roadway, upgrade Curb ramps as needed	Reconstruction	1,750	1,750	\$	Long

SC-44	South Central	Other High Priority Projects	Wapato	19	Planned	Resurfacing West 1st Street	Wapato Street	SR 97	Resurface the existing roadway and repair some failing sections	Reconstruction	1.750	1.750	\$	Long
SC-45	South Central	Other High Priority Projects	Wapato	20	Planned	Trader Street Overlay	West 1st Street	East 3rd Street	Resurface the existing roadway and repair some failing sections	Reconstruction	0.750	0.750	\$	Long
SC-46	South Central	Other High Priority Projects	Wapato	4	Planned	Keppler Way and Kateri Lane Improvements	S. Camas Ave	Wapato Middle School	Grind and overlay surface, and replace curb ramps and sidewalks.	Reconstruction	0.770	0.770	\$	Short
SC-47	South Central	Other High Priority Projects	Wapato	2	Planned	S. Wapato Ave Improvements	1st Street	5th Street	Resurface the existing roadway and repair some failing sections	Reconstruction	1.813	1.813	\$	Short
SC-48	South Central	Other High Priority Projects	Wapato	10	Planned	S. Naches Ave Reconstruction	1st Street	4th Street	Pulverize and pave the roadway, construct curb, gutter, storm drainage, and pedestrian facilities.	Reconstruction	0.800	0.800	\$	Short
SC-49	South Central	Other High Priority Projects	Wapato	18	Planned	Asphalt Overlay on Local Streets	2nd, 3rd, 4th, 5th Streets	9th Street	Overlay local access streets as prioritized by surface rating system	Preservation	0.500	0.500	\$	Mid
SC-50	South Central	Other High Priority Projects	Wapato	17	Planned	ADA Improvements	Citywide		Replace or install ADA ramps at intersections	Non-Motorized	0.100	0.100	\$	Short
C-21	Central	Fiscally Constrained	WSDOT		Secured	SR 24/I-82 to Riverside Rd - Paving	I-82 to Riverside Rd		This project will grind and resurface the existing roadway to extend the life of the pavement.	Preservation	1.369	1.369	\$	Short
C-22	Central	Fiscally Constrained	WSDOT		Secured	I-82/Naches & Yakima River Bridges- Joint Repair	Selah Gap		This project will replace the existing joints to provide a smoother ride and preserve the structural integrity of the bridges.	Preservation	1.530	1.530	\$	Mid
C-23	Central	Fiscally Constrained	WSDOT		Secured	I-82/Naches & Yakima River Bridges - Bridge Painting	Selah Gap		This project will clean and paint the existing steel surfaces to preserve the structural integrity of the bridge.	Preservation	16.329	16.329	\$\$\$	Mid
C-24	Central	Fiscally Constrained	WSDOT		Secured	I-82/Yakima Vicinity - Deck Rehabilitation	Terrace Heights, N First Street & Elm Street		This project will repair and resurface the existing bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.	Preservation	2.500	2.500	\$\$	Mid
C-25	Central	Fiscally Constrained	WSDOT		Secured	I-82/Yakima to Union Gap - Corridor Improvements	US 12 to SR 24		This project will increase capacity on I-82 between the US 12 interchange and the SR 24/Nob Hill Blvd interchange, replacing bridges, and improving on/off connections. This project in conjunction with related City of Yakima and Yakima County system improvements will reduce congestion and the risk of collisions.	Congestion	64.413	64.413	\$\$\$	Mid
C-26	Central	Fiscally Constrained	WSDOT		Secured	I-82/N First St to Valley Mall Blvd - Paving	I-82 N First St to Valley Mall Blvd		This project will pave per recommendations from the materials report	Preservation	15.300	15.300	\$\$\$	Mid
C-27	Central	Fiscally Constrained	WSDOT		Secured	I-82/Yakima Vic Interchange - Paving	Nob Hill Blvd & Yakima Ave Interchanges		This project will pave the ramps per recommendations from the materials report	Preservation	6.200	6.200	\$\$	Mid
C-28	Central	Fiscally Constrained	WSDOT		Secured	I-82/Yakima River Bridges at Union Gap - Joint Repair	Yakima River Bridges at Union Gap		This project will replace the existing joints to provide a smoother ride and preserve the structural integrity of the bridges.	Preservation	0.835	0.835	\$	Mid
C-29	Central	Fiscally Constrained	WSDOT		Secured	US 12/Ackley Rd/Clover Lane - Intersection Safety Improvements	Ackley Road/Clover Lane and US 12		This project will construct an eastbound right turn acceleration lane on US 12 to prevent freight and passenger vehicle collisions at this intersection.	Safety	0.998	1.074	\$	Short
C-30	Central	Fiscally Constrained	WSDOT		Secured	US 12/Old Naches Highway - Build Interchange	Old Naches Highway		Constructing a new interchange, we will separate cross traffic and improve the overall safety and operation of the highway.	Safety	38.440	38.440	\$\$\$	Long
C-31	Central	Other Priority Projects	WSDOT		Planned	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
C-32	Central	Other Priority Projects	WSDOT		Planned	US 12 / Cowiche Creek Bridge	US 12 Cowiche Creek		Construct longer bridge for flood management	Resiliency	17.000	17.000	\$\$\$	Long
E-75	East	Fiscally Constrained	WSDOT		Secured	SR 241 / Sunnyside Vic intersection safety	SR 241 Allen Rd & E Edison Rd		reconfigure intersection to improve safety	Safety	2.700	2.700	\$	Long
E-76	East	Fiscally Constrained	WSDOT		Secured	SR 22 / SR233 to SR221 - Chip Seal	SR 22 / SR233 to SR221		This project will chip seal the road per recommendations from the materials report.	Preservation	6.600	6.600	\$	Long
E-77	East	Fiscally Constrained	WSDOT		Secured	SR 241/I-82 to SR 24 - Chip Seal	SR 241/I-82 to SR 24		This project will chip seal the road per recommendations from the materials report.	Preservation	3.000	3.000	\$	Short
E-78	East	Fiscally Constrained	WSDOT		Secured	SR 241/I-82 to Factory Rd - Paving	SR 241 I-82 to Factory Rd		This project will pave the road per recommendations from the materials report.	Preservation	1.000	1.000	\$	Short
E-79	East	Fiscally Constrained	WSDOT		Secured	SR 223 / SR 22 to I-82 - Chip Seal & Paving	SR 223 SR 22 to I-82		This project will extend the life of the pavement.	Preservation	1.700	1.700	\$	Short
E-80	East	Other Priority Projects	WSDOT		Planned	SR 241N of Sunnyside to SR 24 - Reconstruct snow fence	Sunnyside to SR 24		Replace Snow fence destroyed by fires	Safety	2.000	2.000	\$	Mid
EV-15	East Valley	Fiscally Constrained	WSDOT		Secured	SR 24/ Riverside Rd to Faucher Rd - Paving	SR 24/ Riverside Rd to Faucher Rd		This project will pave the road and implement high priority active transportation needs.	Preservation	7.700	7.700	\$\$	Short
EV-16	East Valley	Fiscally Constrained	WSDOT		Secured	SR 24/ Bell Rd Intersection - intersection safety	SR 24/ Bell Rd Intersection		This project will construct a roundabout at intersection.	Safety	1.200	1.200	\$	Short
EV-17	East Valley	Fiscally Constrained	WSDOT		Secured	SR 24/Faucher Rd to SR 241 - Chip Seal	SR 24/Faucher Rd to SR 241		This project will chip seal the road per recommendations from the materials report.	Preservation	3.300	3.300	\$\$	Mid
EV-18	East Valley	Other Priority Projects	WSDOT		Planned	SR 24 / University Parkway to Moxee	SR 24 / University Parkway to Moxee		Implement recommend solutions from the Moxee to Yakima EV Study	Safety	25.000	25.000	\$\$\$	Long
M-1	Mountains	Fiscally Constrained	WSDOT		Secured	US 12/White Pass & Rimrock Vicinity - Major Drainage Phase 4	US 12 White Pass & Rimrock Vicinity		This project will restore drainage system features and repair erosion at select locations to maintain culvert flow and prevent deterioration and erosion.	Preservation	2.000	2.000	\$\$	Short
M-2	Mountains	Fiscally Constrained	WSDOT		Secured	US 12 / Indian Creek to Oak Creek - Slope Stabilization	US 12 Indian Creek to Oak Creek		This project will stabilization roadside slopes	Safety	4.500	4.500	\$\$	Short
M-3	Mountains	Fiscally Constrained	WSDOT		Secured	SR 410/ Chinook Pass Summit & Winter gate - Culvert Lining	SR 410 Chinook Pass Summit & Winter gate		This project will install culvert linings and repair erosion to maintain culvert flow and prevent further deterioration and erosion.	Preservation	3.600	3.600	\$\$	Short
M-4	Mountains	Fiscally Constrained	WSDOT		Secured	US 12/White Pass Vicinity to Indian Creek Vicinity- Paving	White Pass Vicinity to Indian Creek Vicinity		This project will overlay the road with hot mix asphalt to extend the service life of the pavement	Preservation	5.500	5.500	\$\$	Mid
M-5	Mountains	Fiscally Constrained	WSDOT		Secured	US 12/ Upper Rimrock Lake - Wildlife Connectivity	US 12 Rimrock Lake Vic		This project will allow animals to cross US 12 safely	Safety	2.600	2.600	\$	Mid
M-6	Mountains	Fiscally Constrained	WSDOT		Secured	SR 410 / Yakima Co. Line to US 12 -Chip Seal	SR 410 Yakima Co. Line to US 12		This project will overlay the road with hot mix asphalt to extend the service life of the pavement	Preservation	8.200	8.200	\$\$	Mid
M-7	Mountains	Fiscally Constrained	WSDOT		Secured	US 12/Indian Creek Bridge - Replace Bridge Rail	US 12 Indian Creek		This project will replace the existing bridge rail to preserve the structural and functional integrity of the bridge.	Preservation	1.283	1.414	\$	Mid



M-8	Mountains	Fiscally Constrained	WSDOT		Secured	SR 410 / Little Naches River Bridge - Painting	SR 410 Little Naches		This project will preserve the structural and functional integrity of the bridge.	Preservation	0.700	0.700	\$	Mid
M-9	Mountains	Fiscally Constrained	WSDOT		Secured	US 12/ Wildcat Creek to Rimrock Retreat - paving	Wildcat Creek to Rimrock Retreat		This project will preserve the roadway to extend the life of the pavement.	Preservation	5.700	5.700	\$\$	Mid
M-10	Mountains	Fiscally Constrained	WSDOT		Secured	SR 410/Rock Creek Vic - Improve Chronic Environmental Deficiency	Rock Creek Vic		This project will construct a larger area for sediment storage and overflow, and construct a new structure on SR 410 to minimize the risk of future flooding events.	Resiliency	5.500	5.500	\$\$	Mid
M-11	Mountains	Other High Priority Projects	WSDOT		Planned	US 12 / East of White Pass - Add Passing Lane	East of White Pass		Construct Passing Lane in Key location to allow safe passing of slow vehicles	Safety	10.000	10.000	\$\$	Long
MR-1	Multi-Regional	Fiscally Constrained	WSDOT		Secured	I 82 Shoulder Paving	I 82 Corridor		Rehabilitate aging asphalt shoulders along these concrete routes	Preservation	55.000	63.250	\$\$\$	Mid
N-11	North	Fiscally Constrained	WSDOT		Secured	SR 821/I-82 to Umtanum Creek Rec Site - Chip Seal	I-82 to Umtanum Creek Rec Site		This project will chip seal the road per recommendations from the materials report.	Preservation	2.800	2.800	\$\$	Mid
N-12	North	Fiscally Constrained	WSDOT		Secured	SR 821/Selah Creek Vic - Slope Stabilization	SR 821 Selah Creek Vic		This project will stabilization roadside slopes	safety	2.800	2.800	\$\$	Mid
N-13	North	Fiscally Constrained	WSDOT		Secured	I-82 / Selah Creek Rest Area - Replace Lighting Systems	I-82 Selah Creek Vic		Replace Lighting Systems	Preservation	1.900	1.900	\$	Mid
N-14	North	Fiscally Constrained	WSDOT		Secured	SR 823 / Harrison Rd R/R Bridge - Repair	SR 823 Harrison Rd R/R Br.		This project will replace damaged bridge components	Preservation	1.000	1.000	\$	Short
N-15	North	Fiscally Constrained	WSDOT		Secured	US 12 / Eschbach Rd - Intersection Safety improvement	US 12 & Eschbach Rd		This project will construct an eastbound left turn acceleration lane on US 12 to prevent freight and passenger vehicle collisions at this intersection.	Safety	0.548	0.741	\$	Short
N-16	North	Fiscally Constrained	WSDOT		Secured	SR 823/ E Fifth Ave to E Naches Ave - Paving	E Fifth Ave to E Naches Ave		This project will grind and resurface the existing roadway to extend the life of the pavement.	Preservation	0.500	0.500	\$	Mid
N-17	North	Other Priority Projects	WSDOT		Planned	SR 823 / Ellensburg to Selah - Active Transportation Improvements	SR 823 Selah to Yakima County line		Implement active transportation solutions from Yak Riv Canyon Scenic Byway Plan in Yakima County	Safety	4.300	4.300	\$\$	Long
N-18	North	Other Priority Projects	WSDOT		Planned	I-82 / Ellensburg to Yakima - preservation	Yakima County line to Selah Creek		Replace conc. Panels & Dowell bar repair	Preservation	8.000	8.000	\$\$	Long
N-19	North	Other Priority Projects	WSDOT		Planned	SR 823/821 intersection improvements	Intersection of SR 823/821		Improve intersectoin geometry	safety	5.500	5.500	\$\$	Long
N-20	North	Other Priority Projects	WSDOT		Planned	I-82 / Selah Creek Rest Area WB - Replace Building	I-82 Selah Creek Rest area WB		Replace Building	Preservation	6.000	6.000	\$\$	Long
N-21	North	Other Priority Projects	WSDOT		Planned	I-82 Selah Creek to Umtanum Ridge WB - Truck Climbing Lane	I-82 Selah Creek to Umtanum Ridge WB		Construct Truck Climbing lane for slow moving vehicles	Safety	18.000	18.000	\$\$\$	Long
NW-19	Northwest	Fiscally Constrained	WSDOT		Secured	US 12/ Naches Vicinity - paving & complete Streets	Naches Vicinity		This project will preserve the roadway to extend the life of the pavement the project will implement priority active transporations as funding allows.	Preservation	13.000	13.000	\$\$\$	Mid
NW-20	Northwest	Fiscally Constrained	WSDOT		Secured	US 12/ Windy Point to Naches - Chip Seal	Windy Point to Naches		This project will chip seal the road per recommendations from the materials report to extend the life of the pavement.	Preservation	1.200	1.200	\$	Mid
SC-51	South Central	Fiscally Constrained	WSDOT		Secured	SR 22/I-82 to US 97 - Paving & ADA	I-82 to US 97		This project will pave the road and upgrade the curb ramps to meet current standards, improving accessibility for all pedestrian.	Preservation / ADA	10.900	10.900	\$\$\$	Mid
SC-52	South Central	Fiscally Constrained	WSDOT		Secured	US 97/Fort Rd - Intersection Improvements	Fort Rd Intersection		This project proposes to replace the existing signalized intersection with a double-lane roundabout. Installing a roundabout will reduce conflicts and the risk of collisions.	Safety	8.700	8.700	\$\$	Mid
SC-53	South Central	Fiscally Constrained	WSDOT		Secured	SR 22 / Yakima River Toppenish Vicinity	Yakima River		Bridge Deck repair & painting	Maintenance / Preservation	1.000	1.000	\$	Mid
SC-54	South Central	Fiscally Constrained	WSDOT		Secured	I-82/Lower Valley Interchange - Paving	Thorp Road / SR 22 / Midvale / West Zillah / SR 223 Interchanges		This project will pave the ramps and crossroad per recommendations from the materials report.	Preservation	7.300	7.300	\$\$	Mid
SC-55	South Central	Fiscally Constrained	WSDOT		Secured	US 97/Robbins Rd - Intersection Improvements	US 97 Robbins Rod		This will replace the existing three-leg intersection with a roundabout and/or other intersection improvements	Safety	8.500	8.500	\$\$	Mid
SC-56	South Central	Fiscally Constrained	WSDOT		Secured	US 97/W Wapato Rd to Lateral A Rd - Paving	US 97 Wapato to Lateral A		This project will pave the road per recommendations from the materials report.	Presevation	3.000	3.000	\$\$	Mid
SC-57	South Central	Fiscally Constrained	WSDOT		Secured	US 97/SR 22 - Intersection Improvements	US 97 & SR 22		This project proposes to replace the existing intersection with a roundabout to reduce the risk of intersection-related collisions.	Safety	2.200	2.200	\$	Mid
SC-58	South Central	Other Priority Projects	WSDOT		Planned	SR 22 / Yakima River Crossing at Toppenish- Replace Bridges	SR 22 Corridor		Replace Bridges	Resiliency	46.000	46.000	\$\$\$	Long
SC-59	South Central	Other Priority Projects	WSDOT		Planned	US 97 / Toppenish to Goldendale	Toppenish	Goldendale	Construct Passing Lane in Key location to allow safe passing of slow vehicles	Safety	20.000	20.000	\$\$\$	Long
SC-60	South Central	Other Priority Projects	WSDOT		Planned	US 97 / Larue Rd intersection - intersection safety	US 97 Larue Rd		reconfigure intersection to improve safety	Safety	5.000	5.000	\$\$	Long
MR-8	Multi-Regional	Other High Priority Projects	Yakama Nation (Safety Cmte.)		Planned	Heritage Connectivity Trail	Yakama Reservation		Intercity bicycle / pedestrian trail system within nation boundaries	New	TBD	TBD	\$\$\$	Long
MR-10	Multi-Regional	Other High Priority Projects	Yakama Nation (Transit)		Planned	bus garage and bus office space	Yakama Reservation		Pahto Public Passage bus garage and office space	new facility construction	2.000	2.000	\$	Short
MR-11	Multi-Regional	Fiscally Constrained	Yakama Nation (Transit)		Secured	[1] - 24 + 2 WC ADA shuttle	Yakama Reservation		ADA 24 passenger + 2 wheelchair shuttle	new shuttle purchase	0.180	0.180	\$	Short
MR-12	Multi-Regional	Fiscally Constrained	Yakama Nation (Transit)		Secured	[1] - 9 + 2 WC ADA shuttle	Yakama Reservation		ADA 9 passenger + 2 wheelchair shuttle	new shuttle purchase	0.180	0.180	\$	Short
MR-13	Multi-Regional	Other High Priority Projects	Yakama Nation (Transit)		Planned	[1] - 24 + 2 WC ADA shuttles, electric	Yakama Reservation		ADA 24 passenger + 2 wheelchair shuttle	new shuttle purchase	0.250	0.250	\$	Short
MR-14	Multi-Regional	Other High Priority Projects	Yakama Nation (Transit)		Planned	[1] - 9 + 2 WC ADA shuttle, electric	Yakama Reservation		ADA 9 passenger + 2 wheelchair shuttle	new shuttle purchase	0.250	0.250	\$	Short
C-33	Central	Fiscally Constrained	Yakima	1	Secured	North 1st Street Revitalization Phase 3	MLK Boulevard	"J" Street	Reconstruct and improve existing road w/pavement and lane markings, illumination, median islands, pedestrian environment improvements	Reconstruction	13.400	13.400	\$\$\$	Short
C-34	Central	Other High Priority Projects	Yakima	56	Planned	I-82 & Cascade Parkway	East "H" Street	I-82	Construct interchange to Cascade Parkway by WSDOT	New Construction	30.000	30.000	\$\$\$	Short
C-35	Central	Other High Priority Projects	Yakima	45	Planned	East Yakima Avenue & Fair Avenue Signalization	East Yakima Avenue	Fair Avenue	Install Traffic Signal	Intersection/ Operations	1.000	1.030	\$\$	Short

C-36	Central	Other High Priority Projects	Yakima	9	Planned	East "H" Street Extension, Phase 1	1st Street	7th Street	Reconstruct and widen existing roadway, including water, sewer, curb, gutter, sidewalk, street lighting and storm drainage system	Reconstruction	9,000	9,000	\$5	Short
C-37	Central	Other High Priority Projects	Yakima	8	Planned	Bravo Company Boulevard	H' Street	Fair Avenue	Construct a new road, water, sewer, curbs, gutters, sidewalks for future development	New Construction	12,000	12,000	\$\$\$	Short
C-38	Central	Other High Priority Projects	Yakima	34	Planned	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	2,400	2,500	\$5	Short
C-39	Central	Other High Priority Projects	Yakima	22	Planned	18th Street Underpass	Yakima Avenue	18th Street	Replace the bridge on E. Yakima Avenue that crosses over 18th Street	Reconstruction	4,108	4,108	\$5	Short
C-40	Central	Fiscally Constrained	Yakima	18	Secured	2024 Northside Alley Paving	N. 6th Avenue	Willow Street	Pave approximately 4500 LF of north/south alleys between N 6th Avenue and N 3rd Avenue, from W D' Street to Willow Street	Environmental	0.500	0.500	\$	Short
C-41	Central	Other High Priority Projects	Yakima	15	Planned	S. 80th Avenue Box Culvert	Wide Hollow Road	Plath Avenue	Install box culvert adjacent to the 80th Avenue Bridge to reduce flooding issues	New Construction	0.500	0.500	\$	Short
C-42	Central	Other High Priority Projects	Yakima	16	Planned	Wide Hollow Road Box Culvert	89th Avenue	88th Avenue	Install box culvert adjacent to the Wide Hollow Road Bridge to reduce flooding issues	Reconstruction	0.500	0.500	\$	Short
C-43	Central	Other High Priority Projects	Yakima	10	Planned	E. H Street Rehabilitation	Bravo Co. Boulevard	N. 1st Street	Reconstruct roadway, water, sewer, curb, gutter, sidewalk, street lighting and drainage system	Reconstruction	9,000	9,000	\$5	Short
C-44	Central	Other High Priority Projects	Yakima	12	Planned	34th Avenue & Fruitvale Boulevard, and 34th Avenue and River Road Roundabouts	Intersection: 34th Avenue and Fruitvale Blvd., 34th Ave and River Rd		Install Roundabouts	Intersection / Operations	3,100	3,100	\$5	Short
C-45	Central	Other High Priority Projects	Yakima	46	Planned	South 3rd Avenue & Washington Avenue Signal	Intersection: South 3rd Avenue & Washington Avenue		Signal Upgrade	Intersection/Operations	0.500	0.500	\$	Mid
C-46	Central	Other High Priority Projects	Yakima	29	Planned	South 1st Street and East Washington Avenue Intersection Improvement	Intersection: South 1st Street & East Washington Avenue		Realign intersection, widen E. Washington Ave. for additional lane, replace curb, gutter, sidewalk, and construct new signal.	Intersection/Operations	2,000	2,706	\$5	Mid
C-47	Central	Other High Priority Projects	Yakima	35	Planned	South 48th Avenue Reconstruction	Summitview Avenue	Nob Hill Boulevard	Reconstruct and widen, install curb, gutter, sidewalk street lighting and drainage system	Reconstruction	3,090	3,300	\$5	Mid
C-48	Central	Other High Priority Projects	Yakima	39	Planned	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	\$5	Mid
C-49	Central	Other High Priority Projects	Yakima	30	Planned	Washington Avenue & Longfiber Road Intersection Improvements	Intersection: Longfiber Road & Washington Avenue		Improve the Washington Avenue/Longfiber Road intersection by construction of channelization, a signal or a roundabout.	Reconstruction	1,023	1,250	\$5	Short
C-50	Central	Other High Priority Projects	Yakima	40	Planned	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	0.878	1,000	\$5	Mid
C-51	Central	Other High Priority Projects	Yakima	37	Planned	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	\$5	Mid
C-52	Central	Other High Priority Projects	Yakima	31	Planned	East Nob Hill Boulevard Reconstruction	South 6th Street	South 18th Street	Reconstruct and widen existing Roadway, Intersection Improvements	Reconstruction	9,442	10,642	\$\$\$	Mid
C-53	Central	Fiscally Constrained	Yakima	42	Secured	S. 72nd Avenue and W. Washington Avenue Improvements	Intersection: South 72nd Avenue & West Washington Avenue		Intersection improvement - construct roundabout	Intersection/Operations	2,000	2,000	\$5	Short
C-54	Central	Other High Priority Projects	Yakima	32	Planned	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
C-55	Central	Other High Priority Projects	Yakima	33	Planned	16th Avenue and Fruitvale Boulevard	Intersection: 16th Avenue & Fruitvale Boulevard		Replace traffic signal system, increase curb radii, install ADA ramps	Intersection/ Operations	1,269	1,400	\$5	Mid
C-56	Central	Other High Priority Projects	Yakima	49	Planned	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	2,232	2,350	\$5	Mid
C-57	Central	Other High Priority Projects	Yakima	54	Planned	88th Avenue Sidewalk	Tieton Drive	Summitview Avenue	Construct curb, gutter, sidewalk, Stormwater runoff treatment on the east side of 88th	Non-Motorized	0.658	0.658	\$	Short
C-58	Central	Other High Priority Projects	Yakima	55	Planned	64th Avenue Roadway Widening	Washington Avenue	Nob Hill Boulevard	Widen roadway, curb, gutter, sidewalks, illumination, drainage	Widening	2,081	2,143	\$5	Mid
C-59	Central	Other High Priority Projects	Yakima	61	Planned	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
C-60	Central	Other High Priority Projects	Yakima		Planned	Bravo Company Boulevard	Fair Avenue	H' Street	Construct a new road, water, sewer, curbs, gutters, sidewalks	New Construction	8,500	8,500	\$5	Mid
C-61	Central	Other High Priority Projects	Yakima	36	Planned	Powerhouse Road and Englewood Avenue Intersection Improvements	Intersection: Powerhouse Road & Englewood Avenue		Intersection realignment, curb, gutter, sidewalk, install traffic signal or roundabout	Reconstruction	0.700	1,015	\$	Mid
C-62	Central	Other High Priority Projects	Yakima	28	Planned	US 12 & 16th Avenue Interchange	16th Avenue	US 12	Upgrade interchange by constructing a roundabout	Reconstruction	1,000	1,250	\$5	Long
C-63	Central	Other High Priority Projects	Yakima	38	Planned	Tieton Drive and South 5th Avenue Intersection Project	Intersection: Tieton Drive & 5th Avenue		Replace traffic signal with roundabout	Reconstruction	1,470	1,500	\$	Long
C-64	Central	Other High Priority Projects	Yakima	41	Planned	South 48th Avenue and Summitview Avenue Signalization	Intersection: 48th Avenue & Summitview Avenue		Install Traffic Signal	Intersection/ Operations	0.693	0.755	\$	Long
C-65	Central	Other High Priority Projects	Yakima	48	Planned	South 66th Avenue	Scenic Drive	Summitview Avenue	Reconstruct and widen roadway, curb, gutter, sidewalk, drainage system and utilities	Reconstruction	2,500	2,500	\$5	Long
C-66	Central	Other High Priority Projects	Yakima	43	Planned	40th Avenue and Englewood Avenue	Intersection: 40th Avenue & Englewood Avenue		Replace traffic signal poles, upgrade controller	Intersection/ Operations	0.500	0.500	\$	Long
C-67	Central	Other High Priority Projects	Yakima	52	Planned	South 80th Avenue - Tieton Drive to Zier Road	Tieton Drive	Zier Road	Major widening, curb, gutter, sidewalk	Widening	2,519	2,670	\$5	Long
C-68	Central	Other High Priority Projects	Yakima	50	Planned	Englewood Avenue - N. 40th Avenue to N. 56th Avenue	North 40th Avenue	N 56th Avenue	Widen roadway, curb, gutter, sidewalk	Widening	3,411	3,718	\$5	Long
C-69	Central	Other High Priority Projects	Yakima	51	Planned	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	\$5	Long
C-70	Central	Other High Priority Projects	Yakima	44	Planned	West Nob Hill Boulevard Sidewalks	South 16th Avenue	South 6th Street	Install missing sidewalks on south side of Nob Hill	Non-Motorized	1,000	1,100	\$	Long
C-71	Central	Other High Priority Projects	Yakima	53	Planned	Englewood Avenue	24th Avenue	40th Avenue	Reconstruct roadway, widen, curb, gutter, sidewalks, sewer, water and illumination	Reconstruction	3,854	4,316	\$5	Long
C-72	Central	Other High Priority Projects	Yakima	60	Planned	North/ South Connector	Ahtanum Road	Summitview Extension	Corridor study to determine the best location for a north/south limited access route in West Valley	Study	0.500	0.500	\$	Long
C-73	Central	Other High Priority Projects	Yakima	58	Planned	40th Avenue Corridor	SR12	Washington Avenue	Study to determine strategies for improving the 40th Avenue corridor	Study	0.200	0.200	\$	Long

C-74	Central	Other High Priority Projects	Yakima	59	Planned	Nob Hill Boulevard Corridor	1-82	South 16th Avenue	Study to determine strategies for improving the Nob Hill Boulevard corridor	Study	0.200	0.200	\$	Long
C-75	Central	Other High Priority Projects	Yakima	57	Planned	16th Avenue Corridor	SR12	Washington Avenue	Study to determine strategies for improving the 16th Avenue corridor	Study	0.200	0.200	\$	Long
C-76	Central	Other High Priority Projects	Yakima		Planned	Westside Transit Center	Park & Ride Facility - West Side		Construct a West Side Transit Center (park & ride)	Transit	16.000	16.960	\$\$\$	Long
C-77	Central	Other High Priority Projects	Yakima		Planned	Occidental Road Reconstruction	64th Avenue	86th Avenue	Reconstruct roadway, curb, gutter, sidewalk, street lighting and drainage	Reconstruction	10.000	10.000	\$\$\$	Long
C-78	Central	Other High Priority Projects	Yakima		Planned	40th Avenue and Powerhouse Road Intersection	40th Avenue	Powerhouse Road	Construct SB right turn lane	New Construction	0.150	0.150	\$	Long
C-79	Central	Fiscally Constrained	Yakima		Secured	40th Avenue and Fruitvale Blvd Roundabout	40th Avenue	Fruitvale Boulevard	Roundabout, Rectangular Rapid Flashing Beacons (RRFB), New Marked Crosswalk, Green Pavement/Bicycle Intersection Crossing Markings, ADA Curb Ramps, Audible Pedestrian Signal, Bicycle Wayfinding Signs/Markings, Shared-use Path/Trail	Intersection/Operations	2.000	2.000	\$	Short
C-80	Central	Fiscally Constrained	Yakima		Secured	3rd Avenue and Division Street Intersection	3rd Avenue	Division Street	Install Traffic Signal	Intersection/Operations	0.500	0.500	\$	Short
C-81	Central	Other High Priority Projects	Yakima		Planned	Washington Avenue and 48th Avenue Intersection	Washington Avenue	48th Avenue	Construct right turn lane from 48th Avenue onto WB Washington Avenue.	Intersection/Operations	0.125	0.125	\$	Long
C-82	Central	Other High Priority Projects	Yakima		Planned	40th Avenue and Tieton Drive Intersection	40th Avenue	Tieton Drive	Add dual left-turn lanes when needed. Project may change based on 40th Avenue Access Management Plan.	Intersection/Operations	6.000	6.000	\$	Long
C-83	Central	Other High Priority Projects	Yakima		Planned	40th Avenue and Nob Hill Blvd Intersection	40th Avenue	Nob Hill Boulevard	Add dual left-turn lanes when needed. Project may change based on 40th Avenue Access Management Plan.	Intersection/Operations	6.000	6.000	\$	Long
C-84	Central	Other High Priority Projects	Yakima		Planned	16th Avenue and Lincoln Avenue Intersection	16th Avenue	Lincoln Avenue	Add dual left-turn lanes when needed. Project may change based on 16th Avenue Access Management Plan and Lincoln Ave/MLK Blvd Realignment Study.	Intersection/Operations	6.000	6.000	\$	Long
C-85	Central	Other High Priority Projects	Yakima		Planned	16th Avenue and Nob Hill Blvd Intersection	16th Avenue	Nob Hill Boulevard	Add dual left-turn lanes when needed. Project may change based on 16th Avenue Access Management Plan.	Intersection/Operations	6.000	6.000	\$	Long
C-86	Central	Other High Priority Projects	Yakima		Planned	3rd Avenue and Nob Hill Blvd Intersection	3rd Avenue	Nob Hill Boulevard	Add dual left-turn lanes on northbound and southbound approaches when needed.	Intersection/Operations	3.000	3.000	\$	Long
C-87	Central	Other High Priority Projects	Yakima		Planned	Nob Hill Boulevard and 1st Street Intersection	Nob Hill Boulevard	1st Street	Add dual left-turn lanes when needed.	Intersection/Operations	7.000	7.000	\$	Long
C-88	Central	Other High Priority Projects	Yakima		Planned	Lincoln Ave & MLK Blvd Realignment Study (Auto and Bike Mobility)	Lincoln Avenue: 16th Ave to 5th Ave; Pierce Ave: Lincoln Ave to Summitview Ave		Study the option of orienting the west end of the Lincoln/MLK couplet south to Summitview, and converting Lincoln Ave (16th to Pierce) to 3 lanes with bike lanes. Pierce Ave would be widened (to the east) to 5 lanes between Summitview Ave and MLK Blvd. Intersection of Summitview Ave/Pierce Ave would have dual eastbound left-turns and dual southbound right turns. Need to improve both auto and bike east-west mobility in area.	Study	0.250	0.250	\$	Mid
C-89	Central	Other High Priority Projects	Yakima		Planned	Washington Ave Corridor Study	Washington Ave: 16th Ave to 1st St		Study feasibility of converting corridor from 4 lanes to 3 lanes. Could reduce or eliminate need for improvements at 16th St, Longfiber Rd, and 1st St. Increases safety along corridor and reduces conflicts at the at-grade railroad crossing.	Study	0.150	1.150	\$	Mid
C-90	Central	Other High Priority Projects	Yakima		Planned	1 Street (6th Ave-3rd St)	6th Avenue	3rd Street	Upgrade street to urban standards by constructing curb, gutter, sidewalk, and bike lanes. Keep at two vehicle lanes, no center vehicle median.	Reconstruction	4.140	4.140	\$	Mid
C-91	Central	Other High Priority Projects	Yakima		Planned	Fruitvale Blvd to H Street Connection (5th-1st)	5th Avenue	1st Street	Construct new arterial roadway to connect the Fruitvale Blvd and H St corridors to provide a continuous east-west corridor. RR crossing would be grade separated.	New Construction	25.000	25.000	\$\$\$	Long
C-92	Central	Other High Priority Projects	Yakima		Planned	24th Avenue	Nob Hill Boulevard	Washington Avenue	Widen roadway and add bike lanes	Reconstruction			\$	Long
C-93	Central	Other High Priority Projects	Yakima		Planned	24th Avenue	Wide Hollow Creek		Replace Wide Hollow Creek Bridge superstructure along with roadway and sidewalks.	Reconstruction	2.500	2.500	\$	Mid
C-94	Central	Other High Priority Projects	Yakima		Planned	48th Avenue	Wide Hollow Creek		Replace Wide Hollow Creek bridge.	Reconstruction	4.000	4.000	\$	Long
C-95	Central	Other High Priority Projects	Yakima		Planned	16th Avenue	Tahoma Cemetery	Washington Avenue	Install sidewalks along west side of 16th Avenue	Non-Motorized	0.107	0.107	\$	Mid
C-96	Central	Other High Priority Projects	Yakima		Planned	16th Avenue and Mead Avenue	Intersection: 16th Avenue and Mead Avenue		Install Traffic Signal	Intersection/ Operations	0.750	0.750	\$	Long
C-97	Central	Other High Priority Projects	Yakima		Planned	Nob Hill Elementary School Safety Improvements	School Vicinity		Various pedestrian safety improvements in the vicinity of Nob Hill Elementary School, such as new sidewalk and constructing ADA ramps.	New Construction	0.744	0.744	\$	Short
C-98	Central	Other High Priority Projects	Yakima		Planned	Browne Avenue Sidewalk	7th Avenue	16th Avenue	Replace damaged sidewalk panels	Reconstruction	0.379	0.379	\$	Short
C-99	Central	Fiscally Constrained	Yakima		Secured	E Nob Hill Blvd & Fair Ave I/S Improvements	Intersection: Nob Hill Blvd and Fair Avenue		Widen Nob Hill Boulevard through the intersection, construct left-turn lane, curb, gutter, sidewalk, street lighting and drainage. Upgrade signal, including mast arm structures.	Intersection/Operations	1.365	1.365	\$	Short
C-100	Central	Other High Priority Projects	Yakima		Planned	Tieton Drive Resurfacing	S. 48th Ave.	S. 72nd Ave.	Grind and overlay, and ADA curb ramp replacement	Preservation	1.508	1.508	\$	Short
C-101	Central	Other High Priority Projects	Yakima		Planned	Powerhouse Road Multi-Use Path	40th Avenue/US 12 I/S	Powerhouse Road	Construct 10-foot wide multi-use path from 40th Avenue/US 12 intersection to Powerhouse Road.	New Construction	0.434	0.434	\$	Mid
C-102	Central	Other High Priority Projects	Yakima		Planned	N 1st St & R St Signal	Intersection: N 1st St and R St		Install traffic signal at the intersection.	Intersection/Operations	0.542	0.542	\$	Mid
C-103	Central	Other High Priority Projects	Yakima		Planned	16th Avenue and Tieton Drive Intersection Improvements	Intersection: 16th Avenue and Tieton Drive		Reconstruct and widen 16th Avenue and Tieton Drive by adding left-turn lanes for all movements at the intersection. Upgrade the traffic signal.	Intersection/Operations	4.038	4.038	\$	Mid
C-104	Central	Other High Priority Projects	Yakima		Planned	Fair Avenue Sidewalk	Pacific Avenue	Nob Hill Boulevard	Construct sidewalk on west side of roadway.	Non-Motorized	0.501	0.501	\$	Short
C-105	Central	Other High Priority Projects	Yakima		Planned	Nob Hill Boulevard Sidewalk	12th Street	14th Street	Construct sidewalk on south side of roadway.	Non-Motorized	0.176	0.176	\$	Mid
C-106	Central	Fiscally Constrained	Yakima		Secured	6th Avenue Roadway Improvements	Walnut Street	River Road	Reconstruct roadway including trolley provisions.	Reconstruction	7.565	7.565	\$	Short

C-107	Central	Other High Priority Projects	Yakima		Planned	Mead Avenue Pedestrian Signal	Intersection: Mead Avenue and 10th Avenue		Install pedestrian signal at the east leg of the intersection.	Non-Motorized	0.418	0.418	\$	Mid
C-108	Central	Other High Priority Projects	Yakima		Planned	N. 16th Avenue Sidewalk	River Road	"J" Street	Construct sidewalk on west side of roadway.	Non-Motorized	0.209	0.209	\$	Mid
C-109	Central	Other High Priority Projects	Yakima		Planned	West Valley Schools Pedestrian Bridge	S. 75th Avenue	WV Community Park	Construct new pedestrian bridge over Wide Hollow creek connecting S. 75th Avenue to WV Park and schools	Non-Motorized	2.000	2.000	\$\$	Short
C-110	Central	Other High Priority Projects	Yakima		Planned	Coolidge Road from 72nd Ave to 84th Ave - Roadway Improvements	72nd Avenue	84th Avenue	Rehabilitate existing pavement and update roadway to current city standards.	Reconstruction	1.500	1.500	\$	Short
C-111	Central	Other High Priority Projects	Yakima		Planned	Prasch Avenue Sidewalk Improvements	S. 16th Avenue	S. 20th Avenue	Construct sidewalks against existing curbing on Prasch Avenue from S. 16th Avenue to S. 20th Avenue	Non-Motorized	0.128	0.128	\$	Long
C-112	Central	Other High Priority Projects	Yakima		Planned	Citywide Bicycle and Pedestrian Improvements	Citywide		Construct bicycle and pedestrian improvements per the current Pedestrian Master Plan and per the Bicycle Master Plan	Non-Motorized	7.000	7.000	\$\$	Mid/Long
C-113	Central	Fiscally Constrained	Yakima		Secured	2023 City Safety - Systemic Pedestrian Safety Improvements, Signal Upgrades, Curb Extensions at 5th Ave and D St I/S	Intersection: 5th Avenue and "D" Street		Upgrade signal controllers at 10 intersections to allow for leading pedestrian intervals. Install curb extensions at the intersection of 5th Avenue and "D" St. to improve pedestrian safety.	Intersection/Operations	0.317	0.317	\$	Short
C-114	Central	Fiscally Constrained	Yakima		Secured	2023 City Safety - Systemic Pedestrian and Bicycle Data Collection	Citywide		Collect pedestrian and bicycle counts at city street intersections to develop future local road safety plans.	Study	0.260	0.260	\$	Short
C-115	Central	Other High Priority Projects	Yakima County	4	Planned	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
C-116	Central	Other High Priority Projects	Yakima County	TBD	Planned	South 62nd Ave.	Meadowbrook Road	South Altatum Road	Reconstruct gravel road to 30ft paved roadway	Reconstruction	0.045	0.050	\$	Long
C-117	Central	Other High Priority Projects	Yakima County	10	Planned	Wide Hollow Road	Yakima City Limits	Cottonwood Canyon Road	Reconstruct to 3 lanes w/ curb, gutter, pedestrian and share bike facilities. Install signalat 96th Ave	Reconstruction	0.025	0.025	\$	Mid
C-118	Central	Fiscally Constrained	Yakima County	1b	Secured	E-W Corridor Right of Way and Construction	Yakima River East Bank (Terrace Heights)	I-82 Turnback Limits (Yakima)	New arterial connection including Yakima River Bridge, I-82 access modifications and connection to City of Yakima Mill Site	New Construction	64.144	64.144	\$\$\$	Short
C-119	Central	Fiscally Constrained	Yakima County	3	Secured	Ahtatum Road	South 26th Ave.	South 52nd Ave	Reconstruct to 3 lanes w/curb, gutter, sidewalk, illumination, bike lanes, and channelization	Reconstruction	3.540	3.540	\$\$	Short
C-120	Central	Fiscally Constrained	Yakima County	1c	Secured	E-W Corridor Construction	Yakima River east bank (Terrace Heights)	Butterfield RD Roundabout (Terrace Heights)	New Arterial connecting Terrace Heights to the Former Cascade Mill Site	New Construction	6.500	6.500	\$\$	Short
C-121	Central	Fiscally Constrained	Yakima County	TBD	Secured	Terrace Heights Drive	N 33rd Street (Terrace Heights)	39th Street (Terrace Heights)	Widen to 5 lanes and signalize intersection	Reconstruction	2.250	2.250	\$\$	Short
C-122	Central	Other High Priority Projects	Yakima County	TBD	Planned	S 52nd Ave	Ahtatum RD	Washington Ave (Yakima)	3 Lanes w/ curbs, gutters, sidewalks and on road bicycle facilities	Reconstruction	0.125	0.125	\$	Mid
C-123	Central	Other High Priority Projects	Yakima County	TBD	Planned	Ahtatum Road	South 52nd Ave	South 90th Ave	Reconstruct to 3 lanes w/curb, gutter, sidewalk, illumination, bike lanes, and channelization	Reconstruction	0.050	0.050	\$	Mid
C-124	Central	Other High Priority Projects	Yakima County	TBD	Planned	W Powerhouse RD	Yakima City Limits	S Naches RD	Reconstruct to 3 lanes w/curb, gutters, ped and on-road bike facilities	Reconstruction	1.900	1.900	\$\$	Short
C-125	Central	Other High Priority Projects	Yakima County	TBD	Planned	S 96th Ave	Spokane ST vicinity	Coolidge Ave	Reconstruct to 3 lanes w/curb, gutters, ped and on-road bike facilities	Reconstruction	0.025	0.025	\$	Mid
C-126	Central	Other High Priority Projects	Yakima County	TBD	Planned	S 41st Street	Polly LN vicinity	Kroum RD Vicinity	Reconstruct to 3 lanes w/curb, gutters, and sidewalks	Reconstruction	0.025	0.025	\$	Mid
C-127	Central	Other High Priority Projects	Yakima County	TBD	Planned	Coviche Canyon RD	Coviche Canyon Ln.	End of Road	Reconstruct gravel to 26' reduced standard BST roadway	Reconstruction	0.095	0.095	\$	Mid
C-128	Central	Other High Priority Projects	Yakima County	TBD	Planned	S Naches RD	W Powerhouse RD	Schuller Grade	Reconstruct to Yakima County Rural Collector Standard ( 12' Lanes, with 8' Shoulders) and Improve horizontal alignment	Reconstruction	1.400	14.857	\$\$\$	Mid
EV-19	East Valley	Other High Priority Projects	Yakima County	50	Planned	Bridle Way	Bitmer Road	End of pavement	Reconstruct gravel road to28' HMA w/ curb and gutter	Reconstruction	0.655	0.655	\$	Mid
EV-20	East Valley	Other High Priority Projects	Yakima County	51	Planned	Bridle Lane	Terrace Heights Drive	Bridle Way	Reconstruct gravel road to28' HMA w/ curb and gutter	Reconstruction	0.190	0.147	\$	Mid
EV-21	East Valley	Other High Priority Projects	Yakima County	49	Planned	Mieras Road Reconstruction Project	Coombs Road	End of Road	Reconstruct gravel road to standard 30ft BST Roadway	Reconstruction	0.970	0.970	\$	Long
EV-22	East Valley	Fiscally Constrained	Yakima County	TBD	Secured	Roza Hill Drive	S 58th Steet (Terrace Heights)	Wendt RD (Terrace Heights)	Widen to 3 lane urban cross section	Reconstruction	1.230	1.230	\$	Mid
EV-23	East Valley	Other High Priority Projects	Yakima County	TBD	Planned	Beaudry Road	Norman RD vicinity	Bitmer Road and Wendt RD intersection	Construct new bridge crossing	New Construction	9.300	9.300	\$\$	Mid
EV-24	East Valley	Other High Priority Projects	Yakima County	TBD	Planned	Ekelman RD	Mieras RD	Moxee City Limits	Reconstruct gravel road to standard HMA curb & gutter section	Reconstruction	0.625	0.625	\$	Short
E-81	East	Other High Priority Projects	Yakima County	48	Planned	Durham Road	Division Road	Orchardvale Road	Reconstruct gravel road to 30ft paved roadway	Reconstruction	0.565	0.565	\$	Mid
E-82	East	Fiscally Constrained	Yakima County	14	Secured	Independence Road	Fordyce Road	Maple Grove Road	Reconstruct to rural collector standards	Reconstruction	1.270	1.270	\$	Mid
E-83	East	Other High Priority Projects	Yakima County	33	Planned	Bagley Drive	Hill Ave.	Beckner Road	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.515	0.318	\$	Long
E-84	East	Other High Priority Projects	Yakima County	34	Planned	McClain Drive	Beckner Road	Hill Ave	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.395	0.247	\$	Short
E-85	East	Other High Priority Projects	Yakima County	35	Planned	Beckner Road	McClain Drive	Rouse Road	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.300	0.185	\$	Long
E-86	East	Other High Priority Projects	Yakima County	36	Planned	Hill Ave.	McClain Drive	Bagley Drive	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.195	0.128	\$	Long
E-87	East	Other High Priority Projects	Yakima County	14	Planned	Independence Road	North Outlook Road	Fordyce Road	Reconstruct roadway to rural major collector standards	Reconstruction	1.220	1.220	\$	Long
E-88	East	Other High Priority Projects	Yakima County	47	Planned	Vance Road	Edge of BST	Ferry Road	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.530	0.530	\$\$	Long
E-89	East	Other High Priority Projects	Yakima County	TBD	Planned	North Paterbaugh Road	Yakima Valley Highway	East Alexander Road	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.760	0.878	\$\$	Short
E-90	East	Other High Priority Projects	Yakima County	TBD	Planned	17th Street	Madison Ave.	South Ave.	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.130	0.151	\$\$	Mid

E-91	East	Other High Priority Projects	Yakima County	TBD	Planned	Madison Ave.	Mabton- Sunnyside Road	17th Street	Reconstruct gravel road to standard 30ft paved roadway	Reconstruction	0.070	0.081	\$	Long
E-92	East	Other High Priority Projects	Yakima County	TBD	Planned	South Ave.	Mabton- Sunnyside Road	17th Street	Reconstruct gravel road to standard 30ft pave roadway	Reconstruction	0.070	0.081	\$	Long
E-93	East	Other High Priority Projects	Yakima County	TBD	Planned	Yakima Valley HWY	Garly RD Intersection		Reconstruct Garley RD intersection at the Y	Safety	0.250	0.250	\$	Mid
E-94	East	Other High Priority Projects	Yakima County	TBD	Planned	Old Prosser RD	City Limits (Grandview)	Pleasant Ave	Reconstruct to Yakima County Standard and improve horizontal alignment	Reconstruction	0.062	0.062	\$	Short
E-95	East	Other High Priority Projects	Yakima County	TBD	Planned	SLI RD Bridge #580	Bridge		Reconstruct existing bridge	Reconstruction	0.515	0.515	\$	Short
M-12	Mountains	Other High Priority Projects	Yakima County	TBD	Planned	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	\$	Long
M-13	Mountains	Other High Priority Projects	Yakima County	TBD	Planned	Weber RD Bridge #290	Bridge		Replace girders on existing bridge	Reconstruction	0.538	0.538	\$	Short
M-14	Northwest	Other High Priority Projects	Yakima County	TBD	Planned	North Fork RD Bridge #105	Bridge		Reconstruct existing bridge	Reconstruction	1.498	1.498	\$	Short
M-15	Northwest	Other High Priority Projects	Yakima County	TBD	Planned	North Fork RD Bridge #109	Bridge		Reconstruct existing bridge	Reconstruction	1.600	1.600	\$	Short
MR-2	Multi-Regional	Fiscally Constrained	Yakima County	TBD	Secured	Countywide Safety Projects- Local Selection	Countywide		Construct Spot Safety Improvements	Safety	0.600	0.600	\$	Short
MR-3	Multi-Regional	Fiscally Constrained	Yakima County	TBD	Secured	Overlays-Variou Roads	Countywide		Construct Structural Overlays on arterial roadways	Maintenance/ Preservation	12.000	12.000	\$\$\$	Short
MR-4	Multi-Regional	Fiscally Constrained	Yakima County	TBD	Secured	Countywide Traffic Operations & Signals upgrades- local selection	Countywide		Install and update traffic signals at various locations and/or traffic operation improvements	Intersection/ Operations	0.390	0.390	\$	Short
MR-5	Multi-Regional	Fiscally Constrained	Yakima County	31	Secured	Countywide Sidewalk ADA retrofit projects	Countywide		Retrofit non-compliant sidewalks with required ADA compliant improvements at various locations.	Reconstruction	0.175	0.175	\$	Short
MR-6	Multi-Regional	Other High Priority Projects	Yakima County	30	Planned	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	\$	Mid
MR-7	Multi-Regional	Other High Priority Projects	Yakima County	TBD	Planned	Countywide Tshort Span Bridge Replacement Program	Countywide		Replace existing deficient short span bridges at various location	Reconstruction	3.000	3.000	\$\$	Short
N-22	North	Other High Priority Projects	Yakima County	38	Planned	McKee Road reconstruction- Taylor Road Vic	0.70	0.80	Reconstruct gravel road to standard 30ft BST Roadway	Reconstruction	0.100	0.100	\$	Long
N-23	North	Other High Priority Projects	Yakima County	45	Planned	Parish Road	Selah Loop Rd	End of Road	Reconstruct gravel road to reduced standard BST section	Reconstruction	0.685	0.685	\$	Short
N-24	North	Other High Priority Projects	Yakima County	43	Planned	Poulin road	Parish Road	Collins Road	Reconstruct gravel road to 30' paved road	Reconstruction	0.236	0.272	\$	Short
N-25	North	Other High Priority Projects	Yakima County	16	Planned	South Naches Road	Powerhouse Road	Young Grade	Reconstruct to county standard 40ft road, improve horizontal and vertical alignment	Reconstruction	14.857	14.857	\$\$	Mid
N-26	North	Other High Priority Projects	Yakima County	26	Planned	Old Naches Highway Bridge #460	Bridge		Reconstruct existing bridge	Reconstruction	0.240	0.284	\$	Long
N-27	North	Other High Priority Projects	Yakima County	7	Planned	Old Naches Highway	SR 12	Mapleway Road	Reconstruct to 3 lanes w/curbs, gutters and multi purpose bike/ped facilities	Reconstruction	0.150	0.150	\$	Short
N-28	North	Other High Priority Projects	Yakima County	8	Planned	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	\$	Long
N-29	North	Other High Priority Projects	Yakima County	42	Planned	Collins Road	Grabenstein road	Poulin Road	Reconstruct gravel road to 30ft paved roadway	Reconstruction	0.440	0.480	\$	Mid
N-30	North	Other High Priority Projects	Yakima County	46	Planned	Selah Ridge Road Reconstruction Project	Collins road	End of Road	Standard 30ft BST Roadway	Reconstruction	0.245	0.245	\$	Mid
N-31	North	Other High Priority Projects	Yakima County	TBD	Planned	N Wenas RD	Shaw RD	Sheep Company RD	Reconstruct to Yakima County rural major collector standards	Reconstruction	3.270	3.270	\$\$	Short
NW-21	Northwest	Other High Priority Projects	Yakima County	TBD	Planned	S Naches RD Bridge # 35	Bridge		Rehabilitate Bridge Deck	Reconstruction	1.423	1.423	\$	Short
SC-61	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Toppenish-Simcoe RR	US 97 Crossing at Branch RD		Reconstruct RR Crossing	Reconstruction	1.735	1.735	\$	Short
SC-62	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Jensen RD	Oldenway RD	Old Goldendale RD	Standard 30ft BST Roadway	Reconstruction	0.400	0.400	\$	Short
SC-63	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Hannah RD Bridge #251	Bridge		Reconstruct existing bridge	Reconstruction	1.593	1.593	\$	Short
SC-64	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Weber RD Bridge #290	Bridge		Replace girders on existing bridge	Reconstruction	0.538	0.538	\$	Short
SC-65	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Robbins RD Bridge # 499	Bridge		Reconstruct existing bridge	Reconstruction	2.265	2.265	\$\$	Short
SC-66	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Stevens Rd Bridge #509	Bridge		Reconstruct existing bridge	Reconstruction	1.600	1.600	\$	Short
SC-67	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Slayton RD Bridge #511	Bridge		Reconstruct existing bridge	Reconstruction	2.070	2.070	\$\$	Short
SC-68	South Central	Other High Priority Projects	Yakima County	18	Planned	North Meyers Road	Lincoln Avenue	I-82	Widen Existing Roadway	Widening	1.960	2.080	\$\$	Short
SC-69	South Central	Other High Priority Projects	Yakima County	39	Planned	2nd Ave. (Parker)	Main Street	Yakima Street	Reconstruct gravel road to 30' pavedway	Reconstruction	0.170	0.196	\$	Short
SC-70	South Central	Other High Priority Projects	Yakima County	40	Planned	Yakima Street Reconstruction	2nd	5th Ave	Reconstruct gravel road to reduced standard BST section	Reconstruction	0.090	0.090	\$	Short
SC-71	South Central	Other High Priority Projects	Yakima County	2	Planned	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	0.875	\$	Short
SC-72	South Central	Other High Priority Projects	Yakima County	17	Planned	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	\$	Short
SC-73	South Central	Other High Priority Projects	Yakima County	19	Planned	S 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	0.690	\$	Short

SC-74	South Central	Other High Priority Projects	Yakima County	20	Planned	Fort Road	Robbins Road	Campbell Road	Reconstruct to Yakima County major collector standards	Reconstruction	0.350	0.392	\$	Short
SC-75	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Hoffer Road	Campbell Road	End of road	Reconstruct gravel road to 30ft paved roadway	Reconstruction	0.325	0.354	\$	Mid
SC-76	South Central	Other High Priority Projects	Yakima County	18	Planned	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	\$\$\$	Short
SC-77	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Toppenish-Simcoe RR	US 97 Crossing at Branch RD		Reconstruct RR Crossing	Reconstruction	1.735	1.735	\$	Short
SC-78	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Jensen RD	Oldenway RD	Old Goldendale RD	Standard 30ft BST Roadway	Reconstruction	0.400	0.400	\$	Short
SC-79	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Harrah RD Bridge #251	Bridge		Reconstruct existing bridge	Reconstruction	1.593	1.593	\$	Short
SC-80	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Robbins RD Bridge # 499	Bridge		Reconstruct existing bridge	Reconstruction	2.265	2.265	\$\$	Short
SC-81	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Stevens Rd Bridge #509	Bridge		Reconstruct existing bridge	Reconstruction	1.600	1.600	\$	Short
SC-82	South Central	Other High Priority Projects	Yakima County	TBD	Planned	Slayton RD Bridge #511	Bridge		Reconstruct existing bridge	Reconstruction	2.070	2.070	\$\$	Short
C-129	Central	Other High Priority Projects	Yakima Transit		Planned	ADA Accessible Vehicles			Purchase ADA Accessible Vehicles					Mid
C-130	Central	Other High Priority Projects	Yakima Transit		Planned	ADA Improvement Plan			Work with the City Streets, Planning, and Engineering Departments to identify and partially fund sidewalks installation throughout the Transit system to help individuals with mobility issues get to the bus stop					Mid
C-131	Central	Fiscally Constrained	Yakima Transit		Secured	New Transit Base of Operations			New Transit location to house Yakima Transit Administrative offices, vehicles, low maintenance garage, cleaning bay, ticket booth, etc					Mid
C-132	Central	Other High Priority Projects	Yakima Transit		Planned	Westside Transfer location			Build a new Transfer station in west Yakima/West Valley within the next 6-10 years.					Mid
C-133	Central	Other High Priority Projects	Yakima Transit		Planned	YMCA Aquatics Center			Service enhancement					Mid
C-134	Central	Other High Priority Projects	Yakima Transit		Planned	Yakima Ellensburg Commuter			Service enhancement					Mid
C-135	Central	Other High Priority Projects	Yakima Transit		Planned	Vehicle Replacement			Vehicle replacement schedule is at a rate of 1.5 fixed-route buses and 3 paratransit vehicles each year.					Mid
C-136	Central	Other High Priority Projects	Yakima Transit		Planned	Sozo Sports Complex			Service enhancement					Mid
SC-83	South Central	Other High Priority Projects	Zillah	2	Planned	Cutler Way Reconstruction	Cheyne Road	5th Street	Reconstruction of roadway, drainage	Reconstruction	1.500	2.500	\$	Short
SC-84	South Central	Other High Priority Projects	Zillah	3	Planned	Schooley Bridge Reconstruction	Schooley	Schooley	Reconstruction of bridge	Reconstruction	3.600	4.750	\$\$	Short
SC-85	South Central	Fiscally Constrained	Zillah	4	Secured	Zillah Heights Road #401 Bridge Reconstruction	Moritz road	Zillah Heights Road	Reconstruction of bridge	Reconstruction	3.125	3.125	\$\$	Short
SC-86	South Central	Other High Priority Projects	Zillah	7	Planned	First Ave. Resurfacing Improvements	Pearson 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
SC-87	South Central	Other High Priority Projects	Zillah	11	Planned	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	0.500	\$	Mid
SC-88	South Central	Other High Priority Projects	Zillah	13	Planned	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	1.500	2.125	\$\$	Mid
SC-89	South Central	Other High Priority Projects	Zillah	12	Planned	Chenaur Drive Resurfacing	Pearson Street	Adams Park Drive	Resurfacing of approx. 400 LF of roadway	Preservation	0.085	0.125	\$	Mid
SC-90	South Central	Other High Priority Projects	Zillah	15	Planned	Second Street Reconstruction	First Avenue	Second Ave.	Resurfacing of approx. 200 LF of roadway (only one lane)	Reconstruction	0.256	0.256	\$	Mid
SC-91	South Central	Other High Priority Projects	Zillah	16	Planned	Zillah West Road Sidewalks	W. First Ave.	EOR	Install sidewalks on north and south side of road	Construction	0.270	0.370	\$	Mid
SC-92	South Central	Other High Priority Projects	Zillah	17	Planned	Zillah West resurfacing	W. First Ave.	EOR	Resurface approx. 900 LF of roadway	Reconstruction	0.600	0.600	\$	Mid
SC-93	South Central	Other High Priority Projects	Zillah	5	Planned	Third Avenue Resurfacing	Reo Drive	Fifth Street	Resurfacing of approx. 2950 LF of roadway, install ADA where needed	Preservation	1.250	1.500	\$	Long
SC-94	South Central	Other High Priority Projects	Zillah	8	Planned	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
SC-95	South Central	Other High Priority Projects	Zillah	10	Planned	Eighth Street Resurfacing	First Avenue	Second Ave.	Resurfacing of 1000 LF of roadway, Stormwater improvements, and sidewalks	Reconstruction	0.130	0.130	\$	Long
SC-96	South Central	Other High Priority Projects	Zillah	1	Planned	Fifth Street Reconstruction	Second Ave	Cutler Way	Reconstruction of approx. 3000 LF	Reconstruction	3.500	4.500	\$	Long
SC-97	South Central	Other High Priority Projects	Zillah	9	Planned	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	2.500	3.125	\$\$	Long
SC-98	South Central	Other High Priority Projects	Zillah	14	Planned	Second Avenue Reconstruction	Begin Street	Second Street	Reconstruction of approx. 1000 LF of existing lane roadway (north side)	Reconstruction	0.375	0.575	\$	Long
SC-99	South Central	Other High Priority Projects	Zillah	6	Planned	Sealcoat - Various Streets	Various Streets		HMA Overlay	Preservation	0.604	0.658	\$	Short



## APPENDIX G

### Environmental Documents

- Determination of Non Significance
- SEPA Checklist
- Environmental Constraints

DATE: March 4, 2024

TO: Interested Agencies

FROM: Byron Gumz, Regional Land Use Manager - YVCOG

SUBJ: **2024-2045 Yakima Valley Metropolitan and Regional Transportation Plan (M/RTP)**  
Final Threshold Determination

Enclosed is the Final Threshold Determination - Determination of Non-Significance for the Yakima Valley Metropolitan and Regional Transportation Plan (M/RTP). It is being issued after a 14-day comment period, during which one agency, the Washington State Department of Ecology (DOE), submitted a letter. DOE provided comments relating to water quality and Total Maximum Daily Loads (TMDL) in the Yakima River, Naches River, and Cowiche Creek watersheds. With the M/RTP being a regional transportation plan, the individual construction and implementation projects will receive a separate environmental review as needed to evaluate any location-specific impacts that are identified.

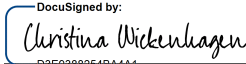
If you have any questions on the project or the appeal process, please contact me at (509)574-1550.

Encl. DNS

**FINAL**  
**DETERMINATION OF NON-SIGNIFICANCE**  
(Notice of Action)

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1. **Description of Proposal:** The Yakima Valley Conference of Governments (YVCOG) Transportation Program is updating the Yakima Valley Metropolitan and Regional Transportation Plan (M/RTP). The M/RTP establishes the strategic framework for meeting the Yakima Valley region's existing and future transportation needs and serves as the link between local agency transportation plans and Washington State's Transportation Plan.
2. **Proponent:** Yakima Valley Conference of Governments  
Attn: Alan Adolf  
311 N. 4<sup>th</sup> St., Suite 204  
Yakima, WA 98901
3. **Location of Proposal:** Throughout Yakima County
4. **Lead Agency:** Yakima Valley Conference of Governments
5. **Determination:** The lead agency for this proposal has determined that it will not have a probable significant adverse impact on the environment and an Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after a careful review of the completed environmental checklist, and other information on file with the lead agency. This information (including all environmental documentation) is available to the public on request and can be examined in our offices during regular business hours or online at [www.yvcog.us](http://www.yvcog.us). Environmental documents include the SEPA checklist, this threshold determination, and submittal materials.
6. **Comment and Appeal Information:** This Final DNS is issued under WAC 197-11-340(2). There is no further comment on it. You may appeal this SEPA threshold determination to Yakima County Superior Court within 21 days from the date of adoption of the **2024-2045 Yakima Valley Metropolitan and Regional Transportation Plan (M/RTP)**. For information on the appeal processes, or on other issues relating to this proposal, contact Byron Gumz, Regional Land Use Manager, at (509)574-1550 or [Byron.Gumz@yvcog.us](mailto:Byron.Gumz@yvcog.us).
7. **SEPA Responsible Official:** Christina Wickenhagen  

DocuSigned by:  
  
33E9882543A441
8. **Address:** 311 N. 4<sup>th</sup> St., Suite 204  
Yakima, WA 98901
9. **Date:** March 6, 2024

# **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 [\[HELP\]](#)**

1. Name of proposed project, if applicable:  
**2024 -2045 Yakima Valley Metropolitan & Regional Transportation Plan**
2. Name of applicant:  
**Yakima Valley Conference of Governments (YVCOG)**

3. Address and phone number of applicant and contact person:

Alan Adolf, Transportation Program Manager  
Yakima Valley Conference of Governments  
311 N. 4<sup>th</sup> Street, Yakima, WA 98901  
(509) 574-1550

4. Date checklist prepared: February 1, 2024

5. Agency requesting checklist: YVCOG

6. Proposed timing or schedule (including phasing, if applicable):

Proposal is for adoption of a long-range transportation plan. Adoption is proposed to occur in March 2024.

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 2024-2045 (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 Constraint Analysis was prepared as part of the M/RTP: Yakima Valley Metropolitan and Regional Transportation Plan 2020-2045.

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 planning document 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 the Yakima Valley Metropolitan and Regional Transportation Plan 2024-2045 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 within Yakima County and includes the urban areas within Yakima County and the transportation corridors connecting these areas. The M/RTP includes a long-range forecast of population growth and provides direction for prioritizing regional and metropolitan-area transportation projects. It also includes program-level identification of specific potential improvements, such as corridor widening,



extension projects, upgrades and maintenance to the existing transportation system, public transit, and non-motorized transportation improvements. 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 2020.

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 East). 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 a 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 2024-2040 M/RTP is entirely within Yakima County and includes the urban areas within Yakima County 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 projects include a variety of terrain types. Slopes associated with specific transportation improvement projects will be addressed 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 soils are found in the Yakima County Soil Survey. Soil types associated with specific transportation improvement projects will be determined within 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 addressed 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.  
This is a 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.  
This is a non-project action. The potential for erosion associated with specific transportation improvement projects will be addressed during 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)?  
This is a non-project action. Changes in the amount of impervious surface associated with specific transportation improvement projects will be addressed during project-level design and permitting.
- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:  
This is a non-project action. If needed, measures will be determined during project-level design 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 addressed with project-level design and permitting.
- An air conformity analysis was conducted for the proposed M/RTP, that considered the list of future projects within the metropolitan area in the draft M/RTP. This showed an average daily vehicle miles traveled rate of only 1.4% to 1.7%, well below the 2% review threshold. The analysis was conducted for the years 2025 and 2045 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.
- Analysis and results can be found in Section 10 (Air Quality Analysis) and the last page of appendix E (YVCOG Traffic Model Methodology, tables 18, 19, and 20.
- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.  
The potential effect of any off-site sources of emission on transportation improvement projects will be addressed 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) update. 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, 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.

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 effect of future transportation improvement projects on surface water bodies will be addressed during 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 filling or dredging is required for future transportation improvement projects, they will be reviewed during 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 during project-level design and permitting.

- 5) Does the proposal lie within a 100-year floodplain? If so, note the location on the site plan.

Future roadway projects which may occur in or near the 100-year floodplain will be reviewed under critical area/flood plain regulations.

- 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?  
Not as a result of this non-project action.

c. List threatened and endangered species known to be on or near the site.  
None known at this time. Individual projects will be evaluated, and potential impacts addressed at the project level.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:  
None, 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.  
None, 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.

**None known at this time. Individual projects will be evaluated, and potential impacts addressed at the project level.**

c. Is the site part of a migration route? If so, explain.

**Unknown.**

d. Proposed measures to preserve or enhance wildlife, if any:

**Wildlife considerations will be part of future project review, as necessary as determined at the project level.**

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.

**None known at this time.**

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)?

None.

- 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 non-forest 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?

N/A

- e. What is the current zoning classification of the site?  
N/A. Project locations will have unique zoning districts based on the jurisdiction where the project is located.
- f. What is the current comprehensive plan designation of the site?  
N/A. Project locations will have unique comprehensive plan designations based on the jurisdiction where the project is located.
- g. If applicable, what is the current shoreline master program designation of the site?  
Yakima County includes a variety Shoreline Master Program Designations, including Urban, Rural, Conservancy, Natural, Urban Conservancy, and Floodway/Channel Migration Zone.
- h. Has any part of the site been classified as a critical area by the city or county? If so, specify.  
Yakima County has identified fish and wildlife habitat conservation areas, wetlands, geologically hazardous areas, critical aquifer recharge areas, and frequently flooded areas.
- i. Approximately how many people would reside or work in the completed project?  
The current population of Yakima County is 261,200 (2023 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:  
Each jurisdiction will evaluate this during the project development.
- m. Proposed measures to reduce or control impacts to 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.  
None as a result of this non-project action.
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.  
c. None as a result of this non-project action.
- 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

- d. 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?

None as a result of this non-project action.

- c. What existing off-site sources of light or glare may affect your proposal?

None as a result of this non-project action.

- d. Proposed measures to reduce or control light and glare impacts, if any:

None as a result of this non-project action.

## **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? 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 within 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 of the 2024-2045 MRTPO plan 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 and cities within the 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 of 2024-2045 MRTPO plan.

- 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 non-passenger vehicles). What data or transportation models were used to make these estimates?

Not known at this time. When completed, future projects 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 action. 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 action.

- 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:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other \_\_\_\_\_

N/A

- 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

Byron Gumz

Position and Agency/Organization Regional Land Use Manager

Date Submitted:

February 1, 2024

## D. Supplemental sheet for non-project actions

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

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 21-year planning period through 2045. 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.

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 Analysis 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.



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 Section 7, Environmental Constraints Analysis, 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 Analysis 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?

YAKIMA VALLEY CONFERENCE OF GOVERNMENTS  
NOTICE OF ENVIRONMENTAL REVIEW

February 8, 2024

FROM: Christina Wickenhagen, SEPA Responsible Official  
SUBJECT: Notice of Environmental Review for Yakima Valley Metropolitan and Regional  
Transportation Plan 2024-2045.

**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 2020. The document is a 20-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 areawide improvement programs. No development projects are associated with this non-project action.

**NOTICE OF ENVIRONMENTAL REVIEW:**

YVCOG, as lead SEPA agency for this proposal, is issuing a Determination of Non-Significance (DNS) for comment under WAC 197-11-340(2). Your views on the proposal are welcome. All written comments received by February 22, 2024 at 5:00 p.m. will be considered prior to finalizing the 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 Byron Gumz at [Byron.Gumz@yvcog.us](mailto:Byron.Gumz@yvcog.us). Please reference "M/RTP Update" in your correspondence. After the comment period has ended, YVCOG will issue a notice of decision to retain, modify, or withdraw the DNS without an additional comment period.

The environmental checklist, Draft M/RTP, and Environmental Constraints Analysis are available to agencies and the public upon request and are also posted online at [www.yvcog.us](http://www.yvcog.us). 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 Byron Gumz at (509) 574-1550 or [Byron.Gumz@yvcog.us](mailto:Byron.Gumz@yvcog.us).

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 Byron Gumz at (509) 574-1550 or [Byron.Gumz@yvcog.us](mailto:Byron.Gumz@yvcog.us).



# **Yakima Valley Metropolitan and Regional Transportation Plan 2020-2045 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 2020-2045 (M/RTP). It is provided so that potentially affected agencies have an opportunity to comment.

The State Environmental Policy Act (SEPA) provides the context for these 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,
- East – includes the Cities of Sunnyside, Grandview, Mabton, and Granger, and the surrounding unincorporated areas.

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. 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*.

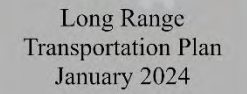
This environmental constraints analysis is intended to provide review of the project list proposed for this M/RTP. It is not intended to identify specific environmental impacts of road projects included in the M/RTP, or to be used in determining environmental mitigation. Analysis of specific direct and 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 Geohazards Map, the urban areas of the County have relatively few geologic hazard areas. Figure 2 is the County Geohazards Map.

[illegible]

**Legend**

- China
- RPO Boundary

**Geographic Example**

- Affected Low Intermediate Risk
- Affected Low High Risk
- Affected Intermediate Risk
- Affected High Risk
- Disruptive Intermediate Risk
- Disruptive High Risk
- Unaffected Intermediate Risk
- Unaffected High Risk
- Uncontested Status Intermediate Risk
- Uncontested Status High Risk
- Severe Understanding Intermediate Risk
- Severe Understanding High Risk
- Sequestered Intermediate
- Unobserved

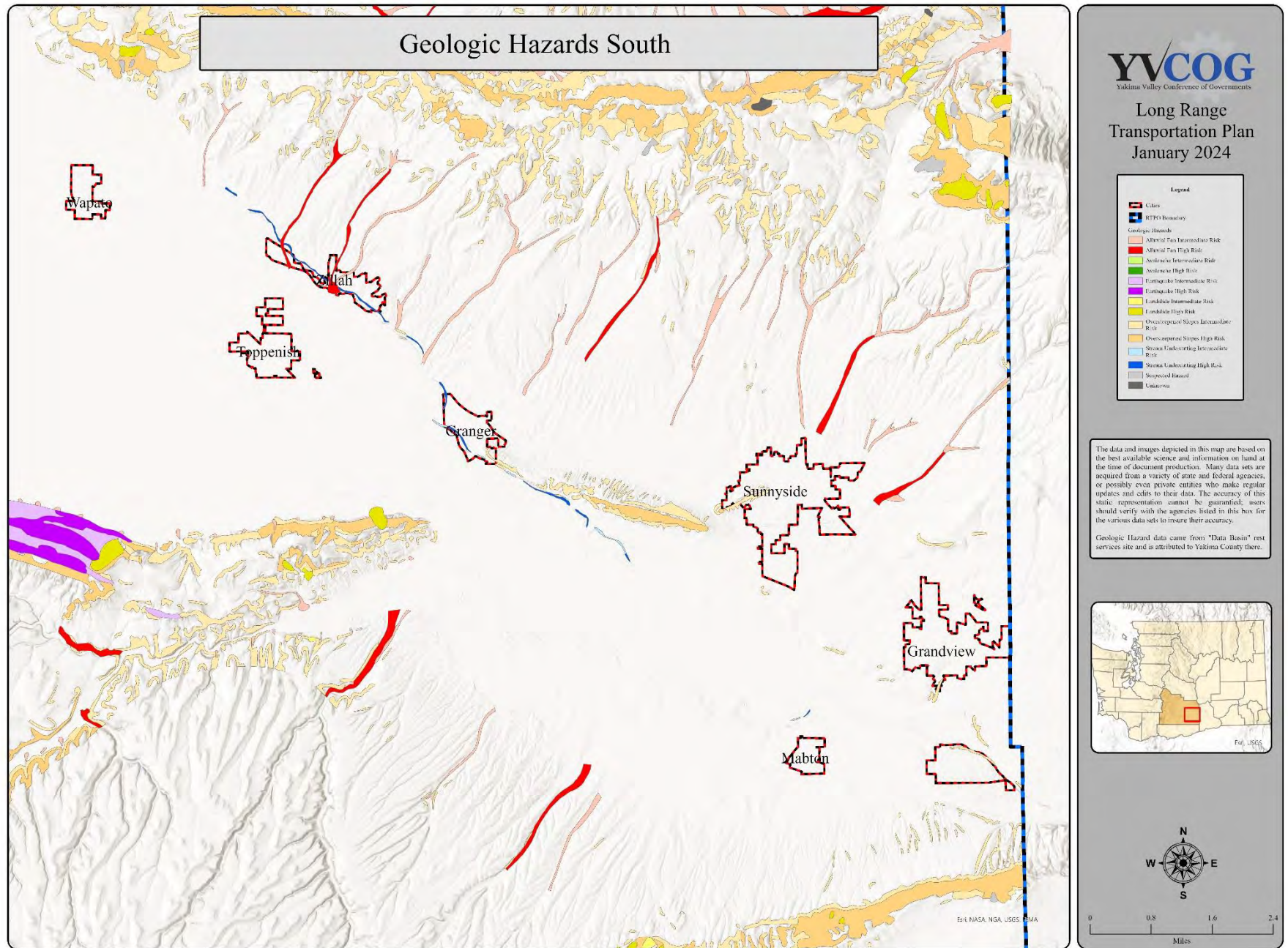
Geologic Hazard data came from "Data Basin" rest services site and is attributed to Yakima County there.



0                      0.8                      1.6                      2.4

Mils





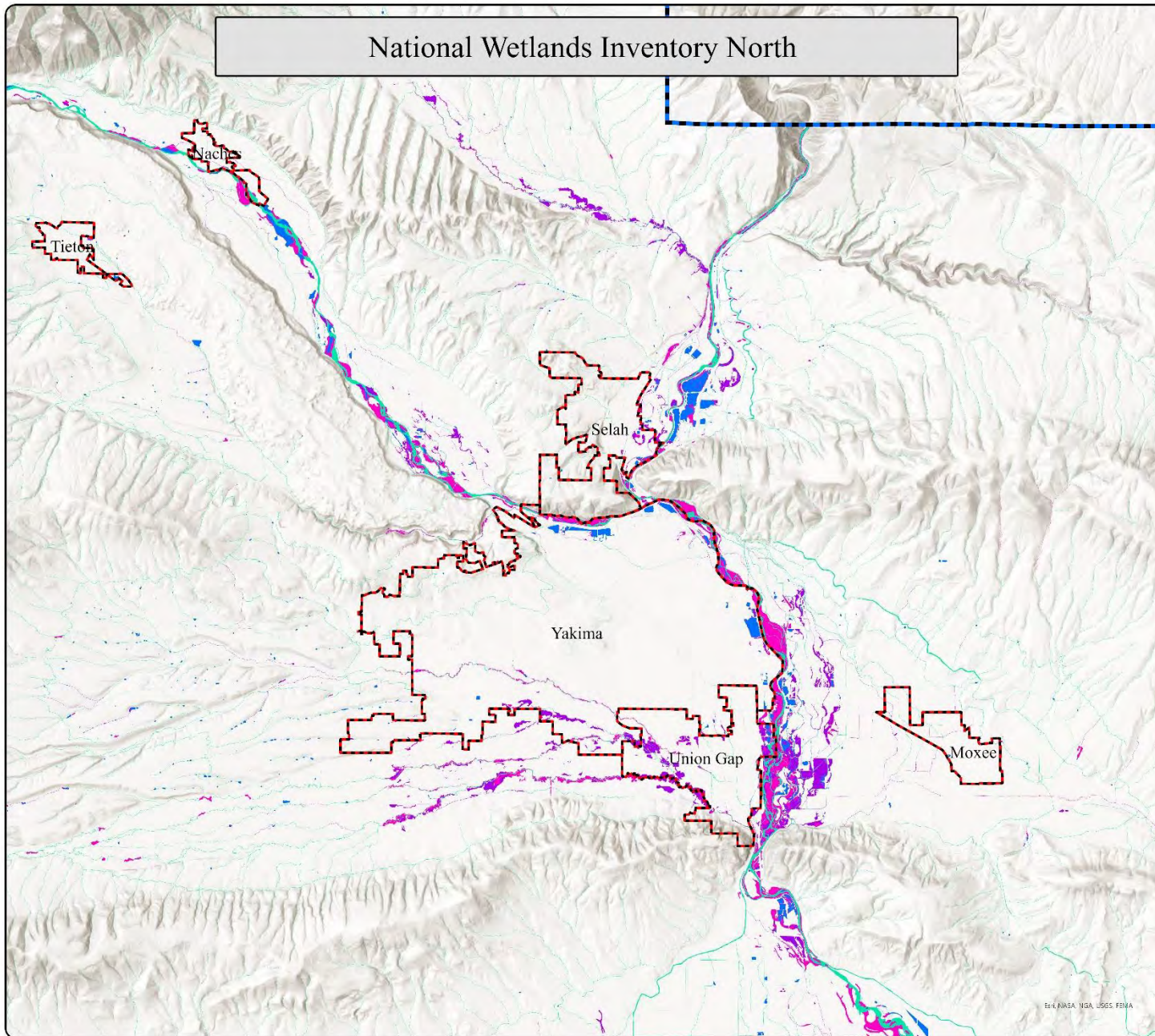
## Water and Wetlands

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. **"Shoreline Environmental Designation"** Map depicts surface waters in the County, and **"Wetlands and Waterways"** (Upper and Lower Valley) Maps depicts inventoried wetlands.

The approximate location and extent of wetlands are shown on maps maintained by Yakima County, which may include information from the National Wetlands Inventory produced by the U.S. Fish and Wildlife Service and soil maps produced by United States Department of Agriculture National Resources Conservation Service that are useful in helping to identify potential wetland areas. These maps are to be used as a guide for Yakima County, project applicants and/or property owners, and may be continuously updated as wetlands are more accurately identified, located and delineated. 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 mapping. Wetlands are listed as a constraint in this analysis where Yakima County and NWI maps identify a wetland. It should be noted that wetlands are rated based on categories that reflect the functions and values of each wetland. Wetland categories shall be based on the criteria provided in the Washington State Wetland Rating System for Eastern Washington, 2014 Update (Ecology Publication #14-06-030 - <https://fortress.wa.gov/ecy/publications/SummaryPages/1406030.html>) as determined using the appropriate rating forms contained in that publication. If a wetland may be affected by a future transportation project, field investigation will be needed to determine the wetland's extent and classification.

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 CAO update. The map was developed through a geographic information system (GIS) analysis using the methodology outlined in the Washington Department of Ecology - "Guidance Document" (<https://fortress.wa.gov/ecy/publications/SummaryPages/0510028.html>- Publication 05-10028). 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.





# Long Range Transportation Plan January 2024

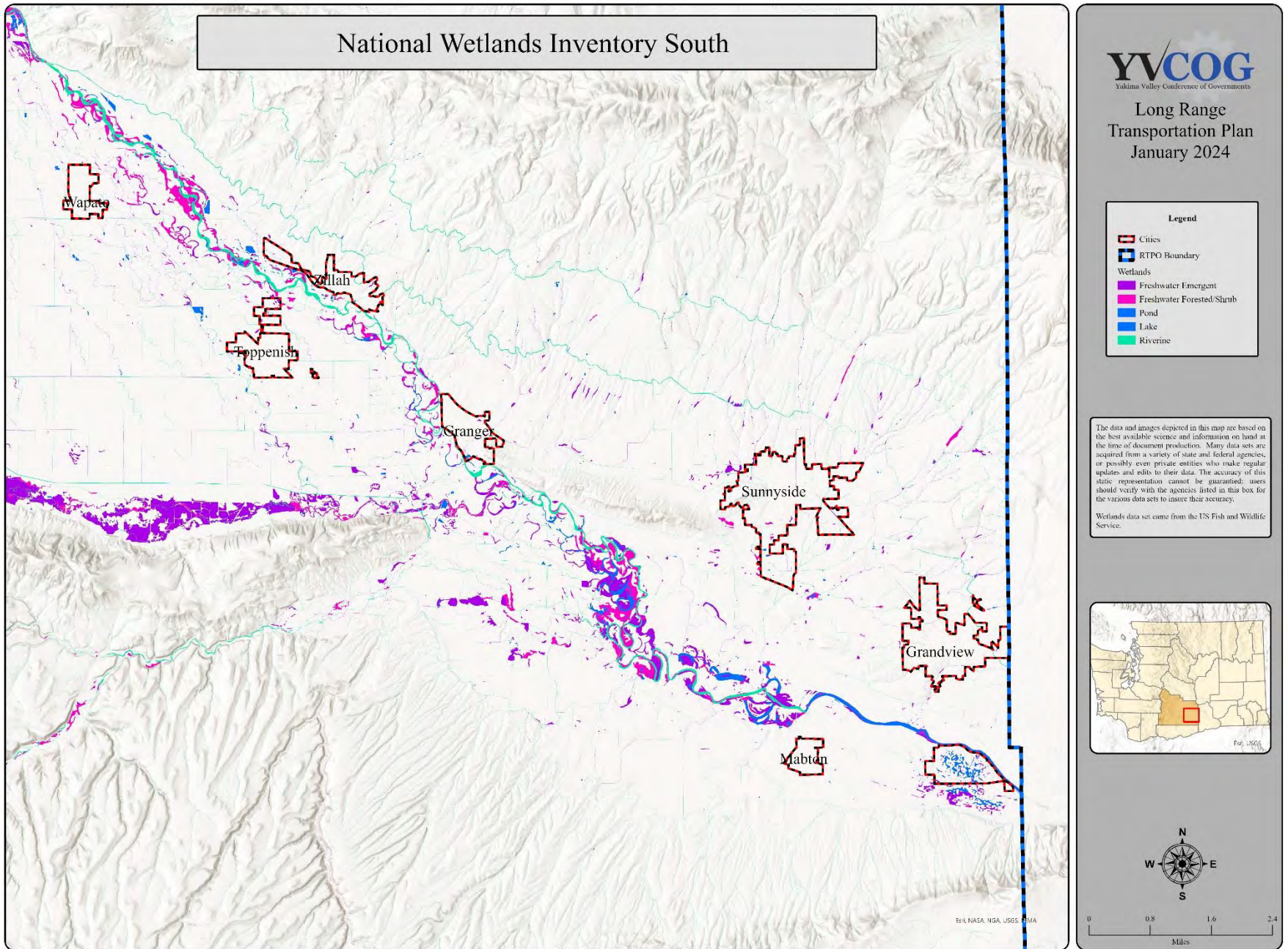
Legend	
	Cities
	RTPO Boundary
Wetlands	
	Freshwater Emergent
	Freshwater Forested/Shrub
	Pond
	Lake
	Riverine

The data and images displayed in this map are based on the best available science and information on hand at the time of document production. Many data sets are acquired from a variety of state and federal agencies, or possibly even private entities who make regular updates and edits to their data. The accuracy of this static representation cannot be guaranteed; users should verify with the agencies listed in this box for the various data sets to insure their accuracy.

Wetlands data set came from the US Fish and Wildlife Service.



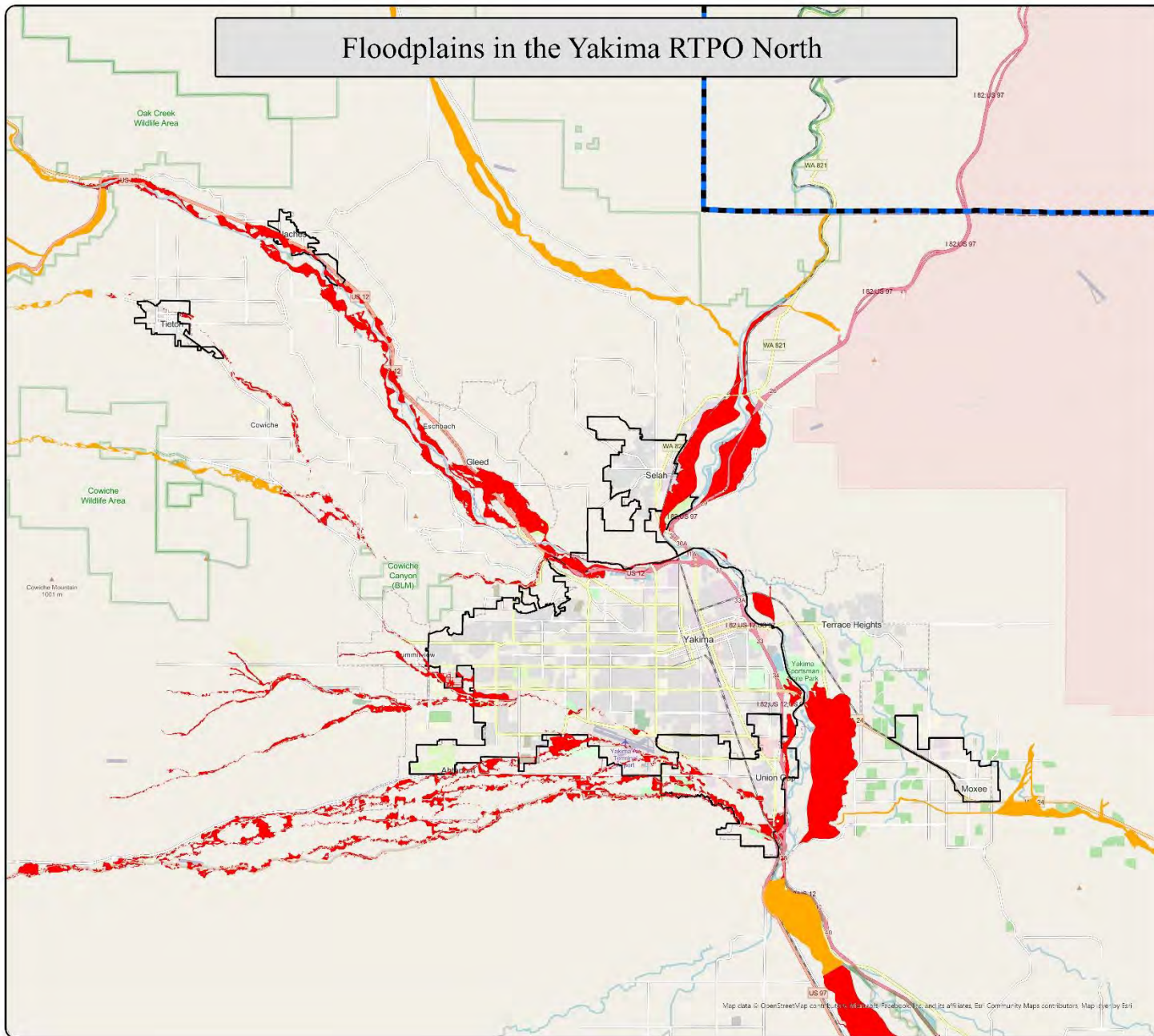




## **Floodplains**

Special flood hazard areas identified by the Federal Emergency Management Agency (FEMA), in a scientific and engineering report entitled "The Flood Insurance Study for Yakima County, Washington and Incorporated Areas" dated November 18, 2009. "Floodplain" means a land area adjoining a river, stream, watercourse or lake which has been determined likely to flood. The extent of the floodplain may vary with the frequency of flooding being considered. "Floodplain" is synonymous with the one hundred-year floodplain and means that land area susceptible to inundation with a one percent chance of being equaled or exceeded in any given year. 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 are regulated as part of each jurisdiction's CAO or flood damage preventions ordinances. Yakima County mapped floodways and 100-year floodplains countywide, based on Federal Emergency Management Agency (FEMA) mapping. 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 for the upper and lower valley, respectively, but also depict mapped floodplains in the region.





## Long Range Transportation Plan January 2024

### Legend

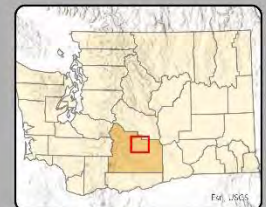
- Cities
- RTPO Boundary
- Flood Zone**
  - A
  - AE

The data and images depicted in this map are based on the best available science and information on hand at the time of document production. Many data sets are acquired from a variety of state and federal agencies, or possibly even private entities who make regular updates and edits to their data. The accuracy of this static representation cannot be guaranteed; users should verify with the agencies listed in this box for the various data sets to insure their accuracy.

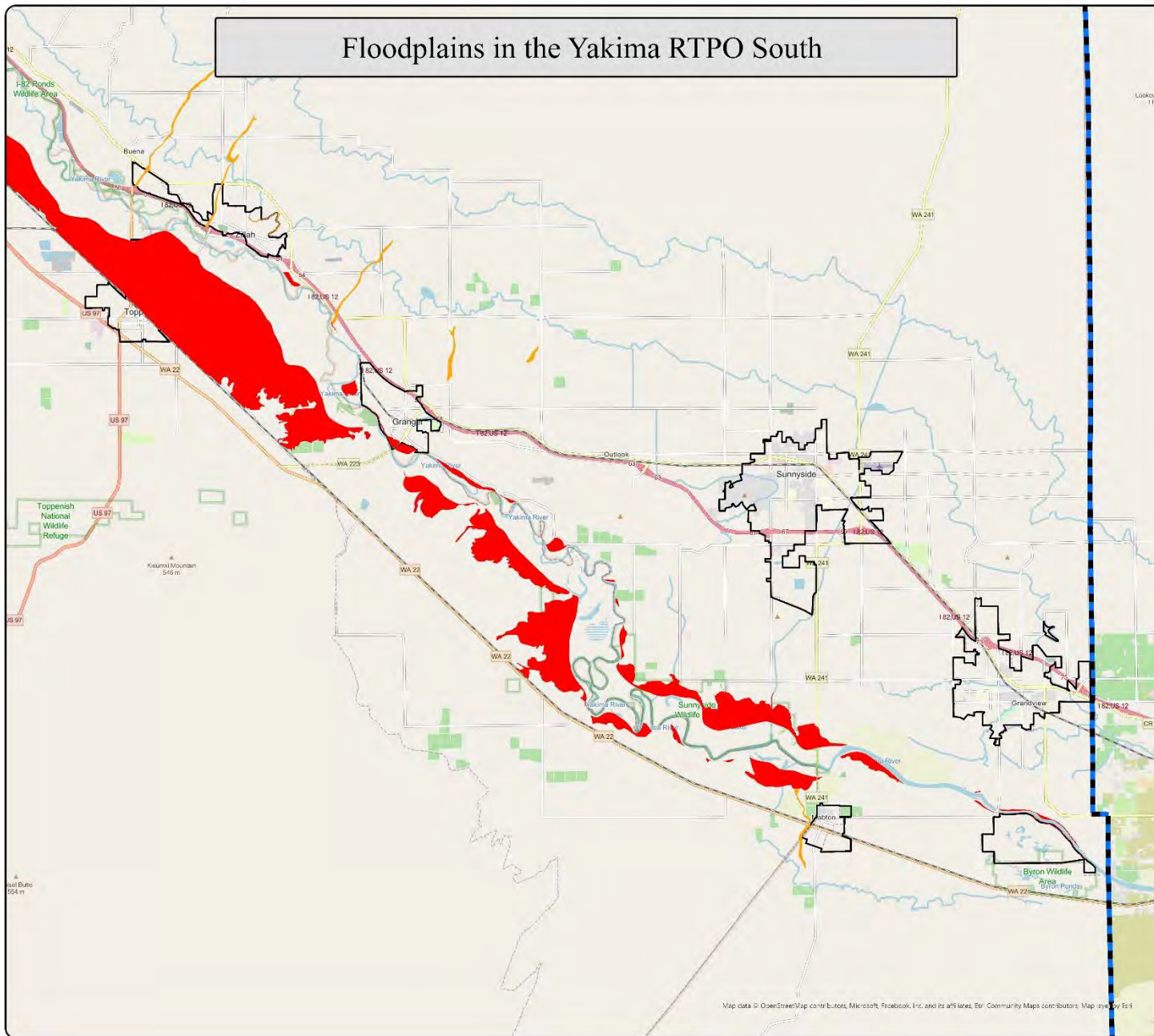
Floodplains data came from Yakima County.

The RTPO Boundary depicted in this map was produced by the YVCOG.

City and County Boundaries came from the Washington State Department of Commerce.



0 0.8 1.6 2.4  
Miles



## Long Range Transportation Plan January 2024

**Legend**

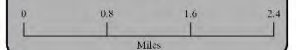
- Cities
- RTPO Boundary
- Flood Zone
  - A
  - AE

The data and images depicted in this map are based on the best available science and information on hand at the time of document production. Many data sets are acquired from a variety of state and federal agencies, or possibly even private entities who make regular updates and edits to their data. The accuracy of this static representation cannot be guaranteed; users should verify with the agencies listed in this box for the various data sets to insure their accuracy.

Floodplain data came from Yakima County.

The RTPO Boundary depicted in this map was produced by the YVCOG.

City and County Boundaries came from the Washington State Department of Commerce.





## 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.

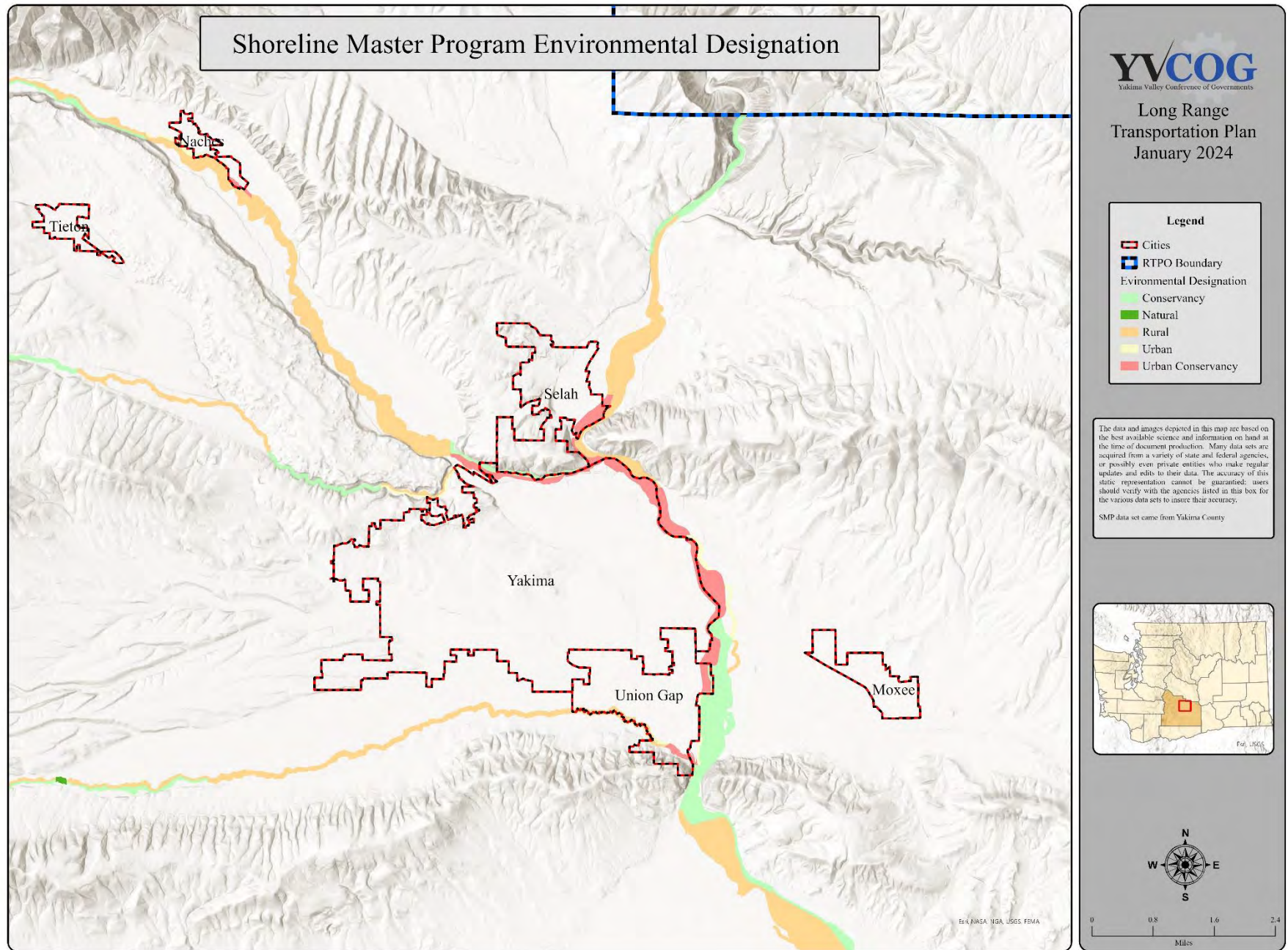
A number of state and federal listed plant and animal species are found in the Yakima County region. This analysis is based on the current WDFW Habitat and Species Map for Yakima County and Vicinity. Additional sources include Yakima County's Comprehensive Plan natural resources maps (included as Figures 5 and 6), and the City of Yakima Comprehensive Plan map of habitat areas. 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.

## Shoreline Use

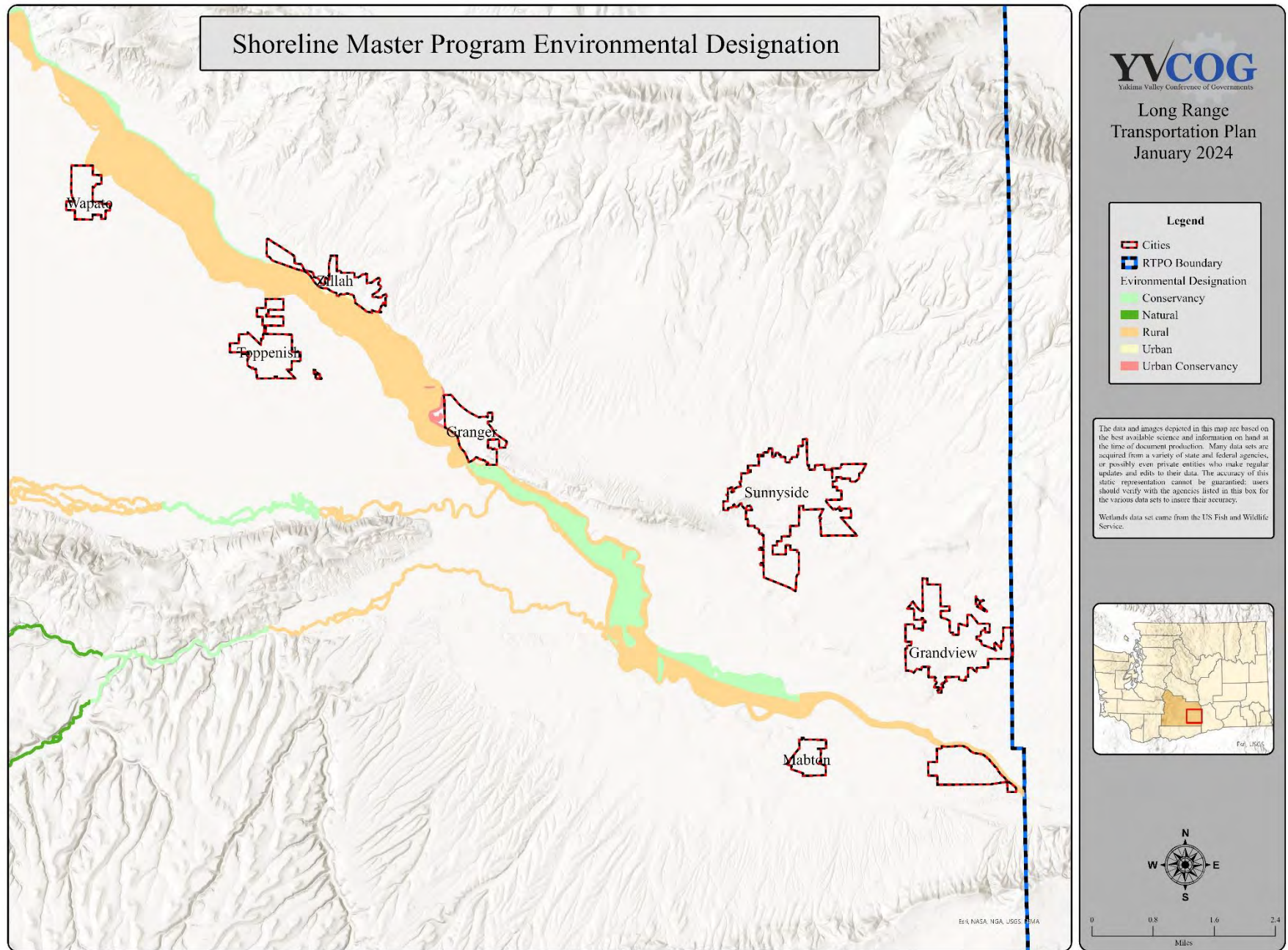
Land Use constraints of potential road projects generally relate to three potential issues:

- 1) Direct disturbance of an existing land use, and
- 2) Impacts to housing will occur if there is direct disturbance (need to relocate) of housing units.
- 3) Disturbance of shoreline uses and environments

This analysis also identifies where 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. Grandview, Granger, Mabton, Naches, Selah, Toppenish, Union Gap, Wapato, Yakima, Yakima County and Zillah).







## **Land Use/Housing**

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. It should be noted that for corridors identified for widening or extension, the amount of right-of-way, or the need for future right-of-way was not identified as part of this analysis. Actual impacts may be fewer in number than identified in this analysis, and it is possible that impacts can be avoided or mitigated during project planning and design phases.

Land use incompatibilities may occur when a transportation project results in significant traffic adjacent to a sensitive use, such as 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 local jurisdictions Comprehensive Plans that were updated in 2017. The Comprehensive Plans includes maps 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 impact 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 analysis.

## **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 FAST Act.

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 2010 U.S. Census. Thematic census maps were generated for this analysis showing the percentage of persons below the poverty level using the most current data from the US Census American Community Survey (ASC) and the Office of Financial Management (OFM) 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	10.0%	14.0%	34.9%
Yakima County Region	16.5%	52.6 %	60.0%

Source: 2020 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 FAST Act, 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.

## 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 FAST Act, 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 be in consultation with DAHP on any project-specific environmental review and permitting. With construction of road projects, the potential may exist for finding 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.

## **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 can be checked against the DAHP Washington Information System for Architectural and Archaeological Records Data (WISAARD) database, which contains National Register and Washington Heritage Register sites. During a jurisdiction's planning/permitting activities for their projects development, the projected affected work area or corridor can be checked against the National Register Information System, a database of NRHP-listed properties and properties that have been determined to be eligible for listing.

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<sup>1</sup> At the time of this writing, the Census 2020 population and economic data were not yet available for Yakima County.



## 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, with O<sub>3</sub> standards being updated in 2008 and 2015.

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>. On December 31, 2022, CO was removed as a attainment area pollutant. On March 9, 2025, PM<sub>10</sub> will also be removed.

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 2020 and 2045 (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, Glee, 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 2020), 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 2024 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 2020 and 2045. 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 percent 1.40-1.70 between 2025 and 2045. Analysis and results can be found in Section 10 (Air Quality Analysis – Table 10-1) and Appendix E (YVCOG Traffic Model Terminology – Tables 18, 19, and 20).

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.



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.

## 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, Horizon 2040, Adopted June 27, 2017

U.S. Census (website), [www.census.gov](http://www.census.gov).

## APPENDIX H WSDOT PROJECT LIST

## Appendix H - 2024 WSDOT Project List (All Regions)

				Secured Funds b/n 2024-2027 = Financially Constrained - Otherwise a Priority Project													\$ - Up to \$2 Million	Short Term (2024-2027)
																	\$ - \$2 - \$10 Million	Mid Term (2028-2035)
																	\$ - \$10 Million	Long Term (2036-2045)
New Plan ID	Old Plan ID	Map	Sub-region	Fiscal Constraint Status	Lead Agency	Priority	Secured or Planned?	Project Name	From	To	Project Description	Project Type	Cost Estimate (in Millions)	Year of Expenditure Estimate (in millions)	Monetary Scale	Time Frame		
EV-14	EV-18		East Valley	Other Priority Projects	Multiple Jurisdictions		Planned	Moxee Trail Project	University Parkway	Moxee Park Vicinity	Construct a paved pedestrian / bicycle pathway along the SR 24 Corridor	Safety	8.600	8.600	\$\$\$	Mid		
C-21	C-24		Central	Fiscally Constrained	WSDOT		Secured	SR 241-82 to Riverside Rd - Paving	I-82 to Riverside Rd		This project will grind and resurface the existing roadway to extend the life of the pavement.	Preservation	1.369	1.369	\$	Short		
C-22	C-25		Central	Fiscally Constrained	WSDOT		Secured	I-82/Naches & Yakima River Bridges- Joint Repair	Selah Gap		This project will replace the existing joints to provide a smoother ride and preserve the structural integrity of the bridges.	Preservation	1.530	1.530	\$	Mid		
C-23	C-26		Central	Fiscally Constrained	WSDOT		Secured	I-82/Naches & Yakima River Bridges - Bridge Painting	Selah Gap		This project will clean and paint the existing steel surfaces to preserve the structural integrity of the bridge.	Preservation	16.329	16.329	\$\$\$	Mid		
C-24	C-27		Central	Fiscally Constrained	WSDOT		Secured	I-82/Yakima Vicinity - Deck Rehabilitation	Terrace Heights, N First Street & Elm Street		This project will repair and resurface the existing bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.	Preservation	2.500	2.500	\$\$	Mid		
C-25	C-28		Central	Fiscally Constrained	WSDOT		Secured	I-82/Yakima to Union Gap - Corridor Improvements	US 12 to SR 24		This project will increase capacity on I-82 between the US 12 interchange and the SR 24/Nob Hill Blvd interchange, replacing bridges, and improving on/off connections. This project in conjunction with related City of Yakima and Yakima County system improvements will reduce congestion and the risk of collisions.	Congestion	64.413	64.413	\$\$\$	Mid		
C-26	C-31		Central	Fiscally Constrained	WSDOT		Secured	I-82/N First St to Valley Mall Blvd - Paving	I-82 N First St to Valley Mall Blvd		This project will pave per recommendations from the materials report	Preservation	15.300	15.300	\$\$\$	Mid		
C-27	C-29		Central	Fiscally Constrained	WSDOT		Secured	I-82/Yakima Vic Interchange - Paving	Nob Hill Blvd & Yakima Ave Interchanges		This project will pave the ramps per recommendations from the materials report	Preservation	6.200	6.200	\$\$	Mid		
C-28	C-30		Central	Fiscally Constrained	WSDOT		Secured	I-82/Yakima River Bridges at Union Gap - Joint Repair	Yakima River Bridges at Union Gap		This project will replace the existing joints to provide a smoother ride and preserve the structural integrity of the bridges.	Preservation	0.835	0.835	\$	Mid		
C-29	C-32		Central	Fiscally Constrained	WSDOT		Secured	US 12/Ackley Rd/Clover Lane - Intersection Safety Improvements	Ackley Road/Clover Lane and US 12		This project will construct an eastbound right turn acceleration lane on US 12 to prevent freight and passenger vehicle collisions at this intersection.	Safety	0.998	1.074	\$	Short		
C-30	C33		Central	Fiscally Constrained	WSDOT		Secured	US 12/Old Naches Highway - Build Interchange	Old Naches Highway		Constructing a new interchange, we will separate cross-traffic and improve the overall safety and operation of the highway.	Safety	38.440	38.440	\$\$\$	Long		
C-31	C-34		Central	Other Priority Projects	WSDOT		Planned	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		
C-32	C-123		Central	Other Priority Projects	WSDOT		Planned	US 12 / Cowiche Creek Bridge	US 12 Cowiche Creek		Construct longer bridge for flood management	Resiliency	17.000	17.000	\$\$\$	Long		
E-75	SE-49		East	Fiscally Constrained	WSDOT		Secured	SR 241 / Sunnyside Vic intersection safety	SR 241 Allen Rd & E Edison Rd		reconfigure intersection to improve safety	Safety	2.700	2.700	\$	Long		
E-76	SE-70		East	Fiscally Constrained	WSDOT		Secured	SR 22 / SR233 to SR221 - Chip Seal	SR 22 / SR233 to SR221		This project will chip seal the road per recommendations from the materials report.	Preservation	6.600	6.600	\$	Long		
E-77	SE-78		East	Fiscally Constrained	WSDOT		Secured	SR 241/I-82 to SR 24 - Chip Seal	SR 241-I-82 to SR 24		This project will chip seal the road per recommendations from the materials report.	Preservation	3.000	3.000	\$	Short		
E-78	SE-79 N		East	Fiscally Constrained	WSDOT		Secured	SR 241/I-82 to Factory Rd - Paving	SR 241-I-82 to Factory Rd		This project will pave the road per recommendations from the materials report.	Preservation	1.000	1.000	\$	Short		
E-79	SE-80 N		East	Fiscally Constrained	WSDOT		Secured	SR 223 / SR 22 to I-82 - Chip Seal &Paving	SR 223 SR 22 to I-82		This project will extend the life of the pavement.	Preservation	1.700	1.700	\$	Short		
E-80	SE-81 N		East	Other Priority Projects	WSDOT		Planned	SR 241N of Sunnyside to SR 24 - Reconstruct snow fence	Sunnyside to SR 24		Replace Snow fence destroyed by fires	Safety	2.000	2.000	\$	Mid		
EV-15	EV-13		East Valley	Fiscally Constrained	WSDOT		Secured	SR 24/ Riverside Rd to Faucher Rd - Paving	SR 24/ Riverside Rd to Faucher Rd		This project will pave the road and implement high priority active transportation needs.	Preservation	7.700	7.700	\$\$	Short		
EV-16	EV-14 N		East Valley	Fiscally Constrained	WSDOT		Secured	SR 24/ Bell Rd Intersection - intersection safety	SR 24/ Bell Rd Intersection		This project will construct a roundabout at intersection.	Safety	1.200	1.200	\$	Short		
EV-17	EV-15		East Valley	Fiscally Constrained	WSDOT		Secured	SR 24/Faucher Rd to SR 241 - Chip Seal	SR 24/Faucher Rd to SR 241		This project will chip seal the road per recommendations from the materials report.	Preservation	3.300	3.300	\$\$	Mid		
EV-18	EV-16 N		East Valley	Other Priority Projects	WSDOT		Planned	SR 24 / University Parkway to Moxee	SR 24 / University Parkway to Moxee		Implement recommend solutions from the Moxee to Yakima EV Study	Safety	25.000	25.000	\$\$\$	Long		
M-1	M-3		Mountains	Fiscally Constrained	WSDOT		Secured	US 12/White Pass & Rimrock Vicinity - Major Drainage Phase 4	US 12 White Pass & Rimrock Vicinity		This project will restore drainage system features and repair erosion at select locations to maintain culvert flow and prevent deterioration and erosion	Preservation	2.000	2.000	\$\$	Short		
M-2	M-4		Mountains	Fiscally Constrained	WSDOT		Secured	US 12 / Indian Creek to Oak Creek - Slope Stabilization	US 12 Indian Creek to Oak Creek		This project will stabilization roadside slopes	Safety	4.500	4.500	\$\$	Short		
M-3	M-5		Mountains	Fiscally Constrained	WSDOT		Secured	SR 410/ Chinook Pass Summit & Winter gate - Culvert Lining	SR 410 Chinook Pass Summit & Winter gate		This project will install culvert linings and repair erosion to maintain culvert flow and prevent further deterioration and erosion.	Preservation	3.600	3.600	\$\$	Short		
M-4	M-6		Mountains	Fiscally Constrained	WSDOT		Secured	US 12/White Pass Vicinity to Indian Creek Vicinity - Paving	White Pass Vicinity to Indian Creek Vicinity		This project will overlay the road with hot mix asphalt to extend the service life of the pavement	Preservation	5.500	5.500	\$\$\$	Mid		
M-5	M-7		Mountains	Fiscally Constrained	WSDOT		Secured	US 12/ Upper Rimrock Lake - Wildlife Connectivity	US 12 Rimrock Lake Vic		This project will allow animals to cross US 12 safely	Safety	2.600	2.600	\$	Mid		

M-6	M-8	Mountains	Fiscally Constrained	WSDOT		Secured	SR 410 / Yakima Co. Line to US 12 - Chip Seal	SR 410 Yakima Co. Line to US 12	This project will overlay the road with hot mix asphalt to extend the service life of the pavement	Preservation	8,200	8,200	\$5	Mid
M-7	M-9	Mountains	Fiscally Constrained	WSDOT		Secured	US 12/Indian Creek Bridge - Replace Bridge Rail	US 12 Indian Creek	This project will replace the existing bridge rail to preserve the structural and functional integrity of the bridge.	Preservation	1,283	1,414	\$	Mid
M-8	M-10	Mountains	Fiscally Constrained	WSDOT		Secured	SR 410 / Little Naches River Bridge - Painting	SR 410 Little Naches	This project will preserve the structural and functional integrity of the bridge.	Preservation	0,700	0,700	\$	Mid
M-9	M-1	Mountains	Fiscally Constrained	WSDOT		Secured	US 12 / Wildcat Creek to Rimrock Retreat - paving	Wildcat Creek to Rimrock Retreat	This project will preserve the roadway to extend the life of the pavement.	Preservation	5,700	5,700	\$5	Mid
M-10	M-2	Mountains	Fiscally Constrained	WSDOT		Secured	SR 410/Rock Creek Vic - Improve Chronic Environmental Deficiency	Rock Creek Vic	This project will construct a larger area for sediment storage and overflow, and construct a new structure on SR 410 to minimize the risk of future floodline events.	Resiliency	5,500	5,500	\$5	Mid
M-11	M-11	Mountains	Other High Priority Projects	WSDOT		Planned	US 12 / East of White Pass - Add Passing Lane	East of White Pass	Construct Passing Lane in Key location to allow safe passing of slow vehicles	Safety	10,000	10,000	\$5	Long
MR-1	Multi-Regional	Multi-Regional	Fiscally Constrained	WSDOT		Secured	I 82 Shoulder Paving	I 82 Corridor	Rehabilitate aging asphalt shoulders along these concrete routes	Preservation	55,000	63,250	\$55	Mid
N-11	M-11	North	Fiscally Constrained	WSDOT		Secured	SR 821/I-82 to Umpatnum Creek Rec Site - Chip Seal	I-82 to Umpatnum Creek Rec Site	This project will chip seal the road per recommendations from the materials report.	Preservation	2,800	2,800	\$5	Mid
N-12	M-12	North	Fiscally Constrained	WSDOT		Secured	SR 821/Selah Creek Vic - Slope Stabilization	SR 821 Selah Creek Vic	This project will stabilization roadside slopes	safety	2,800	2,800	\$5	Mid
N-13	N-13	North	Fiscally Constrained	WSDOT		Secured	I-82 / Selah Creek Rest Area - Replace Lighting Systems	I-82 Selah Creek Vic	Replace Lighting Systems	Preservation	1,900	1,900	\$	Mid
N-14	N-14	North	Fiscally Constrained	WSDOT		Secured	SR 823 / Harrison Rd R/R Bridge - Repair	SR 823 Harrison Rd R/R Br.	This project will replace damaged bridge components	Preservation	1,000	1,000	\$	Short
N-15	N-15	North	Fiscally Constrained	WSDOT		Secured	US 12 / Eschbach Rd - Intersection Safety improvement	US 12 & Eschbach Rd	This project will construct an eastbound left turn acceleration lane on US 12 to prevent freight and passenger vehicle collisions at this intersection.	Safety	0,548	0,741	\$	Short
N-16	N-16	North	Fiscally Constrained	WSDOT		Secured	SR 823 / E Fifth Ave to E Naches Ave - Paving	E Fifth Ave to E Naches Ave	This project will grind and resurface the existing roadway to extend the life of the pavement.	Preservation	0,500	0,500	\$	Mid
N-17	N-17	North	Other Priority Projects	WSDOT		Planned	SR 823 / Ellensburg to Selah - Active Transportation Improvements	SR 823 Selah to Yakima County line	Implement active transportation solutions from Yak Riv Canyon Scenic Byway Plan in Yakima County	Safety	4,300	4,300	\$5	Long
N-18	N-18	North	Other Priority Projects	WSDOT		Planned	I-82 / Ellensburg to Yakima - preservation	Yakima County line to Selah Creek	Replace conc. Panels & Dowell bar repair	Preservation	8,000	8,000	\$5	Long
N-19	N-19	North	Other Priority Projects	WSDOT		Planned	SR 823/821 intersection improvements	Intersection of SR 823/821	Improve intersection geometry	safety	5,500	5,500	\$5	Long
N-20	N-20	North	Other Priority Projects	WSDOT		Planned	I-82 / Selah Creek Rest Area WB - Replace Building	I-82 Selah Creek Rest area WB	Replace Building	Preservation	6,000	6,000	\$5	Long
N-21	N-21	North	Other Priority Projects	WSDOT		Planned	I-82 Selah Creek to Umpatnum Ridge WB - Truck Climbing Lane	I-82 Selah Creek to Umpatnum Ridge WB	Construct Truck Climbing lane for slow moving vehicles	Safety	18,000	18,000	\$55	Long
NW-19	NW-17 N	Northwest	Fiscally Constrained	WSDOT		Secured	US 12/ Naches Vicinity - paving & complete Streets	Naches Vicinity	This project will preserve the roadway to extend the life of the pavement the project will implement priority active transportations as funding allows.	Preservation	13,000	13,000	\$55	Mid
NW-20	NW-19 N	Northwest	Fiscally Constrained	WSDOT		Secured	US 12/ Windy Point to Naches - Chip Seal	Windy Point to Naches	This project will chip seal the road per recommendations from the materials report to extend the life of the pavement	Preservation	1,200	1,200	\$	Mid
SC-51	SC-65	South Central	Fiscally Constrained	WSDOT		Secured	SR 22/I-82 to US 97 - Paving & ADA	I-82 to US 97	This project will pave the road and upgrade the curb ramps to meet current standards, improving accessibility for all pedestrian.	Preservation / ADA	10,900	10,900	\$55	Mid
SC-52	SC-67	South Central	Fiscally Constrained	WSDOT		Secured	US 97/Fort Rd - Intersection Improvements	Fort Rd Intersection	This project proposes to replace the existing signalized intersection with a double-lane roundabout. Installing a roundabout will reduce conflicts and the risk of collisions.	Safety	8,700	8,700	\$5	Mid
SC-53	SC-70	South Central	Fiscally Constrained	WSDOT		Secured	SR 22 / Yakima River Toppenish Vicinity	Yakima River	Bridge Deck repair & painting	Maintenance / Preservation	1,000	1,000	\$	Mid
SC-54	SC-73	South Central	Fiscally Constrained	WSDOT		Secured	I-82/Lower Valley Interchange - Paving	Thorp Road / SR 22 / Midvale / West Zillah / SR 223 Interchanges	This project will pave the ramps and crossroad per recommendations from the materials report.	Preservation	7,300	7,300	\$5	Mid
SC-55	SC-72 N	South Central	Fiscally Constrained	WSDOT		Secured	US 97/Robbins Rd - Intersection Improvements	US 97 Robbins Rod	This will replace the existing three-leg intersection with a roundabout and/or other intersection improvements	Safety	8,500	8,500	\$5	Mid
SC-56	SC-71 N	South Central	Fiscally Constrained	WSDOT		Secured	US 97/W Wapato Rd to Lateral A Rd - Paving	US 97 Wapato to Lateral A	This project will pave the road per recommendations from the materials report.	Preservation	3,000	3,000	\$5	Mid
SC-57	SC-69 N	South Central	Fiscally Constrained	WSDOT		Secured	US 97/SR 22 - Intersection Improvements	US 97 & SR 22	This project proposes to replace the existing intersection with a roundabout to reduce the risk of intersection-related collisions.	Safety	2,200	2,200	\$	Mid
SC-58	SC-83	South Central	Other Priority Projects	WSDOT		Planned	SR 22 / Yakima River Crossing at Toppenish- Replace Bridges	SR 22 Corridor	Replace Bridges	Resiliency	46,000	46,000	\$55	Long
SC-59	SC-68 N	South Central	Other Priority Projects	WSDOT		Planned	US 97 / Toppenish to Goldendale	Toppenish Goldendale	Construct Passing Lane in Key location to allow safe passing of slow vehicles	Safety	20,000	20,000	\$55	Long
SC-60	SC-66 N	South Central	Other Priority Projects	WSDOT		Planned	US 97 / Larue Rd intersection - intersection safety	US 97 Larue Rd	reconfigure intersection to improve safety	Safety	5,000	5,000	\$5	Long

## APPENDIX I

### PUBLIC INVOLVEMENT, SURVEYS, & COMMENTS

# Public Engagement

YVCOG engaged the public during the early stages of the 2024-2045 Plan development through public (in-person) events and through electronic and paper surveys to better understand the thoughts and interests of the traveling public. Engagement was centered on ten primary transportation “modes” and “issues” affecting the Yakima Valley Region. These modes/issues included:

- Road & Bridge (Maintenance)
- Road & Bridge (New or Reconstruction)
- Bicycle & Pedestrian Pathways
- Transit / Multi-Transit
- Passenger Rail (Re-introduction)
- Aviation
- Electric Vehicles & Infrastructure
- Freight Movement
- Drone Technology
- Environmental / Wildlife Mitigation



Between September 20 and November 12, 2023, YVCOG staff hosted a “Transportation Program” Booth at several events to engage public input. This was performed in two separate activities: a taxpayer game and a standard multi-topic survey.

## **TAXPAYER Game**

Individuals (youth and adults) were asked to participate in a “Taxpayer Investment Game” in which each individual was provided \$10 (in \$1 bills). The bills were marked as to indicate whether a youth (participants ranged in ages between 7 and 17) or adult (18 years and older) were participating. The intent of the game was for the participant to “invest” their ten (10) tax dollars into one or more voting boxes covering the 10 modes/issues listed above. Bilingual posters provided specific information on each modes/issue box. Participants were free to place \$1 in each box, \$10 in one box, or any combination in between based on their preferred interests. This event was held at five (5) events:

- Central Washington State Fair (September 22<sup>nd</sup> to October 1<sup>st</sup>) – Open to All fairgoers
- YVCOG October General Membership Meeting at Sunnyside (Oct 18<sup>th</sup>)
- Yakima County Veteran’s Standdown at the Yakima SunDome (Oct 21<sup>st</sup>)
- City of Yakima Wellness Fair at the Harman Center in Yakima (Oct 24<sup>th</sup>)
- Yakama Nation Community Event at White Swan (October 27<sup>th</sup>).

After each day of the fair and each daily event, the dollars were removed from their respective voting boxes and tabulated.



TRANSPORTATION NEED	Other Outreach Events										Totals Per Issues for all events	
	September 22 - October 1 (CWSF - Fair Booth)		October 18 (YVCOG G.M. Meeting @ Sunnyside)		October 21 (Veteran's Stand Down @ Y.V. SunDome)		October 24 (Senior Wellness Fair @ COY Harman Center)		October 27 (Y.N. Community Event @ White Swan)			
	Adult	Youth	Adult	Youth	Adult	Youth	Adult	Youth	Adult	Youth	Adult	Youth
Road & Bridge Maintenance	965	165	68	---	178	---	194	---	30	28	1435	193
Road & Bridge New/ (Re)Construction	527	103	77	---	95	---	110	---	18	10	827	113
Bike and Pedestrian Pathways	420	105	31	---	53	---	81	---	25	8	610	113
Transit / Multi-Transit	576	99	26	---	36	---	90	---	16	12	744	111
Passenger Rail	867	90	41	---	60	---	84	---	19	8	1071	98
Aviation	428	103	36	---	48	---	137	---	4	9	653	112
E.V.s and Infrastructure	204	62	7	---	13	---	28	---	10	36	262	98
Freight	313	40	36	---	39	---	50	---	28	14	466	54
Drone Tech	140	94	14	---	15	---	35	---	14	32	218	126
Environmental / Wildlife Mitigation	373	130	4	---	23	---	51	---	26	13	477	143
	4813	991	340	0	560	0	860	0	190	170	6763	1161
	5804		340		560		860		360		7924	
	Total Investment (All Events) >>>				7924							

TRANSPORTATION NEED	Totals Per Issues for all events				Totals Per Issue (Minus Road/Bridge) all events			
	Adult	Youth	Total	%	Adult	Youth	Total	%
Road & Bridge Maintenance	1435	193	1628	20.55%				
Road & Bridge New/ (Re)Construction	827	113	940	11.86%				
Bike and Pedestrian Pathways	610	113	723	9.12%	610	113	723	13.50%
Transit / multi-transit	744	111	855	10.79%	744	111	855	15.96%
Passenger Rail	1071	98	1169	14.75%	1071	98	1169	21.83%
Aviation	653	112	765	9.65%	653	112	765	14.28%
E.V.s and Infrastructure	262	98	360	4.54%	262	98	360	6.72%
Freight	466	54	520	6.56%	466	54	520	9.71%
Drone Tech	218	126	344	4.34%	218	126	344	6.42%
Environmental / Wildlife Mitigation	477	143	620	7.82%	477	143	620	11.58%
	7924				5356			



**Results:** 795 people, youth, and adult, participated in The Taxpayer Investment exercise. Bilingual YVCOG Staff were available for a majority of the Fair Booth and all times during the over four events to ensure limited English proficiency participants were engaged and adequately understood the goals of the exercise. Results highlighted the continued public desire to address existing road system maintenance and somewhat unexpectedly, Passenger Rail, returning service to the Yakima Valley area for the since October 1981, received strong support with nearly 15% of possible investment funding.

### **Regional Transportation Survey**

At all five events, participants were offered the opportunity to participate in the companion “Regional Transportation Survey” which paralleled the Taxpayer Investment exercise, but also delved more specifically into selected transportation modes. While paper copies of the survey were available at the booths, YVCOG also provided English/Spanish announcement posters and postcards with “Quick Response” or QR Codes links which allowed the individual to take the survey (via the SurveyMonkey platform) at their leisure. The Regional Transportation Survey was available from September 22<sup>nd</sup> - November 12<sup>th</sup>, 2023, and was distributed via YVCOG (stakeholder) email lists, multiple YVCOG (led) and invited meetings, YVCOG web page and news release to Yakima Valley region media.

During the survey period, YVCOG received 258 survey responses (239 English, 19 Spanish). Hand-written surveys were inputted into the SurveyMonkey platform to obtain final survey results. In addition to the survey questions, respondents were offered an opportunity to express their specific transportation needs and concerns which yielded 137 English and 2 Spanish responses. Finally, respondents were provided an opportunity to have themselves added to an email list to receive future notices of transportation plans, studies, or meetings. 62 respondents requested to be added to a mailing list.

Review of the Survey Results can be found at the end of this appendix or [\*\*\(Link HERE\).\*\*](#)



The survey included 14 transportation questions and 2 relating to basic demographics. A general overview of survey findings included the following:

- Investing Tax dollars in maintaining road system scored as most important over other transportation issues. Drone technology and electric vehicles/charging stations were least supported.
- Amongst survey respondents, fossil fuel (gas/diesel) powered vehicles are the most common form of transportation in the Yakima region followed by walking and flying.
- 43% of respondents reporting they teleworked (remote worked) at least occasionally each month.
- Despite the Governor/Legislatures “Clean Cars 2030” Bill requiring all 2030 model vehicles sold, purchase, or registered in Washington State be electric, only 31% of respondents report that they currently or plan to own electric vehicles.
- Over 75% of respondents indicated that they would use passenger rail as a travel option if service returned to Yakima/Kittitas Counties. 6 out of 10 respondents would travel to destinations in the Pacific and Rocky Mountain States and/or Mexico.
- Only 65% of respondents indicated that they use Yakima Airport for their flying travel needs. 54% indicated that they fly out of Seattle/Tacoma, followed by Pasco (28%), Portland (11%), Spokane (3%). 1.5% of respondents indicated they do not cannot fly.
- 3 out of 4 respondents would consider utilizing chartered (electric) aircraft service to and from the Yakima Region if offered.
- 55% of respondents indicated that they use at least one public transportation provider available in the Yakima Region. Airporter Shuttle and Yakima Transit are the most common services used.
- 85 % of respondents indicated that they use at least one form of pedestrian pathway or sidewalk network. Most walkers used city sidewalk systems, while the Yakima Greenway, Cowiche Canyon Trail, and rural roadways garner the next most use. Walking for recreation or health purposes is the most common reason, followed by mostly equal responses of “traveling to/from work, school or errands”, that it is “environmentally friendly”, and “tourism/sightseeing”.
- While local jurisdictions around the country are starting to develop codes/guidelines for using (non-recreational) transportation-based drones (freight, services, etc.) within their jurisdictions, only 27% of respondents think that their community should start developing city codes locally.

# Public Comment

## Scheduled Long Range Plan Public Comment Meetings:

Date	Time	City / Location	Location	Address
Feb 13	4:30 – 6:30pm	Teams Platform	Virtual Open House #1	Email <a href="mailto:transportatiion@yvcog.us">transportatiion@yvcog.us</a> for RSVP
Feb 15	4:30 – 6:30pm	Yakima	Yakima Greenway Offices	111 S. 18 <sup>th</sup> Street
Feb 20	3:00pm – 5:00pm	TEAMS Platform	Virtual Open House #2 (Transportation Stakeholders)	Email <a href="mailto:transportatiion@yvcog.us">transportatiion@yvcog.us</a> for RSVP
Feb 27	4:30 – 6:30pm	Zillah	Zillah Civic Center	119 1 <sup>st</sup> Avenue
Feb 28	5:00 - 7:00pm	Tieton	Tieton Senior Center	700 Franklin Street (Across from Middle School)
Feb 29	4:30 – 7:00pm	Grandview	Community Center Gymnasium	812 Wallace Way
Mar 5	4:30 – 7:00pm	Yakima	YVCOG Offices (2 <sup>nd</sup> Floor)	311 N. 4 <sup>th</sup> Street
Other Presentations & Outreach Meetings (Scheduled)				
Date	Event	City / Location	Location	
Feb 8	YVCOG MPO/RTPO TAC Committee Meeting	Yakima	YVCOG offices and Virtually on ZOOM Platform	
Feb 9	YVCOG Evening of Celebration (New Electees)	Yakima	Yakima Convention Center	
Feb 12	Interview with Local ABC News Affiliate (KAPP TV)	Online / TV	Virtually on ZOOM Platform	
Feb 21	YVCOG General Membership Meeting	Zillah	Zillah Community Center and Virtually on ZOOM Platform	
Feb 26	YVCOG Policy Board / Executive Committee	YVCOG	YVCOG offices and Virtually on ZOOM Platform	
Feb 26	Yakima Greenway Board Meeting	Yakima	Greenway Administrative Offices and Virtually on ZOOM Platform	
Feb 28	Yakima Valley Focus Meeting	Online	Virtually on ZOOM Platform	
Feb 28	WA State Courts /Transportation to Services Workgroup Committee	Online	Virtually on ZOOM Platform	
Feb 29	Environmental Protection Agency (EPA) Region 10 Quarterly Transportation Conformity Call	Online	Virtually on TEAMS Platform	
Mar 4	Wheel Options Committee	Online	Virtually on ZOOM Platform	
Mar 5	WSDOT – Statewide Commute Trip Reduction (CTR) Implementers Committee	Online	Virtually on ZOOM Platform	
Mar 6	WSDOT Air Quality Conformity Interagency Consultation	Online	Virtually on TEAMS Platform	

## Reuniones Programadas para Comentarios Públicos del Plan de Largo Plazo

Fecha	Hora	Ciudad	Ubicación	Dirección
13 de Feb	4:30 – 6:30pm	Plataforma “TEAMS”	Casa Abierta Virtual #1	Para confirmar su asistencia envíe un correo electrónico a <a href="mailto:transportation@yvcog.us">transportation@yvcog.us</a>
15 de Feb	4:30 – 6:30pm	Yakima	Oficinas de Yakima Greenway	111 S. 18 <sup>th</sup> Street
20 de Feb	3:00pm – 5:00pm	Plataforma “TEAMS”	Casa Abierta Virtual #2 (Partes interesadas de transporte)	Para confirmar su asistencia envíe un correo electrónico a <a href="mailto:transportation@yvcog.us">transportation@yvcog.us</a>
27 de Feb	4:30 – 6:30pm	Zillah	Zillah Civic Center (Centro Cívico de Zillah)	119 1 <sup>st</sup> Avenue
28 de Feb	5:00 - 7:00pm	Tieton	Tieton Senior Center (Centro de Ancianos de Tieton)	700 Franklin Street (Enfrente de la escuela secundaria)
29 de Feb	4:30 – 7:00pm	Grandview	Gimnasio del Centro Comunitario	812 Wallace Way
5 de Mar	4:30 – 7:00pm	Yakima	Oficinas de YVCOG (2º piso)	311 N. 4 <sup>th</sup> Street
Otras Presentaciones Y Reuniones de Alcance (Programadas)				
Fecha	Evento	Ciudad / Ubicación	Ubicación	
8 de Feb	Reunión del comité de YVCOG MPO/RTPO TAC	Yakima	Oficina de YVCOG y Virtualmente en la plataforma Zoom	
9 de Feb	Noche de Celebración de YVCOG (Nuevos Electos)	Yakima	Yakima Convention Center (Centro de Convención de Yakima)	
12 de Feb	Entrevista con las noticias locales KAPP TV	En línea	Virtualmente en la plataforma ZOOM	
21 de Feb	Reunión de Membresía General de YVCOG	Zillah	Centro comunitario de Zillah y virtualmente en la plataforma ZOOM	
26 de Feb	Junta Directiva de YVCOG / Comité Ejecutivo	YVCOG	Oficina de YVCOG y Virtualmente en la plataforma Zoom	
26 de Feb	Junta Directiva de Yakima Greenway	Yakima	Oficina Administrativa del Greenway y virtualmente en la plataforma ZOOM	
28 de Feb	Reunión de Enfoque del Valle de Yakima	En línea	Virtualmente en la plataforma ZOOM	
28 de Feb	Tribunales de Estado de WA/ Comité de grupos de trabajo sobre transporte a servicios	En línea	Virtualmente en la plataforma ZOOM	
29 de Feb	Agencia de Protección Medioambiental (EPA) Región 10 Llamada Trimestral de Conformidad del Transporte	En línea	Virtualmente en la plataforma TEAMS	
4 de Mar	Comité de Opciones sobre Ruedas	En línea	virtualmente en la plataforma ZOOM	
5 de Mar	WSDOT – Reducción de Viajes de Cercanía de todo el Estado (CTR) Comité de Ejecutores	En línea	Virtualmente en la Plataforma ZOOM	
6 de Mar	Consulta de Interagencias Sobre la Conformidad de la Calidad del Aire del Departamento de Transporte del Estado de Washington (WSDOT)	En Linea	Virtualmente en la plataforma TEAMS	

**Call for Public Comments**

**2024-2045 YAKIMA VALLEY METROPOLITAN AND REGIONAL  
TRANSPORTATION PLAN  
PUBLIC COMMENT PERIOD February 7, 2024 to March 7, 2024**

A draft of the Yakima Valley Metropolitan and Regional Transportation Plan update is available for review and public comment. This update is required to maintain the region's eligibility to receive federal and state funding for transportation improvement projects. The document is a long-range plan for both the Yakima Valley and the Yakima metropolitan area and identifies a strategy for future transportation needs based on forecast population and job growth over the next 20 years. The draft plan is available:

- in electronic format at (<http://www.yvcog.us>)
- or in printed format at one of these locations:

Yakima Valley Library  
102 N. 3<sup>rd</sup> Street  
Yakima, WA 98901

Sunnyside Library  
621 Grant  
Sunnyside, WA 98944

YVCOG Office  
311 N. 4<sup>th</sup> Street, Suite 204  
Yakima, WA 98901

Moxee City Hall  
255 W. Seattle Ave.  
Moxee, WA 98936

Tieton City Hall  
418 Maple Street  
Tieton, WA 98947

Zillah City Hall  
503 1<sup>st</sup> Avenue  
Zillah, WA 98953

The comment period starts 2/7/24 and all comments must be received by 3/7/24 at 12:00 p.m.

If you would like to participate in a virtual meeting, please RSVP via email to [Transportation@yvcog.us](mailto:Transportation@yvcog.us) by noon, Wednesday, March 7<sup>th</sup>, 2024.

You may give verbal comment at one of the scheduled Public Participation Plan public comment meetings:

Date	Time	City / Location	Location	Address
Feb 13	4:30 – 6:30pm	Teams Platform	Virtual Open House #2	Email <a href="mailto:transportation@yvcog.us">transportation@yvcog.us</a> for RSVP
Feb 15	4:30 – 6:30pm	Yakima	Yakima Greenway Offices	111 S. 18 <sup>th</sup> Street
Feb 20	3:00pm – 5:00pm	TEAMS Platform	Virtual Open House #2 (Transportation Stakeholders)	Email <a href="mailto:transportation@yvcog.us">transportation@yvcog.us</a> for RSVP
Feb 27	4:30 – 6:30pm	Zillah	Zillah Civic Center	119 1 <sup>st</sup> Avenue
Feb 28	5:00 – 7:00pm	Tieton	Tieton Senior Center	700 Franklin Street (Across from Middle School)
Feb 29	4:30 – 7:00pm	Grandview	Community Center Gymnasium	812 Wallace Way
Mar 5	4:30 – 7:00pm	Yakima	YVCOG Offices (2 <sup>nd</sup> Floor)	311 N. 4 <sup>th</sup> Street

Mail comments to:

**Yakima Valley Conference of Governments  
311 North 4th Street, Suite 204  
Yakima, WA 98901**

or email to the Regional Transportation Manager at [Transportation@yvcog.us](mailto:Transportation@yvcog.us), please reference “24/45 Plan Comment” in all correspondence.

For special accommodations or translation services, call (509) 574-1550. YVCOG assures nondiscrimination in accordance with the Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and the Americans with Disabilities Act.

*YVCOG fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, please visit our website at [www.yvcog.us](http://www.yvcog.us) or call Christina Wickenhagen at (509) 574-1550.*



### Convocatoria De Comentarios Públicos

#### PLAN DE TRANSPORTE METROPOLITANO Y REGIONAL DEL VALLE DE YAKIMA 2024-2045 PERÍODO DE COMENTARIOS PÚBLICOS Del 7 de febrero de 2024 al 7 de marzo de 2024

Un borrador de la actualización del Plan de Transporte Metropolitano y Regional del Valle de Yakima está disponible para su revisión y comentario público. Esta actualización es requerida para mantener la elegibilidad de la región para recibir fondos federales y estatales para proyectos de mejoramiento de transporte. El documento es un plan de largo plazo para las dos el Valle de Yakima y el área metropolitana de Yakima e identifica estrategias para las necesidades del futuro del transporte basadas en previsiones de población y crecimiento de empleos sobre los próximos 20 años. El borrador del plan esta disponible:

- En formato electrónico en (<http://www.yvcog.us>)
- o en formato para imprimir en una de estas ubicaciones:

Yakima Valley Library  
(Biblioteca del Valle de Yakima)  
102 N. 3<sup>rd</sup> Street  
Yakima, WA 98901

Sunnyside Library  
(Biblioteca de Sunnyside)  
621 Grant  
Sunnyside, WA 98944

YVCOG Office  
(Oficina de YVCOG)  
311 N. 4<sup>th</sup> Street, Suite 204  
Yakima, WA 98901

Moxee City Hall  
(Ayuntamiento de Moxee)  
255 W. Seattle Ave.  
Moxee, WA 98936

Tieton City Hall  
(Ayuntamiento de Tieton)  
418 Maple Street  
Tieton, WA 98947

Zillah City Hall  
(Ayuntamiento de Zillah)  
503 1<sup>st</sup> Avenue  
Zillah, WA 98953

El periodo de comentarios comienza el 7 de febrero de 2024, y todos los comentarios deben recibirse antes del 7 de marzo de 2024 a las 12:00 p.m.

Si quisiera participar en una junta virtual, por favor de confirmar su asistencia por correo electrónico a [Transportation@yvcog.us](mailto:Transportation@yvcog.us) antes del mediodía del miércoles 7 de marzo de 2024.

Puede hacer comentarios verbales en una de las juntas de comentarios públicos fijadas para el Plan de Participación Pública:

Fecha	Hora	Ciudad/Ubicación	Ubicación	Dirección
13 de Feb	4:30 – 6:30pm	Plataforma "TEAMS"	Casa Abierta Virtual #1	Para confirmar su asistencia envíe un correo electrónico a <a href="mailto:transportation@yvcog.us">transportation@yvcog.us</a>
15 de Feb	4:30 – 6:30pm	Yakima	Oficinas de Yakima Greenway	111 S. 18 <sup>th</sup> Street
20 de Feb	3:00pm – 5:00pm	Plataforma "TEAMS"	Casa Abierta Virtual #2 (Partes interesadas de transporte)	Para confirmar su asistencia envíe un correo electrónico a <a href="mailto:transportation@yvcog.us">transportation@yvcog.us</a>
27 de Feb	4:30 – 6:30pm	Zillah	Zillah Civic Center (Centro Cívico de Zillah)	119 1 <sup>st</sup> Avenue

28 de Feb	5:00 – 7:00pm	Tieton	Tieton Senior Center (Centro de Ancianos de Tieton)	700 Franklin Street (Enfrente de la escuela secundaria)
29 de Feb	4:30 – 7:00pm	Grandview	Gimnasio del Centro Comunitario	812 Wallace Way
5 de Mar	4:30 – 7:00pm	Yakima	Oficinas de YVCOG (2 <sup>a</sup> piso)	311 N. 4 <sup>th</sup> Street

Envíe sus comentarios por correo a:

**Yakima Valley Conference of Governments**  
311 North 4th Street, Suite 204  
Yakima, WA 98901

O por correo electrónico al Director Regional de Transporte a [Transportation@yvcog.us](mailto:Transportation@yvcog.us), por favor haga referencia a "24/45 Plan Comment" en toda la correspondencia.

Para acomodaciones especiales o servicios de traducción, hable al (509) 574-1550. YVCOG asegura no discriminar de acuerdo con Título VI del Acto de Derechos Civiles de 1964, el Acto Civil de Restauración de Derechos de 1987, y el Acto de Estadounidenses con Discapacidades.

*YVCOG cumple plenamente con el Título VI del Acto de Derechos Civiles de 1964 y los estatutos y regulaciones en todos los programas y actividades. Para más información o para obtener un Formulario de Queja de Discriminación del Título VI, por favor visite nuestro sitio web en [www.yvcog.us](http://www.yvcog.us) o llame a Christina Wickenhagen al (509) 574-1550.*

### **Table for Public Comments Received During February 7 - March 7, 2024, Review Period:**

*YVCOG held four in-person and two virtual open houses, and 12 in person presentations (including an interview with the Spanish KDNA radio station), posted newspaper (English and Spanish) announcements three time that reported meetings and online accessibility for plan review and comment. As of March 7, 2024, the following emailed comments were reported during the comment period.  
Verbal recommendations at the February 13<sup>th</sup> and 20<sup>th</sup> 2024, Virtual Open Houses provided below.*

<b>Suggested Edit</b>	<b>How Comment was Addressed</b>
<b>Comment / Recommended Suggestion # 1</b>	
<b>10 Feb 2024 – Paul Gonseth, Asst. Regional Administrator – WSDOT, SC Region (Email)</b>	
<ol style="list-style-type: none"> <li>1. Pg 9 – Recommended language revision for new planned “interchange” construction project at Interstate 82 and E. Selah Road to create new connection between I-82 and “Eastern Selah” over the Yakima River to a planned “inter-tie”</li> <li>2. Pg 11 – Add language regarding Yakama Nation/ WSDOT/YVCOG (and other) planning partnership in the development of the Yakama Nation’s <u>Heritage Connectivity Trail</u> (HCT) Project.</li> </ol>	<ol style="list-style-type: none"> <li>1. Language correction made from “interchange” to “intertie”.</li> <li>2. Added language describing regional partnership in planning for the Yakama Nation’s HCT Project with the “South Central Region” sub section of executive summary.</li> </ol>
<b>Comment / Recommended Suggestion #2</b>	
<b>10 Feb 2024, YVCOG Staff L.R.P. Plan Review</b>	
1. Reference to Yakima County’s “Yakima County Trails Plan – 2020” not included within Section 3 (Relationship to other Plans).	1. Added language introducing the “Yakima County Trails Plan – 2020” and connecting webpage link within Section 3 (Relationship to Other Plans).
<b>Comment / Recommend Suggestion #3</b>	
<b>13 Feb 2024 – Frank Purdy, County Resident, YVCOG Virtual Open House Via Microsoft TEAMS Platform</b>	
<ol style="list-style-type: none"> <li>1. (Verbal Comments) - Recommended Improvement to Transit Services in the Yakima County <ul style="list-style-type: none"> <li>• Night Transit Service</li> <li>• Frequent Stops at Transit Locations</li> <li>• Yakima to Heritage (University) Direct Routes</li> <li>• More stops through Toppenish &amp; Wapato</li> </ul> </li> </ol>	<ol style="list-style-type: none"> <li>1. Recommended following actions: <ul style="list-style-type: none"> <li>• Participation in upcoming YVCOG’s upcoming Yakima Valley Regional Transit Feasibility Study (Phase II) planned to begin in Summer/Fall 2024, intended to study opportunities and strategies of increasing existing regional transit service areas and route frequency utilizing existing resources. Phase III, planned for 2026 and beyond will study opportunities, strategies, and best practices to expand transit services with new or un-utilize revenue tools and programs.</li> <li>• Will make submitted comments available to regional transit agencies.</li> </ul> </li> </ol>
<b>Comment / Recommend Suggestion #4</b>	
<b>15 Feb 2024 – Kellie Connaughton, Exec. Director, Yakima Greenway Foundation – In Person Open House @ Yakima Greenway Offices (Yakima, WA)</b>	

1. Recommended revisions in Section 3 (Relationships to Other Plans). to YVCOG's description of Greenway Master Plan (under development) to match Greenway master plan's actual introduction language	1. Replaced original YVCOG original descriptive language to description provide by Greenway Master Plan Developer (consultant) Amelia Adams, Planning Associate Alta Planning + Design, Inc within Section 3.
<b>Comment / Recommend Suggestion # 5</b>	
<b>20 Feb 2024 – Andrea Hochleutner, Cent. WA Home Builders Assoc, and Elpidia Saavedra, Mayor, City of Toppenish – YVCOG Virtual Open House Via Microsoft TEAMS Platform</b>	
1. (Verbal Comments – Andrea Hochleutner) <ul style="list-style-type: none"> <li>• Supports Rail Access from Yakima to Pasco</li> <li>• States there are transportation limitations in our area.</li> </ul> 2. (Verbal Comments – Mayor Saavedra) <ul style="list-style-type: none"> <li>• Passenger Rail is [very] much needed in our area</li> <li>• Surprised that other areas have passenger rail and other transportation opportunities comparable to what we have in the Yakima Area.</li> </ul>	1. YVCOG is an active participant in the Federal Rail Administration's (FRA's) Amtrak Long-Distant study workgroup for the Northwest States Region. Description of activity is covered in Section 3 (Relationship to Other Plans) of the Long-Range Plan.
<b>Comment / Recommend Suggestion #6</b>	
<b>22 Feb 2024 – David Morales, County Resident, (Email)</b>	
1. Provided following written comments: <ol style="list-style-type: none"> <li>a. Need higher to prioritize both local freight and local passenger ridership.</li> <li>b. I would like you to set a goal of making future rail consistent with the potential creation of high-speed rail on west side so we can advocate for a line to the east side of the state.</li> <li>c. I oppose your support of the expansion of the Yakima airport. Too many people live too close to this. Other council members had suggested siting any expanded air capacity in a green field site. This would make more sense than inundating most of Yakima City's population with this particular kind of air, chemical, and noise pollution.</li> <li>d. You continue to see residential streets such as 16th and 40th as highways to expand. These things are also functioning streets that many children are crossing with high foot traffic. The continued transformation of these streets into Stroads (sp.) does not serve the public interest.</li> <li>e. You don't seem to address the new EPA study on air quality, which seems to contradict your findings.</li> <li>f. I have not idea why you have not released this in Spanish.</li> </ol>	1. YVCOG has included Mr. Morales' comments into the public comment section of the Long-Range Plan. 2. Comments will be shared with YVCOG's member jurisdictions. YVCOG's Long Range Plan does not require changes to jurisdictionally prioritized projects or their design or operation. Specific project/program comments must be made to the overseeing jurisdiction (WSDOT, Yakima County, Yakama Nation, Local Municipality, Port District, or other authorized taxing district as part of their public engagement process. 3. YVCOG employs bilingual personnel who participated in the development of the plan including translation of the Long-Range Plan Survey (September – November, 2023), and have selected documents available in English and Spanish. YVCOG's limited staffing resources limit the amount of information that can be translated while still meeting its core responsibilities. YVCOG is working to expand our ability to outreach to Limited English Proficiency (LEP) Populations as staffing and resources allow per state and federal guidelines. Bilingual staffers were available at all in-person and virtual open houses to provide interpretive assistance; meeting notices were provided and published in Spanish and shared with Spanish-media, agencies, and stakeholders.

Comment / Recommend Suggestion # 7	
<b>26 Feb 2024 - Gabriel Philips, WSDOT, Tribal &amp; Regional Integrated Planning Manager, (Email)</b>	
1. Provided National Highway System Green House Gasses (GHG) Performance Target Spreadsheet to complete introductory language already included in the draft plan (Section 9 – Performance measures). GHG reduction is a new federal requirement performance measure task. WSDOT did not have the final statewide emissions figures available for statewide distribution to state’s MPOs/RTPOs until this date.	1. Entered WSDOT provided state GHG emissions table (Statewide and Yakima County only) into the GHG performance language into Section 9 – Performance Measures.
Comment / Recommend Suggestion # 8	
<b>1 Mar 2024 - Scott Downes, Fish &amp; Wildlife Habitat Rgn’l Land Use Planner, WA St. Dept. of Fish &amp; Wildlife, (Email/Letter)</b>	
1. Provided WDFW comments directed towards jurisdictions projects listed in the Long-Range Plan pertaining to consultation opportunities in area of “storm drainage improvements”.	1. Entered Mr. Downes March 1, 2024, comment letter at the end of this table. 2. Forwarded WDFW comment letter to jurisdictions with project identified in Mr. Downe’s letter.
Comment / Recommend Suggestion # 9	
<b>6 Mar 2024 – Gary Wirt, All Aboard Washington (AAWA), Email</b>	
1. Provided comment on recommended language corrections regarding passenger rail in Sections 3 (Relationship to Other Plans) and Section 6 (Improvements & Programs by Subdivision) 2. Provided general comment on importance of passenger/freight rail on local economy and Yakima as possible reliever airport to Seattle-Tacoma Airport 3. Provided general comment on use of air taxi type operations between Yakima’s Airport and smaller airports as a relief of SEA-TAC air traffic congestion	1. Entered Mr. Wirt’s recommended corrections in Sections 3 and 6, per email. 2. Entered Mr. Wirt’s March 6, 2024, comment email and attachments at the end of this table.
Comment / Recommend Suggestion # 10	
<b>7 Mar 2024 – Martha Rickey, City of Yakima Resident, Email</b>	
1. Provided comment on Yakima Valley Transportation Plan, including the plans discussion of potential public interest in Passenger Rail returning of service to Central Washington. 2 Provided comment on making the Long-Range Plan available in Spanish.	1. Entered Ms. Rickey’s March 7, 2024, comment email at the end of this table.  YVCOG’s is an active participant in the Federal Railroad Administration’s Amtrak’s Long Distance Study Workgroup for the “Northwestern States” Region. Planning/engagement activities are still primarily federally driven in their process and analysis. As the FRA refines their future “next steps” planning on selected rail corridors for continued analysis, should the North Coast Hiawatha (NCH) route be selected for further consideration, our regions jurisdictions and policy makes will have the opportunity for more direct local planning and coordination. If the NCH route does not proceed to the FRA’s next level of planning/analysis, there will be limited/no avenues to advance the route for passenger rail for the foreseeable future. This limits

	<p>the amount of time that YVCOG and its member jurisdictions can/may invest resources toward passenger rail planning. YVCOG will continue to participate in local, state, and federal rail planning activities as directed by its member jurisdictions and transportation policy board.</p> <p>2. YVCOG employs bilingual personnel who participated in the development of the plan including translation of the Long-Range Plan Survey (September – November 2023) and have selected documents available in English and Spanish. YVCOG’s limited staffing resources limit the amount of information that can be translated while still meeting its core responsibilities. YVCOG is working to expand our ability to outreach to Limited English Proficiency (LEP) Populations as staffing and resources allow per state and federal guidelines. Bilingual staffers were available at all in-person and virtual open houses to provide interpretive assistance; meeting notices were provided and published in Spanish and shared with Spanish-media, agencies, and stakeholders.</p>
<b>Comment / Recommend Suggestion # 11</b>	
<b>7 Mar 2024 – Mick Janke, Resident, Email</b>	
<p>1. Provided comment on why Passenger rail is not an integral part of the Long Range Plan.</p> <p>2. Additional comments include:</p> <ul style="list-style-type: none"> <li>• Prioritize Passenger and freight rail services – less vehicles on the road.</li> <li>• Do not expand Yakima Airport – unless its is for electric planes.</li> <li>• Support to allow solar farms.</li> <li>• Do NOT ignore the public support for Passenger Rail</li> </ul>	<p>1. Entered Mr. Janke’s March 7, 2024, comment email at the end of this table.</p> <p>YVCOG’s is an active participant in the Federal Railroad Administration’s Amtrak’s Long Distance Study Workgroup for the “Northwestern States” Region. Planning/engagement activities are still primarily federally driven in their process and analysis. As the FRA refines their future “next steps” planning on selected rail corridors for continued analysis, should the North Coast Hiawatha (NCH) route be selected for further consideration, our regions jurisdictions and policy makes will have the opportunity for more direct local planning and coordination. If the NCH route does not proceed to the FRA’s next level of planning/analysis, there will be limited/no avenues to advance the route for passenger rail for the foreseeable future. This limits the amount of time that YVCOG and its member jurisdictions can/may invest resources toward passenger rail planning. YVCOG will continue to participate in local, state, and federal rail planning activities as directed by its member jurisdictions and transportation policy board.</p> <p>2. YVCOG will continue to engage in local, state, and federal discussions in the advancement of electric aircraft and solar farm development in support of transportation needs and strategies as directed by its member jurisdictions and transportation policy board.</p>
<b>Comment / Recommend Suggestion # 12</b>	
<b>7 Mar 2024 – Kate Tollefson, WSDOT Tribal &amp; Regional Integrated Planning Office, (Email following 6 Mar 2024 Air Quality Conformity Review)</b>	
<p>Comments Included:</p> <p><b>1. Requirement</b> - Section 8 Financial constraints: provide clarification</p>	<p>1. Revised anticipated revenues table to clarify inflation rate on revenue estimates</p>

<p>on inflation rate for revenue estimates, per 23 CFR 450.324 (f)(11)(iv).</p> <p><b>2. Recommendations</b></p> <ul style="list-style-type: none"> <li>- Add a list of tables to the Table of Contents. Number all tables in the plan.</li> <li>- Page 145 <i>Table 18. 2036-2045 Regional Capital Projects</i>: \$38M does not match \$305M amount listed in <i>Table Anticipated Expenditures</i> pg 141. Is this supposed to match?</li> <li>- Page 137 “Detailed descriptions of funding sources can be found in Appendix H.” Clarify that Appendix H is for WSDOT projects.</li> <li>- Page 139 “WSDOT does not have dedicated funding for the Yakima County region. Therefore, historical funding and expenditures are not an appropriate prediction of future funds.” Clarify this.</li> <li>- Page 141 <i>Table. Anticipated Expenditures 2024-2045</i>, the expenditures for Public Transportation appear unchanged from the last plan update in 2020. Is that a typo?</li> </ul>	<p>2. Table of Contents – “Tables” Table of Contents to be added at final pagination of the document.</p> <p><b>“Pg 145 – Table 18”</b> – The US12/Old Naches Hwy – Build Interchange project in table 18 was originally funded by the legislature in 2005 as a SAFETY project to be constructed in 2013. Due to the success of temporary (stop gap) safety improvements resulting in a reduction of accidents preceding its construction, the legislature has repeatedly delayed the construction of the project. However, it remains technically funded per the 2005 transportation bill, but not constructed. This is the only project in the long range (2036-45-time frame that can be formally considered “funding secured” at \$38.44 Million. The \$305 Million estimate on page 141 is a projection based on average current construction/maintenance expenditures levels of our region as a general construction needs.</p> <p><b>“Pg 137”</b> – Clarified “Appendix H” lists both secured and planned projects in the short-, mid-, and long term.</p> <p><b>“Pg 139”</b> – Clarified language to say <i>“Since priorities and project size (and costs) may differ widely from biennium to biennium, WSDOT does not have a consistent level dedicated funding for the Yakima County region. Therefore, historical funding and expenditures are not an appropriate prediction of future funds.”</i></p> <p><b>“Pg 141”</b> - Recent fiscal year local and federal funding levels reported by Yakima Transit (the largest by far transit service in the region) has remained relatively stagnate or decreased (potentially impacted by the COVID Pandemic which negatively impacted their sales-tax based revenue source). This also impacted the smaller Selah and Union Gap Transit systems (also sales tax based revenues). Expenditures are directly tied to the agencies anticipated revenue levels.</p>
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State of Washington  
DEPARTMENT OF FISH AND WILDLIFE  
South Central Region • Region 3 • 1701 South 24<sup>th</sup> Avenue, Yakima, WA 98902-5720  
Telephone: (509) 575-2740 • Fax: (509) 575-2474

March 1, 2024

Yakima Valley Conference of Governments  
311 N. 4<sup>th</sup> St. Suite 204  
Yakima, WA 98901  
Attn: Alan Adolf

SUBJECT: WDFW COMMENTS ON YAKIMA VALLEY TRANSPORTATION PLAN 2024-2045

Dear Mr. Adolf,

Thank you for the opportunity to comment on the Yakima Valley Metropolitan and Regional Transportation Plan (M/RTP). Washington Department of Fish and Wildlife (WDFW) has reviewed the plan and offers up the following comments to the Yakima Valley Conference of Government and the respective transportation jurisdictions.

For individual projects, WDFW offers up the following comments, both on projects on the list and projects we are aware of in need of improvements but are not currently on the list. Projects specifically called out below, WDFW would like to request that the jurisdictions contact WDFW as there are likely tie-ins to WDFW Hydraulic Code Authority and would require a Hydraulic Project Approval (HPA) permit.

In addition to these individual projects, WDFW would like to suggest that when projects (current project and future projects) are planned to go through environmentally sensitive areas such as a stream crossing, floodplain intersection or improvements to a road that could alter or bisect an important wildlife connectivity corridor, WDFW would like to sit down with the applicant during scoping to bring forth these issues for discussion. WDFW believes that discussion of these issues early in the project can prove beneficial, both for the environment and for project implementation. While streams and floodplains are often known to jurisdictions, wildlife connectivity corridors are a newer emerging concept, and their locations are not as obvious. If a project undergoes large changes such as road relocation, replacement of a bridge or significant widening such as adding lanes, particularly in a more rural environment there might be wildlife connectivity issues and WDFW can serve as a resource.

**Storm drainage improvements:**

This project type appears frequently in the "Yakima Transportation Projects" list. While these are frequently not connected to "Surface Waters of the State", some projects do have connections to these waters. If a project is interacting with a stream or the project boundary is near to a stream, WDFW requests that the jurisdiction reach out to WDFW on the project. If a storm drain

Page 2

project interacts with a stream, BMPs such as fish screening, flow management interactions with the stream and water quality treatments are likely to be part of WDFW requests.

**Water Crossings:**

**Tieton WA-13580. North Tieton Road Pedestrian Bridge.** Bridge design must meet WDFW bridge design requirements and require a WDFW HPA permit.

**Union Gap-UG51. 10<sup>th</sup> South Avenue South #475 Bridge Replacement.** Bridge design must meet WDFW bridge design requirements and require a WDFW HPA permit.

**WSDOT-541001039. SR 410/Rock Creek Vic – Improve Chronic Environmental Deficiency.** This project appears to propose culvert replacement and channel realignment. Review with WDFW to ensure that the culvert replacement meets WDFW guidelines and the channel realignment is consistent with WDFW guidance is needed.

**Yakima County-YkCo9999C. Countywide short span bridge replacement program.** Any of these bridges over waters of the state must meet all WDFW bridge design requirements. Depending on the location, additional considerations such as floodplain or wildlife connectivity considerations could be important to consider.

**Yakima County-YakCo580B. S.L.I. Rd. Bridge # 580 Reconstruct existing bridge.** WDFW is unclear of this location by its notation in the document and if it is a water crossing. If it is a water crossing, the WDFW bridge guidelines would apply.

**Yakima County-YakCo(xxxx). North Fork Road Bridge #105 Reconstruct Existing Bridge.** WDFW is unclear of this location by its notation in the document and if it is a water crossing. If it is a water crossing, the WDFW bridge guidelines would apply.

**Yakima County-YakCo(xxxx). East-West Corridor - Yakima River East Bank to I-82 Turnback Limits. New Yakima River bridge, I-82 access modifications, and connection to City Yakima Mill site.** This project involves important waterways such as the Yakima River and associated floodplain. WDFW will work with entities on designs.

**There are projects that WDFW is aware of, but not included in this plan. WDFW would offer these projects for potential inclusion to this list.**

**Gold Creek (Naches River trib) Highway 410 (WSDOT) culvert.**

This culvert is listed as a complete fish passage barrier. Replacement of this culvert could open up significant habitat for various fish species, including but not limited to bull trout, steelhead and resident trout.

**American River Tributaries Highway 410 (WSDOT) culverts.** There are five culverts on unnamed tributaries to the American River that are listed as partial or complete fish passage barriers in WDFW fish passage database, <https://geodataservices.wdfw.wa.gov/hp/fishpassage/index.html>. Opening these barriers would provide habitat to various fish species, primarily for resident trout but could serve as rearing habitat for other species such as chinook, coho and bull trout.


Page 3

**Bumping Lake Road (Yakima County). Bumping River Tributary Culverts.**

There are fish passage barrier culverts on Fifes, Goat and Sunrise Creeks which are tributaries to Bumping River. Opening these barriers would provide habitat to various species including resident trout and potentially bull trout, chinook and coho.

Thank you again for the opportunity to comment and look forward to discussing these projects further with the YVCOG and the respective transportation jurisdictions. Please contact me at 509-607-3578 or [Scott.Downes@dfw.wa.gov](mailto:Scott.Downes@dfw.wa.gov) to discuss these projects.

Sincerely,



Scott Downes  
Regional Land Use Planner

Cc:  
Perry Harvester, WDFW  
Byron Gumz, YVGOG

[Comment / Recommend Suggestion #9 – Gary Wirt Email / Ridership Attachment]

From: [garywin@allaboutwashington.org](mailto:garywin@allaboutwashington.org)  
To: [TRANSPORTATION](#)  
Subject: Comments: 2024-2045 Yakima Valley Transportation plan  
Date: Wednesday, March 6, 2024 9:37:52 AM  
Attachments: [image001.jpg](#)  
[Ridership charts 2019.pdf](#)

Below for your consideration are comments regarding the proposed 2024-2045 Yakima Valley Transportation plan.

Comment 1 Page 45, first paragraph.

The first two sentences are somewhat misleading. Suggest the paragraph to be revised read as follows:

The feasibility study's basic findings determined that "Seattle to Spokane service via the Stampede Pass [is] technically feasible and despite long journey times, could generate ridership above or comparable to some other Amtrak State Supported services". Infrastructure improvements are needed on the route to support passenger rail operations. To date, the Washington State legislature has not provided funds to bring the Stampede Pass route up to passenger rail standards for in-state service. The study did not consider the NCH in a greater multi-state analysis which could bring federal funding for required infrastructure improvements thereby reducing the overall cost for Washington State to initiate in-state service. In 2021, the IIJA-BIL authorized the Federal Railroad Administration (FRA) to commission a nationwide "Amtrak Daily Long-Distance Service Study" to consider restoration of passenger rail services to rural and urban areas where service was lost in the 1970s and 1980s. The NCH service through the Yakima Valley and Stampede Pass is part of the FRA Long-Distance Service Study to be completed in 2024.

Rationale: Clarifies the distinction between the NCH (a long-distance federally funded service) and the analysis provided by the 2020 STEER study which addresses only Washington State-sponsored (state funded) service.

Clarifies that estimated ridership for the Seattle - Spokane service is "sufficient"...i.e. comparable to other Amtrak state-supported routes where one or two daily trains operate daily which is the frequency that the SEER study considered. Attached is a file containing two bar graphs showing actual Amtrak state-sponsored ridership numbers for 2019.

These bar graphs show the relationship of estimated Seattle - Spokane ridership to other Amtrak operated state sponsored routes ( Note: 2019 ridership numbers are used since those were the most current ridership numbers available at the time the STEER study was completed in July 2020.).

Clarifies that our state Legislature has not provided funding due to the cost of required infrastructure improvements which will be significantly less to our state if NCH service is restored and funded by the Federal Government.

It is worth noting that the STEER study report [Executive summary, page iii] includes the term "Low Expected Ridership". As stated in the study, although ridership is estimated to be "comparable to some Amtrak State Supported Services", ridership is expected to be "less than 25% of the trips on the Amtrak Cascades". To put these STEER study comments into perspective, at the time the STEER study was completed in July 2020, there were 5 daily round trip *Amtrak Cascades* trains operating between Portland and Seattle, 2 daily *Amtrak Cascades* trains operating between Portland and Eugene, and 2 daily *Amtrak Cascades* trains operating between Seattle and Vancouver, B.C. serving 18 station stops over a distance of 467 miles.

The STEER study, as directed by the Washington State Legislature Joint Transportation Committee, considered only options of 1 or 2 daily trains between Seattle and Spokane serving 8 station stops over a distance of 396 miles.

It is well known that ridership increases exponentially with frequency of service. Thus, the comparison of twice daily service between Seattle & Spokane service with multiple trains between Eugene, OR and Vancouver, B.C., with more than double the number of station stops and frequency compared to the proposed Seattle-Spokane service is an "apples and oranges" comparison.

Comment 2 Page 106 – Second paragraph, 2<sup>nd</sup> sentence. Change "Federal Highway Administration" to Federal Railroad Administration.

Rationale: This appears to be an error. It is the Federal Railroad

Administration that is directing efforts to return passenger rail service, not the Federal Highway Administration.

#### Comment 3 General comment

The plan recognizes the growing importance of rail (both passenger and freight) to the economy of the Yakima Valley and the potential for use of YKM airport as a reliever airport for SEA. The ability to move air freight directly to/from Yakima to destinations both domestically and internationally could be a significant benefit for SEA-TAC airport congestion and a benefit to agricultural producers who ship Yakima Valley perishable produce (cherries, apples, peaches, etc.) to markets both domestically and internationally via SEA-TEC. The Yakima Valley economy would benefit from improved freight rail service to/from Yakima & Puget Sound area ports coupled with domestic & international air freight service at YKM airport.

Comment 4 General comment on use of air-taxi type operations between Yakima's airport and small airports as relief for SEA-TAC air traffic congestion.

The concept of using smaller airports in air carrier operations has some factors to consider. To be a reasonably reliable alternative, small airports such as Sunnyside as an example, must be found to be suitable for instrument flight rules (IFR) operations by FAA. Generally this means that the airport must have instrument runway markings, medium intensity runway lighting, weather reporting service, and appropriate obstacle free approach and departure slopes. Although there are exceptions to these requirements, landing and take-off operating weather minimums can be high, and night operations denied if these requirements are not met.

These requirements are significant to the concept of using smaller airports because the significant cost of acquisition, installation, and the impact on flight operations if the airport is not in compliance.

Aside from comments above, and suggested editorial comments submitted to Alan Adolf by email on February 20, 2024 7:55pm, the proposed plan is very well organized, thorough, and contains well-presented, forward thinking transportation ideas.

Thank you for this opportunity to comment.

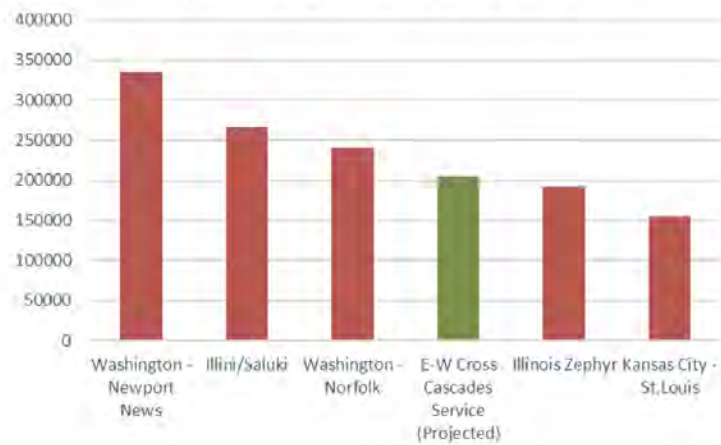
Gary Wirt



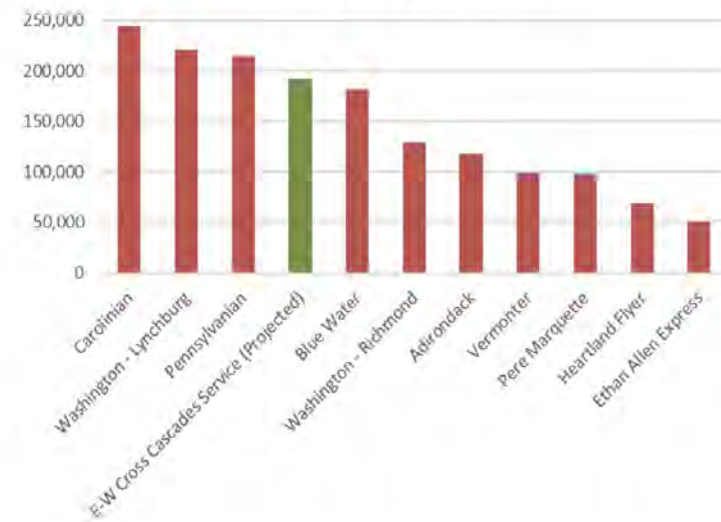
P.O.  
Box 70381 Seattle, WA  
98127  
allaboardwashington.org



2019 Two Round Trip Frequency Ridership  
Amtrak State Supported Services



2019 Single Frequency Service Ridership  
Amtrak State Supported Services



## Comment / Recommend Suggestion #10 – Martha Rickey Email

**From:** [Martha Rickey](#)  
**To:** [TRANSPORTATION](#)  
**Subject:** Public Comment on 2024-2045 Yakima Valley Transportation Plan  
**Date:** Thursday, March 7, 2024 7:03:12 AM

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The Yakima Valley Transportation Plan 2024-2045 is not a strategic plan for future transportation and infrastructure needs. It is a remarkably backwards-looking document. The stated goals are nebulous, generic, and largely performative. For example, it is unclear how we might measure the “economic vitality” this document enshrines as a strategic goal.

While I appreciate the mention of passenger rail, the plan outlined here is for YVCOG to attend a new set of FRA meetings. Passenger rail is not mentioned, or planned to be, an integral part of the Yakima Valley transportation network. Indeed, *unexpected* public input into this plan is dumped into an appendix: “Results highlighted the continued public desire to address existing road system maintenance and somewhat unexpectedly, Passenger Rail, returning service to the Yakima Valley area for the since October 1981, received strong support with nearly 15% of possible investment funding.” *See* p. 405. Measured public interest in planned use of passenger rail outstrips current airport use by 10%. *See id.* And yet, “Consideration of [Amtrak] restoration only provides an opportunity for further analysis and does not guarantee further planning activities.” *See* p. 47.

I would encourage YVCOG to impress upon its members as well as WSDOT the huge public support for passenger rail that would serve the Yakima Valley and beyond. The public is willing to invest in passenger rail. We cannot continue to do the same old thing and expect anything to improve.

Thank you for this opportunity to comment. It is unfortunate the document was not made available in Spanish.

Martha Rickey

Yakima, WA

## Comment / Recommend Suggestion #11 – Mick Janke Email

**From:** [Earth Day Yakima](#)  
**To:** [TRANSPORTATION](#)  
**Subject:** 2024-2045 Metropolitan & Regional Long Range Transportation Plan  
**Date:** Thursday, March 7, 2024 7:42:58 AM

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Dear YCOG,

Why is passenger rail not an integral part of the Yakima Valley transportation plan? Yakima ranks in the top 12 areas of air pollution in WA. Increased passenger and rail service, while decreasing automobile and air traffic, is a real solution to a problem (air pollution) impacting our underserved population.

- Prioritize passenger and freight service - less vehicles on the road
- Do not expand the Yakima airport - unless it is for electric planes
- Support to allow solar farms
- Do NOT ignore the public support for passenger rail

Thank you for this opportunity to comment.

*Mick Nelson Janke*

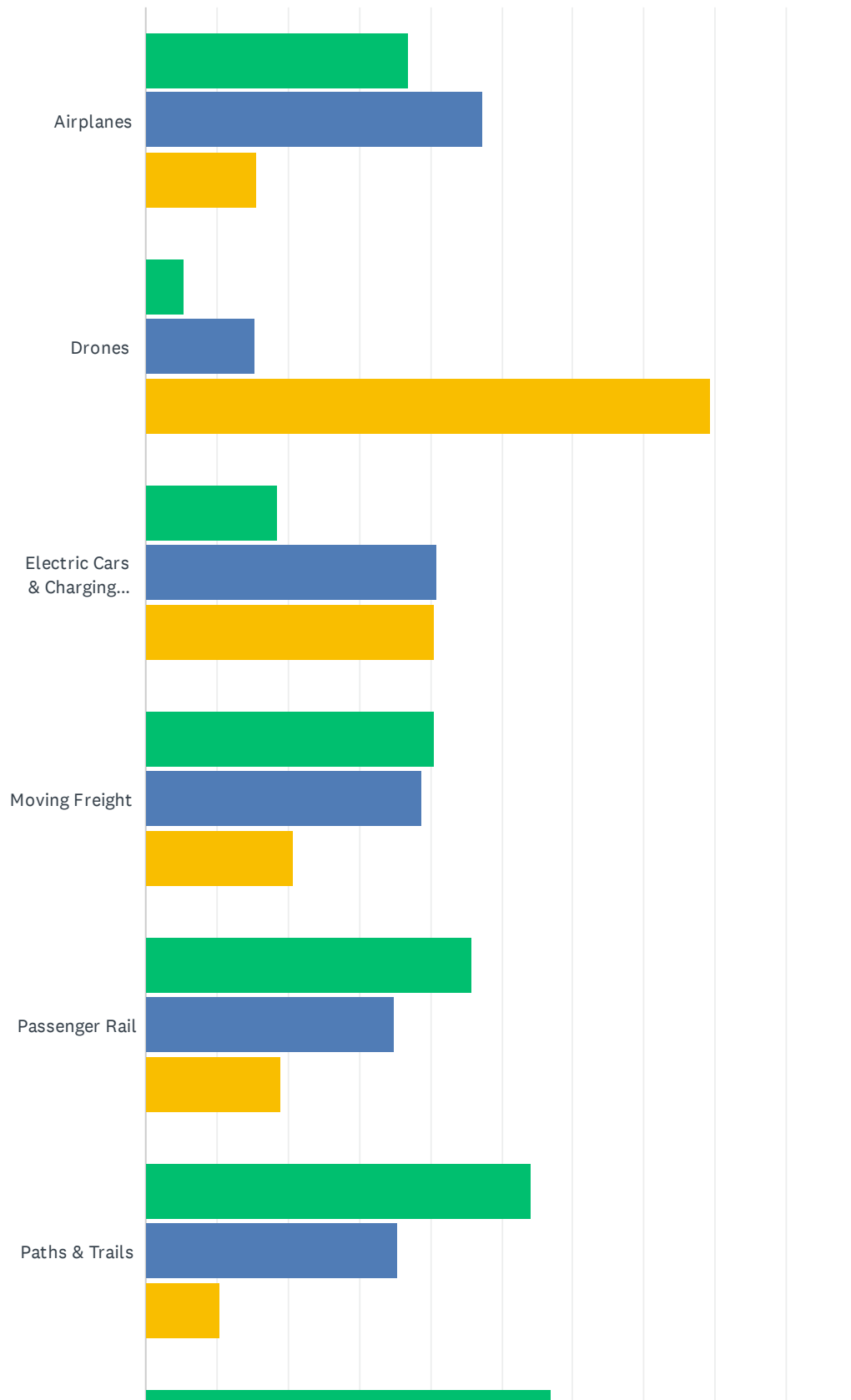


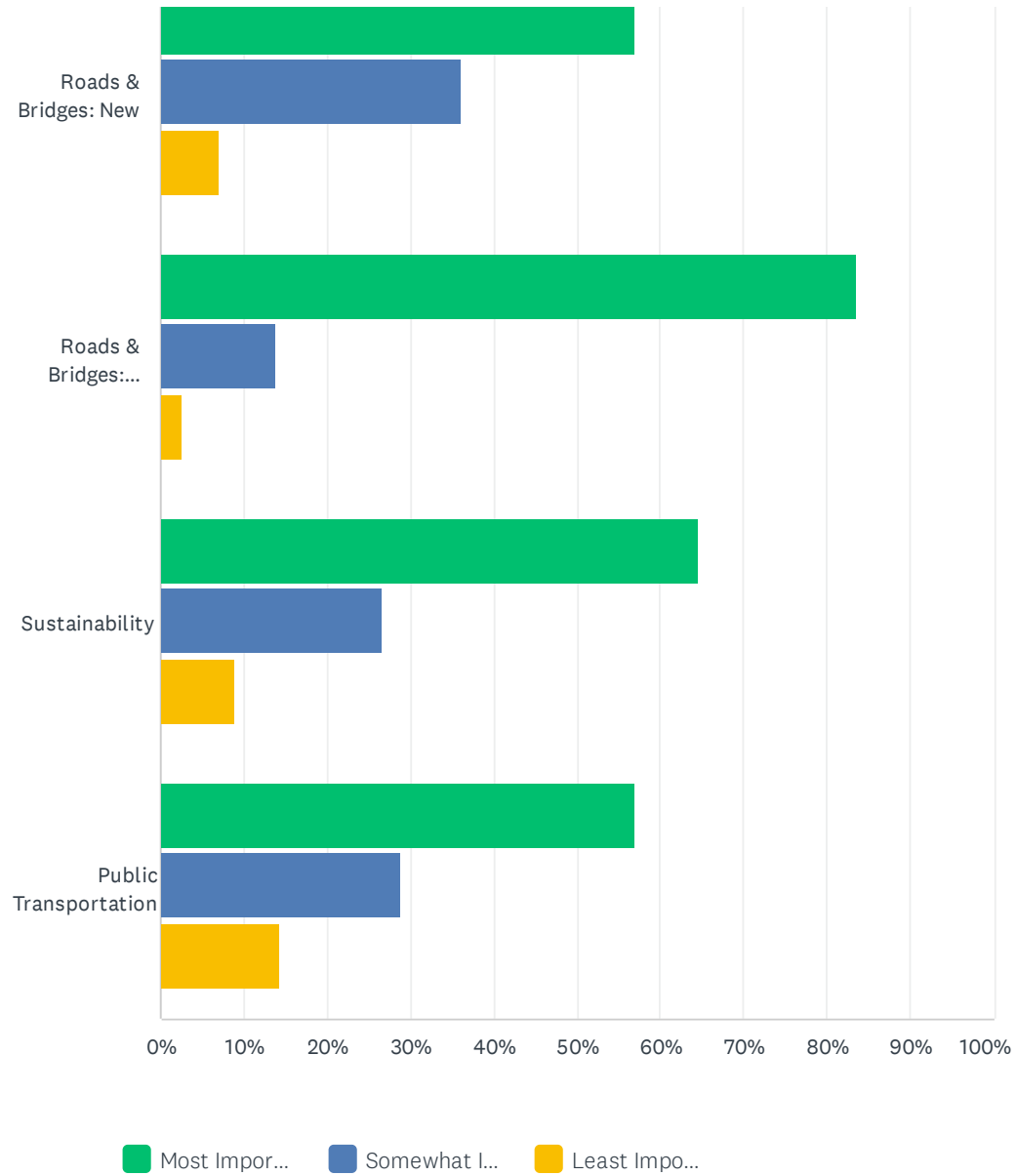
# 2024-2045 Regional Transportation Survey Results











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## Q1 What transportation needs are most important to you?

Answered: 239 Skipped: 0

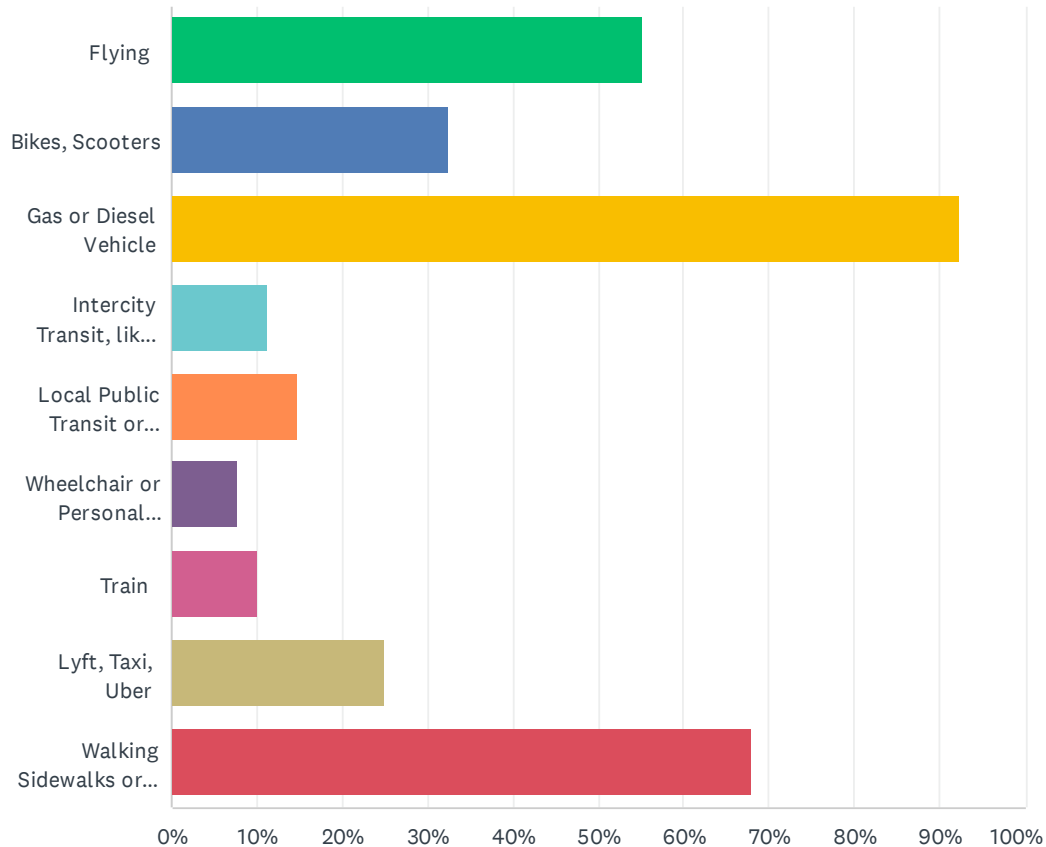




	MOST IMPORTANT	SOMEWHAT IMPORTANT	LEAST IMPORTANT	TOTAL	WEIGHTED AVERAGE
 Airplanes	36.96% 85	47.39% 109	15.65% 36	230	2.21
 Drones	5.26% 12	15.35% 35	79.39% 181	228	1.26
 Electric Cars & Charging Stations	18.50% 42	40.97% 93	40.53% 92	227	1.78
 Moving Freight	40.53% 92	38.77% 88	20.70% 47	227	2.20
 Passenger Rail	45.89% 106	35.06% 81	19.05% 44	231	2.27
 Paths & Trails	54.15% 124	35.37% 81	10.48% 24	229	2.44
 Roads & Bridges: New	56.96% 131	36.09% 83	6.96% 16	230	2.50
 Roads & Bridges: Maintenance	83.62% 194	13.79% 32	2.59% 6	232	2.81
 Sustainability	64.60% 146	26.55% 60	8.85% 20	226	2.56
 Public Transportation	56.90% 132	28.88% 67	14.22% 33	232	2.43

## Q2 In a typical year, what forms of transportation does your household use? Please choose all that apply.

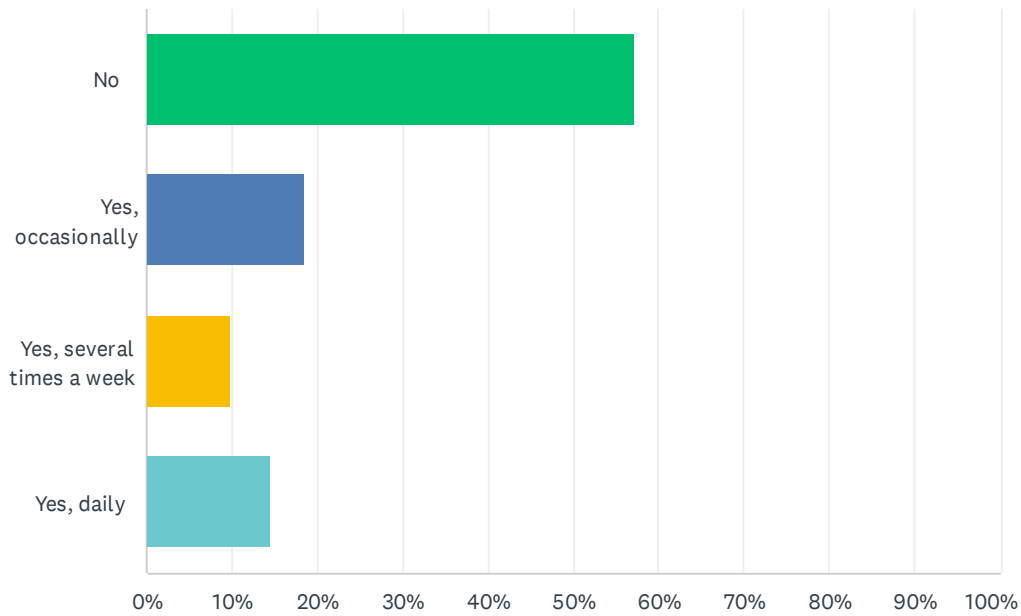
Answered: 237 Skipped: 2



ANSWER CHOICES	RESPONSES	
Flying	55.27%	131
Bikes, Scooters	32.49%	77
Gas or Diesel Vehicle	92.41%	219
Intercity Transit, like Greyhound	11.39%	27
Local Public Transit or Paratransit, like Dial-a-ride	14.77%	35
Wheelchair or Personal Mobility Device	7.59%	18
Train	10.13%	24
Lyft, Taxi, Uber	24.89%	59
Walking Sidewalks or Paths	67.93%	161
Total Respondents: 237		

### Q3 Does anyone in your household work from home?

Answered: 236 Skipped: 3

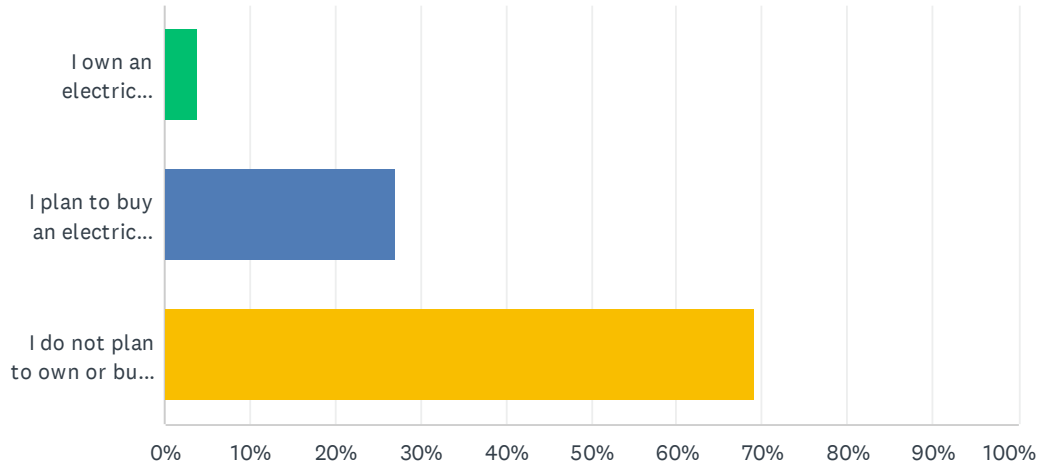


ANSWER CHOICES	RESPONSES	
No	57.20%	135
Yes, occasionally	18.64%	44
Yes, several times a week	9.75%	23
Yes, daily	14.41%	34
TOTAL		236



Q4 The Washington State Legislature recently passed the “Clean Cars 2030” bill. This legislation states that all vehicles of the model year 2030 or later that are sold, purchased, or registered in Washington be electric. Please choose one.

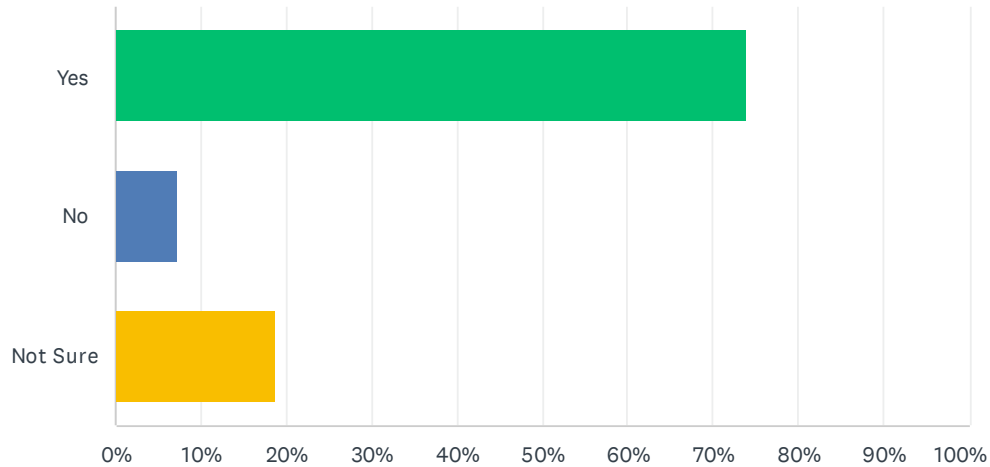
Answered: 233 Skipped: 6



ANSWER CHOICES	RESPONSES	
I own an electric vehicle.	3.86%	9
I plan to buy an electric vehicle.	27.04%	63
I do not plan to own or buy an electric vehicle.	69.10%	161
TOTAL		233

## Q5 If Passenger Rail service returned to Central Washington (Kittitas & Yakima Counties), would you use passenger trains as a travel option?

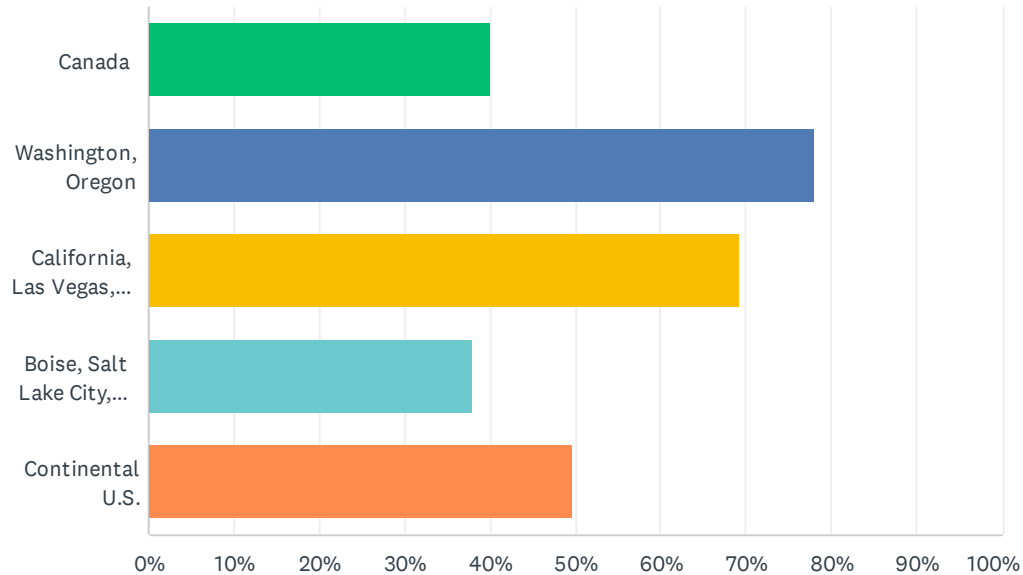
Answered: 235 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	74.04%	174
No	7.23%	17
Not Sure	18.72%	44
TOTAL		235

## Q6 If you answered YES, where would you travel to? Please check all that apply.

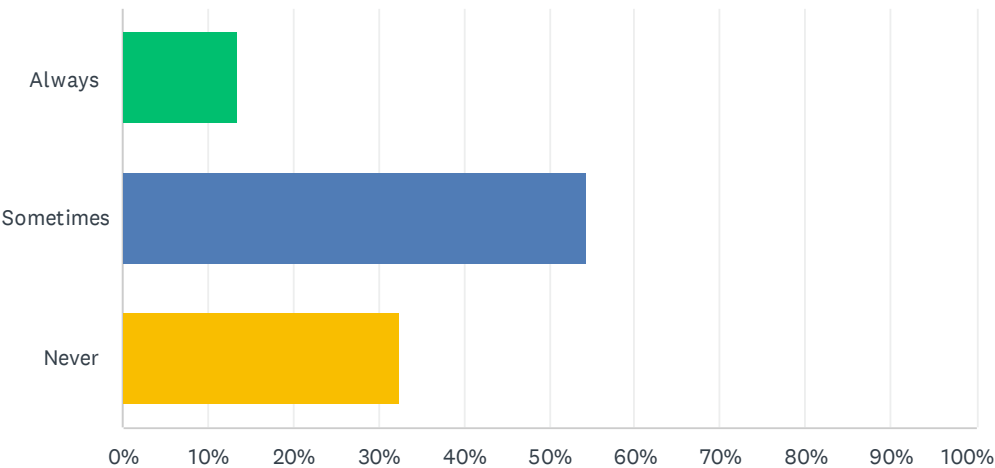
Answered: 195 Skipped: 44



ANSWER CHOICES	RESPONSES	
Canada	40.00%	78
Washington, Oregon	77.95%	152
California, Las Vegas, Phoenix, Mexico	69.23%	135
Boise, Salt Lake City, Denver	37.95%	74
Continental U.S.	49.74%	97
Total Respondents: 195		

Q7 When traveling by air, do you use the Yakima Airport?

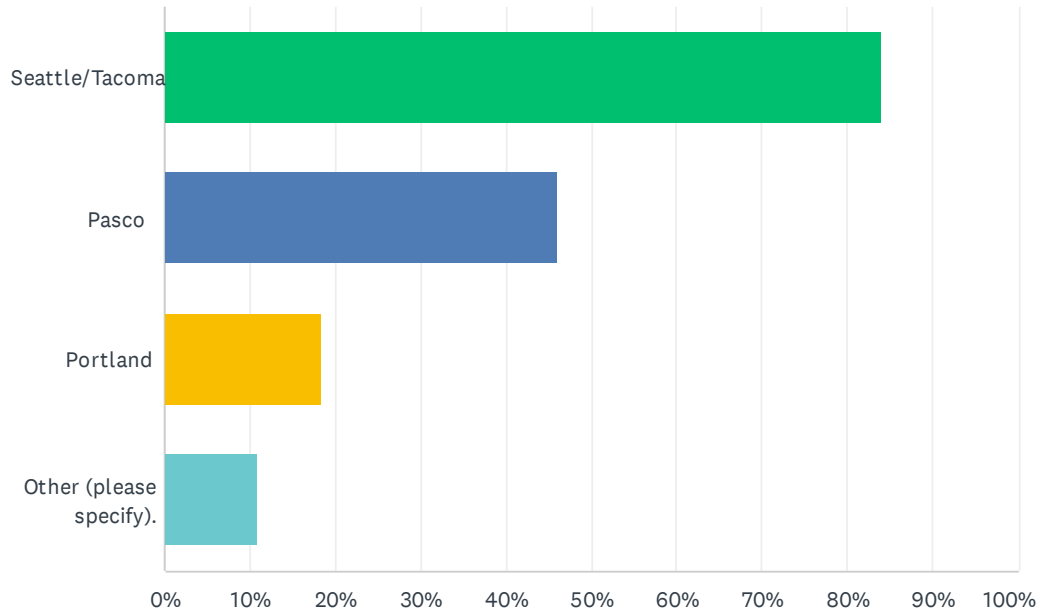
Answered: 232 Skipped: 7



ANSWER CHOICES	RESPONSES	
Always	13.36%	31
Sometimes	54.31%	126
Never	32.33%	75
TOTAL		232

## Q8 If you do not fly to or from the Yakima Airport, what airports do you use?

Answered: 219 Skipped: 20



ANSWER CHOICES	RESPONSES	
Seattle/Tacoma	84.02%	184
Pasco	46.12%	101
Portland	18.26%	40
Other (please specify).	10.96%	24
Total Respondents: 219		

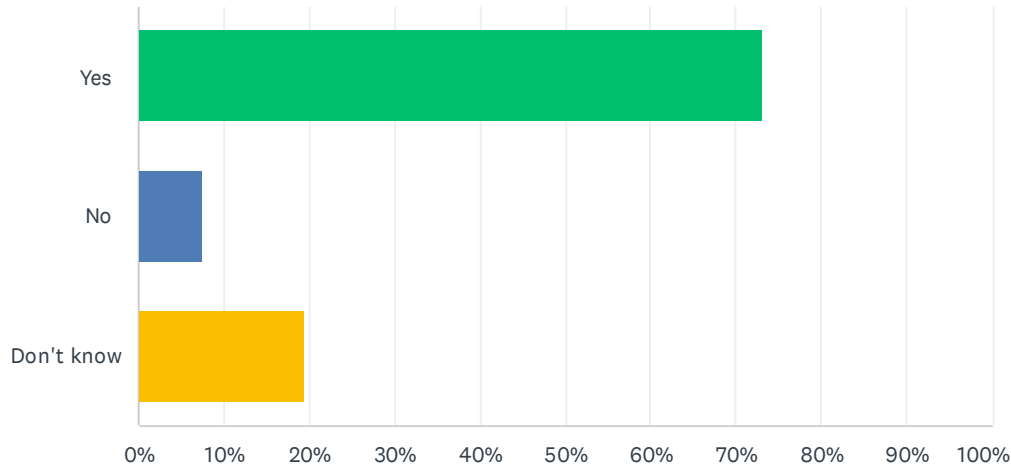
#	OTHER (PLEASE SPECIFY).	DATE
1	Spokane	11/1/2023 10:35 PM
2	cheaper prices	11/1/2023 5:11 PM
3	Spokane	11/1/2023 4:48 PM
4	Spokane	11/1/2023 9:38 AM
5	Have not flown in 40 yrs.	11/1/2023 7:53 AM
6	Spokane	11/1/2023 7:44 AM
7	Spokane	10/30/2023 4:02 PM
8	N/A	10/30/2023 1:43 PM
9	SEA-TAC using airporter shuttle.	10/30/2023 9:59 AM
10	Spokane	10/5/2023 10:55 AM

11	phobia, afraid of heights	10/4/2023 11:19 AM
12	None	10/4/2023 11:17 AM
13	never been in an airplane	10/4/2023 7:38 AM
14	can't fly	10/4/2023 7:37 AM
15	I do not fly, am disabled	10/3/2023 12:24 PM
16	don't fly	10/3/2023 12:18 PM
17	Spokane	10/3/2023 10:37 AM
18	N/A	10/3/2023 10:35 AM
19	None	10/3/2023 9:44 AM
20	Spokane	10/3/2023 9:19 AM
21	Spokane	10/3/2023 9:17 AM
22	N/A	10/2/2023 3:55 PM
23	Spokane	10/2/2023 3:50 PM
24	Spokane	9/30/2023 1:26 PM



## Q9 If regularly scheduled, short distance, flights were available to/from Yakima, would you consider using it?

Answered: 231 Skipped: 8



ANSWER CHOICES	RESPONSES	
Yes	73.16%	169
No	7.36%	17
Don't know	19.48%	45
TOTAL		231

#	IF YES, WHERE WOULD YOU FLY? BELLINGHAM, PORTLAND, PULLMAN, SPOKANE, WALLA WALLA, WENATCHEE, OTHER WEST COAST DESTINATIONS?	DATE
1	Salt Lake, San Francisco, Portland, Seattle	11/14/2023 10:22 AM
2	If flights were reasonable in cost & schedule	11/7/2023 5:03 PM
3	Seattle	11/6/2023 12:29 PM
4	Portland, Spokane Etc.	11/2/2023 11:44 PM
5	Seatac	11/2/2023 8:02 AM
6	Portland, seattle, Spokane	11/1/2023 10:35 PM
7	San Diego , Southern California , Portland if tickets aren't too much tho since Yakima airport is small	11/1/2023 9:59 PM
8	Boise, Salt Lake City	11/1/2023 5:30 PM
9	Spokane, Walla Walla, Idaho	11/1/2023 5:28 PM
10	Spokane, East Coast	11/1/2023 5:26 PM
11	Portland	11/1/2023 5:18 PM
12	Walla Walla, Spokane	11/1/2023 5:14 PM
13	if at a good price. Anywhere, as long as it was at a good price. Yakima flights tend to be more expensive.	11/1/2023 5:11 PM

14	Portland, Spokane	11/1/2023 5:05 PM
15	Denver, Salt Lake City.	11/1/2023 4:58 PM
16	other West Coast destinations. CA.	11/1/2023 4:55 PM
17	Spokane	11/1/2023 4:48 PM
18	Portland	11/1/2023 4:45 PM
19	Portland, Walla Walla, Wenatchee	11/1/2023 4:32 PM
20	Phoenix or lower AZ, Orlando, looking for connecting flights so I don't have to pay for parking in Seattle.	11/1/2023 4:29 PM
21	Seattle, Phoenix, Southern CA	11/1/2023 4:21 PM
22	Seattle, Portland, cities in California	11/1/2023 1:07 PM
23	Spokane, Portland	11/1/2023 9:44 AM
24	Portland & Spokane	11/1/2023 9:38 AM
25	Seattle	11/1/2023 7:46 AM
26	Spokane	11/1/2023 7:44 AM
27	Spokane Mesa,AZ	10/31/2023 9:47 AM
28	Phx, San Diego, seattle	10/31/2023 7:18 AM
29	Portland	10/30/2023 6:57 PM
30	Portland Pullman spokane. Doesn't yakima only have flights to Seattle anymore? Kinda limited!	10/30/2023 4:44 PM
31	Portland	10/30/2023 4:00 PM
32	West Coast	10/30/2023 3:59 PM
33	all of the above	10/30/2023 3:57 PM
34	Seattle, Portland, Spokane	10/30/2023 3:55 PM
35	Spokane & Portland	10/30/2023 3:44 PM
36	Portland, Seattle	10/30/2023 3:38 PM
37	N/A	10/30/2023 3:34 PM
38	Eugene, OR	10/30/2023 3:11 PM
39	Boise, Phoenix, Denver, East Coast	10/30/2023 2:15 PM
40	Seattle, Portland	10/30/2023 2:12 PM
41	Spokane, Portland	10/30/2023 1:58 PM
42	Spokane, Portland, West Coast	10/30/2023 1:48 PM
43	Spokane	10/30/2023 1:45 PM
44	Boise	10/30/2023 1:43 PM
45	Portland	10/30/2023 1:39 PM
46	Other	10/30/2023 11:24 AM
47	Seattle, maybe Vegas.	10/30/2023 11:08 AM
48	Portland, Salt Lake, Boise, San Francisco	10/30/2023 10:48 AM
49	Portland & Spokane for better access to connecting flights.	10/30/2023 9:59 AM
50	Depends on where I needed to go. Short haul flights from airlines should be deregulated and	10/27/2023 10:59 AM

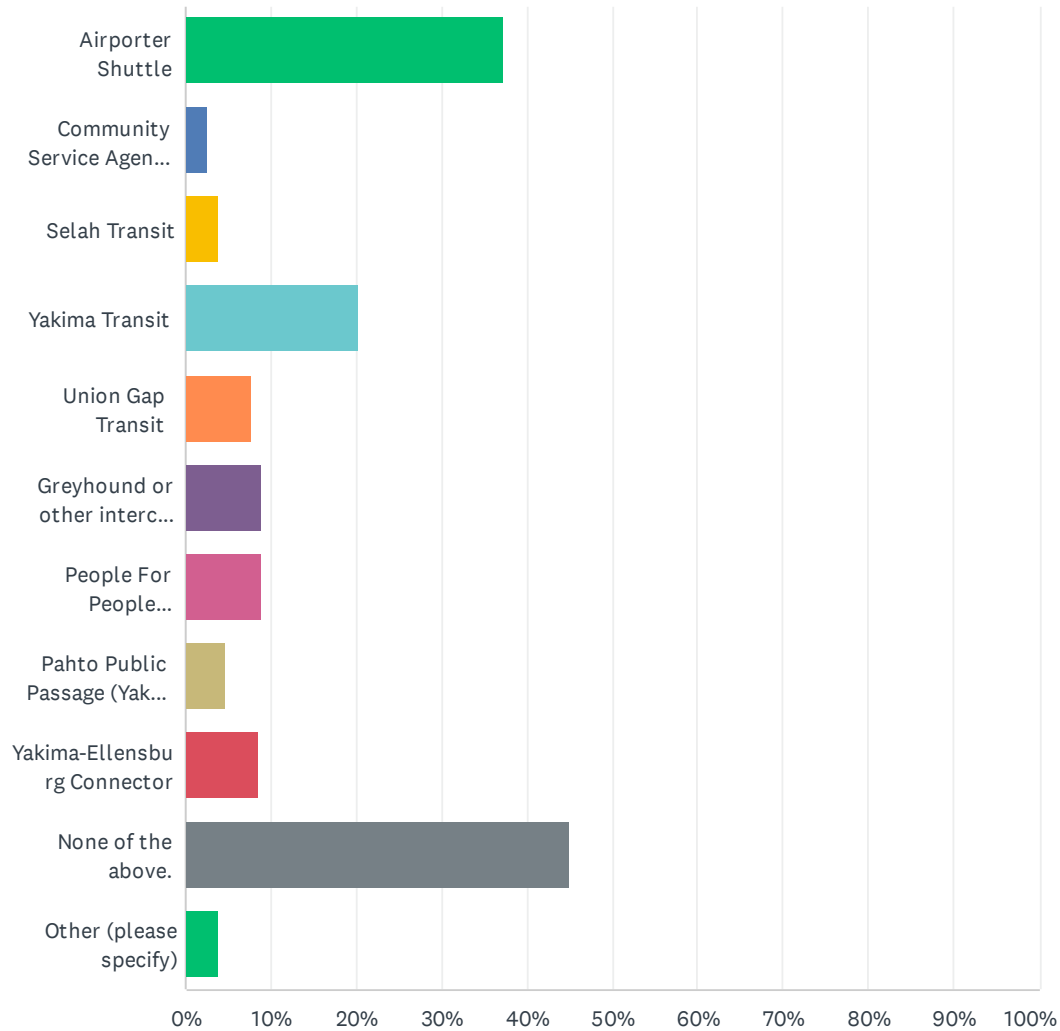
	taxes and fees reduced on them to encourage them to fly from Yakima.	
51	Spokane, Boise, Portland, San Diego	10/24/2023 9:12 PM
52	Bend, OR; San Diego and other S. California destinations, Boise, ID.	10/24/2023 10:09 AM
53	Seattle, oh pi's, bellingham	10/22/2023 8:15 AM
54	Portland, Spokane, Oakland or San Francisco	10/21/2023 10:34 PM
55	Portland; Oakland; Kalispell	10/21/2023 2:47 PM
56	Lewiston, Spokane, Seattle	10/21/2023 12:40 PM
57	Spokane and seattle	10/21/2023 12:15 PM
58	Portland, Spokane, San Francisco, Tacoma, New York City, Fort Worth, Greenville SC, Vancouver BC	10/20/2023 5:26 PM
59	Portland, spokane, pullman	10/20/2023 5:03 PM
60	Seattle, Portland, Las Vegas, other west coast cities	10/20/2023 8:46 AM
61	Seattle	10/19/2023 7:09 AM
62	Portland	10/18/2023 7:59 PM
63	Seattle, Portland, Bellingham	10/18/2023 7:25 PM
64	Seattle, Spokane or Portland	10/18/2023 3:00 PM
65	Spokane	10/18/2023 1:14 PM
66	All of above plus seattle	10/18/2023 1:00 PM
67	San Francisco	10/18/2023 11:43 AM
68	Seattle and vacation destinations.	10/18/2023 10:08 AM
69	Spokane, Bellingham, LA, Las Vegas, etc	10/18/2023 7:44 AM
70	Bellingham	10/17/2023 9:48 AM
71	Spokane, Bellingham, Eugene, OR	10/16/2023 7:15 PM
72	All of the above, i would much prefer to fly than drive.	10/13/2023 4:36 PM
73	SEA, DEN, PDX, SJC, LAX, SAN, DCA	10/13/2023 12:14 PM
74	Portland, Los Angeles	10/13/2023 11:57 AM
75	portland, spokane seattle	10/13/2023 8:45 AM
76	Bellingham, Portland, Walla Walla, Ontario, CA	10/10/2023 4:08 PM
77	Spokane, Pullman	10/10/2023 11:27 AM
78	Seattle, Las Vegas	10/10/2023 10:54 AM
79	seattle, current flight times do not make connectors	10/10/2023 10:30 AM
80	Spokane	10/10/2023 7:00 AM
81	Spokane, Sacramento,	10/9/2023 4:38 PM
82	Other west coast	10/9/2023 4:23 PM
83	Las Vegas	10/9/2023 4:17 PM
84	Payne Field, Everett or SeaTac. Then off to Phoenix or Utah	10/9/2023 9:38 AM
85	Portland, Spokane	10/8/2023 8:51 PM
86	Fresno, Sacramento, San Jose, LA, San Diego, California	10/5/2023 9:03 PM
87	Spokane, portland, wenatchee, beach, redmond/bend, San Francisco, slc	10/5/2023 10:55 AM

88	more seattle flights!	10/5/2023 10:22 AM
89	California!	10/5/2023 9:31 AM
90	Portland, Seattle, Bellingham and other locations on the West coast	10/4/2023 3:46 PM
91	Portland, other west coast destinations.	10/4/2023 3:42 PM
92	LA	10/4/2023 3:34 PM
93	Spokane	10/4/2023 11:40 AM
94	other west coast destinations	10/4/2023 11:38 AM
95	Portland	10/4/2023 11:36 AM
96	Portland, Spokane, West Coast	10/4/2023 11:17 AM
97	Portland	10/4/2023 11:15 AM
98	All listed and probably anywhere that is a offered available flight.	10/4/2023 11:10 AM
99	Seattle, Walla Walla	10/4/2023 11:07 AM
100	Portland	10/4/2023 11:01 AM
101	Maybe if it were cheaper.	10/4/2023 10:59 AM
102	Walla Walla, Wenatchee	10/4/2023 10:48 AM
103	anywhere needed	10/4/2023 10:44 AM
104	Bellingham, Portland, Pullman, Spokane, LA, San Diego, Bend, Vegas, Reno	10/4/2023 10:10 AM
105	Seattle, Canada	10/4/2023 10:08 AM
106	California, Vegas, Florida, Texas, Arizona	10/4/2023 9:49 AM
107	Bremerton Forks, Oceanshores, Pasco	10/4/2023 8:14 AM
108	Spokane, Portland	10/4/2023 8:11 AM
109	Walla Walla, Spokane	10/4/2023 7:49 AM
110	Seattle	10/4/2023 7:46 AM
111	Pullman	10/4/2023 7:43 AM
112	Anywhere in the Washington area and others	10/4/2023 7:41 AM
113	Portland, Spokane	10/3/2023 11:16 AM
114	West coast destination	10/3/2023 11:08 AM
115	Spokane	10/3/2023 10:50 AM
116	Spokane, Boise	10/3/2023 10:48 AM
117	Portland, Spokane, SeaTac	10/3/2023 10:45 AM
118	All of the above	10/3/2023 10:42 AM
119	Idaho, Pullman	10/3/2023 10:37 AM
120	Pullman, Idaho	10/3/2023 10:35 AM
121	everywhere	10/3/2023 10:33 AM
122	everywhere	10/3/2023 10:30 AM
123	Seattle	10/3/2023 10:28 AM
124	Seattle	10/3/2023 9:33 AM
125	I would fly anywhere I could.	10/3/2023 9:25 AM

126	Pullman, Portland	10/3/2023 9:21 AM
127	All listed	10/3/2023 9:19 AM
128	Spokane, Portland	10/3/2023 9:17 AM
129	Portland Seattle. West coast	10/2/2023 9:41 PM
130	Spokane, Portland, Seattle, Los Angeles	10/2/2023 4:06 PM
131	All	10/2/2023 3:50 PM
132	Spokane	10/2/2023 3:41 PM
133	Spokane	10/2/2023 3:39 PM
134	Spokane	10/2/2023 3:36 PM
135	Seattle, Spokane, Pasco, Portland OR, Vancouver BC	10/2/2023 10:44 AM
136	Anywhere to connect to another cross-country flight	9/30/2023 1:26 PM
137	Bellingham, Seattle, and Spokane	9/29/2023 6:46 PM
138	Tacoma, Seattle, Tri-cities, and Wenatchee	9/29/2023 3:38 AM
139	Seattle	9/28/2023 7:39 PM
140	All	9/28/2023 6:20 PM
141	California	9/27/2023 6:32 PM
142	Major hubs in western US, Idaho, Montana	9/27/2023 5:28 PM
143	Just make it affordable	9/27/2023 3:33 PM
144	I might fly to Southern California, but I am not much of a traveler.	9/26/2023 9:50 PM
145	Seattle, Portland	9/26/2023 11:11 AM
146	Spokane, Portland, Bellingham, Washington Coast	9/26/2023 10:16 AM
147	Spokane Bellingham Portland	9/25/2023 11:43 AM
148	All	9/23/2023 11:26 AM

## Q10 Which of these transit services do you use? Please check all that apply.

Answered: 233 Skipped: 6



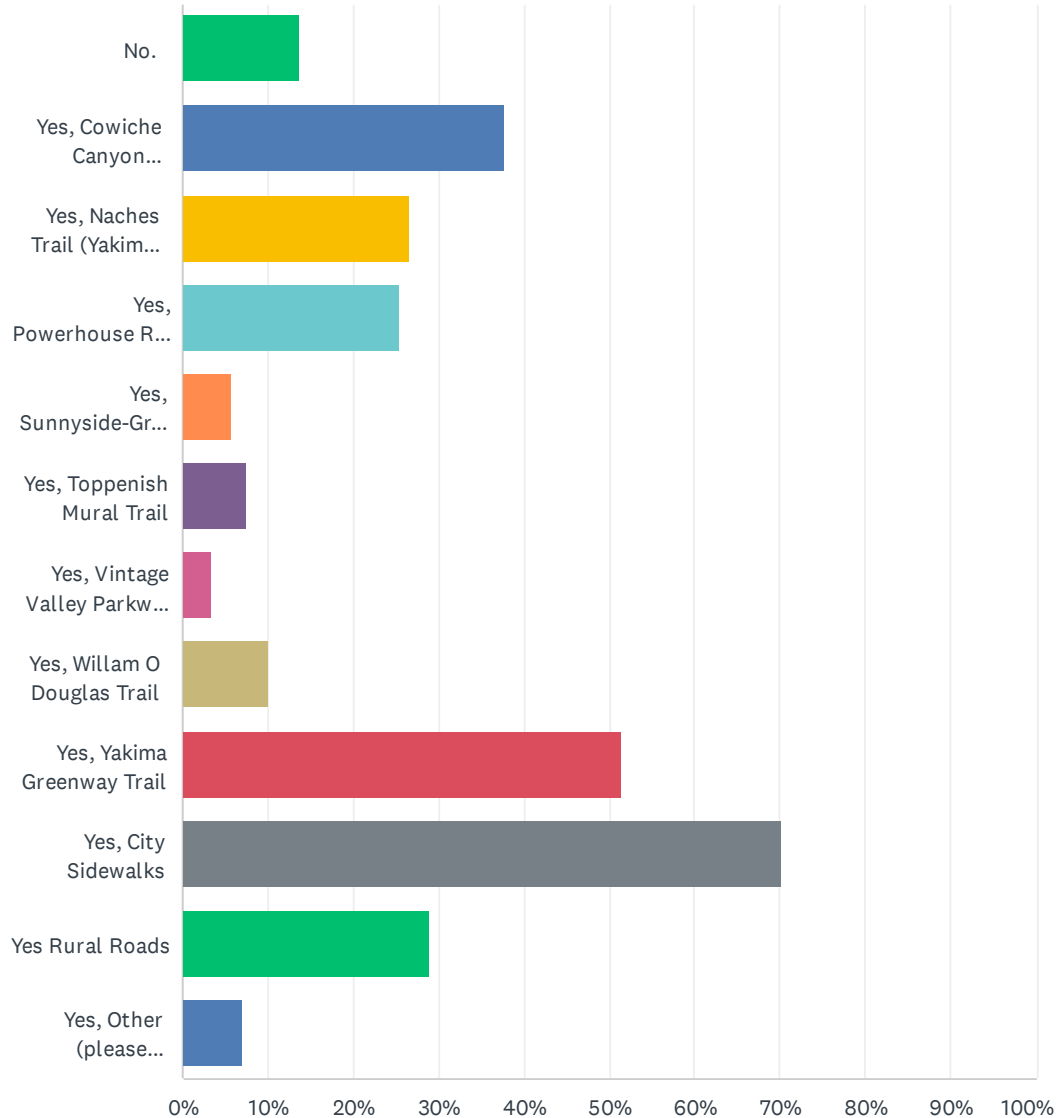


ANSWER CHOICES	RESPONSES	
Airporter Shuttle	37.34%	87
Community Service Agency Shuttles	2.58%	6
Selah Transit	3.86%	9
Yakima Transit	20.17%	47
Union Gap Transit	7.73%	18
Greyhound or other intercity bus	9.01%	21
People For People Community Connector	9.01%	21
Pahto Public Passage (Yakama Nation)	4.72%	11
Yakima-Ellensburg Connector	8.58%	20
None of the above.	45.06%	105
Other (please specify)	3.86%	9
Total Respondents: 233		

#	OTHER (PLEASE SPECIFY)	DATE
1	Uber	11/1/2023 4:48 PM
2	Fair Shuttle	11/1/2023 4:29 PM
3	Past use: Union Gap Tran., Yakima Tran., Selah Tran., Greyhound	11/1/2023 7:53 AM
4	in the past used Yakima Transit	10/30/2023 3:55 PM
5	Kids bus school	10/4/2023 8:08 AM
6	Don't travel as much	10/4/2023 7:37 AM
7	Caregiver-home health aide, PAPA pals	10/3/2023 12:24 PM
8	Yakima Valley Trolleys	9/29/2023 3:38 AM
9	Uber	9/26/2023 11:11 AM

## Q11 Do you use sidewalks or other regional trails/pathways? Please check all that apply.

Answered: 228 Skipped: 11

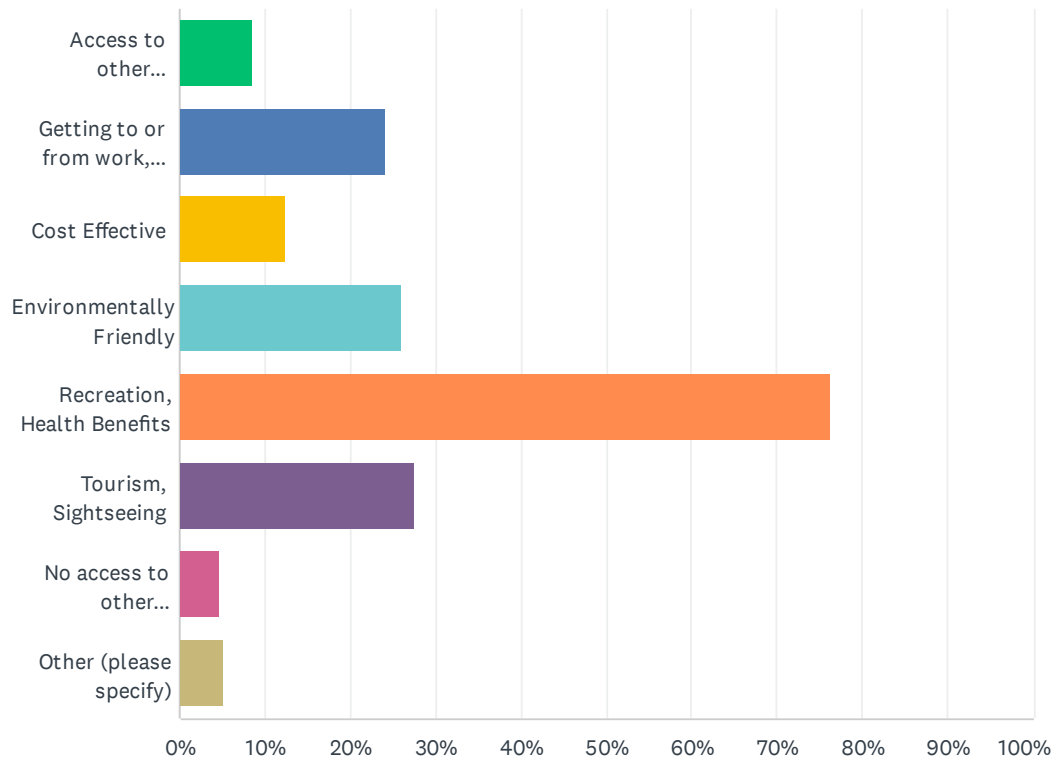


ANSWER CHOICES	RESPONSES	
No.	13.60%	31
Yes, Cowiche Canyon Conservancy	37.72%	86
Yes, Naches Trail (Yakima to Naches)	26.75%	61
Yes, Powerhouse Road Trail (Yakima)	25.44%	58
Yes, Sunnyside-Grandview-Prosser Trail	5.70%	13
Yes, Toppenish Mural Trail	7.46%	17
Yes, Vintage Valley Parkway Trail (Zillah)	3.51%	8
Yes, Willam O Douglas Trail	10.09%	23
Yes, Yakima Greenway Trail	51.32%	117
Yes, City Sidewalks	70.18%	160
Yes Rural Roads	28.95%	66
Yes, Other (please specify)	7.02%	16
Total Respondents: 228		

#	YES, OTHER (PLEASE SPECIFY)	DATE
1	Lots of walking in the neighborhoods around Gilbert Park (No sidewalks)	11/14/2023 10:22 AM
2	Trails	11/1/2023 5:26 PM
3	safety concerns lately.	11/1/2023 5:11 PM
4	Bike lanes	11/1/2023 4:50 PM
5	Yakima Arboretum	10/30/2023 3:38 PM
6	other	10/30/2023 1:55 PM
7	mountaining	10/30/2023 1:43 PM
8	neighborhood residential streets with no sidewalks	10/21/2023 12:40 PM
9	obstructed with garbage cans not ADA accessible	10/10/2023 10:30 AM
10	Walking path at Randall Park	10/5/2023 10:22 AM
11	Kittitas - John Wayne	10/4/2023 11:04 AM
12	other	10/4/2023 10:53 AM
13	kissel Park	10/4/2023 10:48 AM
14	YVCC, parks	10/3/2023 12:24 PM
15	Yakima Canyon Trails	10/3/2023 10:45 AM
16	I would like to see lights on the Powerhouse Road Trail for even walks	9/29/2023 3:38 AM

## Q12 Why do you use trails/pathways?

Answered: 211 Skipped: 28



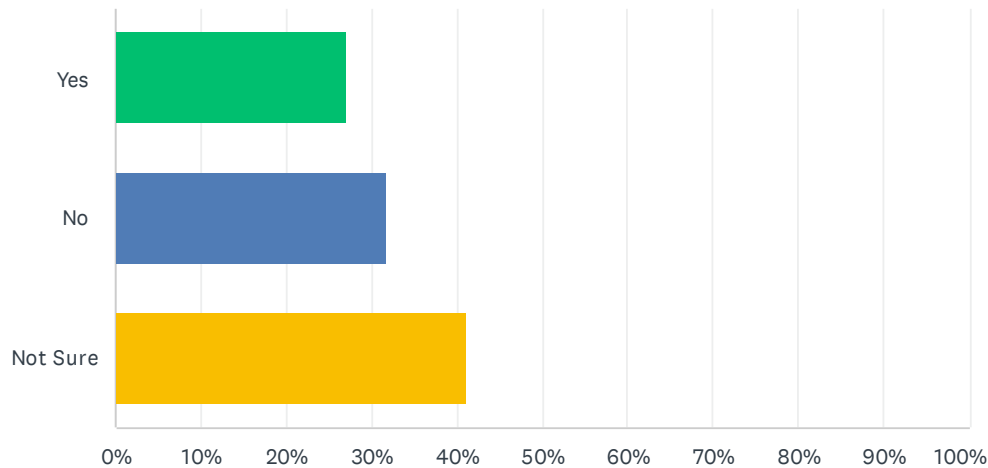
ANSWER CHOICES	RESPONSES	
Access to other transportation like bus, airport, shuttles, etc.	8.53%	18
Getting to or from work, school or personal errands	24.17%	51
Cost Effective	12.32%	26
Environmentally Friendly	26.07%	55
Recreation, Health Benefits	76.30%	161
Tourism, Sightseeing	27.49%	58
No access to other transportation	4.74%	10
Other (please specify)	5.21%	11
Total Respondents: 211		

#	OTHER (PLEASE SPECIFY)	DATE
1	I don't	11/1/2023 4:32 PM
2	exercise	11/1/2023 7:46 AM
3	Having decent, safe walking trails are vital to the health of our community and will help attract more tourism	10/18/2023 7:44 AM

4	Getting between buildings	10/9/2023 4:38 PM
5	Exercise and waling our dogs	10/4/2023 3:46 PM
6	Physical and mental health benefits of walking/biking	10/4/2023 3:34 PM
7	N/A	10/4/2023 11:40 AM
8	N/A	10/4/2023 11:01 AM
9	less painful on me than bring driven, can not ride bike nor skate	10/3/2023 12:24 PM
10	exercise	10/3/2023 10:39 AM
11	Walks	10/3/2023 9:48 AM

## Q13 Should your community start looking at how to use drones?

Answered: 226 Skipped: 13



ANSWER CHOICES	RESPONSES
Yes	26.99% 61
No	31.86% 72
Not Sure	41.15% 93
TOTAL	226

#	COMMENT:	DATE
1	For law enforcement purposes	11/7/2023 5:03 PM
2	yPD for patrolling neighborhoods street watchers maybe help lower gang violence	11/1/2023 9:59 PM
3	Depends on what for.....	11/1/2023 5:14 PM
4	Fire & Police	11/1/2023 4:58 PM
5	Why	11/1/2023 4:32 PM
6	I'm sure there are benefits, but I don't know anything about them.	11/1/2023 4:29 PM
7	For safety/protection? Yes??	11/1/2023 9:44 AM
8	Police	11/1/2023 7:50 AM
9	Why?	11/1/2023 7:47 AM
10	because I use one	11/1/2023 7:44 AM
11	What for????	10/31/2023 3:23 PM
12	If we can't keep cars between a white and yellow line, what makes you think we should start crashes in the air above us? No, it's not sage enough yet (may never be!)	10/30/2023 4:44 PM
13	law enforcement	10/30/2023 2:12 PM
14	Completely unnecessary	10/30/2023 10:44 AM
15	Not sure what you have in mind regarding drones. There is probably a role for drones beyond	10/30/2023 9:59 AM



package delivery service. However, it seems to me that in the near term we should focus more on providing better public transportation options such as reestablishing passenger rail service. The role of drones on a large scale in transportation has a long way to go in development. I wouldn't rule out planning for drones, however it remains to be seen how & when FAA will implement drones in the national airspace system, to what degree, and at what cost. Whatever planning YVCOG might do for implementing drones would likely be largely dependent on the timing of FAA regulations & procedures for use of drones over the coming years. There are some drone regulations in effect now, but not to the extent that large scale commercial operations are allowed. Washington State Transportation Commission has discussed this topic from time-to-time. In my opinion, it is probably somewhat premature for YVCOG to devote significant resources to drone planning.

16	I am nearly 80 so I expect I will soon need to use Dial- a -Ride and/or Yakima Transit. I had to give up my bicycle because of balance problems. I still very much enjoy walking.	10/21/2023 10:34 PM
17	Need to address safe usage with some regulations to a degree for private users.	10/19/2023 8:31 AM
18	For what purpose? Too open ended of a question.	10/18/2023 7:59 PM
19	Purpose?	10/18/2023 1:14 PM
20	To what purpose?	10/18/2023 12:20 PM
21	If we can keep people from shooting them down!	10/18/2023 11:43 AM
22	I do not want drones constantly flying around my neighborhood for any reason. Drones are annoying, distracting, and duplicative. We already have USPS & package delivery services that already use existing infrastructure. We don't need drones.	10/16/2023 6:49 AM
23	drones are annoying	10/13/2023 4:36 PM
24	Why?	10/10/2023 2:42 PM
25	Not sure what they would be used for	10/10/2023 11:27 AM
26	no more noise issues, focus on current issues not creating new ones with higher costs and higher liability	10/10/2023 10:30 AM
27	for package deliveries	10/9/2023 9:38 AM
28	for what??	10/5/2023 9:03 PM
29	Why???	10/5/2023 10:55 AM
30	Possible if it is done safely and correctly.	10/4/2023 3:46 PM
31	Maybe if it can be a helpful resource.	10/4/2023 11:10 AM
32	For criminal activity.	10/4/2023 10:53 AM
33	What would they be used for?	10/4/2023 10:10 AM
34	No need for drones. It will take peoples jobs.	10/4/2023 7:43 AM
35	Feels a lot easier and faster delivery	10/4/2023 7:41 AM
36	Privacy issue	10/4/2023 7:37 AM
37	I think drones are dangerous, invade privacy and I am no fan of aviation at all!	10/3/2023 12:24 PM
38	helpful for survey and location	10/3/2023 10:45 AM
39	Wapato already does	10/2/2023 3:55 PM
40	Wapato is already	10/2/2023 3:52 PM
41	Some company in Naches? was delivering pizzas using drones a few years back.	9/29/2023 3:38 AM
42	Law enforcement, Fire, scanning the Greenway	9/27/2023 5:28 PM
43	What do drones do for transportation??	9/26/2023 9:50 PM

## Q14 What else would you like to tell us about your transportation needs and concerns?

Answered: 137   Skipped: 102

#	RESPONSES	DATE
1	I need reliable transportation within the community. Rail service connecting the Pasco Airport and the Seattle Light Rail would allow me to not have to drive and it would be regularly used as long as there are more than one option a day. The decline in air service from the Yakima Airport made it impossible to access anything other than to drive to SeaTac for all transportation needs. The airport commuter is so slow because of all the multiple stops and long wait times at each stop that it's impractical to use.	11/14/2023 10:22 AM
2	Walking on the sidewalks is very difficult in Yakima in the Winter. Snow and ice make them treacherous.	11/6/2023 12:29 PM
3	Granger intersection with all the on and off ramps from i82 needs to be addressed to many accidents happen in that high congestion and traffic area .	11/2/2023 1:20 PM
4	The bridge closure on 241 between Mabton and Sunnyside is detrimental to our community. Now we've heard it might be 2025 or beyond before it's done.	11/1/2023 10:35 PM
5	Reliable transit systems extend hours and location perhaps from moxee to west valley to lower valley . light rail won't hurt connect counties since 40 percent of population don't drive or own a car.	11/1/2023 9:59 PM
6	*HF	11/1/2023 5:30 PM
7	N/A *HF	11/1/2023 5:28 PM
8	Not disabled enough for Dial a Ride or People for People. Potholes in Yakima are terrible. *HF	11/1/2023 5:26 PM
9	fix pot holes & bridges *HF	11/1/2023 5:22 PM
10	*HF	11/1/2023 5:20 PM
11	more trees on sidewalks *HF	11/1/2023 5:18 PM
12	My son is a young adult and likes to bike for exercise to work. Sometimes I don't feel it's as safe for him to do. *HF	11/1/2023 5:14 PM
13	N/A *HF	11/1/2023 5:11 PM
14	*HF	11/1/2023 5:05 PM
15	I would like access to larger airport to travel cross country. *HF	11/1/2023 4:58 PM
16	Light rail is very important. *HF	11/1/2023 4:55 PM
17	Continuous separated bike lanes, clean the bike lanes (debris, grass) *HF	11/1/2023 4:50 PM
18	Yakima air fares are too high. #4-But we need more charging stations. *HF	11/1/2023 4:48 PM
19	*HF	11/1/2023 4:45 PM
20	*HF	11/1/2023 4:43 PM
21	Transportation for people without cars. *HF	11/1/2023 4:32 PM
22	Please rework the light @ 44th Ave and Tieton. I drive through this daily during school drop off (work is just beyond) I have watched time and again, people wait for a left turn to Wilson Middle School, not get through this light close to IKE traffic, so as soon as the light turns green they make a left turn in front of incoming traffic. They NEED a left turn green arrow. #5-depending on time & availability. *HF	11/1/2023 4:29 PM
23	Sidewalk on major roads outside city limits (Such as Tieton Dr)50 mph road, unsafe for kids to	11/1/2023 4:21 PM

walk to friend's house. #7-would use more if more flight options. #11-would use these trails more if safer. \*HF

24	*HF	11/1/2023 10:56 AM
25	#7 - Need more flights!!! *HF	11/1/2023 9:44 AM
26	*HF	11/1/2023 9:38 AM
27	*GM	11/1/2023 7:53 AM
28	*GM	11/1/2023 7:50 AM
29	*GM	11/1/2023 7:48 AM
30	*GM	11/1/2023 7:47 AM
31	NO Electric *GM	11/1/2023 7:46 AM
32	lower gas prices *GM	11/1/2023 7:44 AM
33	Yakima has numerous main roads with pot holes and damage. It needs to be fixed or all types of on road vehicles gain damage. I pay taxes why aren't the main roads to and from work in yakima being maintained?	10/30/2023 4:44 PM
34	*GM	10/30/2023 4:02 PM
35	*GM	10/30/2023 4:00 PM
36	*GM	10/30/2023 3:59 PM
37	*HF	10/30/2023 3:57 PM
38	*HF Yakima needs more air flights & rail options	10/30/2023 3:55 PM
39	Requires more fossil fuels to make electric car batteries then it does just to use gas as well as a waste of time. *HF	10/30/2023 3:44 PM
40	*HF Yakima needs trolleys for tourism to Toppenish, Selah, and Ellensburg	10/30/2023 3:38 PM
41	*HF	10/30/2023 3:34 PM
42	*HF They should be more consistent.	10/30/2023 3:17 PM
43	*HF	10/30/2023 3:11 PM
44	*HF	10/30/2023 3:06 PM
45	*HF	10/30/2023 2:15 PM
46	*HF #4- Not at this time, but if issues worked out w/miles to charge & # of stations would consider. #14 - Fly a lot & happy to see more flights out of Yakima.	10/30/2023 2:12 PM
47	*HF	10/30/2023 2:00 PM
48	*HF	10/30/2023 1:58 PM
49	*HF	10/30/2023 1:57 PM
50	*HF	10/30/2023 1:55 PM
51	*HF United Way receives muliple calls a week with people in need of gas, transit passes, transportation from lower valley communities and information about assistance for car payment. We are looking for a way to create a pool of dollars that would allow us to assist w/a transit voucher or assisting with a day pass. We offer a hand up vs. a handout. We would love to have a conversation on this to help address this need.	10/30/2023 1:52 PM
52	Cost effective transportation always high & sometimes with cost of living most people can't afford new vehicles. *white swan event	10/30/2023 1:48 PM
53	more stops to White Swan *White Swan Event	10/30/2023 1:45 PM
54	A pathway for people who walk from or to White Swan on Fort Road. A lit walkway for pedestrians to walk safely with emergency phone on walkway in case in need. *WhiteSwan	10/30/2023 1:43 PM

	Event	
55	*Mabton Harvest	10/30/2023 1:39 PM
56	none *Mabton Harvest	10/30/2023 1:36 PM
57	I don't understand the knee-jerk reaction against electric cars. They exist and are going to exist.	10/30/2023 11:08 AM
58	YKM airport is a grossly under-used asset. There was a time when Yakima had non-stop service to San Francisco, Spokane, and Portland. We should have such service again. I do not use YKM often because of the poor availability of flights, and only to SEA-TAC. SEA-TAC is over-crowded, so I try to avoid it as much as possible.	10/30/2023 9:59 AM
59	Find a way to deregulate and ease taxes on transportation to encourage new forms of transportation. Get government out of private dealings. If rail comes back to this area it should be by private companies and NOT thru ANY government mandate or thru any TAX subsidation. The people need LESS taxes and LESS fees. Not more.	10/27/2023 10:59 AM
60	The push to go electric has driven up transportation costs, which has increased the cost of living. This mandate to convert to all electric and to do away with fossil fuels is short sighted. There is no viable plan at this time to provide the amount of electricity needed to support the mandate to convert to all electric vehicles by 2030. This conversion will continue to hurt everyone as it drives the prices up. Not saying trying to convert is bad, but to place an undue burden on the residents of Washington to achieve this and seemingly trying to abruptly stop all use of fossil fuels by 2030 has and will continue to have a negative impact on transportation. I am not opposed to owning an electric vehicle, but I currently can't afford one and do not want to give up a large portion of my time on a vacation or other road trip to wait for an electric vehicle to charge. Free market/capitalism is the best way to get cost effective ways to move away from fossil fuel usage, not government mandates and more taxes. With that said, I think figuring out how to maintain the existing transportation infrastructure and expand other modes of transportation like transit and light rail to facilitate the ease of movement is extremely important to try to bring down the cost of living for residents.	10/26/2023 12:00 PM
61	Yakima Transit wish list: @ Nighttime service @ PNWU and Heritage University service @ Promote service to YVC and tweak schedules to serve YVC better. This would address complaints about lack of parking. @ Public Benefit District or grants to serve Lower Valley cities.	10/24/2023 9:12 PM
62	Kids need safe paths to walk/bike to school or parks.	10/24/2023 10:09 AM
63	More attention to safe bike commute routes to get more people out! I see almost no one else	10/22/2023 8:15 AM
64	I usually fly out of Pasco once or twice a year to visit family in California. It takes too long to go through Seattle. I love train travel but the connection via Pasco is unreliable, bus connection poor also.	10/21/2023 10:34 PM
65	People I work with have trouble with finding and accepting work because of the paucity of public transportation. People like me are also afraid to use bikes because of the lack of designated bike lanes and aggressive driving by cars, including personal knowledge of people who have been hit by cars.	10/21/2023 12:40 PM
66	I feel unsafe riding my bike in Yakima because there is no culture for looking out for pedestrians and cyclists. I find it to be very hard to drive in Yakima because there is no synchronization of traffic lights. And at almost every light a car will run a red light. Additionally, many vehicles don't follow the speeding limits including city and county owned vehicles. Without rule enforcement I don't feel safe driving, walking or riding a bike. I don't think we need new highways, roads or bridges. We need upkeep of the current infrastructure.	10/21/2023 12:15 PM
67	Question 4 asks if I have any electric vehicle or plan to buy one. There needs to be a third choice: I don't have any road-type vehicle, gas or electric, and I don't plan to buy one. My transportation is on foot, Uber or transit, and that's how it'll be until self driving cars, and infrastructure for them, are viable and ubiquitous. As someone who gets anxiety in traffic, I'd feel more comfortable if all vehicles were self driven.	10/20/2023 5:26 PM
68	Current city bus routes are not time efficient or convenient	10/20/2023 8:46 AM
69	Yakima is incredibly unsafe for kids, strollers, and families walking and biking. Ex. Lincoln, Summitview, Tieton, Nob Hill. Ex. Sidewalks with polls in the middle, no wheelchair access,	10/18/2023 7:59 PM

	too narrow, no crossing lights for long stretches, no shoulder/buffer between the sidewalk/cars near schools (ex. Robertson). There's attainable solutions, but no willpower for change, it seems.	
70	We need more frequent bus service with later route times, and more weekend service	10/18/2023 7:25 PM
71	Make them available for mongers hours of the day	10/18/2023 3:00 PM
72	Thank you for the earlier flight out of Yakima as we go to Dallas TX quite often!	10/18/2023 1:14 PM
73	Our busses need to run more frequently. We could use better sidewalks. Cities need to be cleaning sidewalks in winter.	10/18/2023 11:43 AM
74	CLEAN UP THE YAKIMA GREENWAY!!!!	10/18/2023 7:44 AM
75	As a Senior with mobility issues, I eant to know services like Dial A Ride are retained and expanded. Also parking access to public or municipal buildings.	10/16/2023 7:15 PM
76	Passenger rail through Yakima and Kittitas Counties would meet a huge unmet need for a safe, reliable option to get to and from Seattle and points south & east. It is ridiculous that the only workable way to get from Yakima to basically anywhere is by private car. We need state-sponsored rail as a public transportation option!	10/16/2023 6:49 AM
77	Anything to reduce other cars on the road. I Like the idea of taking a flight to get around the state or northwest on smaller possibly electric planes.	10/13/2023 4:36 PM
78	Because i am still able to drive I use my own car.	10/13/2023 3:09 PM
79	The Yakima City Bus Stops are not sheltered/user friendly and do not protect passengers from hot/cold/wet weather conditions. Many are situated too close to major street traffic.	10/13/2023 12:14 PM
80	Fix and put in side walks, , put in bicycle lanes on summitview, lincoln or tieton so we could use our bikes more safely for errands or getting to work. people driving and not paying attention due to cell phone use or other reasons makes walking and biking hazardous in this community. I don't feel safe.	10/13/2023 8:45 AM
81	The early and late flight at YKM is important, if you have to lose a flight again in the future I would try to keep that one and let the 2pm go	10/10/2023 11:27 AM
82	local political officials need to voice why they do not support seeking funding to increase our access to public transportation	10/10/2023 10:30 AM
83	Need passenger rail to/from Yakima to Seattle/Everett.	10/9/2023 9:38 AM
84	I don't use the bus system but I have college students who live in the lower valley who can't get to YVC occasionally because there is no transit; and others who work and come in late to class during because of the times that the bus runs or because they have to walk to a bus stop or from a bus stop that is not close by.	10/5/2023 9:03 PM
85	Work with tribes and feds to build a limited access roadway between toppenish/wapato to interstate 5. I want a LIVE GIS map showing all traffic situations (MVA & construction) throughout the county. The citizens ofthe valley deserve accurate Data than what WSDOT happens to get to on social media. Irs embarrassing how far behind the valley is relative to the rest of the state with regards to using informative live information. Wintertime during elk feeding season offer bus trips from community hubs to the wildlife area to see the elk. Nominal charge could raise funds to improve your digital realm or lack thereof. Information output by the COG is pushing 2 decades behind comparable size locations. Hire a grant writer might be more rewarding than effort on drones.	10/5/2023 10:55 AM
86	I'd really like to see rail service to Seattle. It's so hard to see family there in the winter when driving over the pass is more dangerous. I'd visit them more regularly, especially as I get older, if I could take a train and not have to drive.	10/5/2023 10:22 AM
87	Stop wasting time on rail (its not going to happen) and the airport is faded glory it will never be what it once was and tying the two together as a solution is riddled with problems.	10/5/2023 7:26 AM
88	I own and operate a small NEMT service. We get a lot of requests for private pay clients. I feel that this is a hugely underserved population. It would be nice to see more agency funding opportunities to help these folks.	10/4/2023 3:46 PM
89	Would also in the long run potentially be interested in eVTOLs for short-range flights.	10/4/2023 3:34 PM

90	gas prices	10/4/2023 11:38 AM
91	Cheaper gas prices	10/4/2023 11:36 AM
92	None	10/4/2023 11:34 AM
93	Need new buses in Union Gap	10/4/2023 11:19 AM
94	Gas prices.	10/4/2023 11:13 AM
95	Cost, availability for low income. #5 - for sure	10/4/2023 11:04 AM
96	We need more public transportation.	10/4/2023 11:01 AM
97	getting cars to be less pollution emissions.	10/4/2023 10:59 AM
98	#7 - Would always if flights connected better. trains & Planes & Automobiles! LOL! Gas Engine.	10/4/2023 10:48 AM
99	N/A	10/4/2023 10:44 AM
100	People for people needs more funding to pay their drivers and dispatchers a livable wage.	10/4/2023 10:17 AM
101	More airlines would be amazing.	10/4/2023 9:49 AM
102	Yakima bus schedules should run on 15 min. intervals	10/4/2023 8:14 AM
103	need more environmental health	10/4/2023 8:11 AM
104	more options for elders & disabled	10/4/2023 8:08 AM
105	Nothing at this time	10/4/2023 7:49 AM
106	Dam pot hole	10/4/2023 7:45 AM
107	Do what's best for the community	10/4/2023 7:41 AM
108	Better bus system in Yakima	10/4/2023 7:33 AM
109	Better bus services and longer hours	10/4/2023 7:31 AM
110	I have been disabled for a long time now, I do not even own a car, bike, skates.	10/3/2023 12:24 PM
111	more options other than flying to go out of state like Vegas and Disneyland.	10/3/2023 12:18 PM
112	if we all have electric vehicles, more charging places.	10/3/2023 10:50 AM
113	Look at Eastern Washington projects more than pouring more dollars into Western WA	10/3/2023 10:48 AM
114	We need the expanded regional airport at Yakima	10/3/2023 10:45 AM
115	Some county roads need work - Terrace Heights area	10/3/2023 10:39 AM
116	Road repair a need	10/3/2023 10:37 AM
117	Road repair a need	10/3/2023 10:35 AM
118	we want a healthier environment.	10/3/2023 10:33 AM
119	To keep improving and see where needs are not being met.	10/3/2023 10:28 AM
120	N/A	10/3/2023 9:48 AM
121	We need more passing lanes on the I-82 from Yakima to Ellensburg	10/3/2023 9:44 AM
122	None	10/3/2023 9:21 AM
123	Hwy 24 to Moxee needs to be expanded	10/3/2023 9:17 AM
124	more affordable transportation like buses on the lower valley to Yakima etc.	10/2/2023 4:06 PM
125	train, explore	10/2/2023 3:56 PM
126	maintance	10/2/2023 3:55 PM



127	maintain	10/2/2023 3:52 PM
128	more clearly marked bike lanes with more space for riders	10/2/2023 3:50 PM
129	buy foods, other things for home	10/2/2023 3:43 PM
130	maintance	10/2/2023 3:38 PM
131	Yakima Transit, Union Gap Transit, and Selah Transit need to start catering to clients more. There are overly complicated schedules and then passengers are shamed for not understanding them. I mean an entire book just to get Yakima transit schedules published?	10/2/2023 10:44 AM
132	Airport needs to be expanded to make it a permanently via lie option.	9/30/2023 1:26 PM
133	More buses	9/29/2023 6:46 PM
134	Yakima Transit takes forever to get anywhere in this city. I would like it to West Valley School district, but if I do I would be late for work.	9/29/2023 3:38 AM
135	Yakima area is in a poverty state with tax income. The bare foundations need to be focused on. Specifically emergency services, a BASIC ensemble of other support services, and community outreach for homeless (requires management of the individual).	9/27/2023 5:28 PM
136	More roundabout	9/27/2023 3:33 PM
137	I really would like rail to return to our region. I regularly traveled between Seattle and Bellingham by rail, and also went to Vancouver BC and Portland. I really hate air travel!	9/26/2023 9:50 PM

## Q15 What is your zip code?

Answered: 220 Skipped: 19

#	RESPONSES	DATE
1	98908	11/14/2023 10:22 AM
2	98902	11/7/2023 5:03 PM
3	98902	11/6/2023 12:29 PM
4	98944	11/2/2023 11:44 PM
5	98901	11/2/2023 5:10 PM
6	98932	11/2/2023 1:20 PM
7	98902	11/2/2023 8:02 AM
8	98944	11/2/2023 7:06 AM
9	98935	11/1/2023 10:35 PM
10	98901	11/1/2023 9:59 PM
11	98908	11/1/2023 5:30 PM
12	98908	11/1/2023 5:28 PM
13	98902	11/1/2023 5:26 PM
14	98908	11/1/2023 5:22 PM
15	98903	11/1/2023 5:20 PM
16	98908	11/1/2023 5:18 PM
17	98908	11/1/2023 5:14 PM
18	98901	11/1/2023 5:11 PM
19	98942	11/1/2023 5:05 PM
20	98942	11/1/2023 4:58 PM
21	98908	11/1/2023 4:55 PM
22	98902	11/1/2023 4:50 PM
23	99206	11/1/2023 4:48 PM
24	98908	11/1/2023 4:45 PM
25	98902	11/1/2023 4:43 PM
26	98901	11/1/2023 4:32 PM
27	98902	11/1/2023 4:29 PM
28	98908	11/1/2023 4:21 PM
29	98908	11/1/2023 1:07 PM
30	98942	11/1/2023 9:44 AM
31	99201	11/1/2023 9:38 AM
32	98903	11/1/2023 7:53 AM
33	98936	11/1/2023 7:50 AM

34	98902	11/1/2023 7:47 AM
35	98944	11/1/2023 7:46 AM
36	98903	11/1/2023 7:44 AM
37	98930	10/31/2023 3:23 PM
38	98901	10/31/2023 9:47 AM
39	98908	10/31/2023 7:18 AM
40	98930	10/30/2023 7:00 PM
41	98944	10/30/2023 6:57 PM
42	98903	10/30/2023 4:44 PM
43	98903	10/30/2023 4:02 PM
44	98932	10/30/2023 4:00 PM
45	98944	10/30/2023 3:59 PM
46	98936	10/30/2023 3:57 PM
47	98908	10/30/2023 3:55 PM
48	98908	10/30/2023 3:44 PM
49	98902	10/30/2023 3:38 PM
50	98901	10/30/2023 3:34 PM
51	98902	10/30/2023 3:17 PM
52	98902	10/30/2023 3:11 PM
53	98902	10/30/2023 3:06 PM
54	98908	10/30/2023 2:15 PM
55	98942	10/30/2023 2:12 PM
56	98902	10/30/2023 2:00 PM
57	98951	10/30/2023 1:58 PM
58	98902	10/30/2023 1:57 PM
59	98903	10/30/2023 1:55 PM
60	98908	10/30/2023 1:52 PM
61	98951	10/30/2023 1:48 PM
62	98952	10/30/2023 1:45 PM
63	98952	10/30/2023 1:43 PM
64	98935	10/30/2023 1:39 PM
65	98935	10/30/2023 1:36 PM
66	98942	10/30/2023 12:54 PM
67	98908	10/30/2023 11:24 AM
68	98908	10/30/2023 11:08 AM
69	98908	10/30/2023 10:48 AM
70	98903	10/30/2023 10:44 AM
71	98908	10/30/2023 9:59 AM

72	98908	10/27/2023 10:59 AM
73	98942	10/26/2023 12:00 PM
74	98908	10/24/2023 9:12 PM
75	98908	10/24/2023 10:09 AM
76	98908	10/22/2023 8:15 AM
77	98907	10/22/2023 2:25 AM
78	98908	10/21/2023 10:34 PM
79	98953	10/21/2023 2:47 PM
80	98902	10/21/2023 12:40 PM
81	98902	10/21/2023 12:15 PM
82	98902	10/20/2023 5:26 PM
83	98903	10/20/2023 5:03 PM
84	98902	10/20/2023 8:46 AM
85	98936	10/19/2023 3:15 PM
86	98901	10/19/2023 8:31 AM
87	98903	10/19/2023 8:10 AM
88	98902	10/19/2023 7:09 AM
89	98902	10/18/2023 7:59 PM
90	98902	10/18/2023 7:25 PM
91	98902	10/18/2023 3:00 PM
92	98902	10/18/2023 1:14 PM
93	98908	10/18/2023 1:00 PM
94	98902	10/18/2023 12:20 PM
95	98902	10/18/2023 11:43 AM
96	98908	10/18/2023 10:08 AM
97	98902	10/18/2023 7:44 AM
98	98942	10/17/2023 9:48 AM
99	98902	10/16/2023 7:15 PM
100	98902	10/16/2023 7:03 AM
101	98902	10/16/2023 6:49 AM
102	98902	10/14/2023 4:11 PM
103	98937	10/13/2023 4:36 PM
104	98908	10/13/2023 3:09 PM
105	98902	10/13/2023 12:14 PM
106	98908	10/13/2023 11:57 AM
107	98902	10/13/2023 8:45 AM
108	98942	10/11/2023 8:26 AM
109	98902	10/10/2023 10:41 PM

110	98902	10/10/2023 4:08 PM
111	98908	10/10/2023 2:42 PM
112	98908	10/10/2023 11:27 AM
113	98942	10/10/2023 10:54 AM
114	98902	10/10/2023 10:30 AM
115	98908	10/10/2023 8:26 AM
116	99301	10/10/2023 7:00 AM
117	98908	10/10/2023 6:38 AM
118	98942	10/9/2023 4:38 PM
119	98923	10/9/2023 4:17 PM
120	98902	10/9/2023 9:38 AM
121	98948	10/8/2023 8:51 PM
122	98902	10/5/2023 9:03 PM
123	98908	10/5/2023 10:55 AM
124	98908	10/5/2023 10:22 AM
125	98902	10/5/2023 9:31 AM
126	98902	10/5/2023 8:02 AM
127	98908	10/5/2023 7:26 AM
128	98908	10/4/2023 3:46 PM
129	98944	10/4/2023 3:42 PM
130	98902	10/4/2023 3:34 PM
131	98926	10/4/2023 11:40 AM
132	98902	10/4/2023 11:38 AM
133	98902	10/4/2023 11:36 AM
134	98903	10/4/2023 11:34 AM
135	98903-1883	10/4/2023 11:19 AM
136	98902	10/4/2023 11:17 AM
137	98936	10/4/2023 11:15 AM
138	98936	10/4/2023 11:13 AM
139	98902	10/4/2023 11:07 AM
140	98926	10/4/2023 11:04 AM
141	98903	10/4/2023 11:01 AM
142	98903	10/4/2023 10:59 AM
143	98902	10/4/2023 10:53 AM
144	98902	10/4/2023 10:48 AM
145	98902	10/4/2023 10:45 AM
146	98909	10/4/2023 10:44 AM
147	98901	10/4/2023 10:17 AM

148	98902	10/4/2023 10:13 AM
149	98902	10/4/2023 10:12 AM
150	98908	10/4/2023 10:10 AM
151	98902	10/4/2023 10:08 AM
152	98902	10/4/2023 9:50 AM
153	98908	10/4/2023 9:49 AM
154	98902	10/4/2023 8:14 AM
155	98902	10/4/2023 8:11 AM
156	98901	10/4/2023 8:09 AM
157	98942	10/4/2023 8:08 AM
158	98902	10/4/2023 7:51 AM
159	98902	10/4/2023 7:49 AM
160	98901	10/4/2023 7:45 AM
161	98901	10/4/2023 7:41 AM
162	98902	10/4/2023 7:38 AM
163	98901	10/4/2023 7:37 AM
164	98908	10/4/2023 7:33 AM
165	98908	10/4/2023 7:31 AM
166	98908	10/3/2023 12:24 PM
167	98902	10/3/2023 12:19 PM
168	98901	10/3/2023 12:18 PM
169	98942	10/3/2023 12:15 PM
170	98901	10/3/2023 11:16 AM
171	98908	10/3/2023 11:13 AM
172	98952	10/3/2023 11:11 AM
173	98901	10/3/2023 10:50 AM
174	98901	10/3/2023 10:48 AM
175	98902	10/3/2023 10:45 AM
176	98937	10/3/2023 10:42 AM
177	98901	10/3/2023 10:39 AM
178	98377	10/3/2023 10:37 AM
179	98942	10/3/2023 10:35 AM
180	98937	10/3/2023 10:33 AM
181	98908	10/3/2023 10:30 AM
182	98942	10/3/2023 10:28 AM
183	98909	10/3/2023 10:24 AM
184	98901	10/3/2023 9:48 AM
185	98901	10/3/2023 9:44 AM



186	98901	10/3/2023 9:36 AM
187	98902	10/3/2023 9:33 AM
188	98902	10/3/2023 9:25 AM
189	98908	10/3/2023 9:21 AM
190	98908	10/3/2023 9:19 AM
191	98936	10/3/2023 9:17 AM
192	98908	10/2/2023 9:41 PM
193	98930	10/2/2023 4:06 PM
194	98937	10/2/2023 3:58 PM
195	98902	10/2/2023 3:56 PM
196	98951	10/2/2023 3:55 PM
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198	98903	10/2/2023 3:50 PM
199	98948	10/2/2023 3:43 PM
200	98902	10/2/2023 3:41 PM
201	98902	10/2/2023 3:39 PM
202	98902	10/2/2023 3:38 PM
203	98902	10/2/2023 3:36 PM
204	98901	10/2/2023 2:22 PM
205	98908	10/2/2023 10:44 AM
206	98942	9/30/2023 9:23 PM
207	98936	9/30/2023 1:26 PM
208	98951	9/29/2023 12:31 PM
209	98902	9/29/2023 3:38 AM
210	98908	9/28/2023 7:39 PM
211	98901	9/28/2023 6:20 PM
212	98908	9/27/2023 6:32 PM
213	98942	9/27/2023 5:28 PM
214	98942	9/27/2023 3:33 PM
215	98902	9/26/2023 9:50 PM
216	98908	9/26/2023 11:11 AM
217	98902	9/26/2023 10:16 AM
218	98908	9/25/2023 11:43 AM
219	98908	9/23/2023 5:36 PM
220	98903	9/23/2023 11:26 AM

## Q16 Are you interested in receiving notices about transportation plans, studies or meetings? If yes, please provide your email address, below

Answered: 141 Skipped: 98

#	RESPONSES	DATE
1	clshaffer77@gmail.com	11/6/2023 12:29 PM
2	Israelbustamante143@gmail.com	11/2/2023 1:20 PM
3	Wendymorrow1976@gmail.com	11/1/2023 10:35 PM
4	Victor.va0124@gmail.com	11/1/2023 9:59 PM
5	natenobbs@gmail.com	11/1/2023 5:30 PM
6	N/A	11/1/2023 5:28 PM
7	Sencor Transportation	11/1/2023 5:14 PM
8	not at this time.	11/1/2023 5:11 PM
9	NO	11/1/2023 4:45 PM
10	chandraldodd14@gmail.com	11/1/2023 4:43 PM
11	NO	11/1/2023 7:50 AM
12	d.hille@ycfd4.org	10/31/2023 9:47 AM
13	Be.hlthier@gmail.com	10/31/2023 7:18 AM
14	Stacynoblejohnson@gmail.com	10/30/2023 7:00 PM
15	profarmproduce@hotmail.com	10/30/2023 4:00 PM
16	NO	10/30/2023 3:57 PM
17	No	10/30/2023 3:55 PM
18	heyitsmejoeyd@gmail.com	10/30/2023 3:38 PM
19	N/A	10/30/2023 2:00 PM
20	NO	10/30/2023 1:57 PM
21	jaime.veca@yakimawa.gov	10/30/2023 1:55 PM
22	amanda.beavert@yakama.com	10/30/2023 1:48 PM
23	dniseadams@gmail.com	10/30/2023 1:45 PM
24	itgoudy@gmail.com	10/30/2023 1:43 PM
25	tsoto687@gmail.com	10/30/2023 1:39 PM
26	Flowerladyret@.com	10/30/2023 11:24 AM
27	Fpurdy@charter.net	10/24/2023 9:12 PM
28	robinsontr@charter.net	10/24/2023 10:09 AM
29	Conley.alex@gmail.com	10/22/2023 8:15 AM
30	bookwoman6269@gmail.com	10/21/2023 10:34 PM
31	jstrosahl@mac.com	10/21/2023 2:47 PM

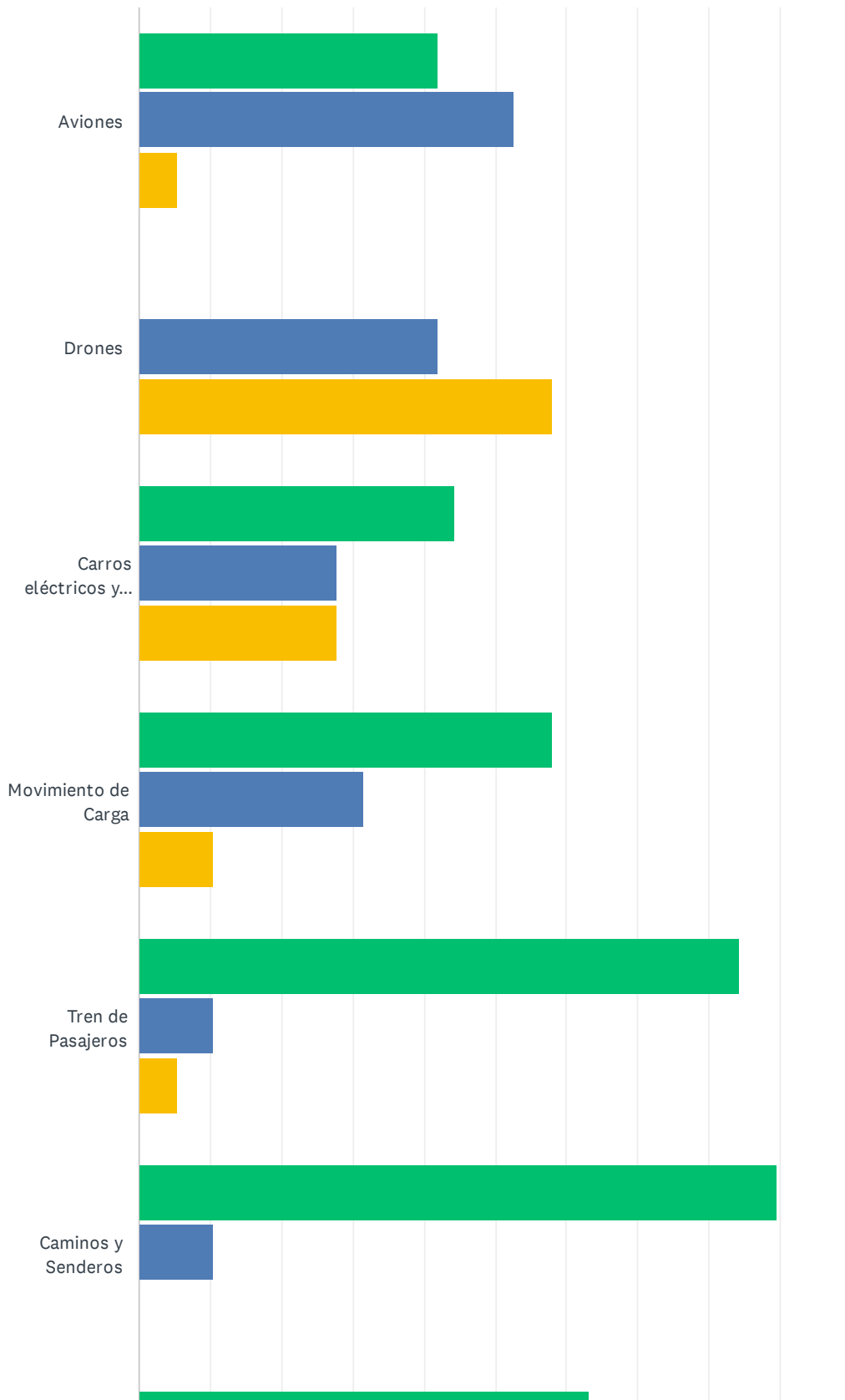
32	rmaier@pnwu.edu	10/21/2023 12:15 PM
33	macphyle@gmail.com	10/20/2023 5:26 PM
34	212 N 27th Ave Yakima, WA 98902	10/18/2023 7:59 PM
35	naomijwhitmore@gmail.com	10/18/2023 7:25 PM
36	um_zarafa@yahoo.com	10/18/2023 11:43 AM
37	tenblinkers@gmail.com	10/18/2023 10:08 AM
38	ceciann78@gmail.com	10/18/2023 7:44 AM
39	mhrickey@gmail.com	10/16/2023 6:49 AM
40	lauriejoherman@yahoo.com	10/14/2023 4:11 PM
41	No	10/13/2023 11:57 AM
42	yes sarairenecate@gmail.com	10/13/2023 8:45 AM
43	danieljschapiro@gmail.com	10/10/2023 10:41 PM
44	yes, coleenanderson22@gmail.com	10/10/2023 4:08 PM
45	Gentryscott308@gmail.com	10/10/2023 7:00 AM
46	Mellingsonb@hotmail.com	10/9/2023 4:17 PM
47	Ross_k@heritage.edu	10/8/2023 8:51 PM
48	mcxica509@gmail.com	10/5/2023 9:03 PM
49	Jeffcbf@gmail.com	10/5/2023 10:55 AM
50	Dtown2703@gmail.com	10/5/2023 9:31 AM
51	vernitaa@protran.org	10/4/2023 3:46 PM
52	(FS)	10/4/2023 11:40 AM
53	(FS)	10/4/2023 11:38 AM
54	(FS)	10/4/2023 11:36 AM
55	(FS)	10/4/2023 11:34 AM
56	(FS)	10/4/2023 11:19 AM
57	No (FS)	10/4/2023 11:17 AM
58	No (FS)	10/4/2023 11:15 AM
59	(FS)	10/4/2023 11:13 AM
60	**no last page of survey** (FS)	10/4/2023 11:11 AM
61	**no last page of survey** (FS)	10/4/2023 11:10 AM
62	yes, jessespinoza612@yahoo.com (FS)	10/4/2023 11:07 AM
63	No Thank you (FS)	10/4/2023 11:04 AM
64	N/A (FS)	10/4/2023 11:01 AM
65	No. (FS)	10/4/2023 10:59 AM
66	#7- too expensive! No. checked off two of #1 to process survey, none were checked off. (FS)	10/4/2023 10:53 AM
67	(FS)	10/4/2023 10:48 AM
68	(FS)	10/4/2023 10:45 AM
69	No (FS)	10/4/2023 10:44 AM

70	(FS)	10/4/2023 10:13 AM
71	(FS)	10/4/2023 10:12 AM
72	(FS)	10/4/2023 10:10 AM
73	(FS)	10/4/2023 10:08 AM
74	(FS)	10/4/2023 9:50 AM
75	(FS)	10/4/2023 9:49 AM
76	(FS)	10/4/2023 8:16 AM
77	No thank you (FS)	10/4/2023 8:14 AM
78	(FS)	10/4/2023 8:11 AM
79	(FS)	10/4/2023 8:09 AM
80	(FS)	10/4/2023 8:08 AM
81	charlotteroberts474@gmail.com (FS)	10/4/2023 7:51 AM
82	(FS)	10/4/2023 7:49 AM
83	(FS)	10/4/2023 7:47 AM
84	**didn't have last page of paper survey** (FS)	10/4/2023 7:46 AM
85	(FS)	10/4/2023 7:45 AM
86	didn't have last page on paper survey (FS)	10/4/2023 7:43 AM
87	andreas.nathan@yahoo.com (FS)	10/4/2023 7:41 AM
88	(FS)	10/4/2023 7:38 AM
89	(FS)	10/4/2023 7:37 AM
90	thanson@triumphtx.org (FS)	10/4/2023 7:33 AM
91	alilly@triumphtx.org (FS)	10/4/2023 7:31 AM
92	gonzo.gordo0110@gmail.com (FS)	10/3/2023 12:24 PM
93	(FS)	10/3/2023 12:19 PM
94	(FS)	10/3/2023 12:18 PM
95	awesome_chicka@aol.com (FS)	10/3/2023 12:15 PM
96	(FS)	10/3/2023 11:18 AM
97	(FS)	10/3/2023 11:16 AM
98	No thank you. #7 - The last time I flew was in 2015 at SEATAC (FS)	10/3/2023 11:13 AM
99	(FS)	10/3/2023 11:11 AM
100	(FS)	10/3/2023 11:08 AM
101	(FS)	10/3/2023 11:07 AM
102	NO (FS)	10/3/2023 10:50 AM
103	crumriner61@msn.com (FS)	10/3/2023 10:48 AM
104	mrbruce70@hotmail.com (FS)	10/3/2023 10:45 AM
105	No thanks (FS)	10/3/2023 10:42 AM
106	kent@socyakima.com (FS)	10/3/2023 10:39 AM
107	(FS)	10/3/2023 10:37 AM

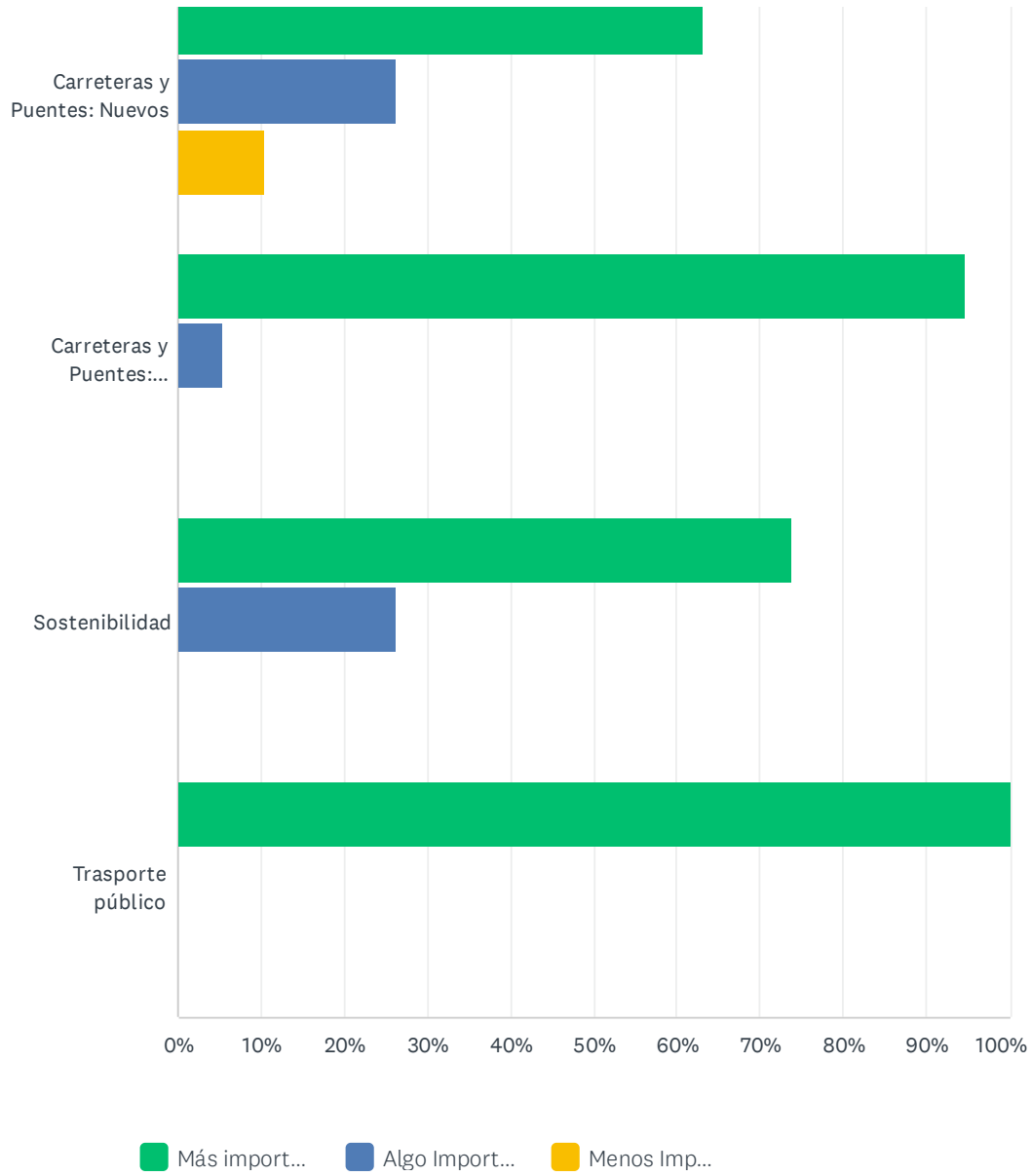
108	(FS)	10/3/2023 10:35 AM
109	magaliguzman902@gmail.com (FS)	10/3/2023 10:33 AM
110	gonzalezmel0228@icloud.com (FS)	10/3/2023 10:30 AM
111	**didn't check off any of question #1 so checked off airplane and passenger rail due to comments on other responses (FS)	10/3/2023 10:28 AM
112	(FS)	10/3/2023 10:24 AM
113	(FS)	10/3/2023 10:23 AM
114	N/A (FS)	10/3/2023 9:48 AM
115	NO- Already get Yakima Herald Republic N.P. (FS)	10/3/2023 9:44 AM
116	(FS)	10/3/2023 9:36 AM
117	(FS)	10/3/2023 9:33 AM
118	(FS)	10/3/2023 9:25 AM
119	ruedabra123@gmail.com (FS)	10/3/2023 9:21 AM
120	(FS)	10/3/2023 9:19 AM
121	C.S.burkett@hotmail.com (FS)	10/3/2023 9:17 AM
122	mmota990@gmail.com (FS)	10/2/2023 4:06 PM
123	(FS)	10/2/2023 4:02 PM
124	(FS)	10/2/2023 4:01 PM
125	(FS)	10/2/2023 3:59 PM
126	(FS)	10/2/2023 3:58 PM
127	(FS)	10/2/2023 3:56 PM
128	krackona1@yahoo.com (FS)	10/2/2023 3:55 PM
129	(FS)	10/2/2023 3:52 PM
130	(FS)	10/2/2023 3:50 PM
131	No (FS)	10/2/2023 3:43 PM
132	(FS)	10/2/2023 3:41 PM
133	(FS)	10/2/2023 3:39 PM
134	rodri_luz@outlook.com	10/2/2023 3:38 PM
135	No. (FS)	10/2/2023 3:36 PM
136	No (FS)	10/2/2023 2:22 PM
137	(FS)	10/2/2023 12:52 PM
138	yaegerr43@gmail.com	9/29/2023 3:38 AM
139	Yes	9/28/2023 7:39 PM
140	Marymackintosh@gmail.com	9/26/2023 9:50 PM
141	jsmerrill2004@gmail.com	9/23/2023 5:36 PM











## Q1 ¿Qué necesidades de transporte son más importantes para usted?

Answered: 19 Skipped: 0



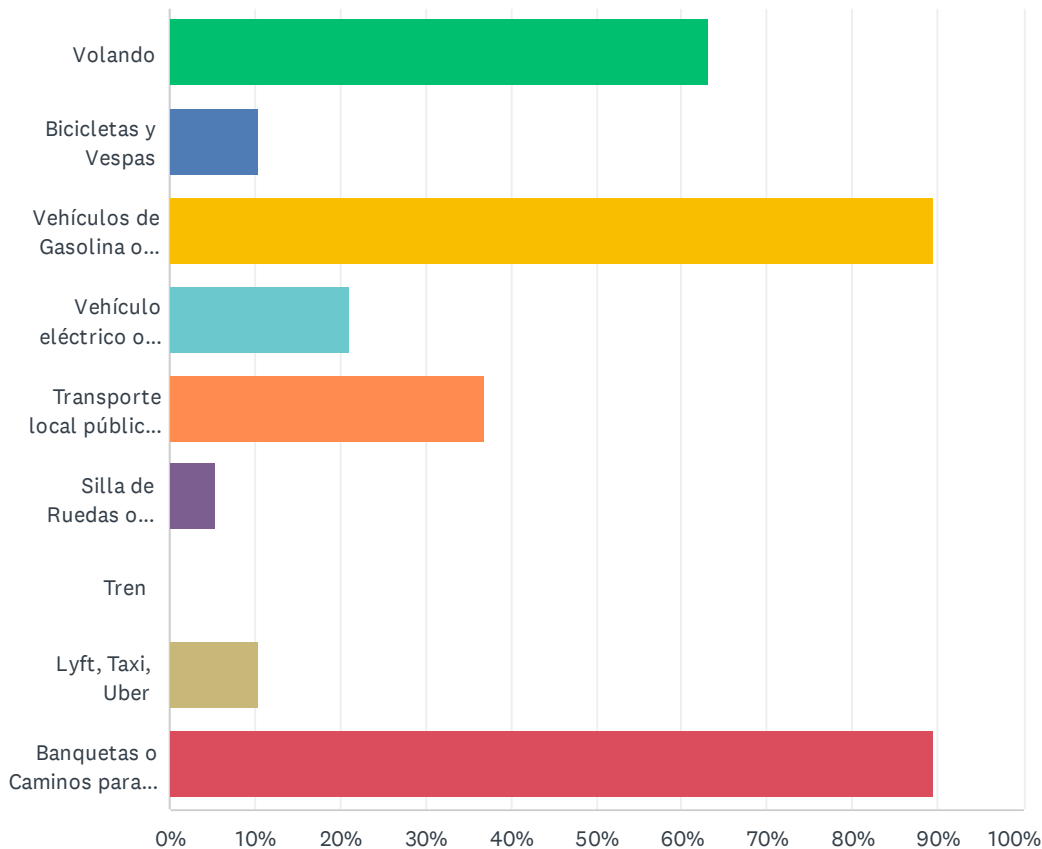




	MÁS IMPORTANTE	ALGO IMPORTANTE	MENOS IMPORTANTE	TOTAL	WEIGHTED AVERAGE
 Aviones	42.11% 8	52.63% 10	5.26% 1	19	2.37
 Drones	0.00% 0	42.11% 8	57.89% 11	19	1.42
 Carros eléctricos y Estaciones de Carga	44.44% 8	27.78% 5	27.78% 5	18	2.17
 Movimiento de Carga	57.89% 11	31.58% 6	10.53% 2	19	2.47
 Tren de Pasajeros	84.21% 16	10.53% 2	5.26% 1	19	2.79
 Caminos y Senderos	89.47% 17	10.53% 2	0.00% 0	19	2.89
 Carreteras y Puentes: Nuevos	63.16% 12	26.32% 5	10.53% 2	19	2.53
 Carreteras y Puentes: Mantenimiento	94.74% 18	5.26% 1	0.00% 0	19	2.95
 Sostenibilidad	73.68% 14	26.32% 5	0.00% 0	19	2.74
 Trasporte público	100.00% 19	0.00% 0	0.00% 0	19	3.00

Q2 En un año típico, ¿qué formas de transportación utiliza su hogar? Por favor, elija todas las que correspondan.

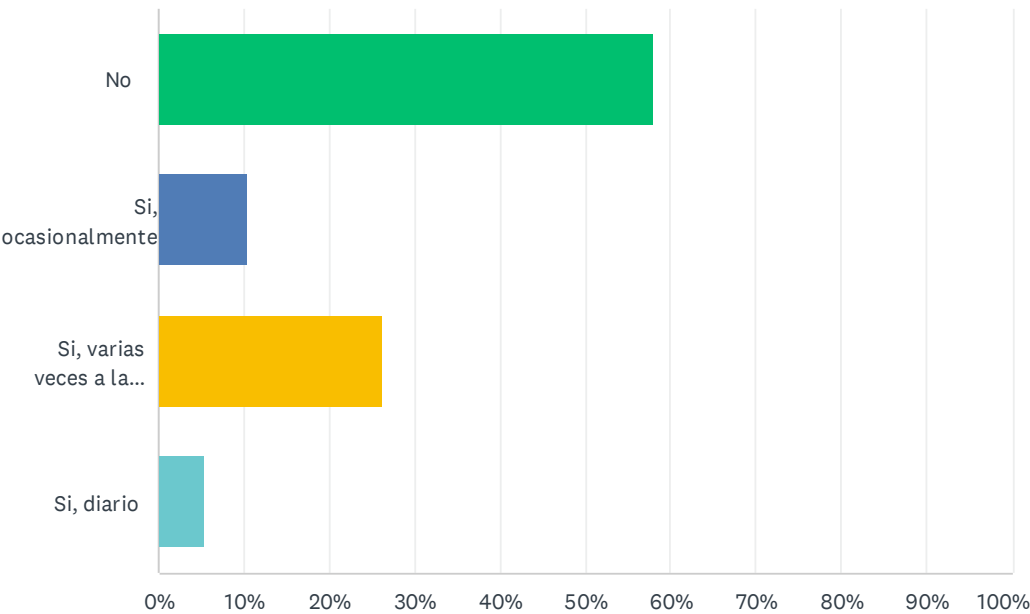
Answered: 19 Skipped: 0



ANSWER CHOICES	RESPONSES	
Volando	63.16%	12
Bicicletas y Vespas	10.53%	2
Vehículos de Gasolina o Diésel	89.47%	17
Vehículo eléctrico o híbrido	21.05%	4
Transporte local público or Paratránsito, como Dial-a-Ride	36.84%	7
Silla de Ruedas o Dispositivo Personal de Movilidad	5.26%	1
Tren	0.00%	0
Lyft, Taxi, Uber	10.53%	2
Banquetas o Caminos para Caminar	89.47%	17
Total Respondents: 19		

Q3 ¿Hay alguien en tu casa que trabaje desde casa?

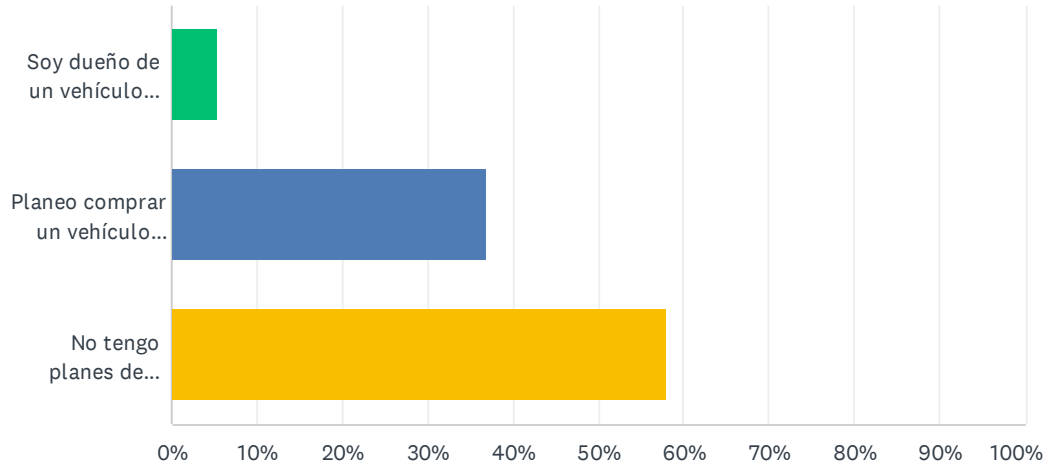
Answered: 19    Skipped: 0



ANSWER CHOICES	RESPONSES	
No	57.89%	11
Si, ocasionalmente	10.53%	2
Si, varias veces a la semana	26.32%	5
Si, diario	5.26%	1
TOTAL		19

Q4 La Legislativa del Estado de Washington recientemente ha aprobado el proyecto de ley “Autos Limpios 2030”. Esta legislación indica que todos los vehículos de modelo año 2030 o después que se vendan, compren o registren deben ser eléctricos. Por favor, elija una.

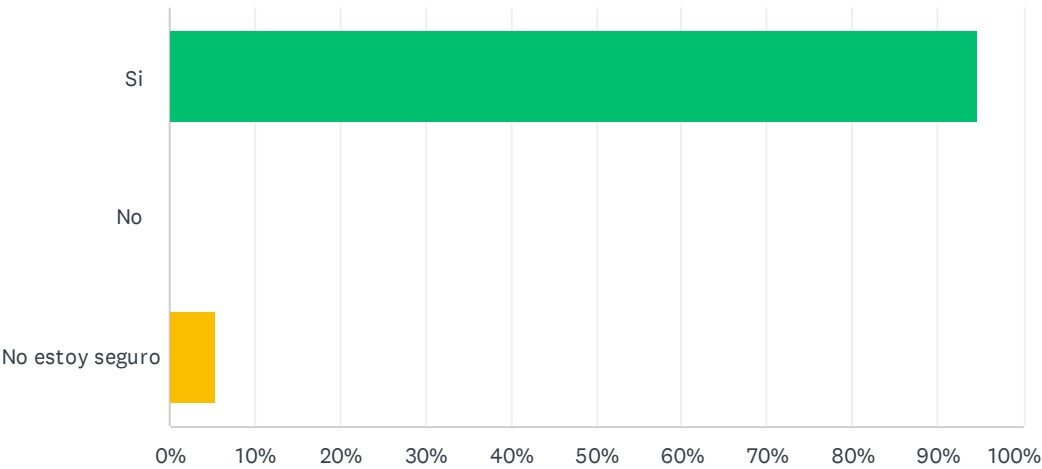
Answered: 19 Skipped: 0



ANSWER CHOICES	RESPONSES	
Soy dueño de un vehículo eléctrico.	5.26%	1
Planeo comprar un vehículo eléctrico.	36.84%	7
No tengo planes de poseer o comprar un vehículo eléctrico.	57.89%	11
TOTAL		19

Q5 Si el servicio de Ferrocarril de Pasajeros regresara a el Centro de Washington (Condados de Kittitas y Yakima), ¿usaría los trenes de pasajeros como opción de viaje?

Answered: 19 Skipped: 0

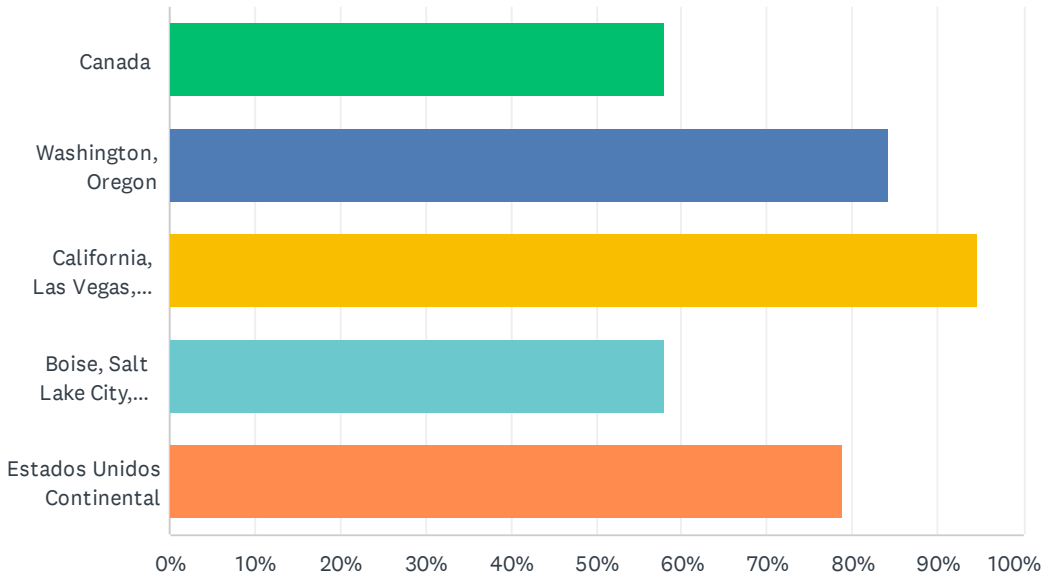


ANSWER CHOICES	RESPONSES	
Si	94.74%	18
No	0.00%	0
No estoy seguro	5.26%	1
TOTAL		19



Q6 Si su respuesta es SI, ¿a dónde viajaría? Por favor marque todo lo que aplique.

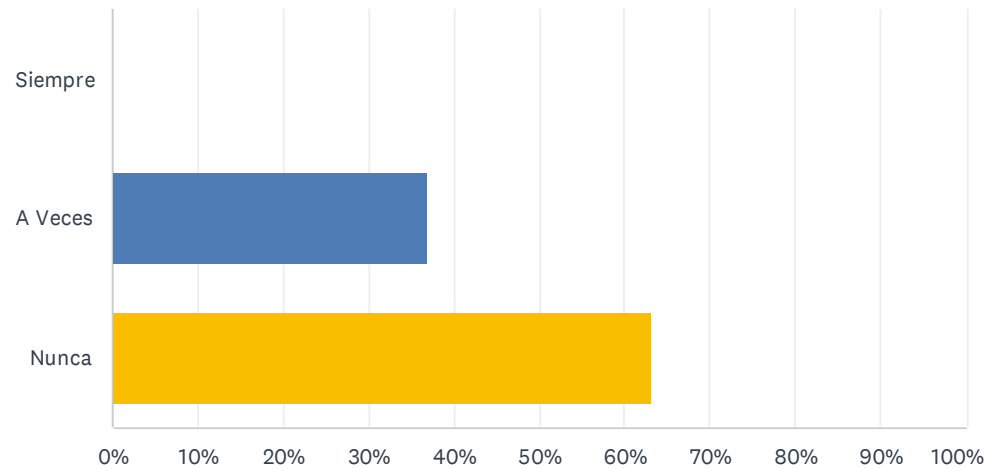
Answered: 19 Skipped: 0



ANSWER CHOICES	RESPONSES	
Canada	57.89%	11
Washington, Oregon	84.21%	16
California, Las Vegas, Phoenix, México	94.74%	18
Boise, Salt Lake City, Denver	57.89%	11
Estados Unidos Continental	78.95%	15
Total Respondents: 19		

Q7 Cuando viaja en avión, ¿utiliza el aeropuerto de Yakima?

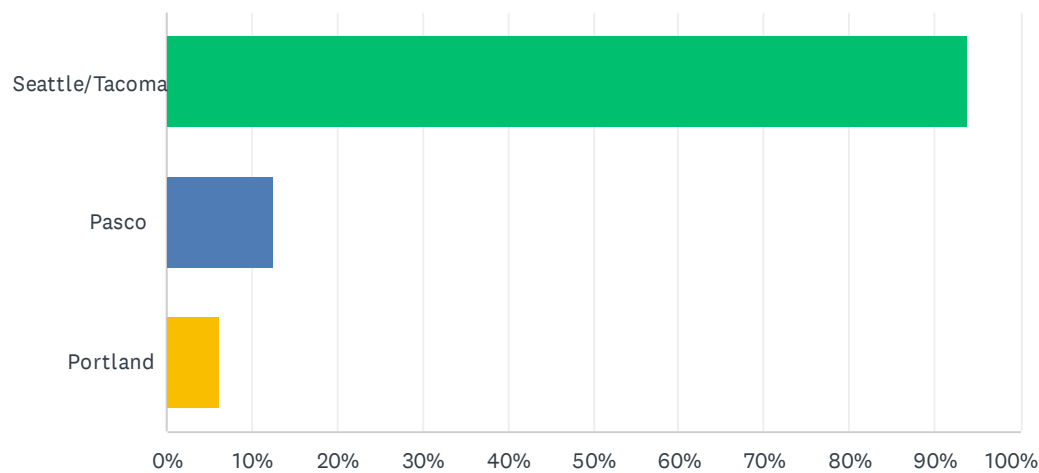
Answered: 19 Skipped: 0



ANSWER CHOICES		RESPONSES	
Siempre		0.00%	0
A Veces		36.84%	7
Nunca		63.16%	12
TOTAL			19

Q8 Si no vuela desde o hacia el aeropuerto de Yakima, ¿qué aeropuertos utilizas?

Answered: 16 Skipped: 3

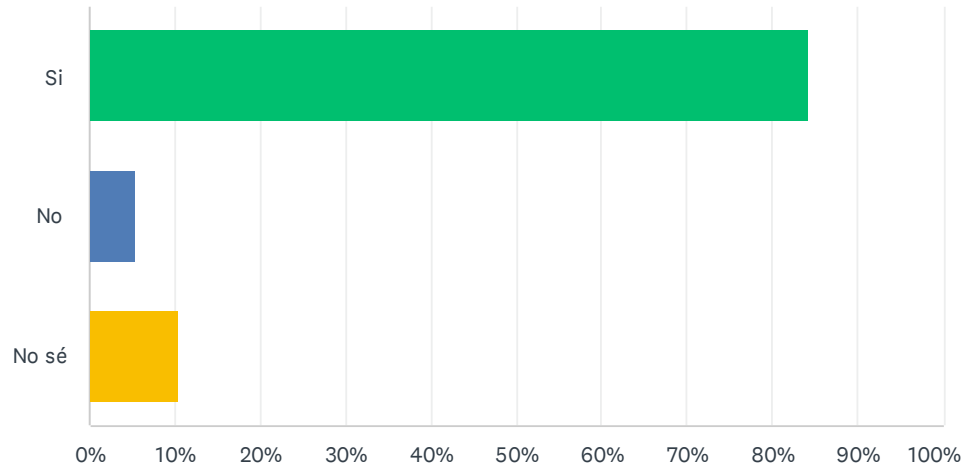


ANSWER CHOICES	RESPONSES	
Seattle/Tacoma	93.75%	15
Pasco	12.50%	2
Portland	6.25%	1
Total Respondents: 16		

#	OTROS, (POR FAVOR ESPECIFIQUE)	DATE
	There are no responses.	

## Q9 Si hubiera vuelos programados disponibles de corta distancia desde/hacia Yakima, ¿considerarías utilizarlos?

Answered: 19 Skipped: 0

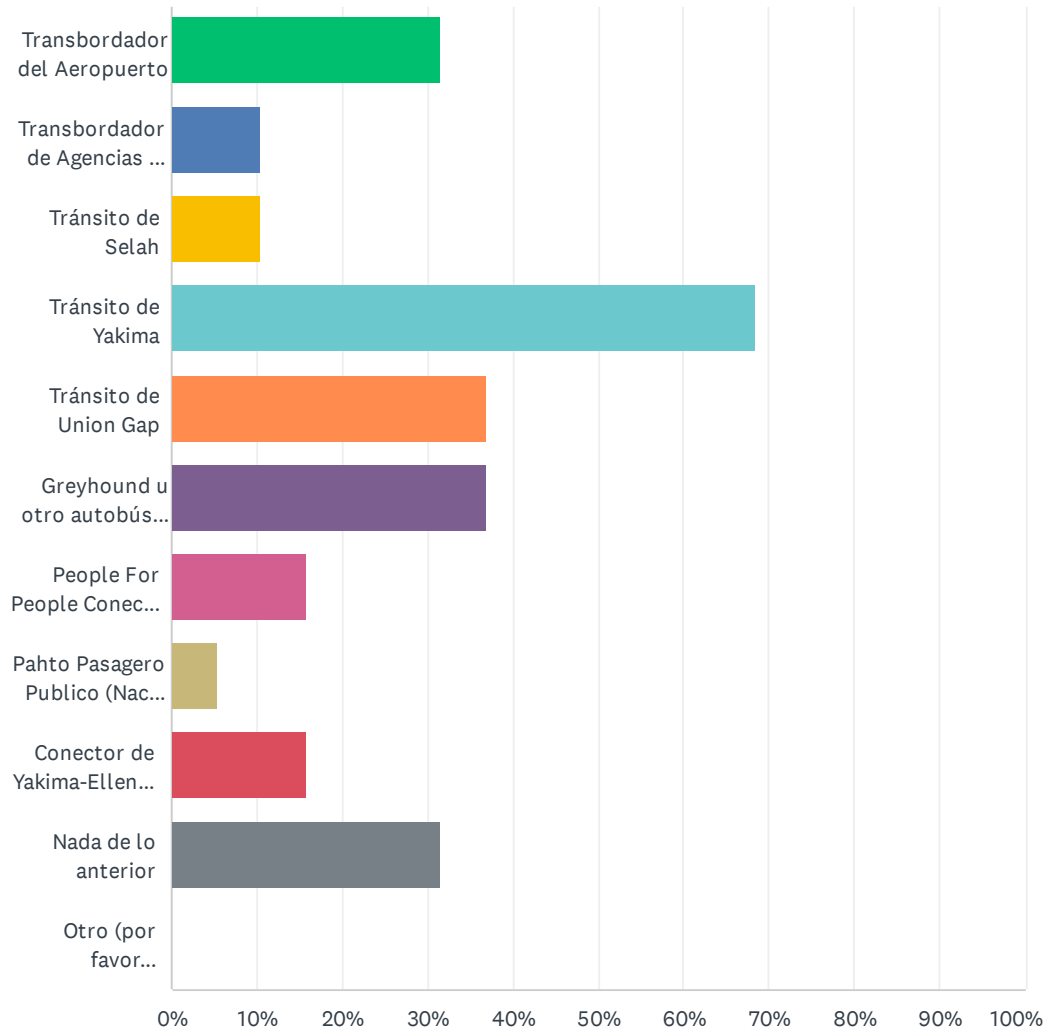


ANSWER CHOICES	RESPONSES
Si	84.21% 16
No	5.26% 1
No sé	10.53% 2
TOTAL	19

#	SI ES SI, ¿A DÓNDE VOLARÍA? BELLINGHAM, PORTLAND, PULLMAN, SPOKANE, WALLA WALLA, WENATCHEE, ¿OTROS DESTINOS DE LA COSTA OESTE?	DATE
1	Portland	11/2/2023 9:41 AM
2	Portland,	10/18/2023 1:09 PM
3	Seattle	10/10/2023 3:42 PM
4	Seattle	10/10/2023 3:41 PM
5	Seattle	10/10/2023 3:38 PM
6	Seattle	10/10/2023 3:32 PM
7	Seattle, California	10/10/2023 3:30 PM
8	Seattle y California	10/10/2023 3:28 PM
9	Seattle, Las Vegas	10/10/2023 3:25 PM
10	Seattle	10/10/2023 3:23 PM
11	Seattle	10/10/2023 3:21 PM
12	Seattle	10/10/2023 3:19 PM
13	Seattle	10/2/2023 2:21 PM
14	Seattle	10/2/2023 12:21 PM

## Q10 ¿Cuál de estos servicios de transporte utiliza? Por favor marque todo lo que aplique.

Answered: 19 Skipped: 0



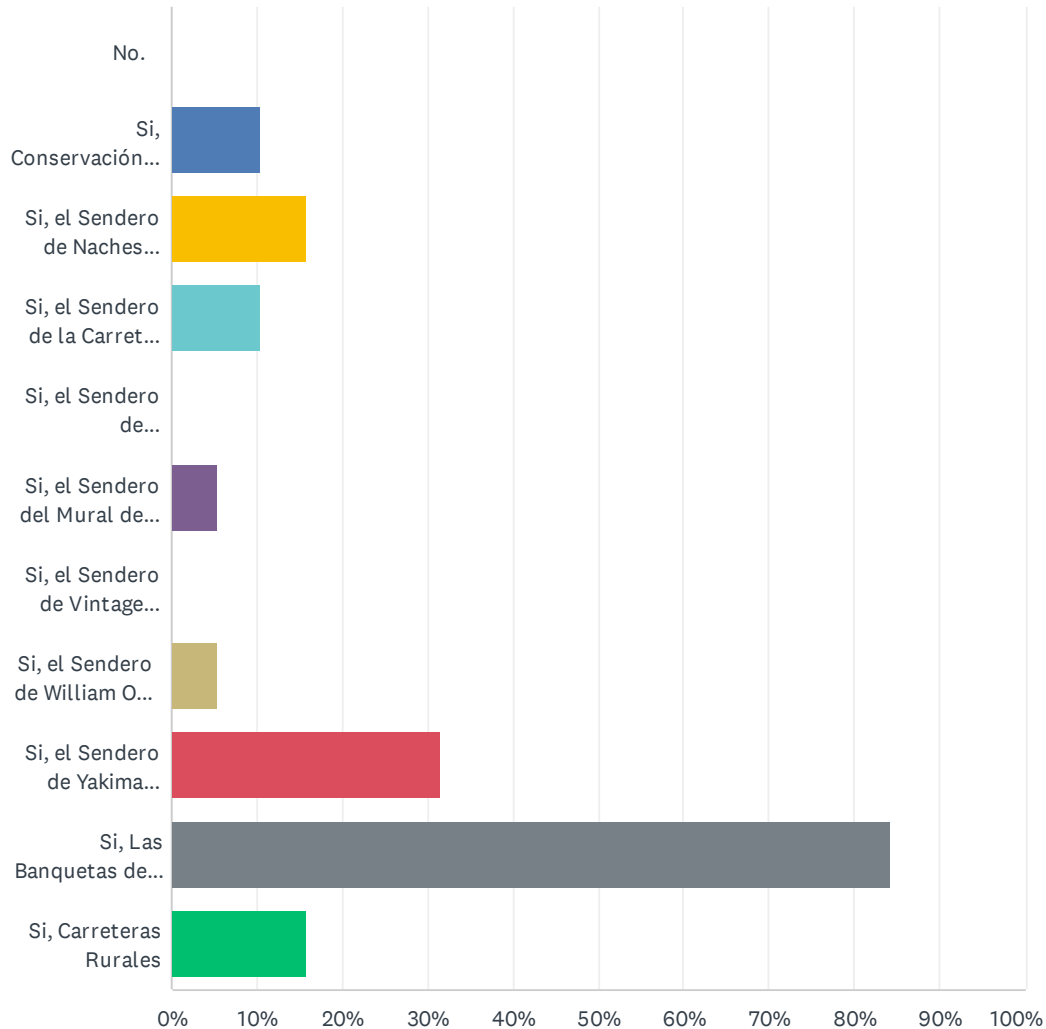
ANSWER CHOICES	RESPONSES	
Transbordador del Aeropuerto	31.58%	6
Transbordador de Agencias de Servicio de Comunidad	10.53%	2
Tránsito de Selah	10.53%	2
Tránsito de Yakima	68.42%	13
Tránsito de Union Gap	36.84%	7
Greyhound u otro autobús interurbano	36.84%	7
People For People Conector Comunitario	15.79%	3
Pahto Pasagero Publico (Nación de Yakama)	5.26%	1
Conector de Yakima-Ellensburg	15.79%	3
Nada de lo anterior	31.58%	6
Otro (por favor especifique)	0.00%	0
Total Respondents: 19		

#	OTRO (POR FAVOR ESPECIFIQUE)	DATE
	There are no responses.	



# Q11 ¿Utiliza banquetas u otros senderos/caminos regionales? Por favor, marque todo lo que aplique.

Answered: 19 Skipped: 0

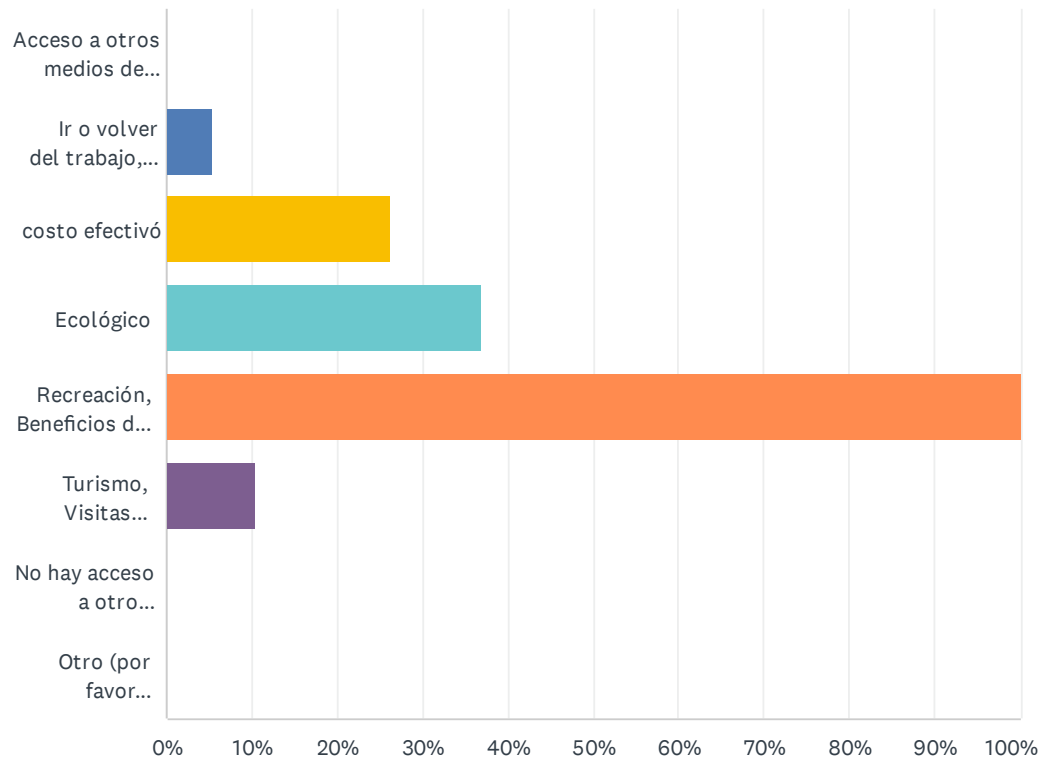


Encuesta de Transportación del Valle de Yakima 2024-2045		SurveyMonkey
ANSWER CHOICES		RESPONSES
No.		0.00%0
Si, Conservación del Cañón de Cowiche		10.53%2
Si, el Sendero de Naches (Yakima a Naches)		15.79%3
Si, el Sendero de la Carretera de Powerhouse (Yakima)		10.53%2
Si, el Sendero de Sunnyside-Grandview-Prosser		0.00%0
Si, el Sendero del Mural de Toppenish		5.26%1
Si, el Sendero de Vintage Valley Parkway (Zillah)		0.00%0
Si, el Sendero de William O Douglas		5.26%1
Si, el Sendero de Yakima Greenway		31.58%6
Si, Las Banquetas de la Ciudad		84.21%16
Si, Carreteras Rurales		15.79%3
Total Respondents: 19		

#	SI, OTRO (POR FAVOR ESPECIFIQUE)	DATE
	There are no responses.	

Q12 ¿Por qué utilizas los senderos/caminos?

Answered: 19 Skipped: 0

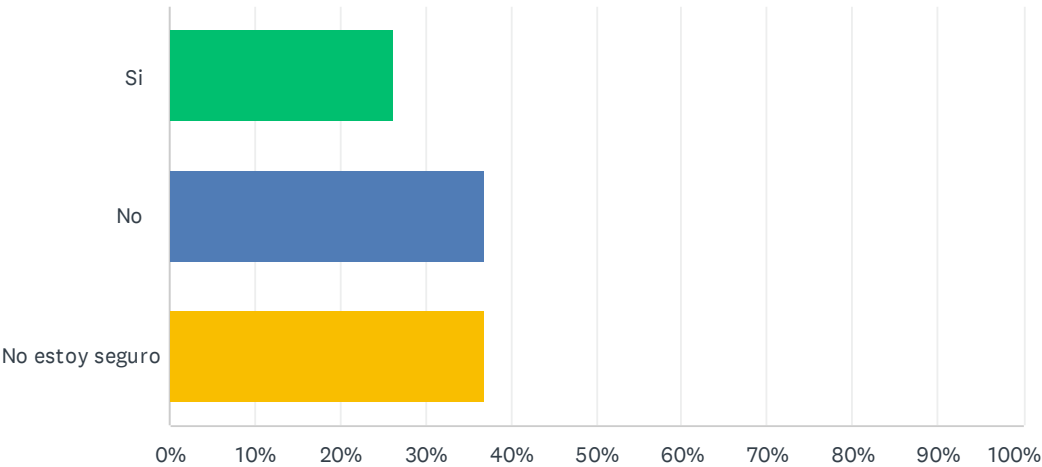


ANSWER CHOICES		RESPONSES	
Acceso a otros medios de transporte como autobús, aeropuerto, transbordadores, etc.		0.00%	0
Ir o volver del trabajo, la escuela o hacer mandados personales		5.26%	1
costo efectivó		26.32%	5
Ecológico		36.84%	7
Recreación, Beneficios de Salud		100.00%	19
Turismo, Visitas Turísticas		10.53%	2
No hay acceso a otro transporte		0.00%	0
Otro (por favor especifique)		0.00%	0
Total Respondents: 19			

#	OTRO (POR FAVOR ESPECIFIQUE)	DATE
	There are no responses.	

Q13 ¿Debería su comunidad empezar a buscar la forma de utilizar drones?

Answered: 19 Skipped: 0



ANSWER CHOICES		RESPONSES	
Si		26.32%	5
No		36.84%	7
No estoy seguro		36.84%	7
TOTAL			19

#	COMENTARIOS	DATE
	There are no responses.	

## Q14 ¿Qué más le gustaría contarnos sobre sus necesidades y preocupaciones de transportación?

Answered: 2   Skipped: 17

#	RESPONSES	DATE
1	El valle bajo necesita de transporte rural y seguro de bajo costo especialmente en temporadas de mal clima	11/1/2023 8:36 PM
2	Please fix all the potholes downtown area.	10/10/2023 3:41 PM

## Q15 ¿Cuál es su código postal?

Answered: 19 Skipped: 0

#	RESPONSES	DATE
1	98944	11/2/2023 9:41 AM
2	98935	11/1/2023 8:36 PM
3	98902	10/24/2023 5:54 PM
4	98908	10/18/2023 1:09 PM
5	98951	10/14/2023 10:43 PM
6	98932	10/10/2023 3:42 PM
7	98901	10/10/2023 3:41 PM
8	98902	10/10/2023 3:38 PM
9	98921	10/10/2023 3:35 PM
10	98951	10/10/2023 3:33 PM
11	98901	10/10/2023 3:32 PM
12	98901	10/10/2023 3:30 PM
13	98901	10/10/2023 3:28 PM
14	98902	10/10/2023 3:25 PM
15	98902	10/10/2023 3:23 PM
16	98902	10/10/2023 3:21 PM
17	98944	10/10/2023 3:19 PM
18	98944	10/2/2023 2:21 PM
19	98902	10/2/2023 12:21 PM



Q16 ¿Está interesado en recibir avisos sobre planes, estudios o reuniones sobre el transporte? Si es si, por favor proporcione su dirección de correo electrónico.

Answered: 16 Skipped: 3

#	RESPONSES	DATE
1	Marisol2013mv@gmail.com	11/2/2023 9:41 AM
2	No, gracias	10/24/2023 5:54 PM
3	(FS)	10/10/2023 3:42 PM
4	(FS)	10/10/2023 3:41 PM
5	(FS)	10/10/2023 3:38 PM
6	(FS)	10/10/2023 3:35 PM
7	(FS)	10/10/2023 3:33 PM
8	(FS)	10/10/2023 3:32 PM
9	(FS)	10/10/2023 3:30 PM
10	(FS)	10/10/2023 3:28 PM
11	(FS)	10/10/2023 3:25 PM
12	(FS)	10/10/2023 3:23 PM
13	(FS)	10/10/2023 3:21 PM
14	(FS)	10/10/2023 3:19 PM
15	(FS)	10/2/2023 2:21 PM
16	(FS)	10/2/2023 12:21 PM