

City of Moxee Commute Trip Reduction Four-Year Plan Update: 2025–2029

Washington State has adopted a State Commute Trip Reduction (CTR) Law intended to reduce traffic congestion on the state's busiest commute routes. The Washington State Department of Transportation (WSDOT) is responsible for administering the statewide CTR program requirements. The state has adopted regulations and developed transportation demand management strategies for employers and jurisdictions to help meet local performance targets. The following report has been developed based on state requirements, review of local plans and policies, and discussions with local staff and CTR affected employers.

The Yakima Valley Council of Governments (YVCOG) oversees, administers the CTR plan, and manages the reporting requirements for local agencies within the Yakima Valley. Enforcement of CTR requirements for employers are addressed by the local jurisdictions consistent with requirements outlined in the local codes and regulations.

Benefits of CTR

1. Describe the local land use and transportation context and objectives.

a) Describe the setting in the jurisdiction as it is today or will be in the near future.

Moxee is a small City located in Yakima County, Washington, east of Yakima. SR 24 runs along the south side of the City connecting to Yakima to the west at the junction with I-82. SR 24 is a two to three lane highway with only 5 primary intersections serving the City. These connections are two-way stop controlled with the exception of the signalized connection at Beaudry Road. WSDOT is conducting a SR 24 study which considers expanding the number of lanes or providing changes in control at the access intersections.

There is no fixed route transit access in Moxee; however, People for People does provide for on-demand transit service within Moxee for individuals with disabilities, low-income, older adults, youth, veterans, and non-driving populations. Additionally, there are 3 park and ride lots located along SR 24 in the vicinity of Moxee; located at University Parkway/Riverside Road, Beaudry Road, and Deeringhoff Road.

Residential development within Moxee is predominantly single family and located throughout the City. It is a highly agricultural and industrial area and sees seasonal variation in activity associated with harvesting.

Approximately seventy percent of the streets within Moxee city limits have full or partial sidewalks on at least one side of the street. Moxee is also pursuing extending the Greenway Trail to connect from Yakima to Moxee.

b) Describe features of land use and transportation facilities and services that affect commuters.

Work in the Yakima Valley region is driven by agriculture. Most residents of Moxee commute outside of the City for work with many commuting to the Lower Valley region and Yakima. As described above, there are limited alternative travel modes available to/from the City with the exception of access to park and ride lots. The challenges in alternative commuting options are described below.

- Availability and access to transit – As noted above, there is no fixed route transit within the City.
- Vanpool - transit services within the vicinity do not provide vanpool services due to high costs to maintain and low utilization.
- Non-motorized - Although there are sidewalks within the City, there are currently no regional non-motorized trail connections; however, there are plans to extend the Greenway trail to connect to Moxee which would then provide connectivity regionally to Yakima, Union Gap ,Selah, and the town of Naches. It should be noted that even with this future trail connection in place, severe weather (e.g. hot summers and cold winters) provide for challenges to commuters.
- Telecommuting - Given the agricultural focus, many jobs require employees to be in person such that telecommuting is not feasible.

c) Describe whether and how commuting patterns have changed in the past few years.

Commuting patterns have been relatively consistent given the agricultural nature of employees and limitations to alternative modes of travel as described above. Open to opportunities to gain transit connectivity through existing transit agencies.

d) List the most important land use and transportation objectives from your city or county's plans that commute trip reduction most directly affects.

Encourage infill development and higher density zoning housing, support development of a segment of a regional trail, encourage commercial and industrial development that provides year-round employment opportunities without adversely affecting the environment.

The City has a focus on reducing overall use of vehicles and not just changing employer commute trips due to commute trip patterns outside of Moxee. Additionally, the City of Moxee has a Complete Streets Policy intended to build out the pedestrian network supporting non-motorized travel options within the city.

e) Describe critical aspects of land use and transportation that should be sustained and key changes that should be considered to improve commute trip reduction's contribution to the land use and transportation objectives you reference.

The City has been actively working to provide a connection to the regional trail system which will provide the missing non-motorized regional connectivity to/from the City. Additionally, the City has identified encouraging more dense zoning and infill development. An improvement the City can work toward is continuing to cooperate with local transit agencies to provide a transit connection within Moxee or adjacent park and ride facilities. These elements will continue to support and improve commute trip reduction.

2. Describe how the CTR program will help achieve the jurisdiction's land use and transportation objectives.

a) Describe how and to what extent your CTR program will help your city or county achieve the land use and transportation objectives referenced in question 1.

The city's encouragement of infill development and providing a non-motorized trail connection to/from the City support the reduction in drive alone trips by providing alternatives for both employees and local trips in

general. The CTR program mutually supports those goals by making higher density housing more desirable to employees when it is paired with access to multi-modal networks.

The CTR program will also encourage the continued coordination of the City and the surrounding transit operators to provide transit options for commuters to travel between cities.

3. Describe how the CTR program will help achieve the jurisdiction’s environmental objectives.

a) Describe how the CTR program will support jurisdiction greenhouse gas emission reduction efforts.

Moxee supports the Yakima County Clean Air Authority in their efforts to prevent degradation of air. Additionally, Moxee is eligible for both federal CMAQ and Carbon Reduction Programs that could support CTR activities.

Each drive-alone trip that converts to an alternative mode such as rideshare, eliminates the greenhouse gas emissions that would have been generated by that drive-alone trip.

b) Describe how the CTR program will support jurisdiction environmental objectives in addition to greenhouse gas emission reductions.

Moxee supports the preservation and enhancement of natural resource lands. Each drive-alone trip that converts to an alternative mode such as rideshare, supports the City's goal to protect and enhance the City's environmental quality. Additionally, Moxee is eligible for both federal CMAQ and Carbon Reduction Programs that could support CTR activities.

4. Describe how your CTR program will help achieve regional and state objectives.

a) Summarize the local, regional, and state benefits that would be gained if you achieve your CTR targets.

The City's Goals as identified in the Comprehensive Plan which are supported by the CTR program include:

- Infill development, higher-density zoning and small lot sizes should be encouraged,
- Transportation improvements or strategies to accommodate the impacts resulting from new development will be implemented concurrent with new development.
- To continue to build the City’s recreational and transportation roles played by regional bicycle and pedestrian systems, and support efforts to develop a segment of a regional trail system.
- Support the preservation and enhancement of natural resource lands as well as support the Yakima County Clean Air Authority in their efforts to prevent degradation of air.

New outcomes as identified in WSDOT's 2023-2025 State CTR Draft Plan:

- Improve delivery of CTR programs.
- Expand CTR market to address equity.
- Produce more useful transportation behavior data.
- Expand investment and service to advance equity and environmental justice.
- Respond to shifting mobility patterns.
- Reduce greenhouse gas emissions.

These local and statewide goals are benefited through achieving the CTR goals by:

- The preparation of the CTR plans included coordination and conversations with the local jurisdiction, employers, and stakeholders as well as with the broader region and WSDOT providing an opportunity to discuss and improve delivery of the program.
- The state and region both have the goal of reducing environmental impacts. Each commute trip that is shifted to a non-drive alone mode through the city's CTR program reduces environmental impacts such as greenhouse gas emissions.

b) List adjacent CTR-affected cities and counties.

Yakima City and County. Although not adjacent, additional affected cities within the County include Toppenish, Union Gap, and Selah.

c) Describe the top few cross-border and regional transportation issues that affect your jurisdiction.

The Yakima Valley region is a generally rural area driven by agriculture with daily commute patterns extending outside the local jurisdictional boundary. Transit connectivity throughout the region is limited with Yakima, Union Gap, and Selah each providing transit service primarily within their City limits as well as further distances outside of those cities by People for People and Pahto Public Passage. None of these transit providers currently provide fixed-route service within the City of Moxee. This poses a challenge for commuting in non-drive alone options as most residents of Moxee commute outside of the City for work with many commuting to the Lower Valley region and Yakima.

Additionally, non-motorized connectivity between Moxee and its surrounding jurisdictions does not currently exist.

d) Describe the strategies you, adjacent cities and counties, and your region have agreed to use to address the top issues described in the previous bullet.

The City is actively perusing an extension of the Greenway Trail which would connect Moxee to Yakima, Union Gap, Selah, and the town of Naches.

Pathways, a non-profit organization, is leading the effort to facilitate the transit coordination between the transit operators. Consideration could be given to providing fixed route transit service to/from Moxee or a nearby park and ride facility.

The jurisdictions within Yakima County also participate in Transportation Technical Advisory Committee (TAC) and Mobilizing Public Access Countywide Transportation Advisory Committee (MPACT) meetings to facilitate coordination and work together as a region.

Additional strategies related to alternative modes are identified below.

- There is the potential return of scheduled passenger rail service as well as potential increase of WSDOT Intercity Transit and countywide transit services which would provide increased transit opportunities.
- Planned improvements/expansions of the Yakima Airport may result in increased commercial passenger and freight traffic which may result in a shift in travel patterns with possible increased air ridership and/or may result in increased employment and business growth.

Performance targets

5. List your jurisdiction's CTR performance target(s).

- a) *List performance targets that reflect only CTR-affected worksites.*

Per the WSDOT CTR Guidelines Appendix B. The Drive Alone Rate (DAR) performance target for the City of Moxee is 64%. (Aligns with performance targets Option 2).

- a) *List any additional performance targets.*
None

6. List the base value you'll use for each performance target.

- a) *For each performance target, provide the number you'll use as the baseline (or starting number). You'll measure the difference between this number and your results to report performance.*

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2025-2027 survey results.

7. Describe the method you used to determine the base value for each target.

- a) *Provide the source for each base value listed.*

Performance targets will be tied to the CTR survey. Base values will be established during the 2023-2025 survey cycle and progress measured using 2025-2027 survey results.

8. Describe how you'll measure progress toward each target.

- a) *List the method you'll use to measure progress for each target.*

Progress will be measured using 2025-2027 survey results.

9. List your jurisdiction's CTR-affected worksites.

- a) *List all your CTR-affected sites.*

CTR affected sites within the City include:

- City of Moxee
- Ace Hardware
- Alexandria Moulding, Inc. (Specialty Building Products)

10. List a performance target for each CTR-affected worksite.

- a) *For any performance targets tied to the CTR survey, indicate that you'll establish performance targets during the 2023-2025 survey cycle.*

Base year performance targets will be established during the 2023-2025 survey cycle.

11. List the base value you'll use for each site.

- a) *For any performance targets tied to the CTR survey, indicate that you'll establish a base value during the 2023-2025 survey cycle.*

Base values will be established during the 2023-2025 survey cycle

Services and strategies

12. Describe the services and strategies your jurisdiction will use to achieve CTR targets.

In addition to the city's focus on increasing housing density and connecting to the regional non-motorized trail system, the following strategies are anticipated to support the City achieving its CTR goal:

- Pathways, a non-profit organization, is leading the effort to facilitate the transit coordination between the operators. Consideration could be given to providing fixed route transit service to/from Moxee or nearby park and ride facilities.
- The jurisdictions within Yakima County also participate in TAC and MPACT meetings to facilitate coordination and work together as a region.
- Supporting YVCOG's "Switch Your Trips" program, encouraging non drive alone trips.

13. Describe how jurisdiction services and strategies will support CTR-affected employers.

By increasing density of housing as well as improving access and awareness of alternative mode options such as utilization of the existing park and ride facilities along SR 24 or non-motorized connections, employers' goals of lowering the drive alone rates are supported.

14. Describe barriers your jurisdiction must address to achieve CTR targets.

- a) *Describe how you'll address these barriers.*

The ability for an employee to get between where they live and where they work given the rural area and the lack of fixed route transit to/from the City of Moxee. Elements to work toward address these barriers include:

- Pathways, a non-profit organization, is leading the effort to facilitate the transit coordination between the operators.
- The jurisdictions within Yakima County also participate in TAC and MPACT meetings to facilitate coordination and work together as a region.

15. Describe the transportation demand management technologies your jurisdiction plans to use to deliver CTR services and strategies.

Supporting YVCOG's "Switch Your Trips" program, encouraging non drive alone trips.

16. Transcribe or link to your local CTR ordinance.

Moxee Municipal Code (MMC) 10.25

17. Describe your financial plan.

a) Describe the estimated average annual costs of your plan.

The CTR program is managed by YVCOG on behalf of the City.

b) Describe likely funding sources, public and private, to implement your plan.

The CTR program is managed by YVCOG on behalf of the City.

18. Describe your implementation structure.

a) Describe who will conduct the activities listed in your plan.

The CTR program is managed by YVCOG on behalf of the City.

b) Indicate who will monitor progress on your plan. List job title, department, and name.

The CTR program is managed by YVCOG on behalf of the City. Geoff Wagner (CTR Coordinator) at YVCOG manages the CTR process on behalf of the City.

The Transportation Coordinator for the City of Moxee’s own CTR program will be managed by Naomi Valencia, the Assistant City Clerk.

19. List your implementation schedule.

a) Provide the timeline for anticipated projects.

The CTR is managed by YVCOG on behalf of the City. YVCOG has identified the following activities and anticipated frequency of those activities as summarized in the table below.

<u>YVCOG Activity</u>	<u>Frequency</u>
a. Identify Worksites and Employee Transportation Coordinators.	Annually
b. Engage and Train Employee Transportation Coordinators.	Annually
c. Support Distribution of Information About Transportation Options to Commuters	Annually (minimum), or as new local/state opportunities allow.
d. Enable Incentives, Subsidies, and Disincentives.	Annually
e. CTR Plans and support Code Updates	2025. <i>Anticipate next update in 2029</i>
f. Performance Reporting	Biennially

20. Describe the CTR plan for jurisdiction employees.

a) Describe the services, programs, information, and other actions your city or county put in place to help its employees reduce their drive alone commute trips.

As identified per MMC 10.25.050, required elements for affected employers and for the City’s CTR plan include:

- a. The employer shall designate a transportation coordinator to administer the CTR program. The coordinator's and/or designee's name, location, and telephone number must be displayed prominently at each affected work site. The coordinator shall oversee all elements of the employer's CTR program and act as liaison between the employer and the city of Moxee. The objective is to have an effective transportation coordinator presence at each work site; an affected employer with multiple sites may have one transportation coordinator for all sites.
- b. Information about alternatives to SOV commuting shall be provided to employees at least once a year. Each employer's program description and annual report must report the information to be distributed and the method of distribution.
- c. The CTR program must include an annual review of employee commuting and of progress toward meeting the SOV reduction goals. Affected employers shall file an annual progress report with the city of Moxee in accordance with the format established by this chapter and consistent with Washington State CTR Task Force Guidelines. The report shall describe each of the CTR measures that were in effect for the previous year, the results of any commuter surveys undertaken during the year, and the number of employees participating in CTR programs. Within the report the employer should evaluate the effectiveness of the CTR program and, if necessary, propose modifications to achieve the CTR goals.

21. Describe how the CTR plan for jurisdiction employees contributes to the success of the overall plan.

- a) *Describe how the plan for jurisdiction employees reinforces the success of the jurisdiction plan?*

The City, consistent with affected employers within the City are participating in the program, which supports employers involvement in the program given the City is held to the same CTR goals. Also, the established transportation coordinators at the City and affected employers allows for additional coordination opportunities to help facilitate continued progress toward meeting the CTR goal.

Alignment with plans

22. List the transit agencies that provide service in your jurisdiction.

People for People provide on-demand services.

23. List the transit plans you reviewed while developing this plan.

As noted above, People for People is the only transit agency serving Moxee and is limited to on-demand service. People for People does not have a transit plan; however, coordination with People for People was completed to inform the plan and is described in the engagement section below.

24. Describe how this CTR plan supports the transit plans.

Providing employees with incentives to take transit can increase ridership which in turn can raise the profile of and social support for public transit.

25. Describe any comprehensive plan updates that are needed and when they will be made.

Comprehensive plan updates have recently begun and specific changes have not yet been identified. The updated plan is anticipated to be completed in 2026.

Engagement

26. Describe stakeholder engagement.

a) Who did you talk to?

Coordination meetings with City of Moxee, adjacent jurisdictions, YVCOG, and local transit agencies. Additional meetings were held with the MPACT and YVCOG TAC groups. Additionally, surveys were conducted for MPACT members and employers of affected worksites.

Public outreach workshops were conducted at the Yakima Transit Center and the Valley Mall bus stop.

b) When did you talk to them?

Meetings were conducted as follows:

- MPACT members - 9/25/2024
- City of Union Gap - 10/7/2024
- YVCOG TAC Group - 10/10/2024
- Yakima Transit - 8/22/2022 and 10/3/2024
- Selah Transit - 7/20/2022
- People for People - 6/28/2022 and 10/3/2024
- Pahto Public Passage - 7/13/2022 and 11/5/2024
- Medstar - 7/20/2022
- Protran East - 6/29/2022
- Entrust Community Services - 7/27/2022

September 26, 2024 and October 2, 2024 surveys were sent to MPACT members and employers, respectively and a reminder to complete the surveys was completed on October 14, 2024.

Public engagement workshops were held on 9/1/2022 and 11/15/2022

c) What did they have to say?

The meetings allowed for discussion of the existing conditions, transportation and land use conditions, use and barriers of the CTR program, and what is planned.

The employer surveys allowed for input regarding what is working well for their worksite and employees as well as identify barriers they have relative to employees using the program. There was little input received from CTR affected employers in this jurisdiction.

The MPACT survey identified their target population/focus group, identify programs that are effective, programs that not effective, barriers to non drive alone trips, and recommendations on what programs could be added to provide reductions to drive alone rates.

The 2 public engagement events held in 2022 as part of the YVCOG transit feasibility study were as follows:

- The first event was to introduce the project to residents and gain insight from passengers on how transit is used today and how transit can be improved in the future. Feedback identified interest in extended service hours and more frequent service, more benches and amenities at bus stops, and challenges related to transfers and infrequent service.
- The second event was to share the findings and recommendations of the Yakima Valley Transit Study and get any additional feedback. Those who attended were generally in agreement with the findings and supportive of the study recommendations that are outlined within this report.

d) *How did what they said influence the plan?*

The feedback from the engagement meetings and surveys is incorporated above particularly in identifying the barriers and ideas to continue improve access for employees to use the program.

27. Describe vulnerable populations considered.

- Entrust Community Services - People with disabilities
- People for people - Individuals with special transportation needs
- Protran East/VGA Professional Services, Inc. - Non Emergent Medical Transportation, those who have no access to long distance medical transportation services. Low income, Veterans and Seniors.
- Asian Pacific Islander Coalition of Yakima - BIPOC and Asian communities
- Yakama Nation and Pahto Public Passage
- Medstar

28. Describe engagement focused on vulnerable populations.

a) *Who did you talk to?*

Entrust Community Services, People for people, Protran East/VGA Professional Services, Inc., Asian Pacific Islander Coalition of Yakima, Yakama Nation and Pahto Public Passage, and Medstar

b) *When did you talk to them?*

Responses to the MPACT surveys, meetings, and public engagement. See response to 26b above.

c) *What did they have to say?*

The groups generally consistently identified the following:

- Effective programs - Shared rides, long distance shuttle services, work from home options, and public transportation such as bus, shuttle, etc. People For People provides these services and also specifically includes Community Connector and paratransit services. Also, specifically fixed bus routes that run both directions on route and have intervals 1/2 hour or less.
- Not effective services: Single one way routes that do not serve all adjoining communities equally, Carpooling as there is a lack of common schedule and destination/origin.
- Barriers to non-drive alone trips: the lack of coverage area outside of fixed route systems, Lack of safe pedestrian access with rural roads without shoulders and sidewalks or for individuals who cannot walk long distances to reach transit, Length of routes and long time duration between buses

- that prohibit people from actually reaching destinations without exhausting planning
- Opportunities for improvements: expanding bus routes, Safe pedestrian access, Locate high population resident area to business areas and include large companies that have over 100 employees requiring access regardless of being located in city or non incorporated city areas where employers s have moved out of cities have majority single occupant vehicles due to complete lack of service to all industrial exporting employers
 - Additional feedback received from Asian Pacific Islander Coalition of Yakima was that all areas should have equal access to DSHS and unemployment services for all of city of Yakima

d) How did what they said influence the plan?

The feedback received was incorporated into the identified barriers and recommended changes above.

29. List employers' suggestions to make CTR more effective.

Employers indicated there are numerous barriers to employees using non-drive alone options, including:

- Need car for family obligations on the way to/from work
- Lack of transit service
- Alternative commute options take too much time
- Personal safety
- Need my car during the day
- Need my car to get home in case of emergency

However, methods used at sites to promote the CTR program have included promoting the alternative mode options and providing preferred parking for carpoolers.

30. Describe results of engagement focused on vulnerable populations that will be provided for use in comprehensive plan and transit plan updates.

The updates to the plans are beginning at this time and this feedback will be considered and incorporated as possible such as identifying a new or revision to goals or policies.

Regional transportation planning organization CTR plan review

RTPO comments

The CTR plan was developed by the YVCOG in coordination with the City of Moxee staff. As such, this local jurisdictional plan is consistent with the regional CTR plan.