

City of Yakima 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.

Yakima is the highest populated City within Yakima County. US-12 and I-82 run along the north and eastern perimeters of the City, which provides proximate connectivity between Downtown and I-82; however, housing outside of the Downtown area (further west and south) is predominantly single-family housing. There are not efficient roadway connections between the southern and western perimeters of the City and the northern and eastern perimeters where the greater density proximate to the Downtown exists. Additionally, the Yakima River runs along the east side of I-82, resulting in limited connectivity between Yakima and the east valley, including Moxee, with only 2 connections available today. Finally, the Naches River and the gap to the north of the City results in connectivity challenges between Yakima and Selah, generally requiring the use of I-82 or US-12 and Powerhouse Road. These challenges both within the City as well as to/from the City result in bottleneck conditions during the peak periods.

The Yakima Greenway Trail generally follows alongside US-12 and I-82 providing an off-road non-motorized trail connection for both bicycles and pedestrians from Yakima to Union Gap to the south as well as Selah and Naches to the north. Within Yakima, there are generally sidewalks throughout the Downtown.

Yakima Transit provides a number of fixed transit routes within the City boundaries with service concentrated in the Downtown which includes the location of the Transit Center. Service to areas outside of the City includes the Yakima Commuter operated by Yakima Transit to/from Ellensburg connecting to Central Washington University (CWU). Yakima Transit also provides dial-a-ride services. Connections with other transit agencies are as follows:

- People for People at the Yakima Transit Center – this provides connectivity to Wapato, Toppenish, Zillah, Granger, Sunnyside, Grandview, and Prosser
- Selah Transit, Union Gap Transit, and Pahto Public Passage at the Valley Mall

- Selah Transit at the Fred Meyer (west Yakima) and at N 16th Avenue
- Union Gap Transit along West Washington Avenue at 10th Avenue and 3rd Avenue.

Yakima also has an airport located in the southern area of the City. Passenger service at this facility is provided by Alaska Airlines with service to/from Seattle (SeaTac). It is anticipated there will be an airport expansion in the future, although timing has not been confirmed.

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

Work in the Yakima Valley region is driven by agriculture. Although some residents do both live and work within the City, many residents of Yakima commute outside of the City for work with many commuting to the Lower Valley region. There are 7 CTR affected employers within the City of Yakima. Also, many employees within Yakima are commuting to and from neighboring cities, such as Moxee and Selah. Commute to and from Yakima and the surrounding rural regions is affected by numerous factors:

- **Roadway connectivity** – As described above, I-82 and US 12 are limited to running along the northern and eastern perimeters of the City. The rivers and the gap between Yakima and Selah provide geographical connection challenges which result in bottleneck conditions during the peak travel periods.
- **Availability and access to transit** - Fixed route transit as identified above within the City limits is provided by Yakima Transit with a single commuter route connecting to Central Washington University (CWU). There are a limited number of connections to additional transit service fixed routes (Union Gap Transit, Selah Transit, People for People, and Pahto Public Passage); however, the routes and schedules between the transit providers are not coordinated. This disconnection often leads to challenges for users both in terms of coordinating using the route, as well as, time constraints depending on where the route is headed and if a route permits access to a user's employer.
- **Non-motorized** - The Yakima Greenway runs adjacent the City of Yakima to the north, following the Yakima River to the east, into Union Gap to the south. The Greenway is tied into many of the adjacent bicycle routes and sidewalks entering the City. This system is utilized by many for recreational purposes rather than commuting purposes. Part of the issue with non-motorized access is the consistency of the infrastructure. While bike lanes may be available in one part of the City, the lanes do not often continue throughout the City. This creates a disruption in connectivity and accessibility. Another issue of existing non-motorized infrastructure is that the street often places users' adjacent motorized traffic or in the traffic lane.
- **Vanpool** - transit services within the vicinity do not provide vanpool services do too high costs to maintain and low utilization.
- **Telecommuting** - While service and government jobs have seen an increase in telecommuting, agricultural jobs do not have the same telecommuting opportunities.

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

Although there has been some shift to remote work in the past few years, commuting patterns have generally been consistent given the agricultural nature of employees and limitations to alternative modes of travel as described above. Yakima Transit is open to opportunities to better coordinate services between itself and adjacent providers such as Union Gap Transit and Selah. Yakima Transit is interested in constructing an additional Transit Center located on the western side of the City which would help facilitate transfers between providers.

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

Infill development (reducing sprawl) and zoning changes to prioritize growth of affordable housing. Increase the share of trips made by non-motorized travel modes and to complete missing links for the multimodal transportation network. Balance the needs of pedestrians, bicycles, transit, autos, and trucks on the whole transportation system by improving streets according to the City policies and priorities. Reduce growth in vehicle travel demand through transit, active transportation, and other Commute Reduction strategies which postpones the need for capital roadway projects. Coordinate transit facility improvements on all projects including evaluating if additional or relocated stops, pull-outs, shelters, or other special improvements are needed.

Additionally, the City of Yakima has implemented a Complete Streets Policy aimed at bridging gaps in the transportation network by adding essential connections like streets and sidewalks. Over time, this policy is designed to enhance the quality of life for Yakima residents by promoting healthy, active living; reducing traffic congestion and fossil fuel usage; incorporating and maintaining public street trees and appropriate landscaping; and improving safe, convenient, and comfortable routes for walking, bicycling, and public transportation. While the focus is not specifically on employer commute trips, the Complete Streets initiative will foster a broader shift in mode choice for trips within the city. The City is committed to reducing overall vehicle use, rather than solely modifying employer commute trips, acknowledging the diverse commute patterns of residents.

Completion of gaps in the non-motorized network can often times be the most cost effective and beneficial for improving overall connectivity and impacting mode choice. Investing in infill projects where the residential and commercial density exists often times aligns with the primary employment centers in 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 aligned many engineering and planning goals to prioritize infill development which focuses on: access to transit; Complete Streets policies; and constructing missing gaps in non-motorized facilities. The City's transportation improvements work toward include providing cohesive transit connections between residential and commercial centers. Continuing to actively engage with neighboring transit services to increase regional connectivity will remain a focus during transportation planning efforts. Connectivity both within the City and with neighboring transit providers would benefit from a west Yakima transit center which is a strategy Yakima Transit will actively review in future planning and expansion analysis. This would provide an additional terminus and transfer point with other providers.

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 focus on infill development, which has better access to transit, as well as completing the multi-modal networks, 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 the denser residential development more desirable to employees when it is paired with access to multi-modal networks. In short, residents living a fully developed part of the City will have access to all of the different services and transportation opportunities that may not necessarily be available in the sprawling parts of the City.

The CTR program will also encourage the continued coordination between local transit operators to provide improved transit options for commuters to travel between cities and not just locally within each City given the number of users commuting to neighboring jurisdictions.

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.

Each drive-alone trip that converts to an alternative mode (transit, rideshare or a non-motorized), eliminates the greenhouse gas emissions that would have been generated by that drive-alone trip. Additionally, Yakima is eligible for both federal Congestion Mitigation and Air Quality Improvement CMAQ and Carbon Reduction Programs that could support CTR activities. CMAQ is a federal program that funds transportation projects to improve air quality and reduce traffic congestion.

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

Each drive-alone trip that converts to an alternative mode (transit, rideshare or a non-motorized), supports the City's goal to protect and enhance the City's environmental quality through reduction in traffic congestion, positively impacting noise and air/water quality throughout the city. Additionally, Yakima 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:

- Encourage mixed use infill development, particularly Downtown and in commercial nodes.
- Require new development, infill development, and redevelopments to provide pedestrian facilities and transit facilities along their street frontage consistent with adopted street design standards, ADA Transition Plan, Bicycle Master Plan, and Transit Development Plan.
- Develop an integrated and balanced transportation system in Yakima that provides safe, efficient, and reliable multimodal transportation.
- Increase the share of trips made by non-motorized travel modes.
- Ensure that facilities and services are planned, designed, and sited in a fair and equitable manner.
- Protect and enhance air quality.

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.
- The City's emphasis to provide reliable and safe multimodal travel and its goal to provide facilities in an equitable manner allows the CTR program to reach vulnerable populations.

b) List adjacent CTR-affected cities and counties.

Yakima County, Moxee, Selah, and Union Gap and although not adjacent, additional affected Cities within Yakima County include Toppenish, Wapato, Sunnyside Grandview, and Granger. Many of the workers who work in lower Yakima Valley cities commute from Yakima, for example, over 70% of the work force that works in Sunnyside on a daily basis, commutes into Sunnyside.

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. This poses a challenge for commuting in non-drive alone options as many residents of Yakima commute outside of the City such as the Lower Valley region as well as many neighboring City residents commuting into the City of Yakima for work.

Additional cross-border and regional transportation issues related to alternative modes are identified below.

- Geographical limitations – The Yakima River runs along the east side of I-82, resulting in limited connectivity between Yakima and the east valley (Terrace Heights), including Moxee, only 2 bridge connections spanning the Yakima River are available today. Finally, the Naches River and the gap to the north of the City results in connectivity challenges between Yakima and Selah, generally requiring the use of I-82 or US-12 and Powerhouse Road. These physical barriers to and from the City often result in bottleneck conditions during the peak travel periods.
- Non-motorized connectivity between Yakima and its surrounding jurisdictions is currently provided via the Yakima Greenway and the William O. Douglas Trail. The Yakima Greenway provides connectivity south to Union Gap and north to Selah. The Yakima Greenway turns into the William O. Douglas trail heading west along Us Highway 12. The William O. Douglas trail connects the region to the Cascade Mountains including Kloochman Rock, Cowlitz Pass, and Mount Rainer National Park. The Yakima Greenway also connects to the Naches Pathway along US Highway 12, which connects the City of Yakima to the City of Naches via a multimodal paved pathway.
- The movement of freight traffic is critical for the region and relies on I-90 to connect to Western Washington. It is anticipated that with improvements and expansions of the Yakima Airport, there will also be a growth in freight traffic associated with the airport which may result in a shift in travel patterns by providing an improved alternative mode.

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.

Yakima Transit is reviewing opportunities to construct an additional transit center on the west side of the City which could facilitate coordination between regional transit agencies and improve headways for local routes. Reducing headways results in more frequent service, giving riders additional opportunities to connect to area businesses. 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 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.

- Non-motorized - The proposed Yakama Nation's Heritage Connectivity Trail is anticipated to provide connectivity between Yakama Nation and Union Gap, just south of the existing terminus of the Greenway Trail today. Additionally, an extension of the Greenway to provide a connection to Moxee is being reviewed.
- 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 an alternative mode of travel for longer distance commutes outside the region.
- Planned improvements and 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 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 Yakima is 73%. (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 2023-2025 CTR 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.

Base values will be tied to the 2023-2025 CTR 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 CTR 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 Yakima
- Irwin Research and Development
- People For People (Voluntary)
- Triumph Aviation
- WA State Dept. of Social and Health Services
- Yakima Valley Farmworkers Clinic
- Yakima Valley Memorial Hospital (Multicare)

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 CTR 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 CTR 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 completing the multi-modal networks, the following strategies are anticipated to support the City achieving its CTR goal:

- Yakima Transit is reviewing opportunities to construct an additional transit center on the west side of Yakima which could facilitate coordination between transit agencies and improve headways of existing

routes within the City.

- The local transit operators are cooperatively meeting and open to transit coordination improvements. 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.
- Supporting YVCOG's "Switch Your Trips" program, encouraging non drive alone trips.

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

The addition of a transit center on the west side of the City will facilitate improved service and allow for easier coordination with neighboring transit agencies by providing a turnaround location, which would support regional transit travel and ability for employees to commute between their residence and place of work. Similarly, by improving service headways within the City boundaries and better connecting the east and west sides of the City, the City residents are more willing to utilize transit. By improving transit as well as other alternative mode 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.

Given the rural area, access to transit near a residence or job is limited. Transit service is generally limited to within the City limits and does not align with many residents working outside of their City of residence or employees within the City commuting to and from the City. Existing coordination between transit operators is limited to an overlapping stop, allowing for a transfer but schedules between operators are not coordinated, and is up to the user to coordinate a trip between cities.

- Yakima Transit is reviewing opportunities to construct an additional transit center on the west side of Yakima which could facilitate coordination between transit agencies and improve headways of existing routes within the City.
- The local transit operators are cooperatively meeting and open to transit coordination improvements. 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.
- Supporting YVCOG's "Switch Your Trips" program, encouraging non drive alone trips.

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

- Work with transit agencies to identify technology enhancements that can increase ridership (i.e. arrival times, etc.)
- Supporting YVCOG's "Switch Your Trips" program, encouraging non drive alone trips.

16. Transcribe or link to your local CTR ordinance.

Yakima Municipal Code (YMC) 5.90

17. Describe your financial plan.

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

The CTR is managed by YVCOG on behalf of the City. The budget allocated for the City of Yakima for the 2025-2027 Biennium is approximately \$60,900, so approximately \$30,450 per year.

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

The CTR is managed by YVCOG on behalf of the City with fees allocated for the 2025-2027 Biennium.

18. Describe your implementation structure.

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

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

The Employee Transportation Coordinator (ETC) for the City of Yakima’s own CTR program will be managed by Trevor Martin, the Planner Manager.

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. Anticipate next update in 2029
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 YMC 5.90.060 an affected employer is required to make a good faith effort to develop and implement a CTR program. Required elements for affected employers and for the City’s CTR plan include:

1. Designate an employee transportation coordinator (ETC) to administer the CTR program who will oversee all elements of the employer's CTR program and act as liaison between the employer and city.
2. Information about alternatives to Single Occupancy Vehicle SOV commuting shall be provided to employees at least once a year.
3. Affected employers shall review their program and file a regular progress report with the city in accordance with the format provided by the city. The CTR program report and description outlines the strategies to be undertaken by an employer to achieve the commute trip reduction goals for the reporting period. Employers are encouraged to consider innovative strategies and combine program elements in a manner that will best suit their location, site characteristics, business type, and employees’ commuting needs.

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.

- Yakima Transit
- Selah Transit
- Union Gap Transit
- Pahto Public Passage
- People for People
- Local school Districts

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

- Yakima Transit, Transit Development Plan (TDP)
- Union Gap Transit TDP
- Selah Transit TDP
- WSDOT Intercity Bus Plan
- YVCOG Transit Feasibility Study
- SR 24 Moxee Corridor Study

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

Increased interagency coordination through MPACT and regional transit providers has been identified as an opportunity to increase transit use between jurisdictions whether for employment or general transportation needs. Additional marketing from the jurisdiction and employer may contribute to increases in use of 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 Yakima, Yakima Transit, adjacent jurisdictions, YVCOG, and other 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
- Medstar - 7/20/2022
- People for People - 6/28/2022 and 10/3/2024
- Pahto Public Passage - 7/13/2022 and 11/5/2024
- 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, transit availability and coordination between agencies including the Pahto Public Passage, and future plans.

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.

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 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. Additionally, Pahto Public Passage's service which connects with Yakima Transit has coordinated its service times to allow for connections between the agencies for riders. 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 and coordination between agencies, 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 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 Yakima staff. As such, this local jurisdictional plan is consistent with the regional CTR plan.