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EXHIBIT 3

Kittitas County CDS

Question #9. b. How is the proposed amendment consistent with the County-Wide Planning Policies for Kittitas County?

The proposed Map amendment is consistent with the County-Wide Planning Policies.

First, residential development has been increasing all throughout Kittitas County. This phenomenon is due to many factors. One main factor is that the COVID pandemic has taught companies, employees, that working from home can be the standard. This pandemic has assisted in the increase of home sales and development in Kittitas County. This issue at hand is the lack of inventory that is occurring within Kittitas County therefore proving there is an additional need for land to be placed within the Rural Residential Land designations that can be eventually developed and transition into the future city/urban growth areas.

Second, the road system that surrounds this area is at the appropriate levels of service. There are multiple access points (Mission View Dr., Game Farm Road, Game Bird Loop, and an additional access to east) to access these parcels, all in compliance with the Transportation Element of the Kittitas Countywide Planning Policies and Chapter 4 (Transportation Plan) of the Kittitas County Comprehensive Plan.

Within Section 4. Transportation, of the Planning policies it states "Objective: To provide for adequate and appropriate transportation systems within the County that are coordinated with county and city comprehensive plans". This proposal is consistent with the Transportation element of the County-Wide Planning Policies.

In addition, this transportation area as planned for by the county in its transportation plan, further meets various transportation policies as contained within the Transportation element of the County-Wide Planning Policies as follows:

Policy 4.1: Transportation plans (i.e., transportation elements of comprehensive plans) shall promote the development and implementation of a safe, efficient, and environmentally sound transportation system in accordance with federal and state requirements, including the State's Growth Management Act that is responsive to the community.

Policy 4.2: Transportation plans will support the planning goals for comprehensive plans set forth in RCW 36.70A.020 and 36.70A.070(6), including promotion of economic development consistent with available resources and public services and facilities.

Policy 4.3: Transportation plans will be consistent with their respective comprehensive plans and will be compatible with the applicable components of other local and regional transportation plans (e.g., QUADCO Regional Transportation Planning Organization, bordering counties, WSDOT and local agencies).

Policy 4.5: Transportation plans and project prioritization shall be developed in active consultation with the public.

Policy 4.6: Inter-jurisdictional transportation plans shall promote a coordinated and efficient multi-modal transportation system, including alternative forms of transportation for the movement of goods and people.

Policy 4.8: Transportation improvements which are necessary to maintain the identified level of service standards shall be implemented concurrent with new development so that improvements are in place at the time of development, or that a financial commitment is provided to ensure completion of the improvements within six years.

In addition to the transportation element the proposal is consistent with the Housing element and the open space and recreation elements of the countywide planning policies as follows:

Section 5. HOUSING of the County Wide Planning policies.

Objective: To encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types typical of the character of Kittitas County, and preserve existing, useful housing stock.

Policy 5.1: Consistent with RCW 36.70A.070(2)(c) a wide range of housing development types and densities within the county will be encouraged and promoted; including multiple-family and special needs housing, to provide affordable housing choices for all.

Section 10. OPEN SPACE AND RECREATION of the County Wide Planning policies.

Objective: To encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

Policy 10.1: Preserve open space and create recreational opportunities through the use of innovative regulatory techniques and incentives such as but not limited to: purchase of development rights, transfer of development rights, conservation easements, Public Benefit Rating System, and level of service standards.

Section 11. ENVIROMENT of the County Wide Planning policies.

Objective: To protect and enhance the County's quality of life and rural environment by safeguarding its environmental resources.

Policy 11.1: All jurisdictions shall protect critical areas through comprehensive plans and policies and develop regulations that are consistent with the adopted environmental ordinances.

Policy 11.2: Groundwater should be identified and protected, including appropriate protection of aquifer recharge areas. Supplies of potable domestic water, irrigation water, and firefighting water should be ensured in the rural, suburban, and urban areas.

Policy 11.3: Water rights are those rights defined in state law, including RCW 90.03.010 and 990.44.035, as well as those rights as defined by agreements between the State and the County.

**Kittitas County**  
**Countywide Planning**  
**Policies**

**Last amended on July 5, 2016**  
**Ordinance Number 2016 - 013**



## **PREAMBLE TO THE COUNTY-WIDE PLANNING POLICIES**

These Planning Policies are to be used solely to establish a framework from which the comprehensive plans of the County and cities within the county are developed and adopted, pursuant to RCW 36.70A, The Growth Management Act.

These policies are adopted to ensure consistency and coordination among the comprehensive plans of the County and the cities.

Nothing in these policies shall be construed to alter the land use powers of the cities or County.

## **VISION STATEMENT**

This statement is a general vision of the future of our county, toward which this framework and these policies aim.

Kittitas County and the cities will value and protect and enhance the quality of life by protecting the visual and physical environment; fostering economic opportunity, diversity, and security; supporting a wide range of natural resource-based industries; ensuring access to recreational opportunities; promoting educational excellence; and providing for affordable housing and accessible transportation.

### **Discussion and Explanation**

Planning for growth and change must be based on maintaining and enhancing the existing quality of life, the character of the County, and meeting the needs of the community as a whole.

Actualizing this vision requires a collaborative effort among public officials from all jurisdictions and active citizen participation. Public officials have decision making responsibility; however active citizen involvement through a variety of venues must be encouraged and valued.

The entire community must be willing to share the burden and the responsibility of achieving mutually identified planning goals.

The implementation of County-wide Planning Policies will promote more efficient growth patterns which may result in reduced cost of public services and facilities in the long term due to more logical distribution of governmental services.

## **ROLE OF THE KITTITAS COUNTY CONFERENCE OF GOVERNMENTS**

- i. The Kittitas County Conference of Governments (KCCOG) may serve as mediator in matters of conflict resolution regarding interpretations and issues of clarification related to this document.
- ii. All jurisdictions of Kittitas County will jointly work to identify and address service areas and their impacts through the KCCOG.
- iii. The process for engaging in conflict resolution mediation with regard to development impact fees shall be agreed upon by all parties involved, KCCOG shall serve as the first level of conflict resolution according to the agreed upon process.

### **1. INTERLOCAL AGREEMENTS**

Objective: To encourage cooperation between Kittitas County and the cities and towns within the County on a basis of mutual advantage and to provide services and facilities in a manner that will be best suited to geographic, economic, population, and other factors that influence the needs and development of local communities.

Policy 1.1: Measures intended to implement countywide planning policies may include interlocal agreements, contracts, memorandums of understanding, and joint ordinances, or a combination thereof.

Policy 1.2: Cities and the County shall execute interlocal agreements to coordinate and manage growth in UGAs and should consult special districts as appropriate. Interlocal agreements shall acknowledge and implement the Countywide Planning Policies and shall incorporate uniform criteria for orderly annexation.

Policy 1.3: Joint funding arrangements through mechanisms such as interlocal agreements should be adopted for a period after annexations of developed properties to consider compensation for the County's loss of revenues and its capital facility expenditures prior to annexation, and any city obligations to provide capital facilities to the area annexed.

### **2. URBAN GROWTH AREAS**

Objective: To cooperatively determine future Urban Growth Areas and provide opportunities for a broad range of needs and uses within such areas for the following twenty (20) years for each jurisdiction.

#### **General Policies**

Policy 2.1: The County, in cooperation with the cities, will designate Urban Growth Areas (UGAs) for each jurisdiction that is expected for the next twenty (20)

years as required by the Growth Management Act. Policies may consider potential growth anticipated for the subsequent fifty (50) years.

- Policy 2.2: The designation of UGAs beyond the existing limits of incorporation will be based on demonstration of necessity to meet population projections and a demonstration by the cities that municipal utilities and public services either already exist, or are planned for and can be effectively and economically provided by either public or private sources.
- Policy 2.3: UGAs will be determined by projections of population growth in both rural and urban areas of the County. These projections shall be reached through negotiation at the KCCOG, taking into account current growth rates and the Office of Financial Management (OFM) anticipated population projections.
- Policy 2.4: The subdivision, rezone, capital improvements, and governmental service decisions of all County governmental jurisdictions should be directed by their projected share of growth and should be in proportion to that projected share of growth. These projections will be reviewed on an annual basis as needed at a regularly scheduled KCCOG meeting.
- Policy 2.5: Proposals for development, subdivisions, and public projects within the unincorporated UGAs shall be subject to joint review by the County and the affected incorporated jurisdictions according to the development standards and comprehensive plans. The County shall enforce these standards as agreed upon in the joint permit review process or interlocal agreements.
- Policy 2.6: Subdivisions and development within the UGAs shall be orderly and coordinated between County and city governments and utility service purveyors.
- Policy 2.7: Within UGAs, the forming of unincorporated areas of suburban density shall be planned and coordinated.
- Policy 2.8: The County should consider the use of joint SEPA lead agency status with any incorporated area for projects within a UGA to ensure coordination of mitigation for potential environmental impacts.
- Policy 2.9: Final development approval will continue to reside with the County for areas outside of City limits.
- Policy 2.10: Consistent development regulations and development standards including but not limited to: street alignment and grade, public road access, right-of-way, street improvements, sanitary sewer, storm water improvements, power, communications, utilities, park and recreation facilities, and school facilities should be adopted for areas within the identified twenty (20) year UGA boundaries for each jurisdiction within Kittitas County.

Policy 2.11: To encourage logical expansions of municipal boundaries into UGAs and to enable the most cost-efficient expenditure of public funds for the provision of municipal services into newly annexed areas, the County and the respective cities shall jointly develop and implement development, subdivision and building standards, coordinated permit procedures, and innovative financing techniques including the possibility of development impact or other fees for the review and permitting of any new development within UGAs.

Policy 2.12: City services should not be extended outside 20-year UGAs; however municipal services may be extended to serve a Master Planned Resort approved pursuant to the Kittitas County Comprehensive Plan Master Planned Resort Policies and RCW 36.70A.360. Such services include, but are not limited to: central sewage collection and treatment, public water systems, urban street infrastructure, and storm water collection facilities.

Policy 2.13: County adoption of city standards for development within corresponding UGAs shall be negotiated. These may include the following:

1. Street locations, both major and secondary
2. Street right-of-way
3. Street widths
4. Curbs and gutters
5. Sidewalks
6. Road construction standards
7. Cul-de-sacs, location and dimensions
8. Storm drainage facilities, quantity, quality, and discharge locations
9. Street lights, conduit, fixtures, locations
10. Sewer, septic regulations, private sewer, dry sewer facilities
11. Water, pipe sizes, locations, construction standards
12. Electrical and natural gas distribution systems
13. Communication utilities, telephone, cable TV, etc.
14. Fire protection, station locations, fire flows, uniform codes
15. School facilities
16. All building requirements
17. Subdivision and platting requirements
18. Mobile homes and manufactured home regulations
19. Zoning ordinances: permitted uses in UGAs, setbacks, building heights, lot coverage, etc.
20. Libraries
21. Any other like services.

Policy 2.14: The availability of the full range of government services will be subject to the annexation policy of the adjacent municipality. Utility extensions into the UGA shall be consistent with the adopted comprehensive plan and capital facilities plan of the utility purveyor.

- Policy 2.15: In rural unincorporated areas outside UGAs, the County may designate limited areas of more intensive rural development (LAMIRD), consistent with the provisions of RCW 36.70A.070(5).
- Policy 2.16: All planning efforts within UGAs associated with an incorporated city shall be accomplished on a joint basis between the city and the County and include participation from residents of unincorporated areas to the satisfaction of the County.
- Policy 2.17: Amendments or changes to the UGA designation may only be proposed once a year and must be reviewed by the KCCOG. Amendments may only be proposed by a city or the County.
- Policy 2.18: Amendments to the UGA shall be mutually agreed upon between a city and the County. The KCCOG shall review and make recommendations regarding UGA amendments that have the potential to affect population allocations.
- Policy 2.19: An amendment to a UGA shall only be approved once the city or the County has demonstrated that the UGA designation criteria listed in policies 2.1 through 2.4 have been met.

### **3. REDUCE SPRAWL**

Objective: To reduce the inappropriate conversion of undeveloped land including farmland into sprawling, low-density development.

- Policy 3.1: Commercial developments including retail, wholesale or service related activities having a gross floor area more than 4,000 square feet, with associated parking facilities, shall be located only within UGAs and Limited Areas of More Intense Rural Development (LAMIRDs). When commercial facilities are developed in conjunction with an approved Master Planned Resort, those portions of hotel/motel, short-term visitor accommodations, residential uses, conference and meeting rooms, and eating and drinking, and active recreation service facilities which are not devoted to retail sales shall not be subject to the 4,000 square foot limitation. All other retail, wholesale, or service related facilities included in the Master Planned Resort shall be subject to the 4,000 maximum square foot size.
- Policy 3.2: New industrial development which is not resource-based and requires urban services and zoning permits shall be located only within UGAs or industrial zoned land. Temporary industrial uses may be allowed within Master Planned Resorts approved by the County pursuant to RCW 36.70A.360 and the County Comprehensive Plan Master Planned Resort policies; provided, however, that any such use shall be limited to master planned resort construction, development, maintenance, and operational purposes and shall be subject to annual review and approval by the County. Nothing in this section shall prohibit Master Planned Resorts approved by the County from continuous



- maintenance and operational needs of such resorts.
- Policy 3.3: Planned Unit Developments (PUDs) which include commercial and/or industrial uses in addition to residential uses shall be located in UGAs or Master Planned Resorts pursuant to RCW 36.70A.360 and .362, and the County's Comprehensive Plan Master Planned Resort Policies.
- Policy 3.4: The location of all PUDs shall be established to foster the efficient expansion and management of infrastructure and utilities and demonstrate compatibility with resource land uses; impact fees may be assessed to compensate the cost of increased demands upon infrastructure, services, and utilities.
- Policy 3.5: Only residential PUDs will be allowed outside of UGAs and LAMIRDs and are subject to the policies contained herein; densities of PUDs allowed outside UGAs and LAMIRDs shall be determined by the underlying zone classification.
- Policy 3.6: The County may authorize master planned resorts in Kittitas County pursuant to RCW 36.70A.360 and .362, and the County's Comprehensive Plan Master Planned Resort Policies.

#### **4. TRANSPORTATION**

Objective: To provide for adequate and appropriate transportation systems within the County that are coordinated with county and city comprehensive plans.

- Policy 4.1: Transportation plans (i.e., transportation elements of comprehensive plans) shall promote the development and implementation of a safe, efficient, and environmentally sound transportation system in accordance with federal and state requirements, including the State's Growth Management Act that is responsive to the community.
- Policy 4.2: Transportation plans will support the planning goals for comprehensive plans set forth in RCW 36.70A.020 and 36.70A.070(6), including promotion of economic development consistent with available resources and public services and facilities.
- Policy 4.3: Transportation plans will be consistent with their respective comprehensive plans and will be compatible with the applicable components of other local and regional transportation plans (e.g., QUADCO Regional Transportation Planning Organization, bordering counties, WSDOT and local agencies).
- Policy 4.4: The County and cities shall cooperate in the analysis of, and response to, any proposed major regional industrial, retail/commercial, recreation, or residential development proposals that may impact the transportation system in Kittitas County.
- Policy 4.5: Transportation plans and project prioritization shall be developed in active consultation with the public.

- Policy 4.6: Inter-jurisdictional transportation plans shall promote a coordinated and efficient multi-modal transportation system, including alternative forms of transportation for the movement of goods and people.
- Policy 4.7: The transportation plans will, to the maximum extent practical, provide a safe and environmentally sound system that meets community, elderly, disabled and low-income population needs.
- Policy 4.8: Transportation improvements which are necessary to maintain the identified level of service standards shall be implemented concurrent with new development so that improvements are in place at the time of development, or that a financial commitment is provided to ensure completion of the improvements within six years.

## **5. HOUSING**

Objective: To encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types typical of the character of Kittitas County, and preserve existing, useful housing stock.

- Policy 5.1: Consistent with RCW 36.70A.070(2)(c) a wide range of housing development types and densities within the county will be encouraged and promoted; including multiple-family and special needs housing, to provide affordable housing choices for all.
- Policy 5.2: All types of housing for individuals with special needs should be allowed by all jurisdictions.
- Policy 5.3: Multi-family housing meeting the needs of all income levels should be encouraged by all jurisdictions within Urban Growth Areas.
- Policy 5.4: Jurisdictions shall consider innovative economic techniques and strategies for providing affordable housing as part of their economic development strategy.

## **6. ECONOMIC DEVELOPMENT**

Objective: To provide an environment encouraging economic growth within the County and its jurisdictions that is compatible with County character.

- Policy 6.1: The jurisdictions in Kittitas County will work with local and regional economic development interest groups in preparing and implementing economic development plans.
- Policy 6.2: Economic vitality and job development will be encouraged in all the jurisdictions consistent with all comprehensive plans developed in accordance

with the Growth Management Act.

Policy 6.3: Economic development activities will be implemented in a manner which supports our quality of life and is consistent with comprehensive plans. This can be achieved by:

1. Recognizing that education and training which produce a skilled work force are essential to the county's economic vitality.
2. Basing the level of economic development activity on our ability to manage the resulting growth.
3. Requiring urban non-resource based economic development activities to locate within designated UGAs or incorporated cities.
4. Requiring economic development proposals to show how increased services and infrastructure support will be provided.
5. Undertaking countywide and regional efforts to coordinate economic development activities.
6. Ensuring that the economic development element of local comprehensive plans and countywide and regional growth management plans are compatible.

## **7. PROPERTY RIGHTS**

Objective: To ensure that private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

Policy 7.1: The rights of property owners operating under current land use regulations shall be preserved unless a clear public health, safety, or welfare purpose is served by more restrictive regulation.

Policy 7.2: Surface water runoff and drainage facilities shall be designed and utilized in a manner which protects against the destruction of property and the degradation of water quality.

## **8. PERMITS**

Objective: To ensure predictability by processing applications for both state and local government permits in a timely and fair manner.

Policy 8.1: Upon receipt of a complete application, land use proposals and permits shall be expeditiously reviewed and decisions made in a timely manner.

## **9. NATURAL-RESOURCE BASED INDUSTRIES**

Objective: To maintain and enhance natural resource-based industries, including but not limited to: productive timber, agricultural, and fisheries industries. Encourage the conservation of

productive forest lands and productive agricultural lands, and discourage incompatible uses.

Policy 9.1: Industrial developments which are solely resource based may be permitted beyond UGAs.

Policy 9.2: Industries and commercial developments which provide for and/or compliment sales of agricultural production and agricultural tourism, or enhance recreational tourism within the County shall be encouraged within rural areas.

Policy 9.3: All economic development and population growth in the County shall be accommodated in a manner that minimizes impacts on agricultural land, forestry, mineral resources, shorelines, and critical areas.

## **10. OPEN SPACE AND RECREATION**

Objective: To encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

Policy 10.1: Preserve open space and create recreational opportunities through the use of innovative regulatory techniques and incentives such as but not limited to: purchase of development rights, transfer of development rights, conservation easements, Public Benefit Rating System, and level of service standards.

Policy 10.2: New park and recreational facility plans shall include natural features, topography, floodplains, relationship to population characteristics, types of facilities, various user group needs, and standards of access including travel time.

Policy 10.3: Indoor and outdoor recreation facilities shall be designed to provide a wide range of opportunities allowing for individual needs of those using these facilities.

Policy 10.4: Expansion and enhancement of parks, recreation, scenic areas, and viewing points shall be identified, planned for, and improved in shorelands and urban and rural designated areas.

## **11. ENVIRONMENT**

Objective: To protect and enhance the County's quality of life and rural environment by safeguarding its environmental resources.

Policy 11.1: All jurisdictions shall protect critical areas through comprehensive plans and policies and develop regulations that are consistent with the adopted environmental ordinances.

Policy 11.2: Groundwater should be identified and protected, including appropriate protection of aquifer recharge areas. Supplies of potable domestic water, irrigation water, and firefighting water should be ensured in the rural, suburban, and urban areas.

Policy 11.3: Water rights are those rights defined in state law, including RCW 90.03.010 and 90.44.035, as well as those rights as defined by agreements between the State and the County.

## **12. CITIZEN PARTICIPATION**

Objective: To encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

Policy 12.1: The County and cities shall provide regular and ongoing opportunities for public review and comment throughout the Comprehensive Plan development process.

Policy 12.2: The County and cities shall continue to encourage public awareness of the Comprehensive Plan by providing public participation opportunities and public education programs designed to promote a widespread understanding of the Plan's purpose and intent.

Policy 12.3: The County and cities shall encourage citizen participation throughout the planning process as mandated by state statute and codes for environmental, land use, and development permits.

Policy 12.4: The County and cities shall utilize broad based Citizen Advisory Committees to participate and assist in the development of Comprehensive Plan Elements, sub-area plans, and functional plans as necessary.

## **13. PUBLIC FACILITIES AND SERVICES**

Objective: To ensure that public facilities and services necessary to support development shall be adequate to serve the development at the time of occupancy and service levels are not decreased below minimum standards.

### **General Public Facilities and Services**

Policy 13.1: Planning and financing for public facilities to serve potential business and industries except natural resource based should be limited to urban growth areas.

Policy 13.2: Siting requirements for County public facilities within UGAs shall be jointly and cooperatively established with the municipalities. Municipal services

should be extended by cities within unincorporated areas of UGAs.

Policy 13.3: The cities and the County shall develop a cooperative communication process through KCCOG, which includes public involvement at an early stage, to consider siting of city, countywide, and statewide public facilities, including but not limited to, solid waste disposal, correctional, transportation, education and human service facilities.

Policy 13.4: The siting of any public facility requires that the facility location be compatible with area land uses. Local comprehensive plans and regulations will establish standards to ensure such compatibility.

Policy 13.5: In determining a local government's fair share of siting of public facilities, the decision maker shall consider at least the following:

1. The location and effect of existing public facilities on the community.
2. The potential for re-shaping the economy, the environment, and the community character resulting from the siting of the facility.

Policy 13.6: The County and cities should jointly sponsor the formation of Local Improvement Districts for the construction or reconstruction of infrastructure to a common standard which are located in the city and the Urban Growth Areas

Policy 13.7: The levels of service for capital facilities shall be cooperatively defined, planned, and financed by all segments of the public and private sector involved in providing a particular service.

Policy 13.8: Financing methods for infrastructure serving residential needs should be mitigated for resource lands as designated by the County in keeping with anticipated levels of service impact.

Policy 13.9: All development should be evaluated so that it is assigned a fair and proportionate share of future infrastructure costs within UGAs and other designated service areas.

Policy 13.10: All jurisdictions shall participate in identifying needed regional services. All jurisdictions shall cooperate to identify adequate revenue sources and in creating financing mechanisms for regional services and infrastructure. Financing mechanisms may include increment financing or tax base sharing.

Policy 13.11: All jurisdictions shall coordinate bond elections for capital facility planning and financing.

Policy 13.12: Public facilities will not be located in Resource Lands or Critical Areas unless no feasible alternative site location exists, such as in the case of utility transmission facilities.

## Essential Public Facilities

Policy 13.13: The comprehensive planning process in each jurisdiction shall identify land for all essential public facilities of city, countywide, or statewide significance, such as human service facilities, educational or solid waste handling facilities, transportation facilities, correctional facilities and in-patient care facilities.

Policy 13.14: Essential public facilities requiring siting outside cities or UGAs must be self-supporting and must not require the extension, construction, or maintenance of municipal services and facilities. Criteria shall be established that address the provision of services when siting an essential public facility. Essential public facilities should not be located outside cities or designated twenty-year urban growth areas unless the nature of their operations needs or dictates that they be sited in the rural area of the County.

Policy 13.15: Essential public facilities shall be sited in places that enhance the region's development strategy and that encourage their efficient use by the public.

Policy 13.16: All jurisdictions shall identify existing essential public facilities including but not limited to:

1. Utility corridors, sewer, water, power and communication facilities
2. All transportation facilities
3. Landfills, solid waste handling, and disposal facilities
4. Sewage treatment facilities
5. Recreational facilities
6. Schools
7. Municipal facilities (city halls, fire stations, police stations, libraries, and post offices)
8. Parks
9. State and local correctional facilities
10. In-patient facilities, including substance abuse facilities
11. Mental health facilities
12. Group homes
13. Secure community transition facilities
14. Any facility on the state ten-year capital plan maintained by the Office of Financial Management

Policy 13.17: All jurisdictions shall establish a countywide process for siting essential public facilities of region-wide significance. This process will include:

1. An inventory of needed facilities;
2. A method of fair share allocation of facilities;
3. Economic and other incentives to jurisdictions receiving such facilities;
4. A method of determining which jurisdiction is responsible for each facility;
5. A public involvement strategy; and
6. Assurance that the environment and public health and safety are protected.

Policy 13.18: Essential public facilities which are identified by the County, by regional agreement, or by State or Federal government shall require public involvement through meetings and hearings, and involve review and comment from citizens and local jurisdictions.

Policy 13.19: All jurisdictions shall strive to locate regional and essential public facilities so as to distribute them equitably countywide. No single community shall be required to absorb an undue share of the impacts of regional and essential facilities.

#### **14. Historic Preservation**

Objective: To identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Policy 14.1: The County and cities shall consult with local historic preservation groups to ensure coordination of plans and policies by the Department of Archaeology and Historic Preservation.

Policy 14.2: The County and cities shall consult with local historic preservation groups and/or advisory groups as appropriate.



## GLOSSARY OF TERMS

- Capital Facilities:** Capital Facilities are those physical features or assets which provide a public service such as, but not limited to: fire stations, water towers, police stations, libraries, highways, sewage treatments plants, communication, and recreation facilities.
- Development Impact Fees:** Development impact fees mean a payment of money imposed upon development as a condition of development approval to pay for public facilities needed to serve new growth and development, and that is reasonably related to the new development that creates additional demand and need for public facilities, that is a proportionate share of the cost of the public facilities, and that is used for facilities that reasonably benefit the new development. Impact fee does not include a reasonable permit or application fee.
- Development Regulations:** Development regulations means any controls placed on development or land use activities by a county or a city, including but not limited to: zoning ordinances, official controls, planned unit development ordinances, subdivision ordinances, and binding site plans ordinances.
- Development Standards:** Development standards mean any required minimal functional standard which describes or defines how development is to occur. Development standards are intended to serve as an established level of expectation by which development is required to perform.
- Essential Public Facilities:** Essential public facilities include those facilities that are typically difficult to site, such as: airports; state education facilities; state or regional transportation facilities; state and local correctional facilities; solid waste handling and disposal facilities; and in-patient facilities including substance abuse facilities, mental health facilities, group homes and other health facilities.
- Interlocal Agreements:** Interlocal agreements mean any binding agreements, contracts, or other stipulations between two or more governing entities which implement the provisions of the County-wide Planning Policies.
- LAMIRD:** Limited Areas of More Intense Rural Development (LAMIRDs) are an optional designation available through the Growth Management Act to recognize areas of rural

development that are more intensive than the balance of the rural area. The LAMIRD designation allows for redevelopment and infill in historical rural towns and communities, as well as intensification and new development of isolated small businesses and small-scale recreational uses. Specific guidance for designation and development in LAMIRDs is provided in RCW 36.70A.070(5).

**Level of Service:** A level of service is an indicator of the extent or degree of service provided by, or proposed to be provided by a public facility, such as, but not limited to, fire protection, water supply, sewage treatment, library services, highways, and communication and recreational services.

**Local historic preservation group:** Local historic preservation group means a committee, advisory board or other group that is designated by a local jurisdiction or recognized by the Washington State Department of Archaeology and Historic Preservation.

**Local Improvement District:** Local improvement district means the legislative establishment of a special taxing district to pay for specific capital improvements.

**Municipal Services:** Municipal services are those services in keeping with and/or required in incorporated cities such as, but not limited to, centralized sewage collection and treatment, public water systems, urban street infrastructure, power and storm water systems, emergency services, libraries, and government.

**Planned Unit Development:** A planned unit development is the result of a site specific zone change, based on a binding site plan. The planned unit development zoning district is intended to encourage flexibility in design and development that will result in a more efficient and desirable use of land.

**Policy:** A broad based statement of intent that gives management direction or guidance in the decision making process. The policy statement is used to select a primary course of action.

**Resource Lands:** Resource lands mean those lands designated by the County which are to be protected from urban growth encroachments and incompatible land uses. Resource lands include all lands designated as Commercial Forest, Forest

and Range, Agricultural Lands of Long-Term Commercial Significance, and Mineral Resource Lands.

**Transfer of Development Rights:** Transfer of development rights are the conveyance of development rights to another parcel of land where restrictions places on development of the original parcel prevent its previously allowed development. Transfer of development rights are usually associated in a program which involves sending and receiving zones.

**Urban Growth Areas:** Urban growth areas are those areas designated by the County or an incorporated city and approved by the County, in which urban growth is encourages. Urban growth areas are suitable and desirable for urban densities as determined by the sponsoring jurisdiction's ability to provide urban services.

**Utilities:** Utilities mean the supply, treatment, and distribution, as appropriate, of domestic water, sewage, stormwater, natural gas, electricity, telephone, cable television, microwave transmissions, and streets. Such utilities consist of both the service activity along with the physical facilities necessary for the utilities to be supplied. Utilities are supplied by a combination of general purpose local governments as well as private and community based organizations.

## 4.1 INTRODUCTION

The Transportation Element aims to provide a 20-year vision for the County's transportation system, which respects the character of each of its regions, supports anticipated growth, and builds on Kittitas County's development as an attractive place to live, work, and play by supporting safe and comfortable travel by all modes through 2038.

The overall vision for Kittitas County's Transportation Element is to provide a safe, balanced, and efficient multi-modal transportation system that serves anticipated local and regional growth. Guidance from County staff and the Policy Working Group helped identify five goals, which serve as the foundation for this Element:

- Safe
- Efficient and Accommodates Growth, but Respects Rural Character
- Complete, Multimodal, and Accommodates Outdoor Recreation
- Leveraged by Active Partnerships
- Sustainably Funded and Maintains What We Have

The project list included in the Transportation Element includes a total of \$127.4 million in potential projects for the 20-year planning horizon. Of this, roughly a third (\$36.9 million) is allocated for capacity enhancements, including roadway improvement and expansion, bikeways, and trails and over \$90 million is allocated to projects that maintain roadways, bridges, and other infrastructure.

With projected revenues and expenditures for the 20-year planning horizon, the County will have a projected financial shortfall of \$91 million. To bridge this gap, a variety of funding strategies are discussed. While this Transportation Element plans for long-term growth over a 20-year period, it is recommended that it be updated every five to ten years in light of new policy changes or development that can affect the transportation system.

To serve as a useful document for the community, including both County staff and the general public, this Transportation Element focuses on the County's vision and the projects and programs intended to meet that vision.

## 4.2 TRANSPORTATION NETWORK OVERVIEW

Kittitas County possesses a rich and diverse mix of land uses and destinations that require a specialized transportation plan to ensure efficient mobility and accessibility throughout the County. The transportation network accommodates many modes of travel, including walking, bicycling, public transit, and driving. Vehicular travel is still the primary mode for most travelers in and around the County.

Rural roads and highways form the foundation of the transportation framework with roadways connecting the many communities in Kittitas County. Additionally, transit is available within the city of Ellensburg. The



incorporated cities have relatively well-connected street grids, while rural roadways with more limited pedestrian amenities characterize the remaining areas of the County.

#### 4.2.1 Pedestrian and Bicycle Network

Provision of facilities for walking and biking is essential to providing a functional, multimodal transportation system that accommodates all users.

Most of the highly walkable areas in Kittitas County are in incorporated downtowns: Ellensburg, Cle Elum, and Roslyn all enjoy walkable downtowns with at least partial sidewalk coverage. South Cle Elum, Kittitas, and many of the unincorporated towns have significant sidewalk deficiencies that make walking and biking more difficult. Many rural routes lack facilities like sidewalks and wide shoulders altogether, and County ordinance allows speeds up to 50 mph on rural routes unless otherwise signed. High-speed roadways without separate nonmotorized facilities make walking and biking uncomfortable and less safe.



*Some bicyclists may be uncomfortable sharing the road with high-speed vehicles.*

Countywide, biking is accommodated on trails and on shoulders along rural roadways. The scenic Palouse to Cascades State Park Trail (FKA John Wayne Pioneer Trail), Coal Mines Trail, and routes in the recreation areas provide bicycle access and connectivity throughout the County. Moreover, the County's Park, Recreation & Open Space plan identifies multiple locations for future trail improvements.

#### 4.2.2 Transit Network

The city of Ellensburg is the only location in Kittitas County with regular intracity transit service. The existing Central Transit service is a collaboration between the City, Central Washington University (CWU), and HopeSource, a Community Action Agency in Ellensburg. Approximately 54,000 transit trips were taken in



*A Central Transit bus in Ellensburg.*

2017 on Central Transit and it recently added two new routes to its regular service, one extending west to University Way and Dolarway Road and one north to Bender Road and east to Pfenning Road. The four fixed routes were free as of July 2017.

In addition to the Central Transit service, Ellensburg is also served by the Yakima-Ellensburg Commuter operated by Yakima Transit and HopeSource offers on-demand shuttle service in Cle Elum, Easton, Kittitas, Ronald, and Roslyn. HopeSource trips must be booked two days in advance and specialized needs such as medical appointments are prioritized.



For connections outside of the County, Greyhound has a service with a stop in Ellensburg, the Apple Line bus travels north into Chelan and Okanogan counties, and the Bellair private charter bus takes residents to and from the SeaTac Airport.

Grant and Kittitas Counties were recently awarded a grant to create an express route from Ellensburg at Central Washington University to Moses Lake in Grant County. This project will facilitate travel between the counties along the I-90 corridor.

#### 4.2.3 Freight Network

Freight and goods movement is a vital and often underappreciated component of the transportation network. Everyone is directly impacted by how goods are delivered to ports, distribution centers, stores and homes. Freight movement is essential in Kittitas County in order to bring goods to citizens as well as to export products such as the world famous Timothy Hay grown in Kittitas County.

Kittitas County is home to a number of key freight-generating and time-sensitive industries, including agriculture and forestry. Providing a transportation system that accommodates these key economic generators and the timely movement of goods is important to Kittitas County.

The Washington State Department of Transportation (WSDOT) has identified the state's major truck corridors. They rank the corridors by the amount of goods that they carry each year, measured in gross tons annually. The region is also bisected by a major railroad corridor carrying over 5 million tons of goods each year. These freight modes are major economic drivers in the region, both as customers to the businesses along the routes and as providers of goods movement for producers and growers in the County.



*Freight trucks are important for economic success but also bring transportation and safety challenges.*

#### 4.2.4 Bowers Field Airport

Bowers Field (ELN) is the largest airport in Kittitas County and is located just north of Ellensburg. Home to the Central Washington University Flight training program, it provides regional connections for tourism, emergency medical services, and firefighting operations. In 2012, it supported 129 jobs and \$11.8 million in regional economic activity<sup>6</sup>.

Bowers Field is planning for significant capital construction over the next six years to better serve small jet aircraft and increase economic development opportunities.

#### 4.2.5 Auto Network and Level of Service

With many Kittitas County residents and employees relying on vehicles as their primary mode of transportation, the County's roadway network is critical to the transportation system. Growth within the

<sup>6</sup> WSDOT. 2012. "Airport Economic Profile". <https://www.wsdot.wa.gov/NR/rdonlyres/A3DF6FC9-CB27-4CBD-BAAA-31F26BC08896/0/2012BowersField.pdf>

region has increased the strain on the roadway network, both in terms of traffic congestion and wear and tear. Growth is also concentrated in already developed areas of the County due to limited water availability in many areas.

Most of the congestion in Kittitas County occurs in the urban areas or at certain times of the year – near ski resorts in winter or routes accessing the lakes in the summer. Heavy seasonal congestion on the major interstates and state routes can lead to traffic diverting onto local county roads. This poses both safety risks and delays to residents and also increases the maintenance burden on the County.

The Growth Management Act (GMA) requires that the Transportation Element support the land uses envisioned in the Comprehensive Plan. Thus, an important component of this plan was forecasting how the future land uses envisioned in the County, as well as regional growth, would influence demand on Kittitas County's transportation network.

Based on growth estimates from Kittitas County Conference of Governments, the County is preparing for 23,297 new residents and 11,155 new workers by 2038. The County then allocated the growth throughout the region based on adopted zoning, observed development patterns, and other county policies.

Analysis was conducted on 45 segments of interstate, arterial, and collector roadways throughout the County. Roadway segment operations were evaluated and assigned a level of service (LOS) grade based on their operations in terms of a ratio of PM peak-hour traffic volumes to the roadway segment's capacity. In Kittitas County, the standard for a roadway to be considered "acceptable" is LOS C for rural roads and LOS D for roads within urban growth boundaries.



*Rural roads are the foundation of the Kittitas County road network.*

Based on this analysis only one segment is expected to exceed LOS standards during the 20-year planning horizon – Bowers Road located just to the north of Ellensburg is projected to be at LOS E by 2038. This section is within the Urban Growth Area boundary in an area of rapid development. A future planned project to connect Bowers Road to Look Road would bring this section back into compliance with the County's LOS standards and is included in the project list. Detailed LOS results and methodology can be found in the 2018-2038 Kittitas County Long Range Transportation Plan.

Based on the regional demand and the forecasted traffic volume, all other County roadways should be able to accommodate anticipated local and regional growth over the next 20 years. Nevertheless, the County should monitor key segments especially near freeway interchanges, proposed new commercial and residential developments, and potential bottleneck locations to maintain an efficient roadway network.



## 4.3 GOALS AND POLICIES

Kittitas County has established five goals to accomplish its overall vision for transportation in the future. The goals establish overarching priorities that serve the vision of this Transportation Element while policies lay out specific actions. Together, the goals and policies lay the foundation for the remainder of this Element, including the proposed project list and ongoing implementation of the Element.

**T-G1: Safe** Create a transportation network that can be shared safely by all users and provides sufficient access for emergency response.

**T-P1:** Require new development to provide multiple access points that are designed to support emergency access and evacuation.

**T-P2:** Develop or update the existing evacuation plan that is interagency, ties specific transportation route designations to a countywide and regionally based system of emergency traffic routes, and identifies evacuation centers that accommodate people, pets, and livestock.

**T-P3:** Develop and maintain a safe, efficient and environmentally sound multi-modal transportation system in accordance with local, state, and federal requirements.

**T-P4:** Provide all weather, all-season use of the road system for the movement of goods and services.

**T-P5:** Develop road standards that incorporate traffic calming techniques that are appropriate for the roadway and surrounding land use.

**T-P6:** Implement safety improvements in areas with high accident locations, prioritizing those locations with pedestrian or all-terrain-vehicle collisions.

**T-P7:** Seek program funds for implementing investments identified in the countywide safety plan.

**T-P8:** Encourage new development to provide for safe transportation alternatives.

**T-G2: Efficient and Accommodates Growth, but Respects Rural Character** Provide a transportation system network that works hand-in-hand with existing and planned land uses, supports farm-to-market and recreational tourism needs, but respects the rural character and wildlife that residents cherish.

**T-P9:** Ensure an efficient regional system of roads that is functional, safe, accommodates evacuation, and is consistent with adopted County policy and local comprehensive plans.

**T-P10:** Encourage the development and implementation of transportation demand management programs appropriate for the various communities in the County.

**T-P11:** Develop and implement a concurrency management system, which identifies existing deficiencies and funded improvements to maintain adopted level of service standards.

**T-P12:** Build and maintain a modern transportation network that expands and grows with the needs of its growing population.



**T-P13:** Identify transportation corridors to be preserved as part of the overall transportation plan by requiring right-of-way dedication or easements as part of development approval, and by acquiring right-of-way for future needs.

**T-P14:** Maintain level of service "C" in rural areas and "D" in county urban areas as measured during the PM peak hour for roadway segments along segments that are classified as collectors or higher.

*Network:*

**T-P15:** Provide a transportation system with a hierarchy of roads, with distinct purposes, forming a complete network.

**T-P16:** Encourage a grid system in the Urban Growth Areas (UGAs) where practical.

**T-P17:** Evaluate and plan for regional facility improvements that may impact the County road system.

*Land Use:*

**T-P18:** Evaluate the merits of a proposed land use action against the potential impacts on the transportation system by reviewing development proposals for potential impacts to the transportation system and requiring developments to identify and mitigate their transportation impacts through SEPA or other local regulatory reviews and county permits or actions.

**T-P19:** Provide a transportation system that corresponds to and is consistent with patterns of land development and which provides access to and from population centers and recreational opportunities identified in the comprehensive plans in accordance with adopted land use plans.

**T-P20:** Encourage land use development patterns and investments which reduce the demands on the roadway network.

*Farm to Market:*

**T-P21:** Encourage opportunities for the county to explore rail transportation.

**T-P22:** Identify, designate, and protect agriculture transportation corridors that facilitate farm use.

*Wildlife:*

**T-P23:** Consider refinements to roadway plans and design standards to minimize impacts to wildlife.

**T-P24:** Where appropriate, new roadways should consider incorporating wildlife friendly design features.

**T-G3: Complete, Multimodal, and Accommodates Outdoor Recreation** Fill gaps in the system to accommodate safe and enjoyable travel by those choosing to walk, bike, or use transit, including recreational users.

**T-P25:** Consider alternative modes when reviewing development applications, incorporate multiple modes into transportation improvement projects, and establish development standards to support the use of alternative transportation modes.

**T-P26:** Develop a variety of performance measurements to evaluate the multi-modal transportation system and prioritize improvements.



**T-P27:** Work with WSDOT, transit, and local agencies to develop park-and-ride, park-and-pool, and express transit service where the need for such facilities has been identified.

*Non-motorized:*

**T-P28:** Public Works will work to identify and evaluate high priority non-motorized corridors and on-road bike networks; coordinating efforts with adjacent projects and maintenance.

**T-P29:** Encourage the expansion and use of non-motorized transportation by constructing and maintaining safe, efficient, and pleasant streets for pedestrian and bicycle use.

*Recreation:*

**T-P30:** Promote and support recreational activities throughout the County by providing adequate access to public lands.

**T-P31:** Coordinate with other entities to identify viable options and projects for connection to the Palouse to Cascades State Park Trail (FKA John Wayne Pioneer Trail) within Kittitas County and to adjacent counties.

**T-P32:** Support the construction of parking facilities at identified locations known for recreational and multi-modal use.

*Transit:*

**T-P33:** Support efforts to provide public transportation services to the general population.

**T-P34:** Work with local transit operators to maintain existing transit services. Where appropriate, support service expansion. For the purposes of measuring Level of Service for transit routes in Kittitas County, the table at right summarizes this Plan's standard.

**T-G4: Leveraged by Active Partnerships** Coordinate with a broad range of groups (including local, state, and regional agencies, airports, businesses, and the public) to develop and operate the transportation system.

*County/Agency Planning:*

**T-P35:** Identify, review, and resolve interjurisdictional transportation concerns within or affecting Kittitas County.

**T-P36:** Work with WSDOT to minimize traffic on County roads resulting from congestion on heavily used state facilities.

**T-P37:** Work with WSDOT, QuadCo RTPO, cities and neighboring counties to develop and maintain a system of arterials, collectors and local access roads.

**T-P38:** Coordinate transportation planning, construction and maintenance efforts with all affected agencies by developing joint transportation standards for UGAs between the County and the adjoining city or town.

**T-P39:** Seek partnerships with other public or private agents when mutual benefits and significant cost savings are anticipated as a result of a coordinated transportation improvement project to maximize benefits while minimizing costs.

**T-P40:** Actively participate on selected state, regional and local transportation committees.

**T-P41:** Ensure County plans and policies are consistent with other plans and policies within the region.

**T-P42:** Identify stakeholders and include them in the decision-making process, and jointly develop a process for resolving conflicts between jurisdictions.

**T-P43:** Promote public information and communication with businesses, organizations, and individual citizens as part of the transportation planning and decision-making process.

*Airports/Airfields:*

**T-P44:** Protect Kittitas County Airport (Bowers Field), Cle Elum Municipal, DeVere Field and Easton State airports from adjacent incompatible land uses and/or activities that could impact the present or future use of these or other public use airports as essential public facilities.

**T-P45:** Recognize air transport and airports as an important mode of the transportation system and coordinate with FAA and WSDOT Aviation Division.

**T-P46:** Maintain up-to-date maps of airport overlays and make available to the general public.

**T-G5: Sustainably Funded and Maintains What We Have** Plan for a financially-viable system that considers the full lifecycle costs of infrastructure and leverages outside funds, while maintaining existing transportation facilities in a state-of-good-repair to ensure their continued function.

*Funding/Costs:*

**T-P47:** Improve the sustainability of the county's funding for maintenance, operations, and capital improvements. Periodically review funding status and consider either increasing revenues generated by existing sources or establishing new funding sources for transportation.

**T-P48:** Maximize local funds by pursuing outside funding sources for all transportation improvement projects.

**T-P49:** Consider all funding options for financing transportation improvements by evaluating the potential funds, including taxes, grants, fees, etc., and securing funds from all available sources.

**T-P50:** Encourage efforts to reduce the costs associated with administration of transportation improvement projects by identifying opportunities to consolidate or coordinate administration responsibilities.

**T-P51:** Ensure the transportation system can support new development and that new development funds all new construction and improvements that might be necessary to maintain adopted level of service standards.

*Project Choice/Prioritization:*

**T-P52:** Prioritize projects and expenditures of transportation funds that have multiple benefits.



**T-P53:** Prioritize arterial improvements and maintenance activities based on traffic volumes, multimodal uses, and identified safety concerns.

**T-P54:** Establish appropriate performance measures by maintaining the Pavement Management System (PMS) to measure pavement conditions and to prioritize maintenance or improvement projects, and the Hazard Elimination Safety Program to identify potentially hazardous locations and to prioritize mitigation measures.

**T-P55:** Maintain an arterial system that can accommodate legal weights year-round by developing a program for identifying and prioritizing maintenance and reconstruction projects for roads that are used primarily for freight and goods movement.

*Maintenance:*

**T-P56:** Provide scheduled preservation and maintenance of valuable roadway assets.

**T-P57:** Consider the traffic volumes, type of use, adjacent land uses, and maintenance costs before approving any new county-maintained gravel roads.

**T-P58:** Maintain and operate transportation infrastructure according to industry standards.

**T-P59:** Encourage and initiate Road Improvement Districts to bring all roads up to County standards.

**T-P60:** Protect at-risk roads by imposing seasonal weight restrictions as appropriate.




## **4.4 MODAL NETWORKS**

Roads in Kittitas County serve different travel purposes, and the modal networks therefore prioritize a different balance of users on each corridor. Determining how the entire transportation network fits together in Kittitas County requires identifying desirable routes for each mode, combining them to locate overlaps, and then identifying infrastructure enhancements to ensure safe and complete facilities for all modes. The following sections review the priority networks for each mode and establish their level of service standards.

### **4.4.1 Walking**




Walking is the most fundamental transportation mode of all since virtually all trips include a walking component. Effective pedestrian facilities enable community building and social equity. While many of the County's roads do not need fully separate sidewalks or paths due to the lack of destinations in close proximity in rural areas, arterials and collectors in the Urban Growth Areas (UGA) and Limited Areas of More Intensive Rural Development (LAMIRDs) may warrant dedicated pedestrian infrastructure.

**Table 4-1 Pedestrian Accommodation Descriptions for Roadways within the UGA and LAMIRDs**

LOS	Description
	Improved network of paved trails that are ADA accessible and have marked wayfinding signage and milepost markers.
	Maintain existing sidewalk and pedestrian facility provided on one side of the street.
	No pedestrian facility or existing facilities allowed to decay.

The County is required by Federal guidelines to establish an ADA Transition Plan. This should be prioritized to ensure that both new and existing pedestrian infrastructure is accessible for all users.

**Table 4-2 Pedestrian Accommodation Descriptions for Roadways Outside of the UGA and LAMIRDs**

LOS	Description
	Improved network of pedestrian facilities from what exists today.
	Maintain existing sidewalk and pedestrian facilities.
	No maintenance of existing facilities, allowed to decay.






**Table 4-1** and **Table 4-2** establish guidance in terms of the level of accommodation that the County wishes to provide for pedestrians. **Table 4-1** applies to the UGA and LAMIRD areas, where pedestrian demands warrant special attention. **Table 4-2** applies to unincorporated areas outside of the UGA and LAMIRD areas, where pedestrian demands are considerably lower.

#### 4.4.2 Bicycling

The cities within the County already offer recreational bicycling options on the various trails spanning its length such as the Coal Mine Trail and Palouse to Cascade State Park Trail (formerly known as John Wayne Trail). Connecting to these routes from other areas of the County can be challenging, however, due to the lack of bicycle infrastructure. Bicyclists can share the road with motorists but high speeds, lack of paved shoulders, and lack of separation from auto traffic can be a deterrent. **Table 4-3** establishes guidance in terms of the level of accommodation that the County wishes to provide for bicycles.

*Table 4-3 Bicycle Accommodation Descriptions*




LOS	Description
	Installation of facilities that provide more separation from vehicle traffic.
	Maintain existing bicycle infrastructure and support city and regional entities in implementing improvements.
	No maintenance of existing bicycle facilities, allowed to decay.

#### 4.4.3 Transit

Transit operations are not dictated by the County but Kittitas County can still create an environment that is welcoming to transit. The County will work with Central Transit to assist with transportation accommodations for planned service expansions and identify areas where additional or future service or improvements are needed.

Table 4-4 provides guidance for the County's level of accommodation for transit.

*Table 4-4 Transit Accommodation Descriptions*

LOS	Description
	Work with transit to accommodate access to transit service expansion.
	Work with transit to maintain existing transit service.
	Failure to partner with transit operator.

#### 4.4.4 Freight & Auto

Most trips in Kittitas County occur along its roadway network, which serves as the backbone for accessing homes, jobs, and other destinations. Many of these routes are rural, however, and do not see significant traffic volumes throughout the day. Similarly, goods movement and delivery vehicles use some corridors frequently while other roads see only the occasional local delivery.

The 2018-2038 Kittitas County Long Range Transportation Plan calls out the functional classification of each of Kittitas County's roads, in terms of whether it is an arterial, collector, or local road. These classes indicate the level of priority of each road for automobiles, specifically in terms of facilitating vehicle and freight mobility as well as other modes. The detailed figures in the 2018-2038 Kittitas County Long Range Transportation Plan show potential future road extensions, which may be completed over time as development occurs.

The Long Range Transportation Plan also identifies the major WSDOT freight corridors that support goods movement. These classifications indicate the annual weight of goods that travel a corridor, whether via large trailer loads or smaller delivery vehicles. The functional classification and freight class of a road should guide future investments in streetscape to ensure that roads can carry appropriate freight loads.

Kittitas County will maintain its current LOS standards of LOS C for rural roads and LOS D for roads within urban growth boundaries. Of the 45 road segments analyzed, all currently meet the County's LOS standard.

## 4.5 CAPITAL PROGRAM

Collectively, the Transportation Element's capital program adds up to \$127 million in transportation improvements to be constructed over the next twenty years as seen in Table 4-5.

The program was developed to create a transportation system that realizes Kittitas County's transportation goal: a safe, balanced, and efficient multi-modal transportation system that serves anticipated local and



regional growth. This vision is guided by the transportation goals outlined in this Element. With this goal in mind, the project list was developed.

The detailed project list, located in the 2018-2038 Kittitas County Long Range Transportation Plan, describes the recommended projects, which represent a balance of safety, maintenance, and operational improvements for all modes. These projects provide a starting point for the County in developing its Six-Year Transportation Improvement Program, which is updated annually and is developed based on knowledge related to project feasibility and funding availability.

#### 4.5.1 Regional Collaboration

The County's priority in this plan is to coordinate with a broad range of groups to develop and operate the transportation system. A key element of this will be partnering with the city governments, WSDOT, U.S. Forest Service (USFS), and Federal Highway Administration (FHWA) to ensure regional travel patterns and spillover of interstate traffic onto county roads do not impact quality of life in Kittitas County.

*Table 4-5 Costs of Kittitas County Transportation Plan (20+ Years)*

Project Needs	Description	Total Cost (in millions)
Road Projects to Accommodate Growth	Ensuring LOS standards are met	\$2.4
Roadway Investments	Traffic signals, intersection improvements, capacity enhancements	\$19.6
Nonmotorized	Bicycle and pedestrian projects, trails	\$4.9
Evacuation	Priority evacuation routes	\$10
Bridge Replacement	Replacement of bridges that are structurally deficient or +75 years	\$61.6
Maintenance and Rehabilitation	Overlay, pavement repair, and bridge repairs	\$28.8
Planning	Planning studies	\$0.1
	<b>Total</b>	<b>\$127.4</b>

*Source: Fehr and Peers, 2018*

#### 4.5.2 Cities

There are city projects outside of Kittitas County's purview that will affect travel in and around the County. Ellensburg recently updated their comprehensive plan and identified transportation projects within the city limits that are needed to accommodate future growth. The County should balance its land use and roadway network with adopted city plans. Coordination with Ellensburg as well as the other cities within the County will be necessary to determine the best allocation of resources for transportation improvements.



### 4.5.3 Transit Facilities

On the transit side, Ellensburg is working to improve Central Transit service and facilities within the City that will connect with regional transit options.

Greater Kittitas County currently only has on demand transit service within the region but a more integrated Central Transit network would support the County transit and any future expansions. Increased Central Transit service would also connect residents to the intercity Yakima Commuter route that travels between Ellensburg and Yakima during the week.

### 4.5.4 WSDOT

WSDOT supports multimodal integration into projects and planning multi-agency and community network interconnectivity. The state system provides access to key destinations within the County, so WSDOT will partner with Kittitas County to ensure that both agencies' needs and concerns are addressed.

One of the biggest projects that will impact travel in the region is the WSDOT I-90 Snoqualmie Pass East widening. The first two phases of the project will complete widening, paving, and safety improvements along seven miles of I-90 and are projected to be finished in 2019. Completion of this roadway is expected to improve safety and mobility within Kittitas County.

### 4.5.5 U.S. Forest Service

The USFS owns and maintains roads throughout Okanogan-Wenatchee National Forest, which covers a large portion of Kittitas County. Maintenance and repairs are necessary to provide access to popular recreation destinations. Collaboration with the USFS is necessary to ensure these facilities are maintained and accessible to Kittitas County residents and visitors.

### 4.5.6 Federal Highway Administration

The Federal Highway Administration (FHWA) partners with local agencies to oversee maintenance, capital projects, and preservation of the country's roads and bridges. It regulates road operations, provides research and guidance on transportation best practices, and is a potential source of funds for improvement projects throughout the County.

## 4.6 FUNDING STRATEGIES

This Transportation Element considers Kittitas County's funding picture over the next 20 years and provides strategies to support implementation.

Based on historical revenues, the County will generate an estimated \$207 million over the 20-year planning horizon, with \$130 million available for operations and \$77 million restricted for capital expenses. With a projected \$171 million in operational expenses, the County faces a \$41 million deficit in operating revenues. The \$77 million in revenue for capital expenses is not sufficient to complete the \$127 million of projects on the County's prioritized project list. The County faces an additional \$50 million deficit in revenues for capital projects. Together, the County faces a \$91 million deficit in operating and capital costs.

Detailed revenue and expenditure calculations can be found in the 2018-2038 Kittitas County Long Range Transportation Plan.



Any funding strategy must balance stated goals against developing sustainable revenue sources that are feasible for the County to implement. Historically, the County's transportation program has been operating at capacity. During the last few years, transportation revenues have dropped below operating expenditures. At the same time, the County has been accumulating a growing list of capital projects that are critically needed to provide safe roads, highways, bridges, and infrastructure. In addition, the County had been growing at a steady rate and this growth is expected to continue.

Looking into the future, Kittitas County faces a fundamental, structural challenge—and this larger systemic issue must be considered as part of a long-term transportation funding strategy.

#### 4.6.1 Balancing Financial Capacity With Future Funding Needs

When comparing total available revenues for transportation with expected costs over the 20-year planning horizon, revenues fall short of paying for the current estimated operating and capital costs.

Two main strategies can be used to balance this implementation plan:

- 1) Decrease expenses by decreasing level-of-service or further prioritizing capital projects.
- 2) Increase revenue, through increases in existing funding tools or implementation of new funding or financing tools.

Decreasing current expenses is not likely to yield large gains, as the County has already implemented this strategy where possible.

Given the limited ability of the County to further reduce expenditures, a list of potential funding and financing tools was compiled to help address future funding needs.

It is recommended that the County pursue a Transportation Benefit District (TBD) and then establish a Vehicle Licensing Fee, in combination with a County Road property tax levy lid lift. It should also explore Transportation Impact Fees and a Sales and Use Tax levied via a Transportation Benefit District as avenues for additional revenue. While Impact Fees can only be used for capital costs, the other three can be used to cover both operating and capital costs. **Table 4-6** summarizes these tools and their potential for revenue.

**Table 4-6 Potential Additional Revenue Generated by Funding Tools**

Funding Source	2018 – 2023 (Years 1 – 6)	2024 – 2027 (Years 7 – 10)	Total, 2018 – 2027 (Years 1 – 10)	2028 – 2037 (Years 11 – 20)	Total, 2018 – 2037 (Years 1 – 20)
Transportation Benefit District – Vehicle Licensing Fee	\$6,540,000	\$6,510,000	\$13,050,000	\$18,570,000	\$31,610,000
Transportation Benefit District – Sales and Use Tax	\$4,740,000	\$3,500,000	\$8,250,000	\$9,990,000	\$18,240,000
County Road property tax levy lid lift (\$1.75 per \$1000 AV)	\$22,170,000	\$13,150,000	\$35,320,000	\$26,990,000	\$62,320,000
Transportation Impact Fees	\$6,000,000	\$4,000,000	\$10,000,000	\$10,000,000	\$20,000,000
<b>Total</b>	<b>\$39,450,000</b>	<b>\$27,160,000</b>	<b>\$66,620,000</b>	<b>\$65,550,000</b>	<b>\$132,170,000</b>

*Note: These figures are rounded to the nearest 10,000.*

*Source: Kittitas County Public Works 2018; Washington State Department of Licensing 2018; BERK Consulting 2018.*

Another option that could be explored is tolling on county roads. Tolling can help to manage congestion due to overflow from state facilities, as it helps drivers realize the true costs of using county roads instead of state roads. However, the infrastructure to support tolling is not yet in place and could be costly and staff intensive to implement and maintain.

