

# Transportation Element Consistency Review Process for the City of Zillah 3/20/2017

Yakima Valley Conference of Governments



## INTRODUCTION

This document describes a process that allows Yakima Valley Regional Transportation Planning Organization (Yakima Valley RTPO) to certify the consistency of transportation elements of local comprehensive plans. This certification is based on the Growth Management Act (GMA) requirements adopted in the Revised Code of Washington (RCW) and the Washington Administrative Code (WAC).

## BACKGROUND

[Section 47.80.023](#) of the RCW requires that all transportation elements of local comprehensive plans undergo a consistency review to ensure that they conform to the requirements of the GMA. The GMA states that this process is to be developed and administered by Regional Transportation Planning Organizations (RTPOs). Yakima Valley Conference of Governments (YVCOG) is the designated lead planning agency for the Yakima Valley RTPO.

The WAC's procedural criteria for adopting comprehensive plans, [Chapter 365-196 WAC](#), reiterates sections of the RCWs and recommends further steps to meet the requirements.

## CONFORMITY WITH THE GROWTH MANAGEMENT ACT

The GMA conformity requirement directs RTPOs to certify that the transportation elements of comprehensive plans conform to the appropriate requirements of [RCW 36.70A.070](#), and recommends steps to meet the RCW requirements in [WAC 365-196-430](#).

## THE REVISED CODE OF WASHINGTON

Required transportation-related elements listed in [RCW 36.70A.070](#) are:

1. Land use assumptions used in estimating travel;
2. Estimated traffic impacts to state owned transportation facilities and services;
3. Facilities and service's needs:
  - a. Inventory of transportation facilities and services;
  - b. Level of service standards;
  - c. Compliance with level of service standards;
  - d. Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established LOS standard;
  - e. Ten year traffic forecast;
  - f. Identification of system needs to meet current and future demands.
4. Finance:
  - a. Analysis of funding capability;
  - b. Multi-year finance plan, basis for six year program;
  - c. Funding shortfalls;
5. Intergovernmental coordination;
6. Demand management strategies; and,
7. Pedestrian and bicycle planning.

## WASHINGTON ADMINISTRATIVE CODE RECOMMENDATIONS

The [WAC 365-196-430](#) recommends further steps to meet the above requirements.

1. Incorporate a discussion concerning regional development strategies which promote the regional transportation plan and an efficient transportation system.
2. Jurisdictions should assess the impacts of their transportation and land use decisions on adjacent jurisdictions. Impacts of those decisions should be identified and discussion of strategies to address inconsistencies should be included.
3. Traffic forecasts should be based on adopted regional growth strategies, the regional transportation plan, and comprehensive plans within the region to ensure consistency between

jurisdictions. The forecast of at least ten years of travel demand should include vehicular, transit and non-motorized modes of transportation.

### **PROCESS FOR CERTIFICATION**

The consistency review will be completed by Yakima Valley RTPO staff and representatives of member jurisdictions through the Transportation Technical Advisory Committees (TAC). The TAC will recommend approval of certification to the YVCOG Transportation Policy Board. If the plan is consistent, a certification letter from the Policy Board Chair will be sent to the local jurisdiction.

A checklist will be used to determine where there is consistency and where there is not. There is a comment section for each checklist item to help clarify what is inconsistent or to provide positive feedback about supportive efforts.

A four-step certification review of local transportation elements is proposed:

1. Preliminary review will be performed by YVCOG staff. The checklist will be used as an aid in conducting the preliminary certification review. Any inconsistencies or potential problems across jurisdictional boundaries would be noted at this time.
2. YVCOG staff will prepare an overall certification report that addresses all of the individual elements from a checklist. The staff certification report will then be reviewed by the Transportation TAC.
3. Following the review by the TAC, the final report will be sent to the YVCOG Transportation Policy Board and a recommendation will be presented for action.
4. After action by the Transportation Policy Board, a copy of the final report will be forwarded to the jurisdiction.

If inconsistencies and/or problems are identified, discussions will first occur between YVCOG staff and the jurisdiction's staff. If issues cannot be resolved at this level, the discussion will next take place with the Transportation TAC. Any unresolved issues from the TAC level will then be discussed by the YVCOG Transportation Policy Board for consideration about certification.

The review process will be accomplished within sixty days of receipt of the Transportation Element as proposed by the jurisdiction's staff. Once the local transportation elements are certified, they remain certified until they are amended or updated. Revised transportation elements would require recertification.

### **TRANSPORTATION ELEMENT CONSISTENCY REVIEW CHECKLIST**

The following checklist is used to evaluate local plans' transportation elements for conformity with state law. It is based primarily on requirements of the GMA, as described in RCW 36.70A.070. Additional appropriate factors have been drawn from the Washington State Department of Transportation checklist, and the WAC Procedural Criteria.

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1.  Yes  No Were land use assumptions used in estimating travel?

YVCOG manages the regional travel demand model. The regional travel demand model uses land use assumptions from every jurisdiction as an input to the travel demand model. The Countywide model is being updated and is not available for traffic analysis at this time; however, the City of Zillah and each jurisdiction will provide land use and infrastructure information for the year 2015 for model development; land use and infrastructure information for the year 2020 for use with analyzing affects created by implementation of the Metropolitan and Regional Transportation Improvement Program (M/RTIP); and land use and infrastructure information for the year 2040 for use with analyzing affects created by

implementation of the Metropolitan and Regional Transportation Plan (M/RTP). For this update, the City of Zillah used actual traffic counts and a factor of 2.0% compounded VMT growth per year to provide an estimate of anticipated traffic consistent with current and future land use and modeling results from the last calibrated and validated modeling set. (5-18 through 5-21, IV. Traffic Forecasts, Forecasted Traffic Volumes).

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2.  Yes  No Does the inventory of transportation facilities and services include all transportation modes, such as automobiles, transit, truck/freight, rail, air, pedestrian, and bicycle?

Zillah's Transportation Element provides discussion about auto/truck/freight, transit, rail, air, pedestrian and bicycle modes and infrastructure or services (5-5 through 5-9, II. Existing Conditions - Transportation Systems).

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3.  Yes  No Have LOS Standards been established for all arterials, including the state highways and transit routes?

Substantially yes. Zillah does not have a transit service in the city limits and so transit route LOS has not been established for the City of Zillah although Goal 1, Policy 1.1 makes a place-holder for transit LOS. There is access to a transit route called the Yakima-Prosser Community Connector operated by People for People that provides a stop in Zillah. Additionally, the Confederated Tribes and Bands of the Yakama Nation (Yakama Nation) operate some very limited on-demand transportation services for tribal members and non-members living within the Zillah area. YVCOG staff anticipates that Transit LOS will be addressed in Yakima County as Performance Measures are developed according to FAST Act and notes a Countywide Transit Feasibility Study is included as an unfunded need in previous and current YVCOG Unified Planning Work Programs.

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4.  Yes  No Are LOS standards regionally coordinated and consistent with adjacent jurisdictions?

Zillah's Transportation Element leads the reader through Federal Functional classification discussion, through idealized urban and rural roadway capacities and then explains how LOS is determined for the arterials using a federal standardized measure in a regionally utilized reference called the Highway Capacity Manual. The specific analysis used volume/capacity ratio is regionally consistent (5-10 through 5-15, III. Road Characteristics).

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5.  Yes  No Is a deficiency analysis and an action strategy to address the identified deficiencies proposed in the plan?

Deficiencies identified and potential strategies to address the deficiency are included under each heading throughout the Transportation Element and a general section is included to introduce Zillah's Transportation Improvement Program (5-22 through 5-23, V. Existing Deficiencies, Future Needs and Alternatives and VI. Recommendations).

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6.  Yes  No Does the plan contain a multi-year financial plan based on the needs identified which will serve as the basis of the six-year street, road, or transit plan?

Zillah's Transportation Element contains the multi-year Transportation Improvement Program road plan.

There is discussion in the Zillah Transportation Element about federal, state, and local funding sources for current and future transportation programs/plans/projects (5-23 through 5-24, VI. Recommendations).

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7.  Yes  No Does the plan contain goal statements to ensure mitigation of development impacts so affected facilities meet concurrency requirements?

The City of Zillah's Transportation Element contains goal statements and policies about planning for minimizing development caused impacts. (5-24 through 5-29, VIII. Goals and Policies)

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8.  Yes  No Is the 10-year traffic forecast consistent with the adopted land use plan?

The City of Zillah's Transportation Element acknowledges the needed consistency between the Transportation Element and the Land Use Element in the comprehensive plan. (5-2, I. Introduction)

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9.  Yes  No Are goal statements incorporated into the plan to accommodate the impacts related to development?

The City of Zillah's Transportation Element contains goal statements and policies about planning for minimizing development caused impacts. (5-24 through 5-29, VIII. Goals and Policies)

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10.  Yes  No Does the plan address coordination with adjacent jurisdictions to determine land uses within the adjacent jurisdictions that would affect local traffic patterns?

The City of Zillah's Transportation Element was written acknowledging the need for its comprehensive plan to be consistent with associated Countywide Planning Policies (5-3, I. Introduction, Applicable Countywide Planning Policies). Additionally, the YVCOG regional travel demand model uses land use assumptions from every jurisdiction as an input to the travel demand model. The Countywide model is being updated and is not available for traffic analysis at this time however, the City of Zillah and each jurisdiction will provide land use and infrastructure information for the year 2015 for model development; land use and infrastructure information for the year 2020 for use with analyzing affects created by implementation of the M/RTIP; and land use and infrastructure information for the year 2040 for use with analyzing affects created by implementation of the M/RTP. By modeling current and future projects and land uses throughout the County in one comprehensive model set, local traffic pattern affects caused by land uses and proposed projects within or between communities can be identified and mitigated if needed.

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11.  Yes  No Does the plan address current and future coordination with state, regional, and local interests as part of the planning efforts?

Zillah's Transportation Element covers the need for current and future coordination with state, regional, and local interests in the Introduction section (5-2 through 5-4), in the Roadway Characteristics section (5-10 through 5-17), in the Existing Deficiencies, Future Needs, and Alternatives section (5-22), and in the Goals and Policies section (5-24 through 5-29).

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# Transportation Element Consistency Certification Report

Yakima Valley Conference of Governments

Date: March 20, 2017  
Jurisdiction: City of Zillah

The YVCOG staff has reviewed the City of Zillah's draft Transportation Element for consistency with the Washington State Growth Management Act (GMA), in accordance with RCW 36.70a.070. The draft plan is consistent with 10 out of 11 elements of the consistency review checklist (attached). One deficient area will be addressed at the next plan update after completion of the YVCOG regional travel demand model.

YVCOG Transportation Policy Board certifies that the City of Zillah's Transportation Element conforms to the requirements of the GMA.

Sincerely,



James C. Walker  
YVCOG Executive Director

cc: Matt Kunic, WSDOT HQ

