THE STATUS OF PUBLIC TRANSPORTATION IN THE YAKIMA REGION

WASHINGTON STATE TRANSPORTATION COMMISSION

UNION GAP, WASHINGTON

APRIL 10-20, 2021

ALAN ADOLF, REGIONAL TRANSPORTATION MANAGER, YVCOG
REGIONAL PUBLIC TRANSPORTATION SERVICES
(HISTORY OF SERVICES)

• Yakima Valley Transportation Co.
  (1907 - 1947)

• City Bus System
  • (Private System - 1957 - 66)
  • (Transit– 1966 – Household Tax)
  • (Yakima Transit – 1980 – 0.3% Sales Tax)

• Greyhound

• Commercial / Passenger Aviation

• Amtrak
REGIONAL PUBLIC TRANSPORTATION SERVICES
(INTRA-/INTER-STATE PUBLIC TRANSPORTATION ACCESS REDUCTIONS THROUGH THE YEARS)

• Yakima Valley Transportation Company (1907-47 & Mid 70s) -
  Most tracks since removed / museum-based routes

• Amtrak (October 1981) – Nearest access (Pasco/Wenatchee/Seattle)

• Commercial Passenger Aviation (1980’s & 90s) –
  Single provider / Single Destination (Seattle – lengthy layovers)

• Greyhound (2004) – Service to small cities ended (Yakima & Sunnyside Only)


• Yakima Transit Vanpool Program (1998 - 2021)
REGIONAL PUBLIC TRANSPORTATION SERVICES
(EXPANSION OF TRANSIT SERVICES – WITHIN YAKIMA COUNTY)

• People for People’s Community Connector (Yakima to Prosser) – 1993
  • (Funding: State Rural Mobility / Donations)

• Yakima Transit – Route Expansion during city annexation periods (1990’s)
  • (Funding: Federal / State / Local Fares)

• Yakama Nation Transit “Pahto Public Passage” (2007)
  • (Funding: Federal Tribal Transit)

• Selah Transit (2008)
  • (Funding: Local Sales Tax / State Grant Funding [2021] )

• Union Gap Transit (2008)
  • (Funding: Local Sales Tax)
REGIONAL PUBLIC TRANSPORTATION SERVICES
(EXPANSION OF TRANSIT SERVICES – WITHIN YAKIMA COUNTY) – (CONT.)

• Airporter Shuttle - Yakima to SeaTac – with stops (2003)
  • (Private Provider)

• Yakima Transit – Yakima-Ellensburg Connector (2011)
  • Yakima Valley Community College ↔ Central Washington University
  • (Funding: Federal / State / Local Fares)

• People for People’s Route #201 (Sunnyside/Grandview/Mabton Loop) – 2020
  • (Funding: State Rural Mobility / Donations)

• Other Services
  • YN Casino Shuttle / Fronteras Del Norte / Dial-a-Ride / VA Shuttle / Social Programs

• Indirect connection to WSDOT’s Travel Washington Intercity Bus Program “Grape Line” via Community Connector / Ben Franklin Transit and “Apple Line” via Yakima-Ellensburg Connector
REGIONAL PUBLIC TRANSPORTATION SERVICES
(APRIL 2022 – NUMEROUS COUNTY COMMUNITIES REMAIN UN-/UNDER-SERVED)

MUNICIPALITIES
• Tieton
• Naches
• Moxee (East Valley)

UNINCORPORATED
• Terrace Heights
• West Valley (non-Yakima)
• Cowiche
• Gleed
• Parker
• Nile Valley
• SR 12 & 410 Corridors
REGIONAL PUBLIC TRANSPORTATION SERVICES
(APRIL 2022 – NUMEROUS COUNTY SCHOOLS REMAIN UN-/UNDER-SERVED)

Colleges / Universities

- Pacific Northwest University (Terrace Heights)
- Heritage University (YN Transit)

K-12

- Highland HS Naches ( HS / K-8 )
- East Valley School District ( K-12 )
WAREHOUSES
• Walmart Distribution Center (Grandview)
• Ace Hardware Distribution Center (Moxee)
• Yakima Training Center (E of Selah)
• Evans Fruit (Tieton)
• Borton Fruit (Union Gap)
• Inland Fruit (Wapato)
• Allan Brother Fruit (Naches)

PUBLIC FACILITIES
• Sunnyside Municipal Airport
• Sunnyside-Prosser Trail
• Naches Rail to Trail
• Moxee to Greenway Trail (under development)
• Numerous parks throughout the county
REGIONAL PUBLIC TRANSPORTATION SERVICES

(KEY FACTORS)

• “SUNTRAN” (1994) – Countywide Transit Service
  • Countywide Vote Failed (2/1) – PTBA has been in hibernation since 1998.

• Rural, Isolated Communities –
  • Limited access within and between cities

• Limited frequency of service
  • Intercity trips can take most of the day / risk missing return trip home

• Funding often supported by competitive grant processes
REGIONAL PUBLIC TRANSPORTATION SERVICES
(WHAT’S NEXT – TRANSIT STUDIES)

• Yakima Region Transit Feasibility Study “1.0” - (2021-22)
  • First (Non-HSTP) Regional Transit analysis effort since “SUNTRAN”
  • Inventory ALL regional transit assets (Facilities / Equipment / Services)
  • Current (and planned) Revenues & Expenditures and agency acquisitions

• Yakima Region Transit Feasibility Study “2.0” – (2023/24)
  • Strategize better coordination/connection of existing services
  • Comparable [national] “best practices”

• Yakima Region Transit Feasibility Study “3.0” - 2025+
  • Strategize expanded services
  • Better Tie-ins with developing modes (Passenger Rail / Electric Aircraft / Regional Trails)

• PTBA or other opportunities as advised by regional stakeholders
THANK YOU

• Questions ?