

MEMORANDUM

To: Chad Bala and Jeremy Johnston
Kittitas County

From: Clay White and Joel Farias
Kimley-Horn and Associates, Inc.

Date: December 31, 2025

Subject: Land Capacity Analysis Memorandum

INTRODUCTION AND INITIAL FINDINGS

Kittitas County (County) contracted Kimley-Horn and Associates, Inc. (Kimley-Horn) to prepare a Land Capacity Analysis (LCA) consistent with the Growth Management Act (GMA) requirements in RCW 36.70A.115 and WAC 365-196-325. The LCA was prepared using the adopted methodology developed by Kittitas County. The LCA reviews existing capacity for population, housing, and employment within the unincorporated County zones. **Table 1** is a summary of the findings from the LCA under existing conditions. **Overall, the County has sufficient capacity to accommodate the 2046 housing, jobs, and population growth allocated to the County.**

*Table 1: Initial Findings Summary**

Subject	Findings
Net Housing Capacity (inc. pipeline)	5,147 dwelling units
Housing Surplus	3,419 dwelling units
Net Population Capacity	9,177
Population Surplus	1,897
Net Commercial/Industrial Capacity	422 acres
Employment Capacity	2,493 jobs
Employment Surplus	2,180 jobs

**Results are only for the County's study area which includes all unincorporated UGAs and applicable unincorporated rural zones of Kittitas County.*

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GROWTH PROJECTIONS

As part of Kittitas County’s Comprehensive Plan Periodic Review and update, an analysis of housing, population, and employment land capacity is required. This analysis is conducted utilizing the methodology adopted by Kittitas County and the Housing for All Planning Tool (HAPT) developed by the Washington State Department of Commerce to project housing needs by Area Median Income (AMI). The Kittitas Board of County Commissioners approved Countywide growth projections and jurisdiction-specific allocations in April 2025 (See [Appendix A](#) for the adopted Growth Projections Memo dated April 15, 2025). The adopted growth projections are summarized in **Table 2**. The County used Allocation Method C of the HAPT spreadsheet to allocate projected growth, which allocates all 0-50% AMI housing need to urban growth areas (UGAs). The Countywide projections, as well as allocations to the unincorporated rural County area and unincorporated UGAs, are in **Table 3**.

Table 2. Population Growth Projections (2020-2046)

Jurisdiction	2020 Census Population Estimate	2046 Population Projection	Projected Population Increase 2020-2046
Kittitas County	46,468	60,621	14,153
Unincorporated Kittitas County*	20,567	27,847	7,280
Cle Elum	2,157	3,005	848
Ellensburg	20,797	25,631	4,834
Kittitas	1,438	1,974	536
Roslyn	950	1,395	445
South Cle Elum	559	768	209

Table 3. Projected Countywide Housing Needs (2020-2046)

Countywide	Total	0-30% Non-PSH	0-30% PSH	>30-50%	>50-80%	>80-100%	>100-120%	>120%
2020 Estimated Housing Supply	19,975	841	1	2,799	6,330	2,814	2,519	4,671
Net New Housing Needed (2020-2046)	5,656	1,922	581	1,059	411	317	305	1,031
Housing Needs Allocated to County study areas (2020-2046)								
Unincorporated UGA	Total	0-30% Non-PSH	0-30% PSH	>30-50%	>50-80%	>80-100%	>100-120%	>120%
Cle Elum	6	3	1	2	0	0	0	0
Ellensburg	293	134	40	74	18	14	13	0
Kittitas	6	3	1	2	0	0	0	0
Roslyn	0	0	0	0	0	0	0	0
South Cle Elum	6	3	1	2	0	0	0	0
Rural Kittitas County	1,423	0	0	0	156	120	116	1,031

Table 3 represents the County’s study areas. In total, Unincorporated Kittitas County was allocated 1,031 units of residential capacity and employment capacity for 928 jobs. The results of the LCA compare capacity findings to the allocations in **Table 3** to ensure that existing County has sufficient vacant/redevelopable land for projected growth and that existing development regulations do not create a barrier to housing and commercial development needed for projected growth.

EXISTING CONDITIONS

Pipeline Development

A detailed analysis was conducted on the County's existing conditions. The analysis included a review of the County's pipeline developments. Pipeline developments can be summarized as any developments permitted since 2020 and projects currently under review by staff. Pipeline developments were summarized using data received from County staff.

Properties with developments in the permit pipeline or with issued building permits are assumed to develop consistent with their permit applications and are excluded from the land capacity analysis. While these properties do not provide capacity for future development yet, the anticipated development may be counted toward meeting the projected growth needs. Developments classified as pipeline are deducted from the jurisdiction's projected growth needs. Pipeline developments are summarized in **Table 4** as **Net** development. Pipeline developments include both new development and demolition permits.

Table 4. Pipeline Development by Zone

Zone	Number of Residential Units
Residential	50
Residential 2	4
Urban Residential	7
Rural 5	152
R-R	89
Ag 5	189
PUD	167
MPR	570
Ag 20	288
HTC	2
Forest and Range	381
Commercial Forest	6
Commercial Agriculture	60
Total	1,965

Zoning Assumptions

The LCA analyzed nine zones for residential capacity and five zones for employment capacity. The following zones were not studied under this LCA due to their commercial agricultural limitations, residential limitations, utility limitation, and the assumption that only detached single family residential would be developed in these zones:

- Agriculture 20
- Historic Trailer Court
- Forest and Range
- Commercial Forest
- Commercial Agriculture

The types of housing projected to be built in each zone were assumed using existing zoning code allowances, existing housing supply, development trends (pipeline developments), and new housing goals. **Table 5** shows a summary of each zone studied under this LCA, allowed density, and assumed density or floor area ratio. Commercial and industrial developments were analyzed using an assumed floor area ratio (FAR) buildout, consistent with the adopted County LCA methodology and the Washington State Department of Commerce LCA guidance. FAR calculates assumed commercial/industrial floor area based on

developable lot area. The assumed employment density is also shown for zones studied for employment capacity.

Table 5. Density Assumptions

Zone	Allowed Residential Density (du/ac)	Assumed Residential Density (du/ac)	Assumed FAR	Assumed Employment Density (sf/job)
Residential	6	5		
Residential 2	6	5		
Urban Residential	6	5		
Rural 3	0.33	0.33		
Ag 3	0.33	0.33		
Rural 5	0.2	0.15		
R-R	0.2	0.15		
Ag 5	0.2	0.15		
PUD	0.2	0.15		
MPR	0.2	0.15		
Light Commercial			0.25	500
Highway Commercial			0.25	500
General Commercial			0.25	500
Light Industrial			0.15	900
General Industrial			0.15	900

Developable Area Calculations

Calculating the developable area of each studied zone involves removal of critical areas, removal of parcels that are not expected to develop in the planning period (2020-2046), and the implementation of market factors.

Critical Areas and Buffer Deductions

Critical areas, as mapped by Kittitas County GIS, were merged and the resulting area covered by a critical area was removed from the analysis. Buffer deductions are specific to each zone based on local analysis. In this case, there was no buffer deduction calculated, because Kittitas County density is based on "Net Buildable Land", which means that density is based on the lot area remaining after critical areas and buffers are removed. As such, all the buffer areas were removed during the critical area merge and removal process.

Gross Developable Area

Gross Developable Area for each zone is calculated after the removal of critical areas, critical area buffers, and other parcels that are not expected to develop in the planning period (2020-2046). Other parcels that were removed include the following:

- Easements, tracts, and rights-of-way
- Publicly owned properties (including tax-exempt properties)
- Parcels with pipeline development

The resulting area is the Gross Developable Area, as shown in **Table 6**.

Table 6. Gross Developable Area by Zone

Zone	Gross Zoned Area (acres)	Gross Developable Area (acres)	% Removed
Residential	225.34	159.62	29.2%
Residential 2	9.03	3.40	62.4%
Urban Residential	1,012.09	643.75	36.4%
Rural 3	378.96	279.04	26.4%
Ag 3	47.07	42.33	10.1%
Rural 5	3,891.18	2,308.48	40.7%
R-R	775.05	531.19	31.5%
Ag 5	4,000.58	2,965.52	25.9%
PUD	134.87	96.76	28.3%
MPR	2,037.55	1,234.18	39.4%
Light Commercial	4.39	2.39	45.6%
Highway Commercial	78.62	44.08	43.9%
General Commercial	107.58	94.26	12.4%
Light Industrial	227.50	186.10	18.2%
General Industrial	140.63	108.61	22.8%
Total	13,070.45	8,699.70	33.4%

Net Developable Area

Net Developable Area is calculated by applying various deductions and market factors to the Gross Developable Area. First, the County parcels were categorized into three “developable” parcel categories: Vacant, Partially used, and Under-utilized.

Vacant Parcels

These include parcels of land that contain no structures or have buildings with low assessed value (an improvement value of less than \$10,000). Vacant parcels have the lowest base market factor because they have the highest likelihood of developing during the planning period. Applies to all zones.

Partially used Parcels

These include parcels occupied by an existing use but include enough land to be further subdivided for additional development without rezoning. Applies to single-family residential zones.

Under-utilized Parcels

Under-utilized parcels are likely to redevelop to a more intensive land use than that which currently occupies the property, either due to market forces or because applicable zoning allows a more intensive use than the current development. Examples include a single-family home on property in a multifamily zone, a multifamily residential property developed at a lower density below than allowed by the applicable zone, or a property with relatively low improvement value compared to the value of the land. Applies to commercial, industrial, and multifamily zones.

Fully Developed Parcels

These are parcels which do not fit into either Pipeline, Vacant, Partially used, Under-utilized, or other undevelopable categories. These parcels will not be used for this analysis, as they are assumed to be fully developed or otherwise have no capacity for additional development under current zoning regulations.

Maps of the LCA parcel categories per unincorporated UGA can be found in [Appendix B](#).

Deductions

Each LCA parcel category has its own individual deduction as explained within the category descriptions. The specific deductions along with the infrastructure deductions are on **Table 7**. New development generally requires new infrastructure improvements (roads, utilities, landscaping, open space, etc.). These improvements occupy land, reducing the acreage available for housing development. Below is a table summarizing the deductions of each parcel type in this analysis.

Table 7: Deductions

Deduction Type	Deduction
Deductions based on Parcel Type	
Vacant (UGA)	10%
Vacant (Rural)	15%
Partially used	25%
Under-utilized	25%
Infrastructure Deductions	
All zones	15%

Net Developable Area for each zone is shown in **Table 8** along with each of the deductions applied.

Table 8. Net Developable Area by Zone

Zone	LCA Type	Developable Area (acres)	LCA Parcel deduction	Infrastructure deduction	Net Developable Area (acres)
Residential	Vacant (UGA)	50.23	10%	15%	114.10
	Vacant (Rural)	69.89	15%		
	Partially used	39.50	25%		
Residential 2	Vacant (Rural)	3.40	15%	15%	2.45
	Partially used	0	25%		
Urban Residential	Vacant (UGA)	174.78	10%	15%	432.68
	Partially used	468.98	25%		
Rural 3	Vacant (UGA)	269.57	10%	15%	212.26
	Partially used	9.47	25%		
Ag 3	Vacant (UGA)	40.13	10%	15%	32.29
	Vacant (Rural)	2.20	15%		
	Partially used	0	25%		
Rural 5	Vacant (Rural)	1117.63	15%	15%	1566.65
	Partially used	1190.85	25%		
R-R	Vacant (Rural)	268.91	15%	15%	361.49
	Partially used	262.28	25%		
Ag 5	Vacant (Rural)	643.89	15%	15%	1945.25
	Partially used	2321.64	25%		
PUD	Vacant (UGA)	23.71	10%	15%	70.92
	Vacant (Rural)	73.05	15%		

Zone	LCA Type	Developable Area (acres)	LCA Parcel deduction	Infrastructure deduction	Net Developable Area (acres)
	Partially used	0	25%		
MPR	Vacant (Rural)	1234.18	15%	15%	891.69
	Partially used	0.00	25%		
Light Commercial	Vacant (Rural)	0.00	15%	15%	1.52
	Under-utilized	2.39	25%		
Highway Commercial	Vacant (UGA)	9.50	10%	15%	29.85
	Vacant (Rural)	6.31	15%		
	Under-utilized	28.27	25%		
General Commercial	Vacant (UGA)	0.66	10%	15%	64.53
	Vacant (Rural)	51.30	15%		
	Under-utilized	42.30	25%		
Light Industrial	Vacant (UGA)	118.92	10%	15%	133.80
	Under-utilized	67.17	25%		
General Industrial	Vacant (UGA)	99.87	10%	15%	81.97
	Under-utilized	8.74	25%		
		8,699.70			5,941.46

The Gross Developable Area of **8,699.70** acres was reduced by 31.7% to **5,941.46** acres of Net Developable Area.

Growth was allocated by unincorporated UGA in the County Growth Memo. **Table 9** shows Net Developable Area by study area, corresponding with the growth allocation table (**Table 3**).

Table 9. Net Developable Area by Unincorporated UGA

Unincorporated UGA	Zone	Net Developable Area (acres)
Ellensburg	R	114.10
	UR	426.95
Cle Elum	R-3	200.48
	Ag 3	23.20
Kittitas	UR	5.73
S Cle Elum	R-3	7.50
Totals		777.96

NET GROWTH CAPACITY

Total Net Growth Capacity of the County's zones can be calculated using Net Developable Acreage from **Table 8** and **Table 9** and the Assumed Densities of each zone, shown in **Table 5**. Net Growth Capacity also adds in pipeline development and subtracts out existing units or floor area on Under-utilized and Partially used lots due to the assumption that existing development would be removed for future development of those lots. **Table 10** and **Table 11** show that the County has capacity to meet future overall residential and employment growth. There is a surplus of residential capacity in all but one of the County's unincorporated UGAs. Surplus capacity within adjacent UGAs and in the Unincorporated Rural area of the County make up for the 3 unit deficit in South Cle Elum. Results also show that there is sufficient capacity in the County's commercial and industrial zones to meet projected employment growth.

Table 10. Net Residential Growth Capacity (Dwelling Units)

Unincorporated Study Area	Allocated Residential Growth	Net Residential Capacity	Surplus (Deficit)
Ellensburg UGA	293	2,571	2,278
Cle Elum UGA	6	75	69
Kittitas UGA	6	27	21
South Cle Elum UGA	6	3	-3
All other Rural Zones	1,423	2,475	1,052
Total Unincorporated County	1,734	5,151	3,417

Table 11. Net Employment Growth Capacity (in jobs)

Zone	Allocated Employment Growth	Net Employment Capacity	Surplus (Deficit)
Light Commercial	-	31	-
Highway Commercial	-	618	-
General Commercial	-	1,335	-
Light Industrial	-	923	-
General Industrial	-	565	-
Total Unincorporated County	1,561	3,473	1,912

Capacity by Affordability

The Growth Management Act (GMA) was revised by HB 1220 and now requires cities and counties to project and plan for residential growth by affordability. **Table 3** shows the growth allocations by affordability based on Area Median Income (AMI). An affordable housing unit is a dwelling unit which a household would not spend more than 30% of their income on, as defined by the GMA. House Bill 1220 requires cities and counties to address the housing needs of people making different incomes as part of their Comprehensive Plan updates. An analysis of the County’s existing zoning and development regulations was done to demonstrate that capacity for the housing types that meet the need of each of the AMI categories is available.

The following tables are directly from the Kittitas County Housing Needs Assessment. **Table 12** shows the relationship between income levels (in AMI) and housing cost limits for a household in that income level to not be cost burdened. **Table 13** shows the median cost of rent and value for a duplex unit in unincorporated Kittitas County, as well as the inventory of subsidized housing units in the County.

Table 12. Kittitas County Area Median Income Limits

INCOME LEVEL	LOW END	HIGH END	MONTHLY HOUSING BUDGET (LOW END)	MONTHLY HOUSING BUDGET (HIGH END)
Very Low Income (less than 30% of AMI)	\$0.00	\$32,300.00	\$0.00	\$807.50
Low Income (30% to 50% of AMI)	\$32,301.00	\$53,850.00	\$807.53	\$1,346.25
Moderate Income (50% to 80% of AMI)	\$53,850.00	\$86,150.00	\$1,346.25	\$2,153.75
Lower Middle Income (80% to 100% of AMI)	\$86,150.00	\$107,700.00	\$2,153.75	\$2,692.50

Above Median Income (more than 100% of AMI)	\$107,701.00		\$2,692.53	
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Source: Housing and Urban Development Area Median Income Limits, 2024

Table 13. Duplex Median Cost and Subsidized Housing Inventory

Monthly Median Cost of a Duplex Unit (2023)		Subsidized Rental Housing Inventory (2023)
Own (Mortgage)	Rent	Unincorporated Kittitas County
\$1,998	\$1,077	1,179 units

Sources: Washington Center for Real Estate Research, Subsidized Rental Housing Inventory 2023 and County and Place Building Permit Data

To simplify the analysis and results, the analysis combines the allocated growth from 0-80% AMI and from 80%+ into two separate categories.

- In the County, units that are generally affordable to households earning greater than 80% of the AMI are detached single family homes (including manufactured homes) on medium to large size lots.
- Housing types that are affordable to households earning under 80% of the AMI include duplexes, townhomes, homes in mobile home parks, assisted living and supportive housing, and accessory dwelling units. In a small number of cases, single family detached homes on small lots are affordable to households earning under 80% of the AMI.

The Residential, Residential 2, and the Urban Residential zones allow duplexes. All residential zones allow adult family homes, ADUs, single family detached, manufactured homes, and special care dwellings. Boarding houses are allowed in the Residential and Ag 3 zones. Group home facilities and Group Care uses are allowed in the R-5 zone.

This analysis assumed that a certain portion of units built in every zone will be affordable to households earning greater or less than 80% of the AMI. The exact portion is based on the allowed housing types, development trends, and existing housing. **Table 14** breaks down the percentage of each AMI that each zone is assumed to serve. The final results of the capacity by affordability section of the LCA is shown in **Table 14**.

Table 14. Residential Capacity by Affordability and Study Area

	UGA	Zones	% serving AMI	Allocation	Capacity	Surplus (deficit)
0-80% AMI	Ellensburg UGA	Residential	20%	266	132	631
		Urban Residential	40%		765	
	Cle Elum UGA	Rural 3	20%	6	13	9
		Ag 3	20%		2	
	Kittitas UGA	Urban Residential	40%	6	11	5
S Cle Elum UGA	Rural 3	20%	6	1	(5)	
>80% AMI	Ellensburg UGA	Residential	80%	27	527	1,647
		Urban Residential	60%		1,148	
	Cle Elum UGA	Rural 3	80%	0	53	60
		Ag 3	80%		7	
	Kittitas UGA	Urban Residential	60%	0	16	16
S Cle Elum UGA	Rural 3	80%	0	3	3	

	UGA	Zones	% serving AMI	Allocation	Capacity	Surplus (deficit)
50-80% AMI	Unincorporated Rural County	All	10%	156	247	91
>80% AMI		All	90%	1,267	2,227	960

Table 14 shows that there is sufficient capacity in each unincorporated UGA for housing types that meet the allocated residential growth by affordability, except for a 5 unit deficit in South Cle Elum’s unincorporated UGA. There is a total residential capacity surplus of 639 units in unincorporated UGAs for housing types that are affordable to households earning under 80% of the AMI. There is a total residential capacity surplus of 1,726 units in unincorporated UGAs for housing types affordable to households earning over 80% of the AMI. There is sufficient surplus in adjacent study areas to make up for the deficit in South Cle Elum’s unincorporated UGA.

POPULATION GROWTH CAPACITY

Population growth capacity is measured using net residential growth capacity, UGA-specific persons-per-household, and countywide home vacancy rates. **Table 15** shows that there is sufficient population capacity to meet allocated population projections in each unincorporated UGA of the County, except for the South Cle Elum Unincorporated UGA, which has a 16 deficit in population capacity. The deficit in South Cle Elum’s Unincorporated UGA for population capacity can be supplemented through adjacent UGA surplus in population capacity (Cle Elum’s Unincorporated UGA).

Table 15. Net Population Growth Capacity

Un-incorporated UGA	Net Residential Capacity by UGA (du)	Vacancy Rate	Seasonal/Vacation Home rate	Area Avg HH* size	Net Population Capacity	Allocated population growth projection	Surplus (Deficit)
Ellensburg UGA	2,571	6.4%	13.0%	2.73	5,714	3,333	2,381
Cle Elum UGA	75	6.4%	13.0%	2.06	125	12	113
Kittitas UGA	27	6.4%	13.0%	3.29	71	20	52
S Cle Elum UGA	3	6.4%	13.0%	5	14	30	-16
Unincorporated Rural	2,475	6.4%	13.0%	2.73	5,500	3,885	1,615
Totals	5,151					7,280	4,145

*Average household size by UGA and Vacancy rates are based on 2020 Census Data.

APPENDIX A
Growth Projection Memo

**BOARD OF COUNTY COMMISSIONERS
COUNTY OF KITTITAS
STATE OF WASHINGTON**

RESOLUTION NO. 2025- 078

**A Resolution to Formally Adopt the Population and Employment Projections
Recommended by the Conference of Governments of Kittitas County**

- WHEREAS,** Kittitas County opted into the GMA (GMA), RCW 36.70A, voluntarily on December 27, 1990, through Resolution 90-138; and
- WHEREAS,** Kittitas County is required to update its Comprehensive Plan under the requirements of RCW 36.70A by June 30, 2026; and
- WHEREAS,** Employment and population projections are a key element in projecting land use demands and establishing policies for such development in the creation and adoption of the Comprehensive Plan update; and
- WHEREAS,** Kittitas County contracted with Kimley & Horn and Associates, Inc. in 2024 to provide an estimate of population projections and land use capacity analysis for the year 2046; and
- WHEREAS,** On January 27th, 2025, Kittitas County Community Development Services presented the Office of Financial Management (OFM) 2046 medium population projection for the 2046 planning period to the Kittitas County Board of County Commissioners, to discuss such projections; and
- WHEREAS,** On February 18th, 2025, Kimley & Horn and Associates, Inc. & Kittitas County Community Development Services presented such projections to the Kittitas County Conference Of Governments (KCCOG), to discuss such projections; and
- WHEREAS,** On March 11th, 2025, Kittitas County Community Development Services presented the Office of Financial Management (OFM) 2046 medium population projection for the 2046 planning period and land capacity method to be used for Cities within Kittitas County's jurisdiction for discussion at a joint Board of County Commissioners and Planning Commission meeting; and
- WHEREAS,** On March 19th, 2025, Kittitas County Community Development Services presented the Office of Financial Management (OFM) 2046 medium population projection for the 2046 planning period and employment projections to KCCOG

for their formal review, discussion and recommendation to the Board of County Commissioners.

WHEREAS, On March 19th, 2025, the Office of Financial Management (OFM) 2046 medium population projection for the 2046 planning period and employment projections were approved by KCCOG for recommendation to the Board of County Commissioners; and

WHEREAS, On April 15th, 2025, the Office of Financial Management (OFM) 2046 medium population projection for the 2046 planning period and employment projections were presented to the Board of County Commissioners for their formal approval.

NOW, THEREFORE, BE IT RESOLVED AND IT IS HEREBY ORDERED, that the attached Office of Financial Management (OFM) 2046 medium population projection for the 2046 planning period and employment projections by jurisdiction shall be adopted as the official projections for the Kittitas County Comprehensive Plan Periodic Update, as provided in Exhibit 1.

ADOPTED this 15th day of April 2025

**BOARD OF COUNTY COMMISSIONERS
KITITIAS COUNTY, WASHINGTON**



Laura Osiadacz, Chairman

ABSENT

Cory Wright, Vice-Chairman


Brett Wachsmith, Commissioner



ATTEST
CLERK OF THE BOARD



Julie A. Kjorsvik

APPROVED AS TO FORM:

Stephanie Hartung,
Deputy Prosecuting Attorney



Population Projection

The Table below presents the OFM 2046 Medium countywide population projection of 60,621. State guidance recommends counties use the OFM Medium projection and adjust as needed using local knowledge and research. The County proposes to adopt the OFM Medium projection for the 2046 planning period. Growth associated with the medium projection is allocated to each community in the last column of the table. These population allocations were determined based off the HAPT spreadsheet results using allocation method C.

Jurisdiction	2020 Census Population Estimate	2046 Population Projection (OFM Medium Projection)	Projected Population Increase 2020-2046
Kittitas County	46,468	60,621	14,153
Unincorporated Kittitas County*	20,567	27,847	7,280
Cle Elum	2,157	3,005	848
Ellensburg	20,797	25,631	4,834
Kittitas	1,438	1,974	536
Roslyn	950	1,395	445
South Cle Elum	559	768	209

*Includes unincorporated UGAs of each City. Housing allocation table further breaks this down.

Housing Target and Allocations

State law requires counties to use the Housing for All Planning Tool (HAPT) to calculate housing needs. The HAPT offers three methodologies for allocating countywide housing needs to the county and each city. Method C, which allocates housing types affordable to households earning 0-50% of AMI to urban growth areas, is proposed by the County. Allocation methods A and B, developed by Commerce prior to Method C, allocate 0-50% growth to rural and resource land areas. Given 0-50% growth would be associated with multi-family housing and housing near public services, it is not appropriate for rural and resource lands. This emphasizes the need to utilize Method C. The allocation between cities, unincorporated UGAs, and unincorporated rural lands is based on existing housing supply share and adjusted through Method C. The screenshot below and the HAPT spreadsheet shows the countywide housing target of 25,601.

↑
Sum of user inputs for jurisdiction shares. If below 100%, increase shares. If above 100%, decrease shares.

77.55% ← Minimum allocation to urban areas (cumulatively) to accommodate needs of all affordability levels. This varies by county and population to
62.00% ← Urban area combined % allocation from user
 Allocation Override: See Actual, Below

User Input - % Share of Countywide Housing Growth. Values must sum to 100%
 Future Population (2046)
HOUSING ALLOCATION FROM SELECTED SHARES
 Total Units Allocated (2020-2046)
 Permanent Housing Needs by Income Level (% of Area Median Income)
 0-30%
 Non-PSH PSH >30-50% >50-80% >80-100% >100-120% >120%

		User Input - % Share of Countywide Housing Growth. Values must sum to 100%		Future Population (2046)	Total Units Allocated (2020-2046)	Permanent Housing Needs by Income Level (% of Area Median Income)						
		User Input	Actual			0-30%	Non-PSH	PSH	>30-50%	>50-80%	>80-100%	>100-120%
Cle Elum	City	5.90	6.75 %	3,005	380	174	52	96	23	18	17	0
	Unincorporated UGA	0.10	0.11 %	46	6	3	1	2	0	0	0	0
Ellensburg	City	44.40	53.54 %	25,631	3,012	1,376	417	757	184	141	137	0
	Unincorporated UGA	4.30	5.21 %	3,074	293	134	40	74	18	14	13	0
KHBas	City	3.00	3.61 %	1,974	203	93	28	51	12	10	9	0
	Unincorporated UGA	0.10	0.11 %	76	6	3	1	2	0	0	0	0
Reslyn	City	3.10	3.73 %	1,393	210	96	29	53	13	10	9	0
	Unincorporated UGA	0.00	0.00 %	3	0	0	0	0	0	0	0	0
South Cle Elum	City	1.30	1.55 %	768	87	40	12	22	5	4	4	0
	Unincorporated UGA	0.10	0.11 %	83	6	3	1	2	0	0	0	0
Unincorporated Rural	Rural	39.00	25.20 %	24,563	1,423	0	0	0	156	120	116	1,031

Employment Target and Methodology

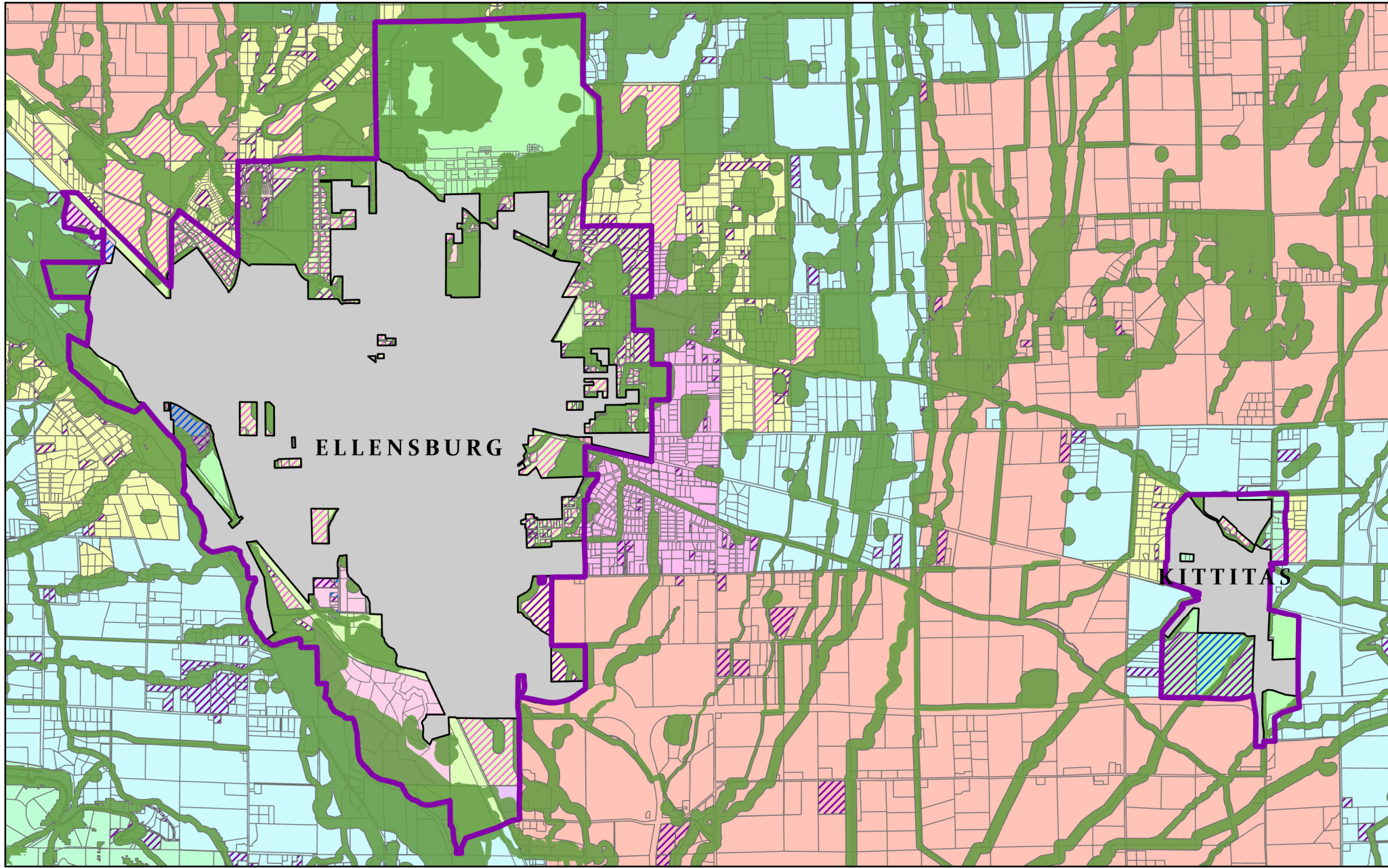
Per state guidance, a baseline employment projection methodology should use a consistent jobs-to-housing ratio. As of 2022, the existing ratio in the County is 0.90 jobs per occupied household. With a countywide housing supply target of 25,601 per HAPT, the resulting countywide job target is 22,983. The County proposes to finalize this job target and adopt it using the existing jobs-to-housing ratio methodology. These calculations are detailed in the table below. Allocation of employment to each city will depend on final housing allocations and existing employment numbers.

Employment Projections	2022	2046	
Total All Jobs	17,932	22,983	(2046 occupied housing projection * 2022 jobs-to-housing ratio)
Total Occupied Housing Units	19,975	25,601	(from HAPT countywide housing need)
Jobs to Housing Ratio	0.90	0.90	Existing jobs to housing ratio used to calculate future job needs.
Source: OnTheMap Work Area Profile Analysis (employed in Kittitas County, WA in 2022)			
Source: ACS 2019-2023 5-Year Estimates, Table DP04			

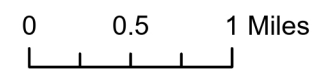
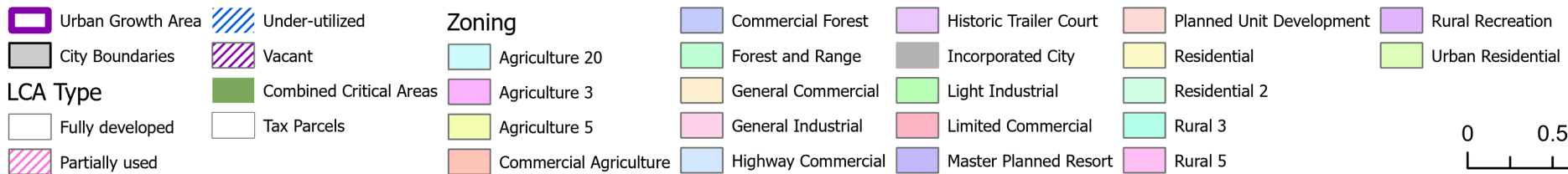
	Permanent Housing Needs by Income Level (% of Area Median Income)							
	Total	0-30%		>30-50%	>50-80%	>80-100%	>100-120%	>120%
		Non-PSH	PSH					
Countywide Estimated Housing Supply (2020)	19,975	841	1	2,799	6,330	2,814	2,519	4,671
Countywide Total Housing Needs (2046)	25,601	2,763	582	3,858	6,741	3,131	2,824	5,702
Countywide Additional Units Needed (2020-2046)	5,626	1,922	581	1,059	411	317	305	1,031

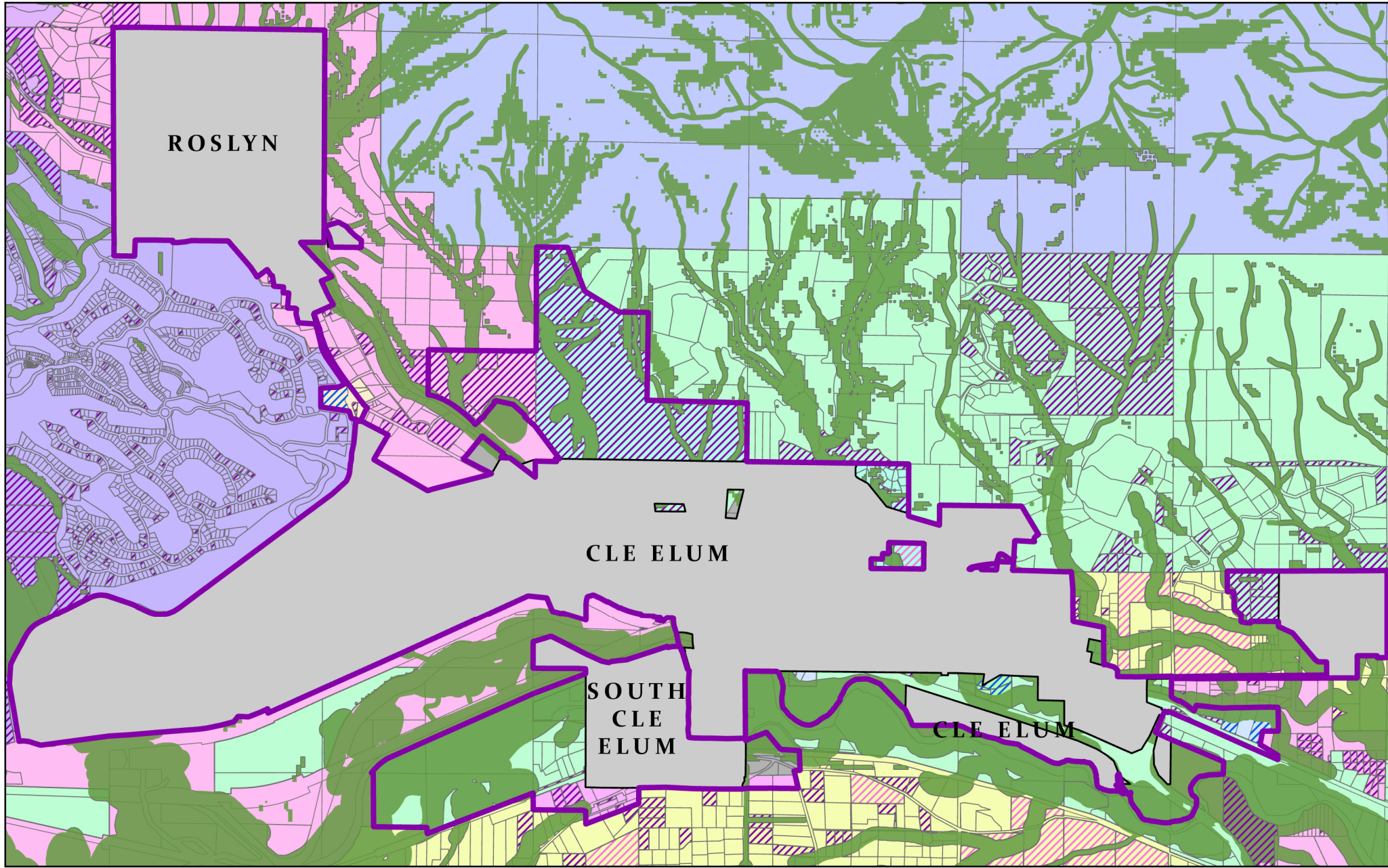
APPENDIX B

LCA Maps



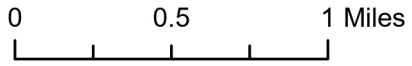
Kittitas County Land Capacity Analysis 2025





Kittitas County Land Capacity Analysis 2025

Urban Growth Area	Under-utilized	Zoning	Commercial Forest	Historic Trailer Court	Planned Unit Development	Rural Recreation
City Boundaries	Vacant	Agriculture 20	Forest and Range	Incorporated City	Residential	Urban Residential
LCA Type	Combined Critical Areas	Agriculture 3	General Commercial	Light Industrial	Residential 2	
Fully developed	Tax Parcels	Agriculture 5	General Industrial	Limited Commercial	Rural 3	
Partially used		Commercial Agriculture	Highway Commercial	Master Planned Resort	Rural 5	



**BOARD OF COUNTY COMMISSIONERS
COUNTY OF KITTITAS
STATE OF WASHINGTON**

RESOLUTION NO. 2025- 078

**A Resolution to Formally Adopt the Population and Employment Projections
Recommended by the Conference of Governments of Kittitas County**

- WHEREAS,** Kittitas County opted into the GMA (GMA), RCW 36.70A, voluntarily on December 27, 1990, through Resolution 90-138; and
- WHEREAS,** Kittitas County is required to update its Comprehensive Plan under the requirements of RCW 36.70A by June 30, 2026; and
- WHEREAS,** Employment and population projections are a key element in projecting land use demands and establishing policies for such development in the creation and adoption of the Comprehensive Plan update; and
- WHEREAS,** Kittitas County contracted with Kimley & Horn and Associates, Inc. in 2024 to provide an estimate of population projections and land use capacity analysis for the year 2046; and
- WHEREAS,** On January 27th, 2025, Kittitas County Community Development Services presented the Office of Financial Management (OFM) 2046 medium population projection for the 2046 planning period to the Kittitas County Board of County Commissioners, to discuss such projections; and
- WHEREAS,** On February 18th, 2025, Kimley & Horn and Associates, Inc. & Kittitas County Community Development Services presented such projections to the Kittitas County Conference Of Governments (KCCOG), to discuss such projections; and
- WHEREAS,** On March 11th, 2025, Kittitas County Community Development Services presented the Office of Financial Management (OFM) 2046 medium population projection for the 2046 planning period and land capacity method to be used for Cities within Kittitas County's jurisdiction for discussion at a joint Board of County Commissioners and Planning Commission meeting; and
- WHEREAS,** On March 19th, 2025, Kittitas County Community Development Services presented the Office of Financial Management (OFM) 2046 medium population projection for the 2046 planning period and employment projections to KCCOG

for their formal review, discussion and recommendation to the Board of County Commissioners.

WHEREAS, On March 19th, 2025, the Office of Financial Management (OFM) 2046 medium population projection for the 2046 planning period and employment projections were approved by KCCOG for recommendation to the Board of County Commissioners; and

WHEREAS, On April 15th, 2025, the Office of Financial Management (OFM) 2046 medium population projection for the 2046 planning period and employment projections were presented to the Board of County Commissioners for their formal approval.

NOW, THEREFORE, BE IT RESOLVED AND IT IS HEREBY ORDERED, that the attached Office of Financial Management (OFM) 2046 medium population projection for the 2046 planning period and employment projections by jurisdiction shall be adopted as the official projections for the Kittitas County Comprehensive Plan Periodic Update, as provided in Exhibit 1.

ADOPTED this 15th day of April 2025

**BOARD OF COUNTY COMMISSIONERS
KITITITAS COUNTY, WASHINGTON**



Laura Osiadacz, Chairman

ABSENT

Cory Wright, Vice-Chairman


Brett Wachsmith, Commissioner





Julie A. Kjorsvik

APPROVED AS TO FORM:

Stephanie Hartung,
Deputy Prosecuting Attorney



Population Projection

The Table below presents the OFM 2046 Medium countywide population projection of 60,621. State guidance recommends counties use the OFM Medium projection and adjust as needed using local knowledge and research. The County proposes to adopt the OFM Medium projection for the 2046 planning period. Growth associated with the medium projection is allocated to each community in the last column of the table. These population allocations were determined based off the HAPT spreadsheet results using allocation method C.

Jurisdiction	2020 Census Population Estimate	2046 Population Projection (OFM Medium Projection)	Projected Population Increase 2020-2046
Kittitas County	46,468	60,621	14,153
Unincorporated Kittitas County*	20,567	27,847	7,280
Cle Elum	2,157	3,005	848
Ellensburg	20,797	25,631	4,834
Kittitas	1,438	1,974	536
Roslyn	950	1,395	445
South Cle Elum	559	768	209

*Includes unincorporated UGAs of each City. Housing allocation table further breaks this down.

Housing Target and Allocations

State law requires counties to use the Housing for All Planning Tool (HAPT) to calculate housing needs. The HAPT offers three methodologies for allocating countywide housing needs to the county and each city. Method C, which allocates housing types affordable to households earning 0-50% of AMI to urban growth areas, is proposed by the County. Allocation methods A and B, developed by Commerce prior to Method C, allocate 0-50% growth to rural and resource land areas. Given 0-50% growth would be associated with multi-family housing and housing near public services, it is not appropriate for rural and resource lands. This emphasizes the need to utilize Method C. The allocation between cities, unincorporated UGAs, and unincorporated rural lands is based on existing housing supply share and adjusted through Method C. The screenshot below and the HAPT spreadsheet shows the countywide housing target of 25,601.

Sum of user inputs for jurisdiction shares. If below 100%, increase shares. If above 100%, decrease shares.

77.53%

Minimum allocation to urban areas (cumulatively) to accommodate needs of all affordability levels. This varies by county and population

62.00%

Urban area combined % allocation from user

User Input - % Share of Countywide Housing Growth. Values must sum to 100%

HOUSING ALLOCATION FROM SELECTED SHARES

		User Input	Actual	Future Population (2046)	Total Units Allocated (2020-2046)	Permanent Housing Needs by Income Level (% of Area Median Income)						
						0-30%	31-50%	51-80%	81-100%	101-120%	>120%	
Cle Elum	City	5.90	6.73 %	3,005	380	174	52	96	23	18	17	0
	Unincorporated UGA	0.10	0.11 %	46	6	3	1	2	0	0	0	0
Ellensburg	City	44.40	53.54 %	25,631	3,012	1,376	417	757	184	141	137	0
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Employment Target and Methodology

Per state guidance, a baseline employment projection methodology should use a consistent jobs-to-housing ratio. As of 2022, the existing ratio in the County is 0.90 jobs per occupied household. With a countywide housing supply target of 25,601 per HAPT, the resulting countywide job target is 22,983. The County proposes to finalize this job target and adopt it using the existing jobs-to-housing ratio methodology. These calculations are detailed in the table below. Allocation of employment to each city will depend on final housing allocations and existing employment numbers.

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Total All Jobs	17,932	22,983	(2046 occupied housing projection * 2022 jobs-to-housing ratio)
Total Occupied Housing Units	19,975	25,601	(from HAPT countywide housing need)
Jobs to Housing Ratio	0.90	0.90	Existing jobs to housing ratio used to calculate future job needs.
Source: OnTheMap Work Area Profile Analysis (employed in Kittitas County, WA in 2022)			
Source: ACS 2019-2023 5-Year Estimates, Table DP04			

	Total	Permanent Housing Needs by Income Level (% of Area Median Income)						
		0-30%	31-50%	51-80%	81-100%	101-120%	>120%	
Countywide Estimated Housing Supply (2020)	19,975	841	1	2,799	6,330	2,814	2,519	4,671
Countywide Total Housing Needs (2046)	25,601	2,763	582	3,858	6,741	3,131	2,824	5,702
Countywide Additional Units Needed (2020-2046)	5,626	1,922	581	1,059	411	317	305	1,031



Kittitas County - Housing Needs Assessment

Prepared by Kimley-Horn

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Overview

What is a housing needs assessment?

The Washington Administrative Code (WAC) provides advisory guidance for completing a housing element. It recommends that jurisdictions complete an inventory and needs assessment and identifies specific components for analysis. The inventory should include information about current housing including number of units, types of housing, and affordability. A needs assessment should also project housing needed for the population at the end of the planning period to ensure that there will be adequate land to meet the needs of growth. The preparation of the HNA should be consistent with and inform the land use element. Kittitas County (County) is required to update its Comprehensive Plan by June 2026.

Elements of a housing needs assessment

- **Community Profile:** focuses on the broader characteristics of a population within a specific area, including demographic data (e.g., age, income, race, family structure), social trends, and physical infrastructure.
- **Workforce Profile:** examines the employment characteristics of the population, including the types of industries present, employment rates, education levels, skill sets, income distribution, and labor force participation.
- **Housing Inventory:** includes details about housing units such as size, age, occupancy status, and affordability.
- **Gap Analysis:** explores the difference between the current housing supply and the demand for housing based on the population and employment trends. The analysis compares availability, affordability, and identifies deficiencies.
- **Land Capacity Analysis:** identifies land suitable for housing development under current land use and zoning designations and explores affordability of potential housing for all income levels.

The findings from this assessment will inform county code and policy changes in the land use and housing elements of the Comprehensive Plan during this update process.

Terminology and Acronyms

The following definitions were pulled from the Department of Commerce housing resources and will be used throughout this document:

Affordable Housing	The United States Department of Housing and Urban Development (HUD) considers housing to be affordable if the household is spending no more than 30% of its income on housing costs.
American Community Survey (ACS)	This is an ongoing nationwide survey conducted by the U.S. Census Bureau. It is designed to provide communities with current data about how they are changing. The ACS collects information such as age, race, income, commute time to work, home value, veteran status, and other important data from U.S. households. ACS data is commonly used for the Community Profile section of a housing needs assessment.
Area Median Income (AMI)	This is a term that commonly refers to the area-wide median family income (MFI) calculation provided by the Department of Housing and Urban Development (HUD) for a county or metropolitan region.
Accessory Dwelling Unit (ADU)	A dwelling unit located on the same lot as a single-family housing unit, duplex, triplex, townhome, or other housing unit.
Cost Burden	When a household pays more than 30% of their gross income on housing, including utilities, they are “cost burdened.” When a household pays more than 50% of their gross income on housing, including utilities, they are “severely cost-burdened.” Or “extremely cost-burdened”.
Dwelling unit (DU, D/U, du, d/u)	A single unit providing complete independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking and sanitation.
Household	A household is a group of people living within the same housing unit. ² The people can be related, such as family. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit, is also counted as a household.

U.S. Department of Housing and Urban Development (HUD)	HUD administers federal housing and urban development laws. It collects, analyzes, and distributes housing data beyond what is collected through the U.S. Census Bureau. Data produced by HUD is heavily used in the analysis in this report.
Household Income	The census defines household income as the sum of the income of all people 15 years and older living together in a household.
Income-Restricted Housing	This term refers to housing units that are only available to households with incomes at or below a set income limit and are offered for rent or sale at a below-market rate. Some income-restricted rental housing is owned by a city or housing authority, while others may be privately owned.
Low-Income	Families that are designated as low-income may qualify for income-subsidized housing units. HUD categorizes families as low-income, very low-income, or extremely low-income relative to area median family incomes (MFI), with consideration for family size.
North American Industry Classification System (NAICS)	The North American Industry Classification System (NAICS) is the standard used by Federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the U.S. business economy (Census.gov).
Median Family Income (MFI)	The median income of all family households in the metropolitan region or county. Analyses of housing affordability typically group all households by income level relative to area median family income. Median income of non-family households is typically lower than for family households. In this report, both MFI and AMI refer to the U.S. Department of Housing and Urban Development Area Median Family Income (HAMFI).

Permanent supportive housing (PSH)	Subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment, or employment services.
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Executive Summary

Kittitas County has a population of approximately 48,600 in 2024. Kittitas County’s growth target projects a 2026 population of 60,621, a total growth increase of 24.7% over the planning period, or of 12,021 people.

Data suggests a potential demand for smaller affordable homes to accommodate two major cohorts: Retirees and first-time home buyers. Those between the ages of 15 and 24 make up *nearly* 20% of the County population, and those age 65 or older comprise about 25% of the County population. Over the next 20 years, much of the working-age population (nearly 25% of the population) is expected to transition into retirement as well, creating more demand for affordable living.

Two-person households are the largest market for renter-occupied housing within Kittitas County, accounting for 40.7% of households (3,006 households), followed by one-person households with 36.4% of the market at 2,688 households.

Median home values in the County doubled between 2017 and 2024, mirroring statewide median home value increases. In the same time period, median household income only increased by about 32%, increasing the rate of cost-burdened households.

73.90 people who live outside of the County come into the County limits to work. 10,540 both live and work within the County, and 10,540 live in the County but work outside of the County, indicating that about **51% of the 20,631 workers**

living in the County are employed outside of the County. 48% of workers in the County are between 30 and 54 years old, and 44.1% of workers have an income under \$40,000 per year. Median income ranges for certain essential occupations range from \$26,509 for agricultural workers to a median income of \$92,498 for law enforcement workers. 10.3% of Kittitas County's population identifies as Hispanic or Latino, slightly lower than statewide demographic estimates of 14%.

46.8% of all renter-occupied households and 19.6% of owner-occupied households in Kittitas County were considered cost-burdened in 2021, spending more than 30% of their income on housing costs. Of these households, 2,257 spend over 50% or more of their income on housing costs. With 5,720 cost-burdened households and a supply of only 2,430 income-restricted housing units, the County is currently in demand for 2,530 affordable housing units.

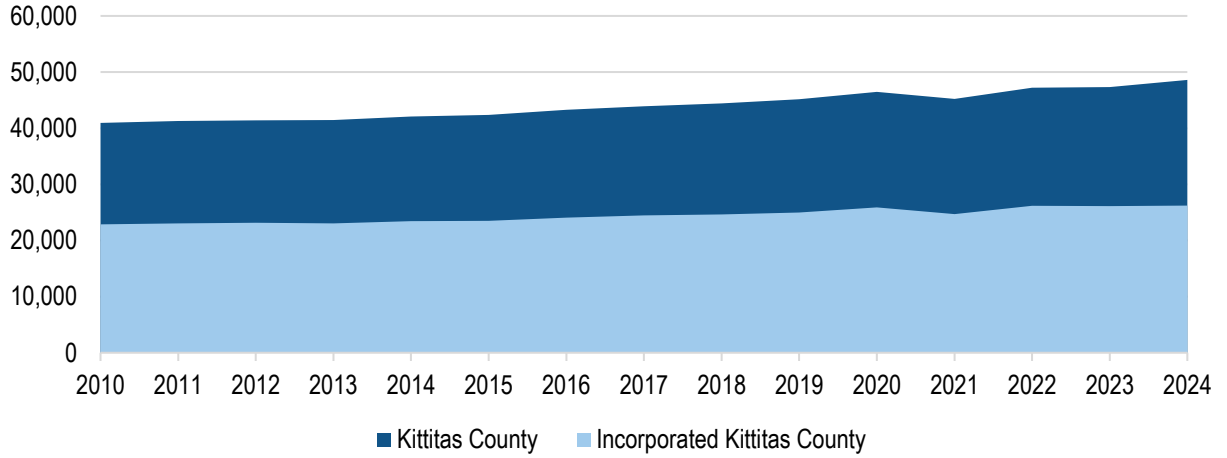
By 2046, 5,626 housing units will be needed to accommodate future population growth, or around 281 housing units built per year. Current building data assumes that 464 units will be built every year until then, which surpasses the projected growth targets. That said, affordability limitations indicate a need for at least 2,530 of these houses to be affordable units, and for units designed to accommodate households of 2 to 3 people.

Community Profile

Population Trends and Projections

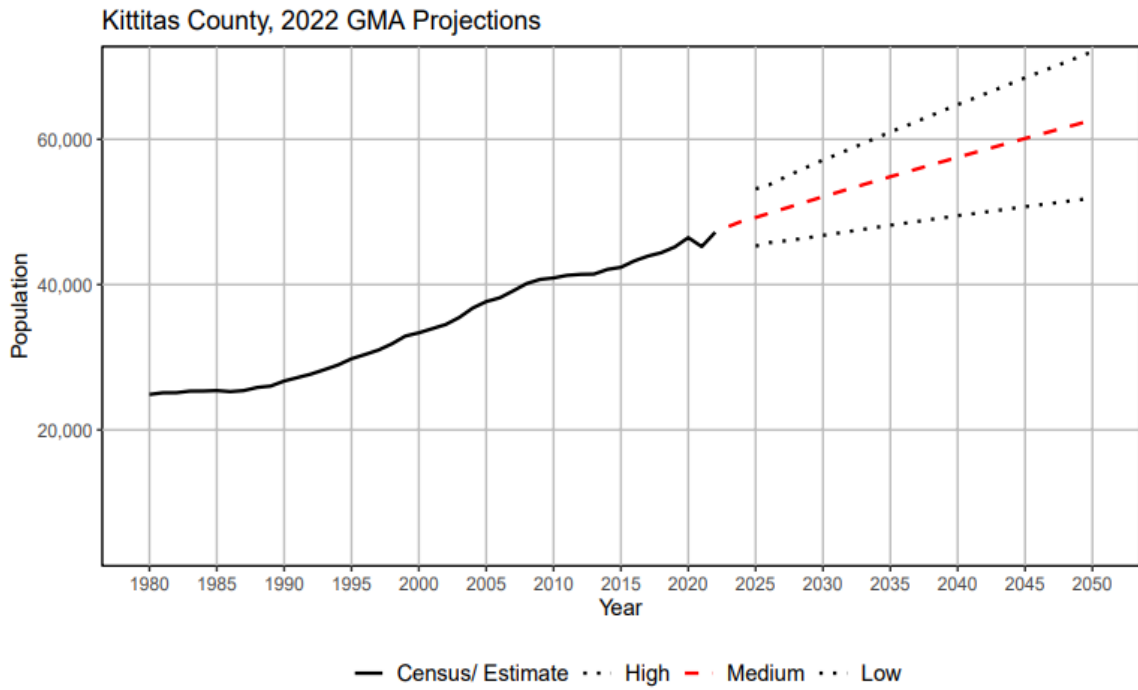
The Washington State (State) Office of Financial Management estimates that there are approximately 48,600 people living in Kittitas County as of April 1, 2024, as shown in **Figure 1**. Between 2010 and 2024, the County had a total growth of 7,685 people, or approximately 18.8%. Overall, there has been a steady increase in population since 2010. Kittitas County's growth target projects an increase of 12,021 people by 2046, a total population increase of approximately 24.7% to 60,621. As shown in **Figure 2**, this large increase is associated with unprecedented population growth in the State and in general, the Pacific Northwest region.

Figure 1: Total Population



Source: OFM - April 1 Official Population Estimates

Figure 2: Kittitas County, 2022 GMA Projections



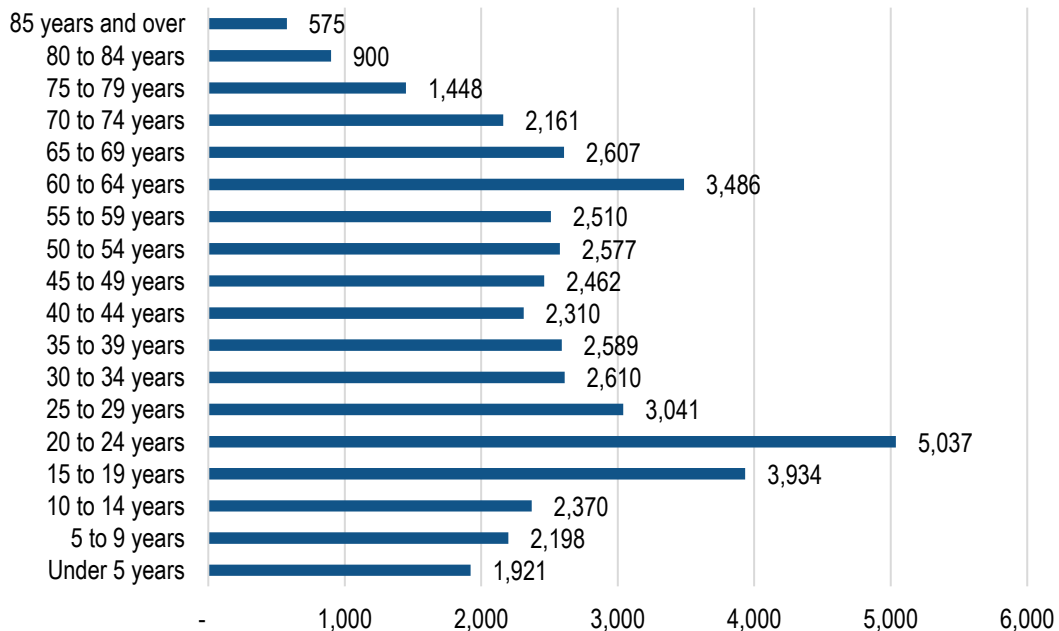
Source: OFM GMA County Projections

Population Age

The US Census Bureau tracks the age of County population. When compared to State averages, the County has higher average concentrations of older adults (65 years or over) than Washington State. Approximately 23.7% of Kittitas County’s population is 65 years or over with 7,691 Kittitas County residents being over age 65, compared to the State level of 17.5% in 2023.¹ The median age for the County is approximately 37.9 years old, which is slightly younger than Washington State’s median age of 38.0 years old. In 2013, the median age of Kittitas County’s residents was 32.7. The percentage of residents aged 65 and over in the state shrunk slightly from 18.6% in 2013 to 17.5% in 2023, while the percentage of residents aged 45 to 64 (who will be retirement age or older in 20 years) grew slightly from 24.1% to 24.7% over that span to 11,035 County residents. Ages between 20 and 24 show the highest percentage of population in the County, totaling 11.3% of the population, or approximately 5,037 individuals. This may suggest an increase in demand for smaller, more affordable homes for elderly people looking to downsize as they retire and first-time homebuyers.

Figure 3 shows the ratio of each census defined age range in the County.

Figure 3: Total Population by Age



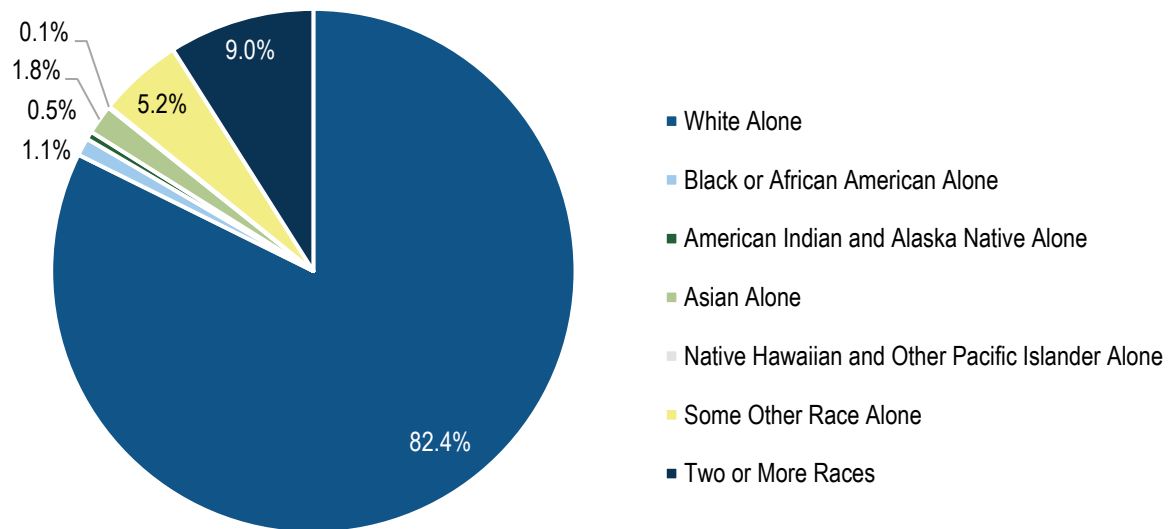
Source: ACS 2019-2023 5-Year Estimates, Table S0101

¹ <https://ofm.wa.gov/washington-data-research/statewide-data/washington-trends/population-changes/population-age-mapped-county#:~:text=%20of%20Population%20Age%2065%20and%20Above%2C%202020&text=In%202023%2C%2017.5%25%20Washington%20state%20residents%20were%2065%20and%20older.>

Demographics

The 2023 Census data shows that about 91% of Kittitas County identify as being one race, while 9% of the population identify as two or more races. Kittitas County is overall less diverse in race compared to Washington State.² Of the population identifying as one race, approximately 82.4% identify as white (~36,844 people), 5.2% identify as other race (~2,324), and 1.8% identify as Asian (~790). **Figure 4** shows a complete breakdown of Kittitas County's race breakdown.

Figure 4: Race breakdown

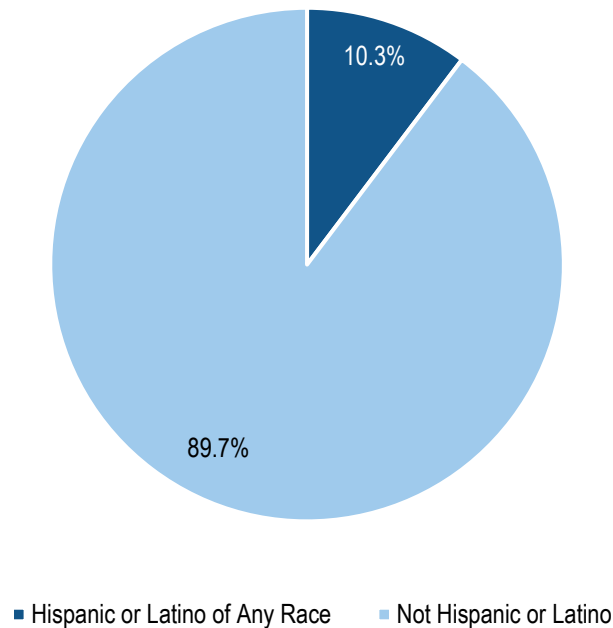


Source: ACS 2019-2023 5-Year Estimates, Table DP05

² <https://www.census.gov/quickfacts/fact/table/WA/PST045224>

About 10.3% of Kittitas County’s population (~4,626 people) identify as Hispanic or Latino of any race, with approximately 78.3% (~3,624) of that population identifying as Mexican, 1.7% as Puerto Rican (~80), 2.4% as Cuban (~112), and 17.5% as Other Hispanic or Latino (~810). Non-white residents who do not identify as Hispanic or Latino make up approximately 15.7% of Kittitas County’s population, and people identifying as white-alone, non-Hispanic or Latino make up approximately 79.8% of the County population. The 2023 American Community Survey shows that the percentage of Hispanic and Latino communities at the state levels are higher than Kittitas County. **Figure 5** shows that 10.3% of Kittitas County’s population identifies as Hispanic or Latino of any race, compared to 14% of Washington State’s population.

Figure 5: Ethnicity Breakdown



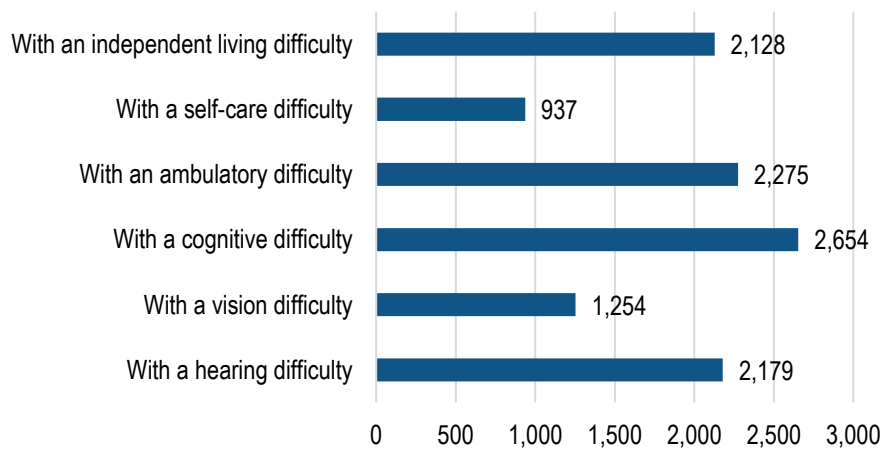
Source: ACS 2019-2023 5-Year Estimates, Table DP05

Disability Characteristics

The US Census 2023 American Community Survey (ACS) determined disability types for residents of Kittitas County within six categories which would assist in determining appropriate housing units as shown in **Figure 6**. Approximately 2,179 individuals, or 4.9% of the County’s 48,600-person population experience hearing difficulty. Roughly 1,254, or 2.8% of the County population, experience vision difficulties. Cognitive difficulties impact approximately 6.2% of the County population (~2,654 individuals) and ambulatory difficulties impact a further 5.3%, or 2,275 individuals. Additionally, self-care difficulties impact approximately 937 individuals (2.2%) and independent living difficulties affect 5.8% of the population, or 2,128 individuals.

Ambulatory Disability: Having serious difficulty walking or climbing stairs (DPHY).
Cognitive Difficulty: Because of a physical, mental, or emotional problem, having difficulty remembering, concentrating, or making decisions (DREM).
Hearing Difficulty: Deaf or having serious difficulty hearing (DEAR).
Independent Living Difficulty: Because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor’s office or shopping (DOUT).
Self-care Difficulty: Having difficulty bathing or dressing (DDRS).
Vision Difficulty: Blind or having serious difficulty seeing, even when wearing glasses (DEYE).
 Census, 2021

Figure 6: Disability Characteristics

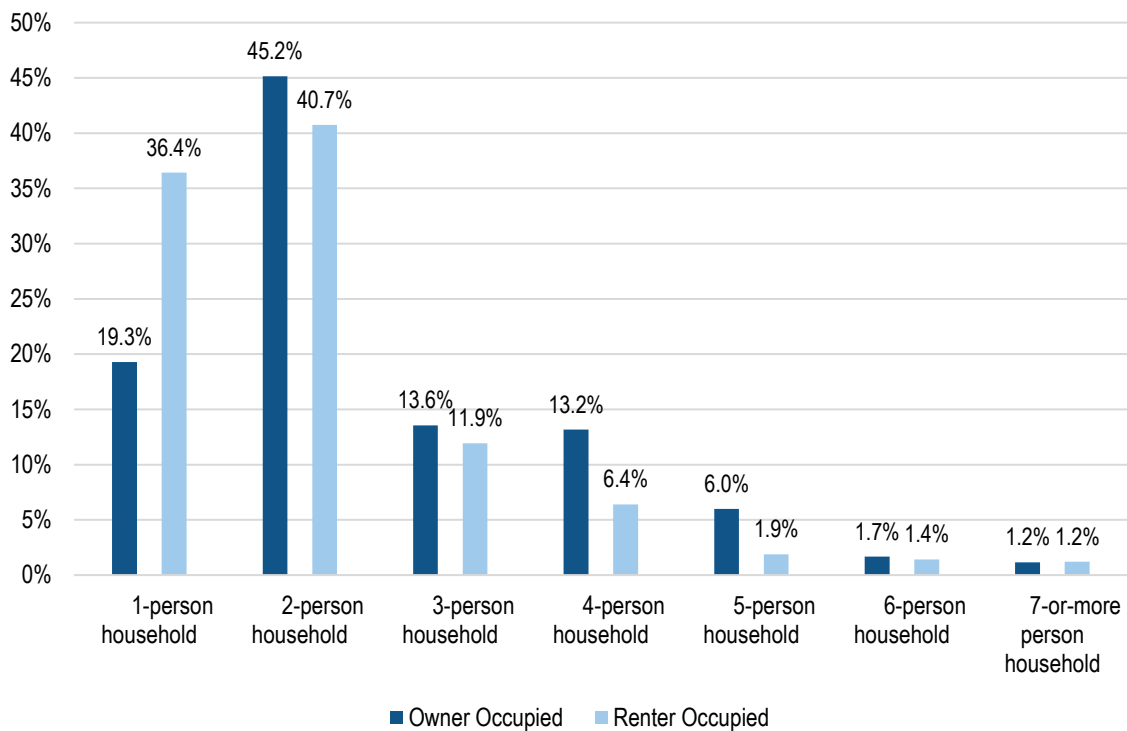


Source: ACS 2019-2023 5-Year Estimates, Table S1810

Households by Size and Tenure

The US Census 2023 ACS estimates there are approximately 19,601 households in Kittitas County, as shown in **Figure 7**, with 74.3% of those households having two or more people per household. Two-person households are the largest market for residents owning housing within Kittitas County, accounting for 45.2% of households or approximately 5,518 households, followed by one-person households with 19.3% of the market, or approximately 2,355 households. Two-person households are the largest market for residents renting housing within Kittitas County, accounting for 40.7% of households or approximately 3,006 households, followed by one-person households with 36.4% of the market at approximately 2,688 households. This is consistent with the average household size in Kittitas County of 2.19.³

Figure 7: Household Size by Tenure



Source: ACS 2019-2023 5-Year Estimates, Table B11016

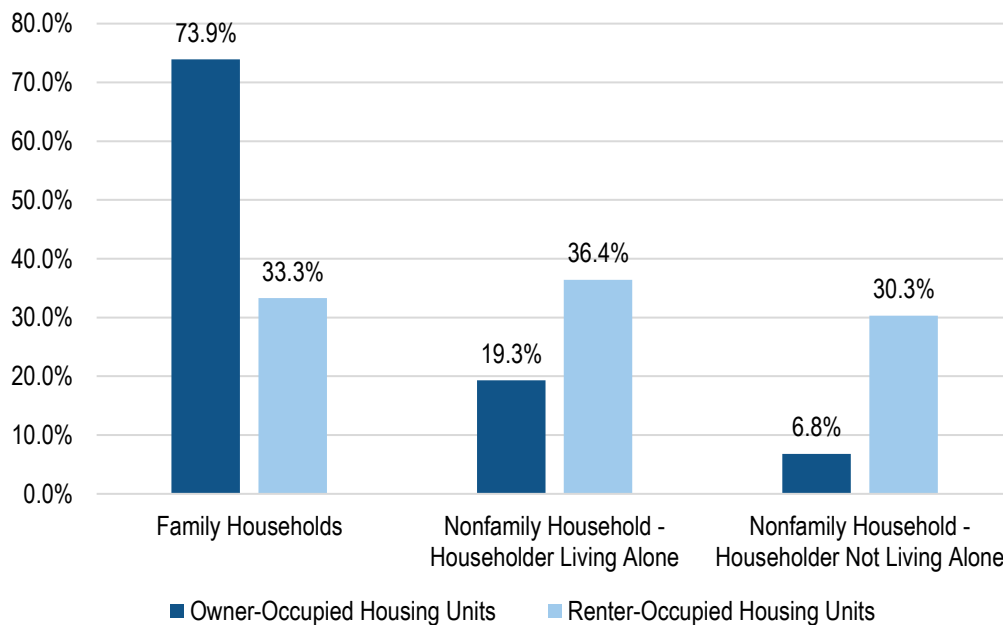
³ <https://www.census.gov/quickfacts/fact/table/kittitascountywashington/BZA010222>

Housing Tenure

Figure 8 shows that an estimated 12,221 (62.3%) homes are occupied by their owner, while 7,380 (37.7%) dwelling units are renter-occupied. Kittitas County has experienced fluctuations in the total number of households over the past 10 years, however, owner and renter occupied ratios have remained similar over the years with consistently more homes being owner-occupied over renter-occupied.

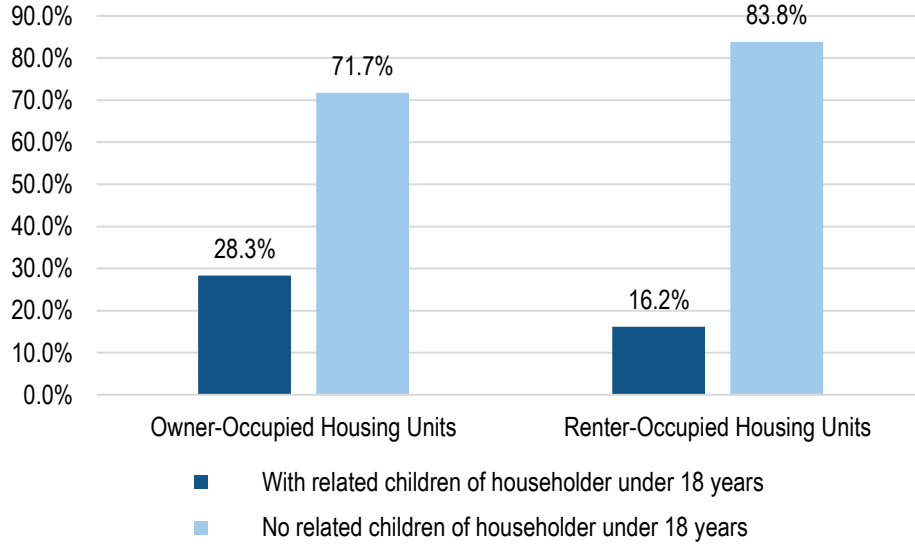
Approximately 58.6% (~11,491 households) of households are family households comprised of married couple families or other families of either a male or female householder, with no spouse present. Nonfamily households make up 41.4% (~8,110 households) of households and are comprised of householders living alone or not living alone, with the majority living alone (25.7%).

Figure 8: Tenure by Household Type



Source: ACS 2019-2023 5-Year Estimates, Table S2501

Figure 9: Tenure by Family Type



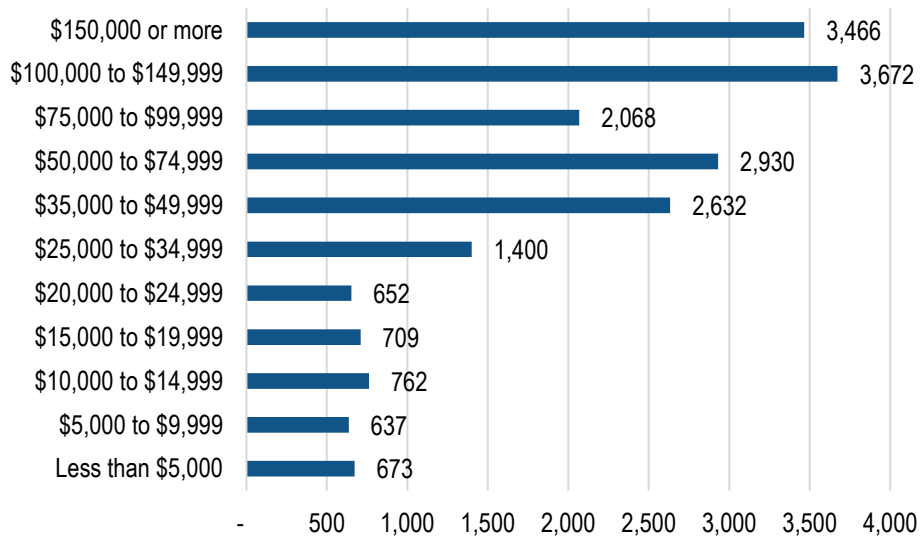
Source: ACS 2019-2023 5-Year Estimates, Table S2501

Household Income

Figure 10 shows that in 2024, 14.9% of households, or 2,930 households, in Kittitas County had a household income between \$50,000 to \$74,999 and 10.6%, or 2,068 households, had a household income between \$75,000 to \$99,999. This is consistent with the median Kittitas County household income for 2024, which was \$69,928.

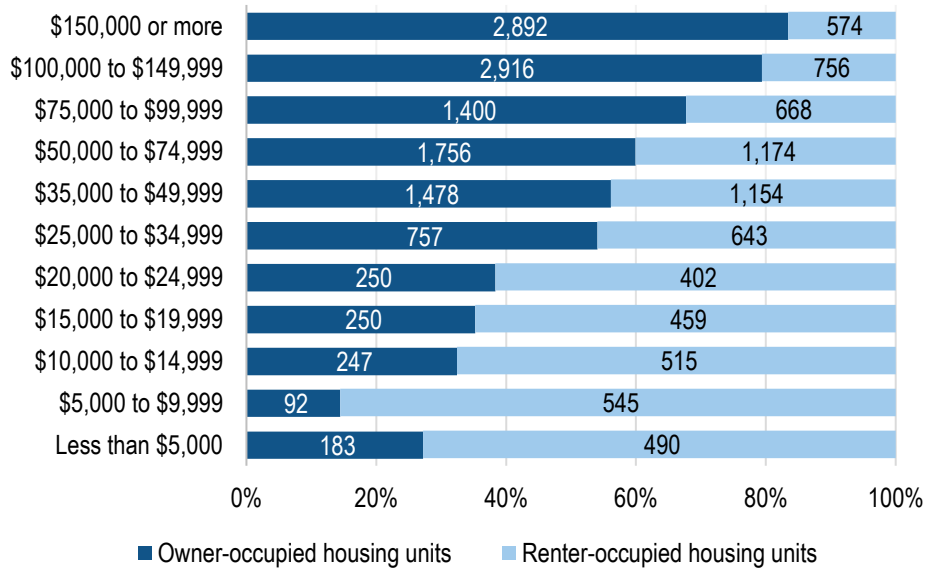
Household income can be broken out into owner-occupied households and renter-occupied households which exemplifies that income gap between owners and renters in Kittitas County. **Figure 11** shows the median household income for owner-occupied households in 2024 was \$93,354 which is more than \$50,000 higher than the median household income of renter-occupied households, which was \$42,005 in 2024.

Figure 10: Median Household Income



Source: ACS 2019-2023 5-Year Estimates, Table S2503

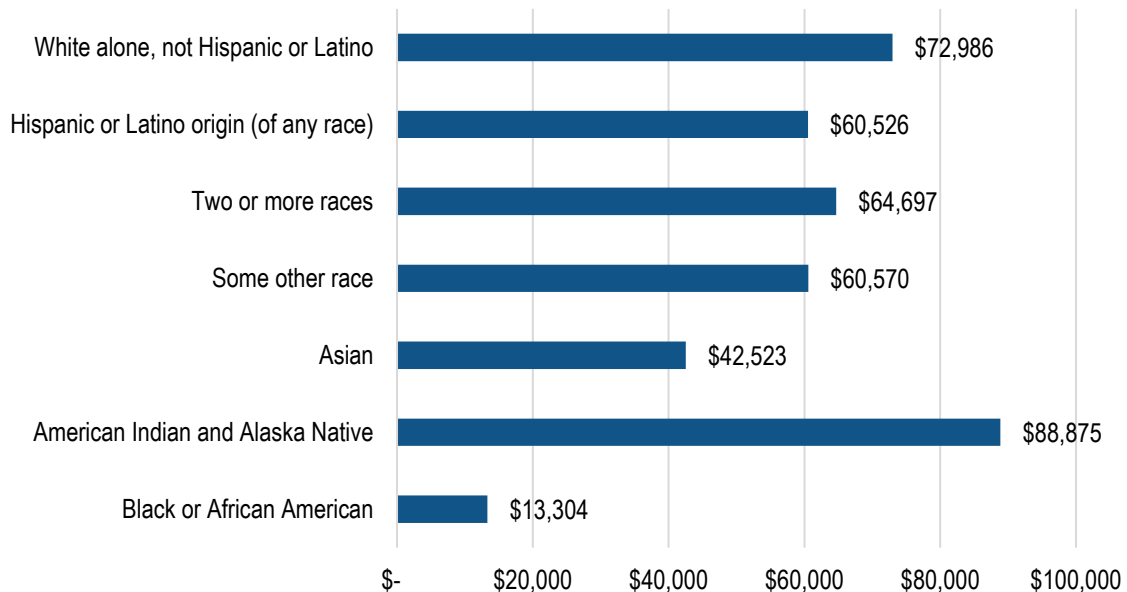
Figure 11: Median Household Income by Tenure



Source: ACS 2019-2023 5-Year Estimates, Table S2503

Median household income can be understood further by evaluating median household income by race as shown in **Figure 12**. The median household income for Kittitas County is approximately \$69,928. The racial group with the highest household income are those identifying as American Indian and Alaska Native with a median household income of \$88,875 followed by households identifying as white only, with a median household income of \$72,986. Households identifying as two or more races had a median household income of approximately \$64,697. Households identifying as other race had a median household income of \$60,570 followed by households identifying as Hispanic or Latino of any race with a median household income of \$60,526. The household groups with the lowest median household income are households identifying as Asian (\$42,523) and Black or African American (\$13,304). See **Figure 12, Race Breakdown**, above for population counts by race.

Figure 12: Median Household Income by Race



Source: ACS 2019-2023 5-Year Estimates, Table S1903

Affordability of Housing in Kittitas County

Approximately 46.8% (~3,518 households) of all the renter-occupied households and approximately 19.6% (~2,202) of owner-occupied households in Kittitas County were considered cost-burdened in 2023, which means they were paying more than 30% of their income on housing costs.

The U.S. Department of Housing and Urban Development (HUD) evaluates housing needs based on five income-levels for household types in Island County: extremely low, very low, low, moderate, and above median income. These household types are defined by their HUD Area Median Income (HAMFI). These income levels are shown in **Table 1** for Kittitas County, broken down by family size.

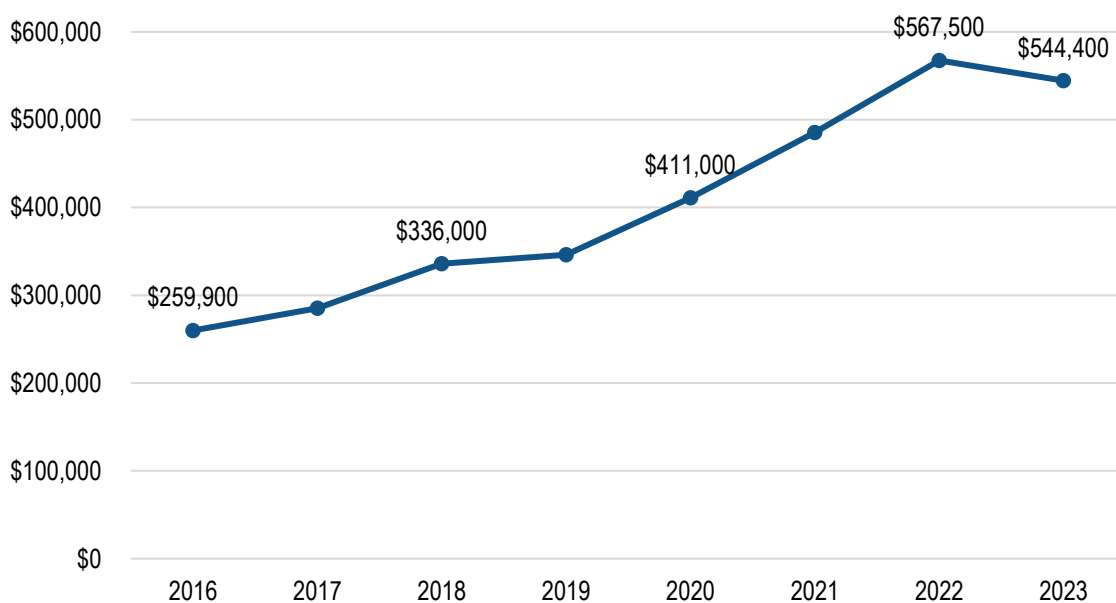
HAMFI - HUD Area Median Family Income. This is the median family income calculated by HUD for each jurisdiction, in order to determine Fair Market Rents (FMRs) and income limits for HUD programs. HAMFI will not necessarily be the same as other calculations of median incomes (such as a simple Census number), due to a series of adjustments that are made.

Table 1: HUD Area Median Income Level

FY 2024 Income Limit Area	Median Family Income	FY 2024 Income Limit Category	Persons in Family							
			1	2	3	4	5	6	7	8
		Extremely Low Income Limits	\$20,800	\$23,800	\$26,750	\$31,200	\$36,580	\$41,960	\$47,340	\$52,720
Kittitas County, WA	\$99,800	Very Low (50%) Income Limits	\$34,650	\$39,600	\$44,550	\$49,500	\$53,450	\$57,400	\$61,350	\$65,300
		Low (80%) Income Limits	\$55,400	\$63,350	\$71,250	\$79,200	\$85,550	\$91,900	\$98,200	\$104,550

Median home values are rising region-wide at extreme rates. The median home value in Kittitas County in 2024 was \$501,909 which is lower than the State median home value of \$580,890. The median home value in the County has increased by approximately 122.5% since 2014. This represents more than a double in the median home value in 2014 from \$225,732 to \$501,909 in 2024. Washington State median home values have increased at a slower rate than Kittitas County with an average increase of 105.8% for the State median home values. These extreme increases are the result of the global Covid-19 pandemic and the rapid growth in the country which results in the high percentage of cost-burdened households in the County. **Figure 13** shows this increase for the County.

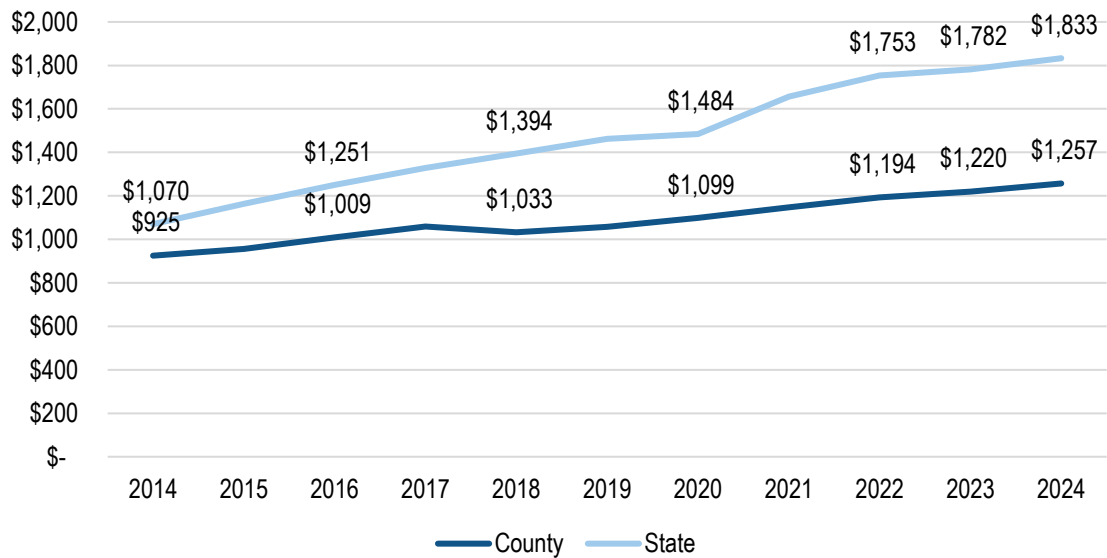
Figure 13: Median Annual Home Prices



Source: Washington Center for Real Estate Research Housing Market Report 4th Quarter

Median rent in Kittitas County has risen at a slower rate than Washington State, and the median rent is lower than the State average. As shown in **Figure 14**, the median rent for rental properties (including apartments, houses, and condos) has increased in Kittitas County at a rate of 35.9% between 2014 and 2024. This represents an average increase from \$925 a month in 2014 to \$1,257 a month in 2024 for the County. During that same period, the median monthly rent in the State increased by 71.3% from \$1,070 in 2014 to \$1,833 in 2024. This increase results in approximately half of all renter-occupied households in Kittitas County being cost-burdened.

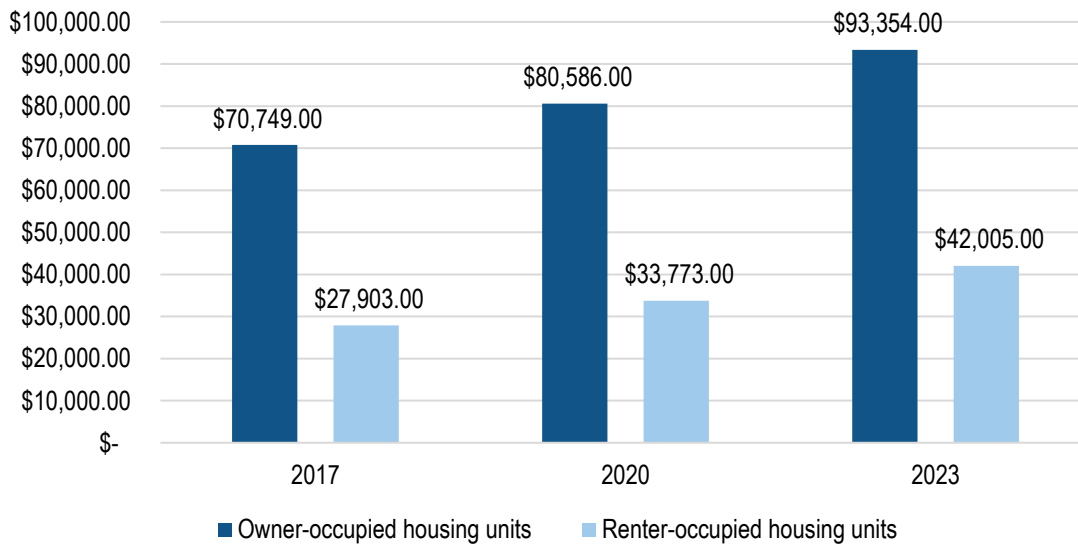
Figure 14: Median County and State Rent Prices



Source: Washington Center for Real Estate Research City and County Apartment Rents, Quarter 4 2024

Median home values have risen faster than median household income in Kittitas County; however, median rent values have kept pace with median household income. In a similar period where median home values and rent cost rose 122.5% and 35.9%, respectively, the median household income in the County rose 54% overall from \$45,406 in 2014 to \$69,928 in 2023. Median household income for both homeowners and renters living in Kittitas County are shown in **Figure 15**. Similar trends can be seen at the regional level across Washington State and the west coast in general.

Figure 15: Median Household Income by Tenure



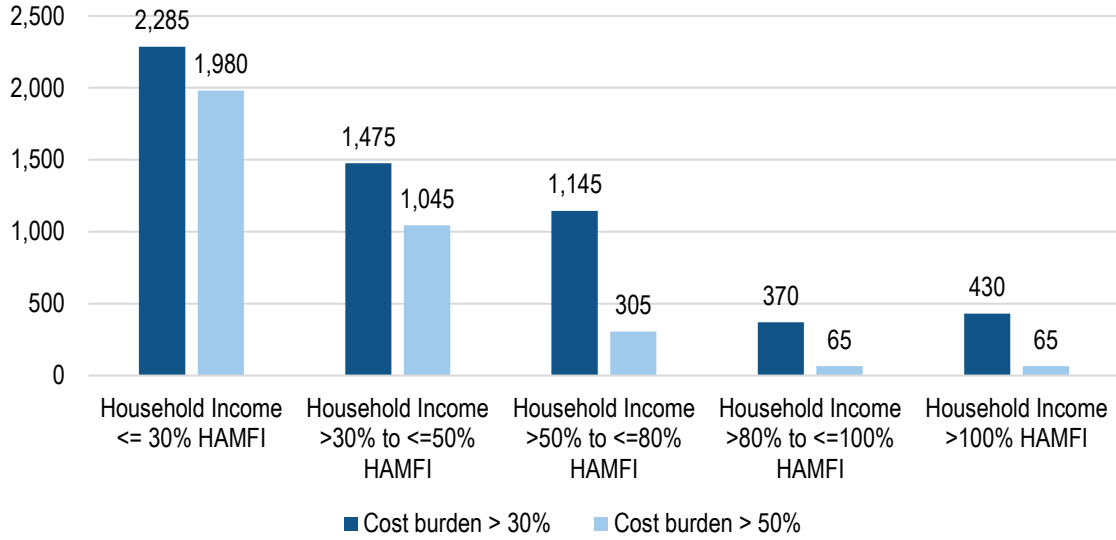
Source: ACS (2017, 2020, 2023) 5-Year Estimates, Table B25119

The uneven rates of increase for housing costs and income creates a housing cost burden for the households in Kittitas County. The Office of Policy of Development and Research put together the Comprehensive Housing Affordability Strategy (CHAS) to measure cost burden using data collected as part of the US Census. The CHAS data combine ACS microdata with HUD adjusted median family incomes (HAMFI) to create estimates of the number of households that would qualify for HUD assistance. In Kittitas County, there are more renters that are housing cost-burdened than owners. The figure below shows the number of households which are cost-burdened. A household is considered cost-burdened when more than 30% of their household income is spent on housing. A household is considered severely cost-burdened when more than 50% of their household income is spent on housing. The most recent data is from 2021, so the total counts of renters and owners will differ slightly from other data presented in this analysis (other figures in this analysis use 2023 and 2024 numbers).

Figure 17 represents the number of cost-burdened households that rent the home they live in. The percentage represents the share of total renter-occupied households which are cost-burdened, and severely-cost-burdened. The figure shows that between the 2017-2021 survey years, there were a total of 3,518 cost-burdened renter-occupied households in Kittitas County, which means they were paying more than 30% of their income on housing costs. Approximately 2,354 of these households were severely cost-burdened, which means they were paying more than 50% of their income on housing costs. Overall, approximately 47% of all the renter-occupied households in Kittitas County were paying more than 30% of their income on housing costs (out of 7,515 total renter-occupied households). The household income group with the most cost-burdened households is the $\leq 30\%$ HAMFI, which (in 2024) are households making approximately \$31,200. Additionally, the household income group with the highest rate of cost-burdened households is also the $\leq 30\%$ HAMFI with 86% of households in this income group experiencing cost-burden, which (in 2024) are households making approximately \$31,200. Approximately 1,770 households in the $\leq 30\%$ HAMFI group are experiencing cost-burden of the 1,900 households in this income group.

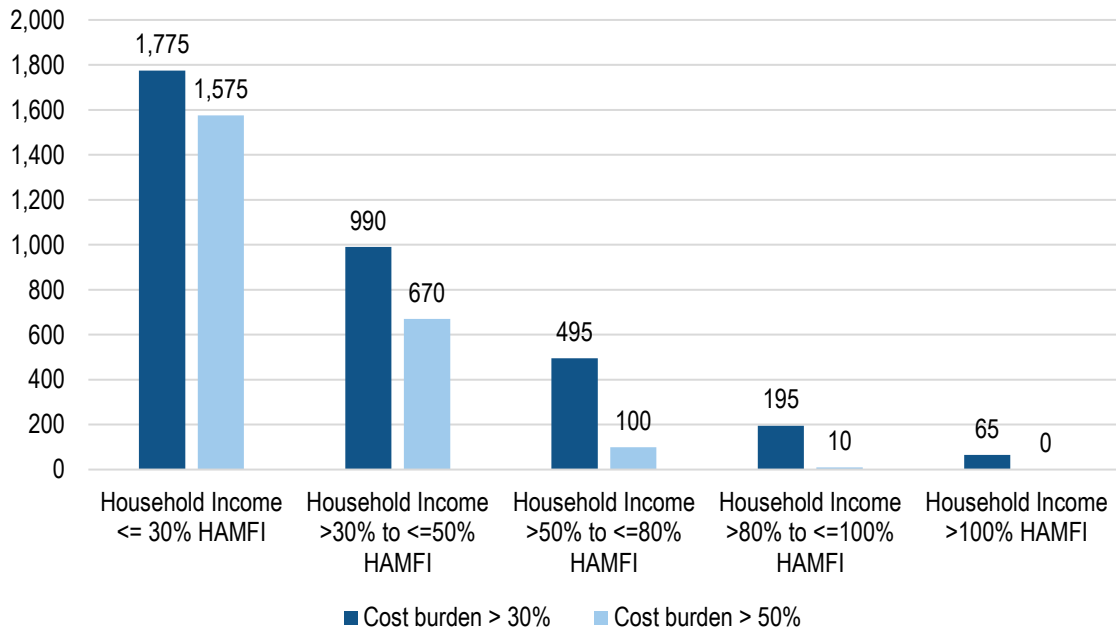
Compared to the number of cost-burdened renter-occupied households, owner-occupied households show a lower number of cost-burdened households. **Figure 18** shows that between the 2017-2021 survey years, the total number of cost-burdened owner-occupied households was 2,202, which makes up about 20% of all the owner-occupied households in the County. Of these households, 1,109 households were severely cost-burdened, which means they were paying more than 50% of their household income on housing costs. The highest rates of cost-burdened owner-occupied households are similar to the renter-occupied households with over half of the households making 0-80% of the HAMFI being cost-burdened. Overall, the figures show that 19.6% of owner-occupied households and 46.8% of renter-occupied households are cost-burdened. **In total, in the 2017-2021 census years, 30% of all households in Kittitas County are cost-burdened and 18% of all households are severely cost-burdened, approximately 5,720 and 2,257 total households, respectively.** Further analysis on this significant gap is in the Housing Gap Analysis section.

Figure 16: Cost Burden by Tenure



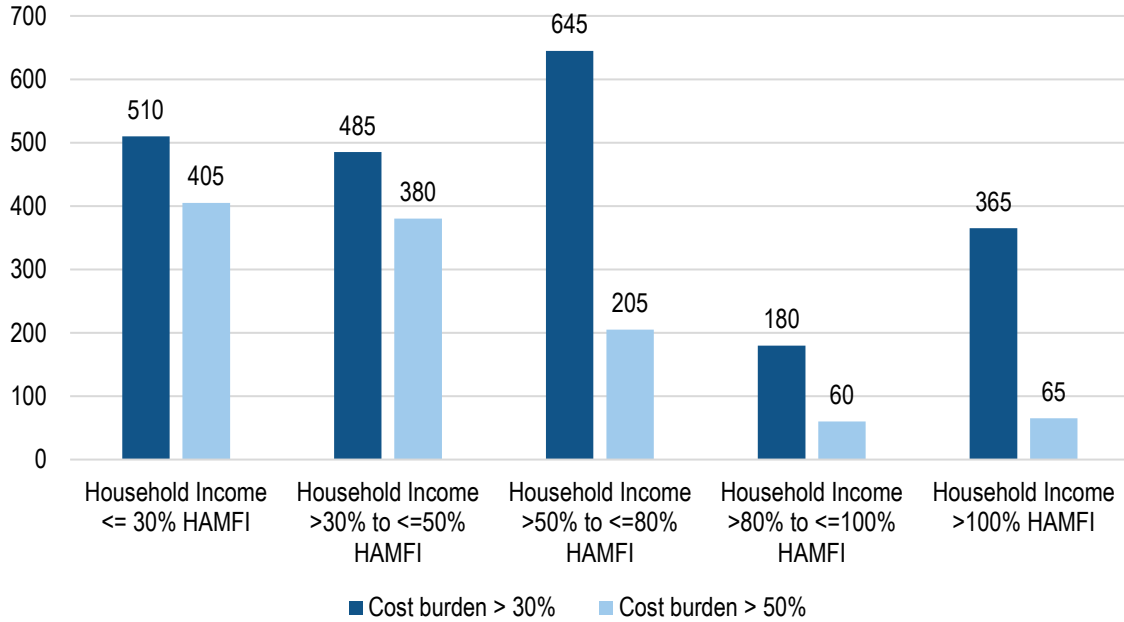
Source: HUD-CHAS 2017-2021 Data.

Figure 17: Cost Burden for Renters



Source: HUD-CHAS 2017-2021 Data.

Figure 18: Title: Cost Burden for Owners



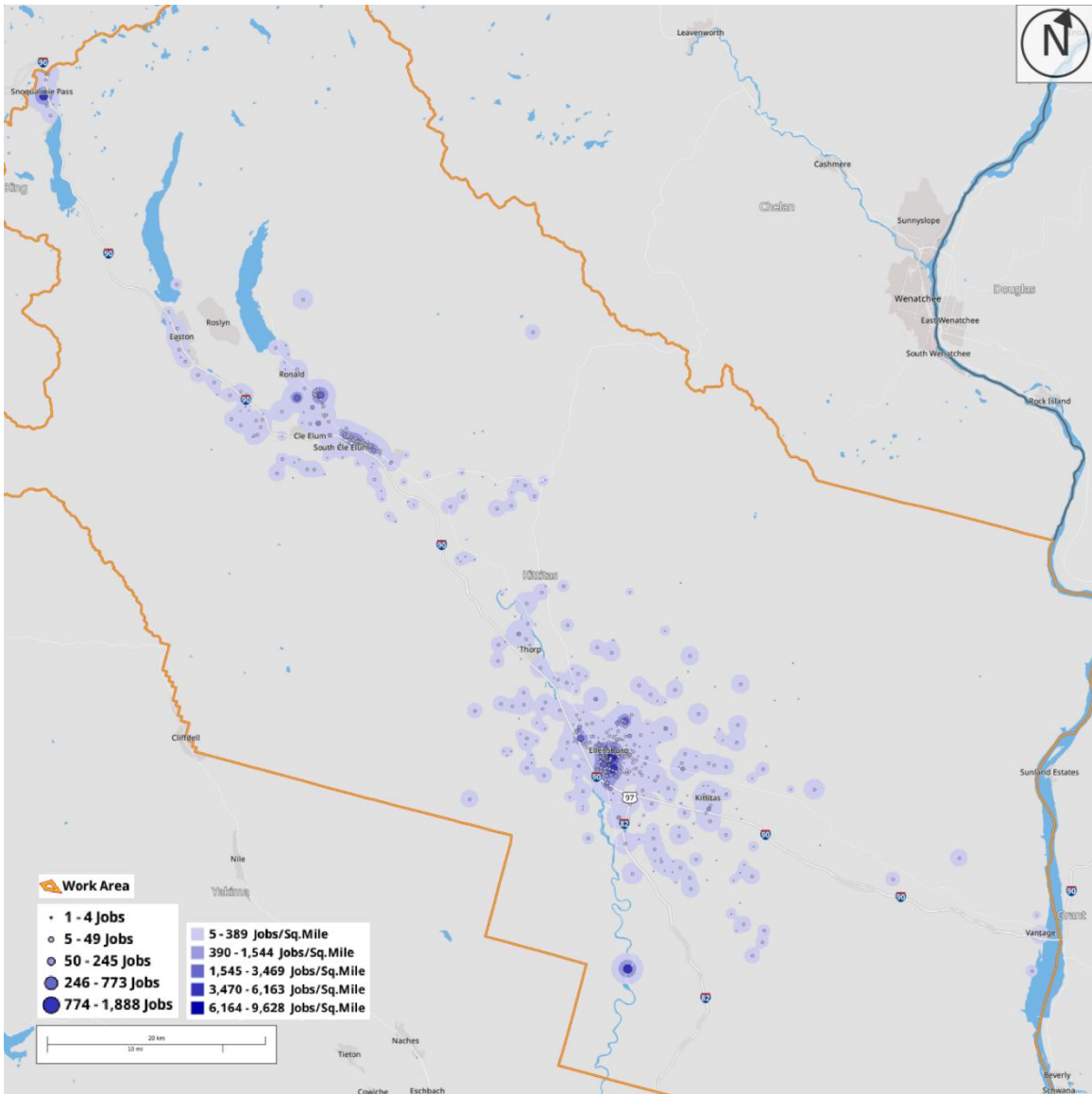
Source: HUD-CHAS 2017-2021 Data.

Workforce Profile

Local Workforce and Trends

Census OnTheMap data indicates that there was a total of 17,932 jobs and a total of 20,631 workers living in Kittitas County in 2022. **Figure 19** shows that these jobs are centered in the cities of Ellenburg and Cle Elum. Large commercial development and schools, such as Central Washington University, in the area are factors in the resulting job density map.

Figure 19: Title: Job Counts by Location (Figure 20)



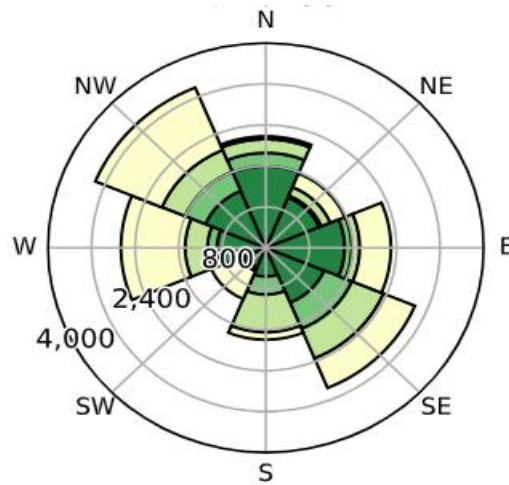
Source: OnTheMap Distance/ Direction Analysis 2022

Workforce Commute

2022 OnTheMap Census data shown in **Figure 21** estimates that 10,540 people live and work within Kittitas County, while 7,349 are employed inside the County and live outside of it commuting in regularly, while 10,091 people live in Kittitas County commuting out regularly. This indicates that there are more workers commuting out from Kittitas County than into the County. Individuals commuting out of Kittitas County most often commute to the cities of Seattle, Yakima, and Bellevue.

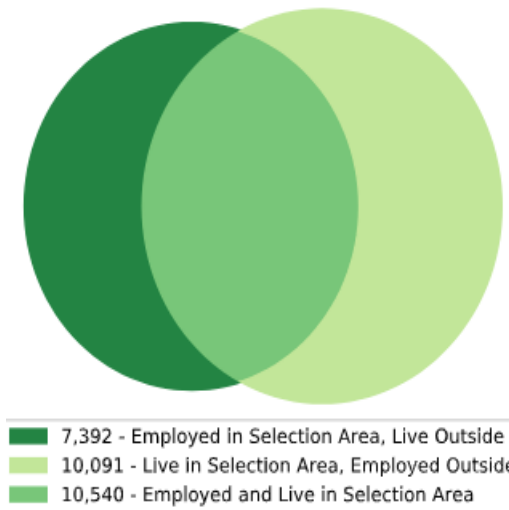
Central Washington University in the City of Ellensburg is the County’s largest employer. In 2024, Central Washington University reported a total of approximately 3,200 employees.⁴ The workforce of Central Washington University is expected to continue to grow, and Kittitas County is a prime location for future employees to live.

Figure 20: Job Counts by Distance/Direction in 2022 (All Workers)



Source: OnTheMap Distance/Direction Analysis, 2012 & 2022 (Figure 21)

Figure 21: Inflow/Outflow Job Counts in 2022 (All Workers)



Source: OnTheMap Distance/Direction Analysis, 2012 & 2022 (Figure 22)

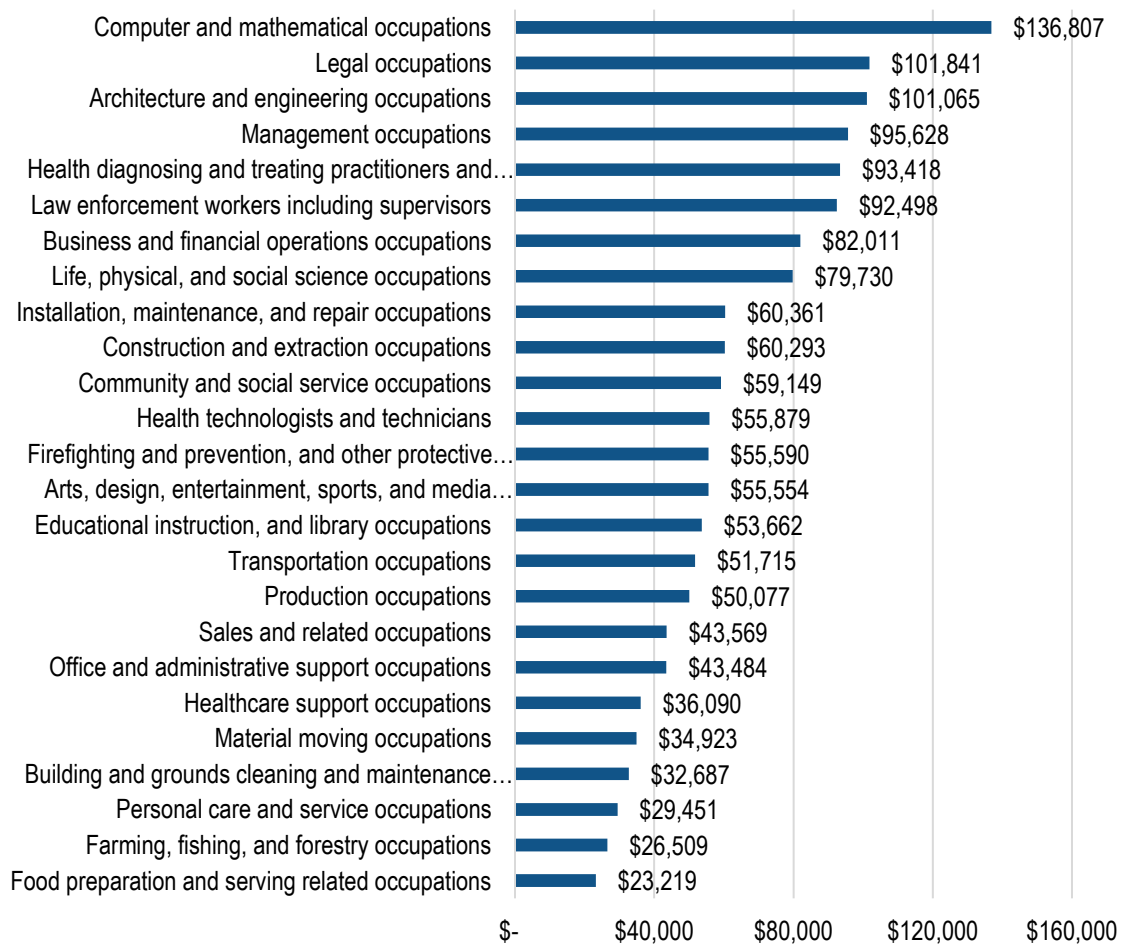
⁴ <https://www.cwu.edu/about/offices/human-resources/new-employees/staff-faculty/new-employee-welcome.php#accordion-f2898dc7-e991-42ce-85bb-dc1a02409134-4>

Workforce Wages

OnTheMap data from 2022 indicates that a majority of Kittitas County’s workforce is between 30 and 54 years old. This age group makes up 48% of the County’s workforce with approximately 8,606 individuals. **Figure 22** shows that 45.8% of the County’s workforce makes over \$3,333 a month and 27% of the workforce makes less than \$1,250 a month. A total of 44.1% (~9,716) of the Kittitas County workforce makes less than \$3,333 a month (~\$40,000 a year) which, based off the Kittitas County AMI, puts over half the workforce making less 50% the AMI. The gap this creates for housing affordability and being able to both live and work in Kittitas County will be explored in the Gap Analysis section.

Median income varies greatly by occupation as shown in **Figure 22**. Median income ranges for certain essential occupations range from \$26,509 for agricultural workers to a median income of \$92,498 for law enforcement workers.

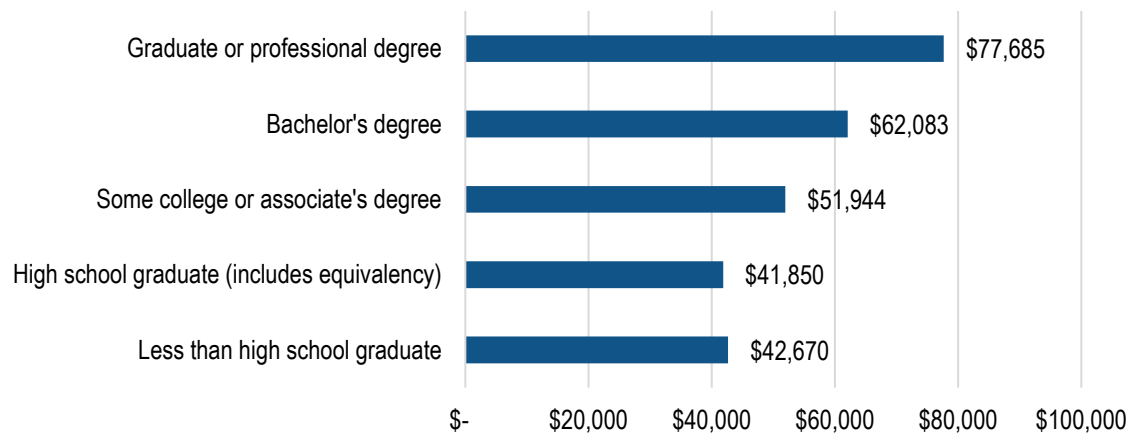
Figure 22: Title: Median Income by Occupation



Source: ACS 2019-2023 5-Year Estimates, Table S2411

Median income can also be further understood through comparing educational attainment levels to median income as shown in **Figure 23**. The educational attainment group with the highest median income are those with a graduate or professional degree, with a median income of \$77,685 followed by those with a bachelor's degree, with a median income of \$62,083. Individuals with some college or an associate's degree have a median income of \$51,944. The median income for less than high school graduates is \$42,670 and \$41,850 for those who graduated high school or equivalent.

Figure 23: *Title: Median Income by Educational Attainment*



Source: ACS 2019-2023 5-Year Estimates, Table S2001

Poverty Status

According to the 2023 ACS Table S1701, approximately 14.3% of Kittitas County, or 6,130 individuals, are below the poverty level, which is higher than the State level of 9.9% for the same period. Poverty status can be further examined through racial and educational attainment breakdowns.

Approximately 50.6% (~204 individuals) of black or African American individuals were below the poverty level for the County in 2023. Approximately 22.9% (~869) of those identifying as two or more races were below the poverty level. Approximately 17.2% (~737) of individuals identifying as Hispanic or Latino were below the poverty level and 16.2% (~113) of individuals identifying as Asian were also below the poverty level. The groups with the lowest levels below the poverty line include those identifying as white alone at 13.1% (~4,512) and other race at 11% (~241).

Poverty status is also influenced by educational attainment as approximately 19.9% (~400) of individuals with less than a high school graduate level of education are below the poverty level compared to approximately 6.4% (~659) of individuals with a bachelor's degree or higher. 8.6% (~675) of those with a high

school graduate level of education are below the poverty level and 9.7% (856) of individuals with some college education are below the County poverty level.

Employment Projections

Kittitas County is within the Ellensburg Micropolitan Statistical Area (MSA) which the State Employment security Department collects information for. The Employment Security Department releases 10-year employment projection models for the entire State. Kittitas County is part of the South-Central sector (Kittitas, Klickitat, Skamania, and Yakima Counties) which predicts a 1.37% average annual growth rate between 2022 and 2027 and a 0.91% average annual growth rate between 2027 and 2032. **Table 2 shows the job occupations with the highest expected average annual growth rates over the next 10 years in the Northwest WA region.**

Table 2: Occupation Growth Rate

Occupational title	Average annual growth rate 2022-2027	Average annual growth rate 2027-2032
Total, All Occupations	1.37%	0.91%
Management Occupations	1.52%	0.88%
Business and Financial Operations Occupations	1.67%	0.98%
Computer and Mathematical Occupations	2.37%	1.10%
Architecture and Engineering Occupations	1.03%	0.78%
Life, Physical, and Social Science Occupations	1.66%	0.57%
Community and Social Service Occupations	1.80%	0.76%
Legal Occupations	1.55%	0.76%
Education, Training, and Library Occupations	1.82%	0.70%
Arts, Design, Entertainment, Sports, and Media Occupations	2.57%	0.25%
Healthcare Practitioners and Technical Occupations	1.73%	1.15%
Healthcare Support Occupations	2.02%	1.19%
Protective Service Occupations	1.64%	1.07%
Food Preparation and Serving Related Occupations	1.85%	1.50%
Building and Grounds Cleaning and Maintenance Occupations	1.75%	1.21%

Occupational title	Average annual growth rate 2022-2027	Average annual growth rate 2027-2032
Personal Care and Service Occupations	2.86%	0.65%
Sales and Related Occupations	1.03%	0.61%
Office and Administrative Support Occupations	1.23%	0.56%
Farming, Fishing, and Forestry Occupations	0.84%	0.93%
Construction and Extraction Occupations	1.82%	1.06%
Installation, Maintenance, and Repair Occupations	1.28%	0.88%
Production Occupations	0.33%	0.53%
Transportation and Material Moving Occupations	1.05%	1.09%

Table 3: Affordability by Occupation

Job Sector	Number of Jobs	Average Annual Wage	Average Monthly Wage	Owner Cost Burden	Renter Cost Burden
Construction	1,742	\$60,293	\$5,024	72.4%	25.0%
Educational Services	5,117	\$53,662	\$4,472	81.4%	28.1%
Health Care and Social Assistance	5,117	\$55,879	\$4,657	78.1%	27.0%
Public Administration	1,520	\$59,149	\$4,929	73.8%	25.5%
Agriculture, Forestry, Fishing, and Hunting	1,116	\$26,509	\$2,209	164.7%	56.9%

The monthly housing costs are determined by using the ACS 2023 median home value and rent with estimates calculated using the Zillow mortgage calculator. As shown in **Table 4**, the annual and monthly income required to afford housing costs is based on spending less than 30% of income on housing. For homeowners estimated to pay \$3,638 in monthly housing costs, their monthly income to avoid being cost-burdened would need to be \$12,127. Meaning, homeowners would require an annual income of at least \$145,520 which exceeds the median wage of the highest earning occupation sector in the County, computer and mathematical occupations, at \$136,807.

For renters with an estimated monthly housing cost of \$1,257, the required monthly income to avoid being cost-burdened would be \$4,190 or an annual income of \$50,280.

Table 4: Affordability

	Monthly Cost (Median)	Annual Income Needed to Afford	Monthly Income to Afford
Owner	\$3,638	\$145,520	\$12,127
Renter	\$1,257	\$50,280	\$4,190

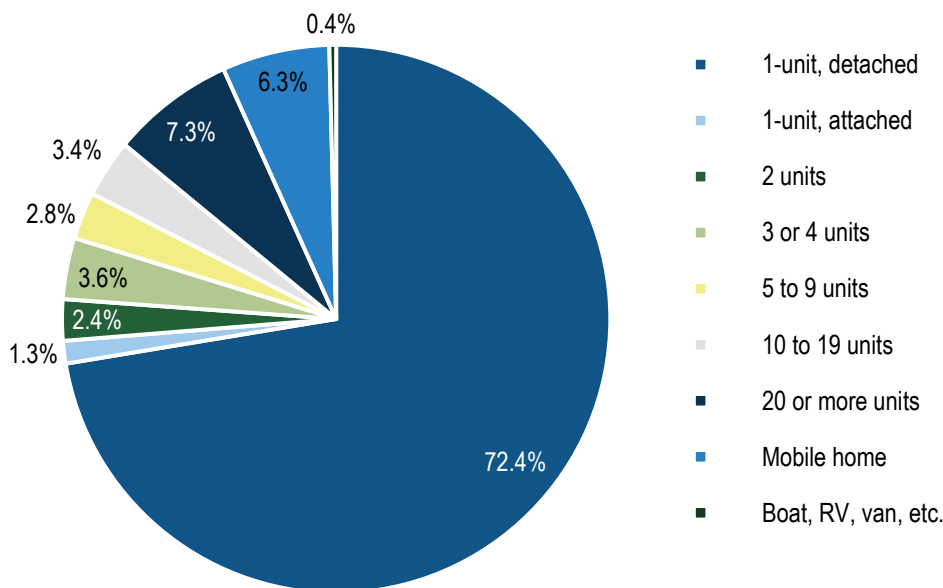
Five essential job sectors are shown in **Table 3** above. The construction job sector includes many occupations such as electricians, plumbers, and contractors. The educational services job sector is inclusive of occupations such as K-12 teachers, professors, and trade school instructors. The health care and social assistance job sector includes occupations such as nurses, dentists, and mental health professionals. The public administration job sector is inclusive of occupations such as firefighters, law enforcement, and veterans’ affairs workers. The agriculture, forestry, fishing, and hunting job sectors include occupations such as farmers, ranchers, and loggers. As shown above in **Table 4**, the median wage of all occupations in the County would result in homeowners experiencing a cost burden. No essential occupation, such as teachers and first responders, would be able to comfortably afford housing within Kittitas County. Additionally, many essential occupational groups would experience renter cost burden as shown in **Table 4** above.

Housing Supply

Unit Count by Type

Kittitas County's 25,606 total housing units are made up largely of single-family, detached homes (2024) which make up approximately 72% of the housing supply (17,610 housing units). The second largest share are structures with 20 or more units, largely made up of apartments, at approximately 7% of the total supply (1,772 housing units). Mobile homes make up approximately 6.3% of the total housing supply. **Figure 24** shows the complete breakdown.

Figure 24: Units in Structure

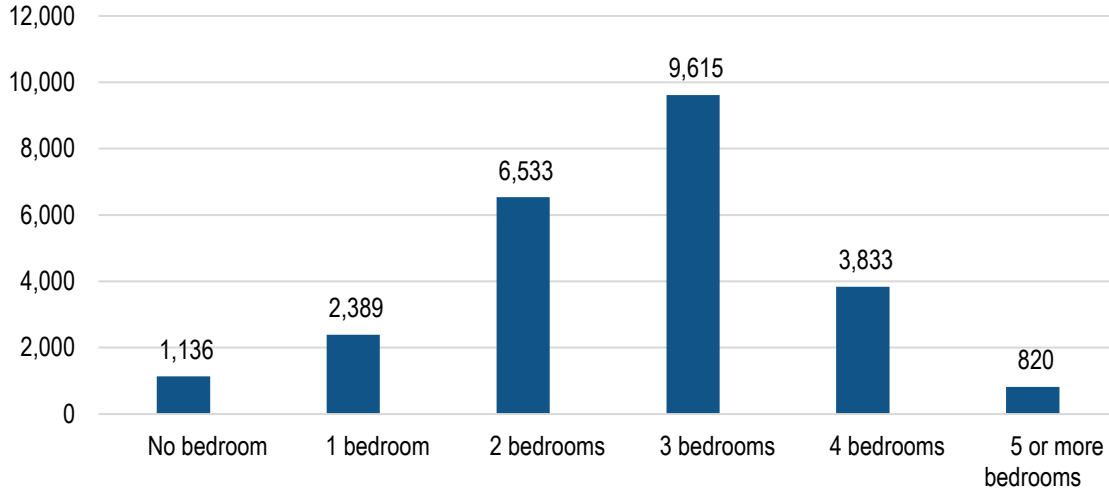


Source: ACS 2019-2023 5-Year Estimates, Table B25024

Unit Size

Figure 25 shows that approximately 63% (16,148) of dwelling units in Kittitas County have either two or three bedrooms, an ideal number of bedrooms for young families and couples. Only 9.8% (2,389) of housing units have a single bedroom and 4.7% (1,136) are studio units. 15.8% (4,653) of homes have over four bedrooms, which likely represent larger families or groups of people living together.

Figure 25: Units by Number of Bedrooms

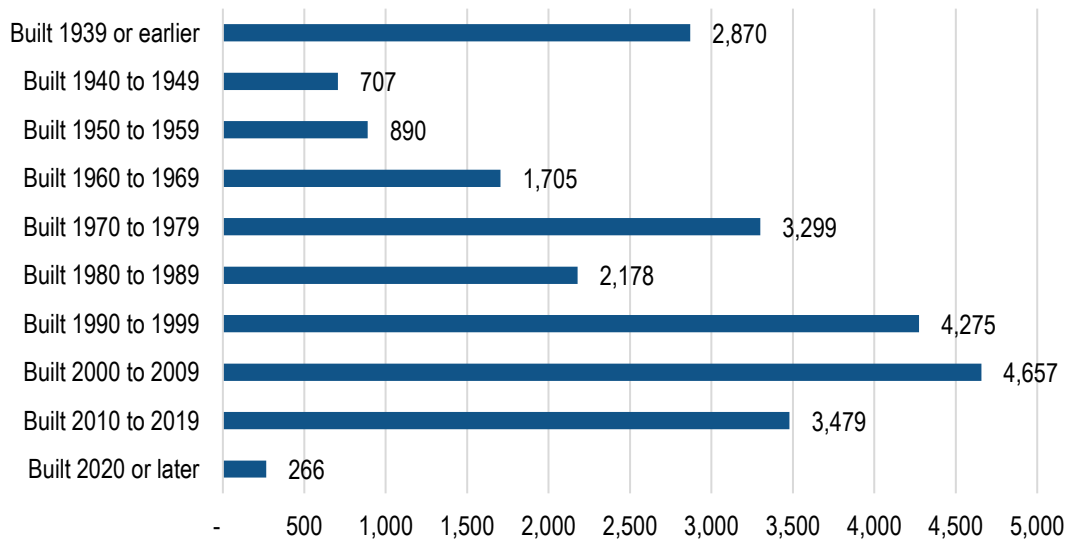


Source: ACS 2019-2023 5-Year Estimates, Table DP04 (excerpt)

Housing Age

Analysis into the year that existing housing structures in Kittitas County were built shows that 59% (14,409 units) were built in between 1970 and 2009. Structures built before 1969 make up approximately 25.4% (6,172 units) of existing homes in the County, while 15.4% (3,745) of homes have been built between 2010 and 2023. **Figure 26** shows that housing production slowed down between 2010 and 2019 compared to previous decades.

Figure 26: Housing Age



Source: ACS 2019-2023 5-Year Estimates, Table DP04

Vacancy Rate

In 2023, the vacancy rate for owner-occupied housing units was approximately 1% and for rentals was approximately 5.9%. Taking a long-term view, average vacancy rates in the ownership housing market hover around 1%, increasing to 5-6% for rental housing. Per Commerce Guidance, “communities with rates significantly higher than this may be experiencing oversupply, associated with depressed property values. Low vacancy, by contrast, indicates tightness in the housing market, often paired with spikes in the cost of housing and displacement risk.” This suggests that Kittitas County may be experiencing a price spike in homes available for ownership.

Subsidized Housing

The Housing Authority of Kittitas County has identified subsidized housing units.⁵ Their most recent report shows that there are 624 subsidized housing units available for seniors and low-income households. In addition to subsidized housing units there are approximately 1,806 individuals residing within group quarters.

Housing Gap Analysis

The housing gap analysis section of the HNA consists of two components: Current gap between the supply/demand of housing units affordable to current households and an estimate of how many more units are needed to accommodate the projected growth over the next 20 years.

Current Gap

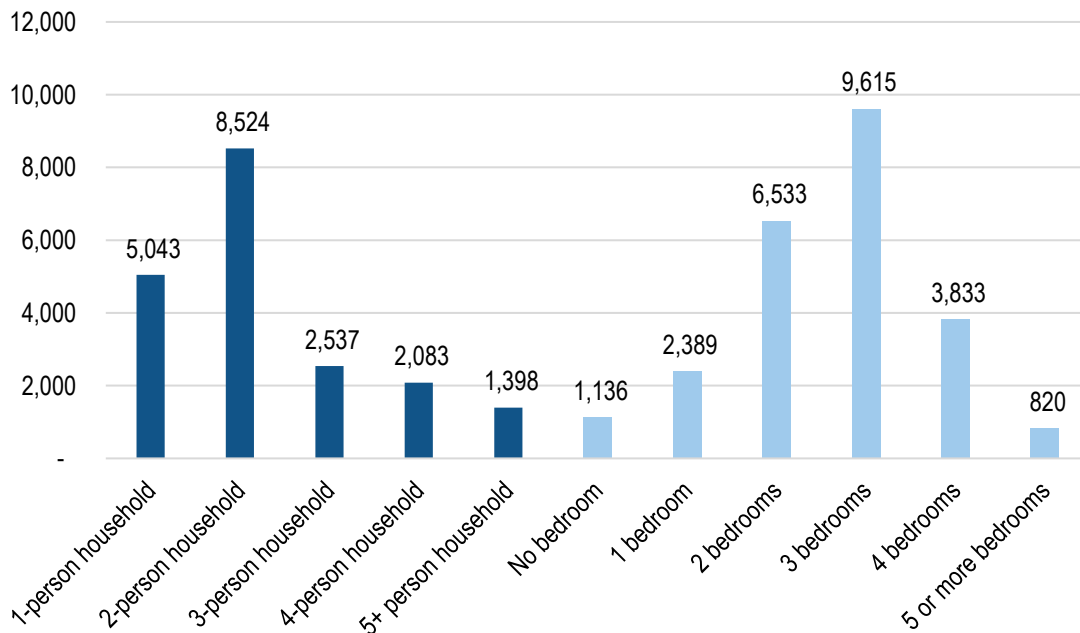
Between the 2017-2021 survey years, the total number of cost-burdened owner-occupied households was 2,202, which makes up about 20% of all the owner-occupied households in the County. Of these households, 1,109 households were severely cost-burdened, which means they were paying more than 50% of their household income on housing costs. Between the 2017-2021 survey years, there were a total of 3,518 cost-burdened renter-occupied households in Kittitas County, which means they were paying more than 30% of their income on housing costs. Of these, 2,354 households were severely cost-burdened, which means they were paying more than 50% of their income on housing costs. Overall, approximately 47% of all the renter-occupied households in Kittitas County were paying more than 30% of their income on housing costs (out of 7,515 total renter-occupied households). In total, in the 2017-2021 census years, 30% of all households in Kittitas County were cost-burdened, which is approximately 5,720 households. The current demand for affordable housing in

⁵ <https://www.commerce.wa.gov/wp-content/uploads/2016/10/AHAB-needs-study-Kittitas.pdf>

the County is the total cost-burdened households in the County minus any available income-restricted housing units. There are 624 subsidized housing units and an additional 1,806 group quarter spaces for a total of 2,430 income-restricted housing units. **Therefore, the current demand for affordable housing in the County is 2,530 units.**

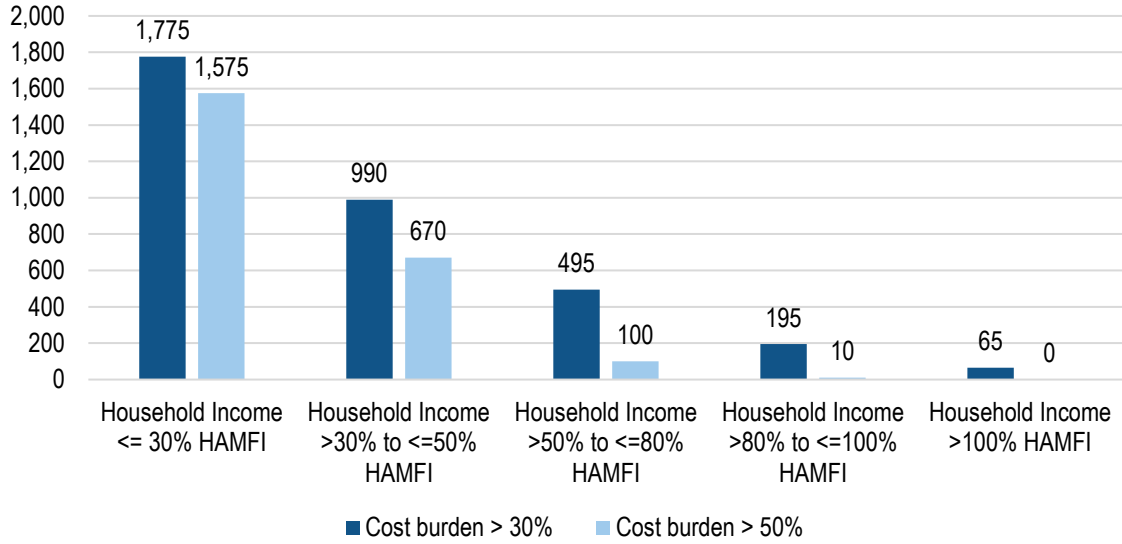
The County’s housing gap can also be examined by comparing household size and number of bedrooms per housing unit. For this analysis it is assumed that the baseline household size to bedrooms is 1:1 (1 person per bedroom). **Figure 27** shows that there are approximately 3,509 more 1- and 2-person households than there are 0- to 2- bedroom housing units. This is an indicator that approximately 3,509 households in Kittitas County are living in units that are too large for their household size due to the smaller housing units. Larger housing units are typically more expensive than smaller units, which suggests that there may be approximately 3,500+ households in Kittitas County that pay more than necessary for their housing unit due to lack of available smaller homes. This is a contributor to the high rate of cost-burdened households seen in **Figure 27** and can help inform the County of the types of housing that is needed.

Figure 27: Bedrooms and Persons per Household



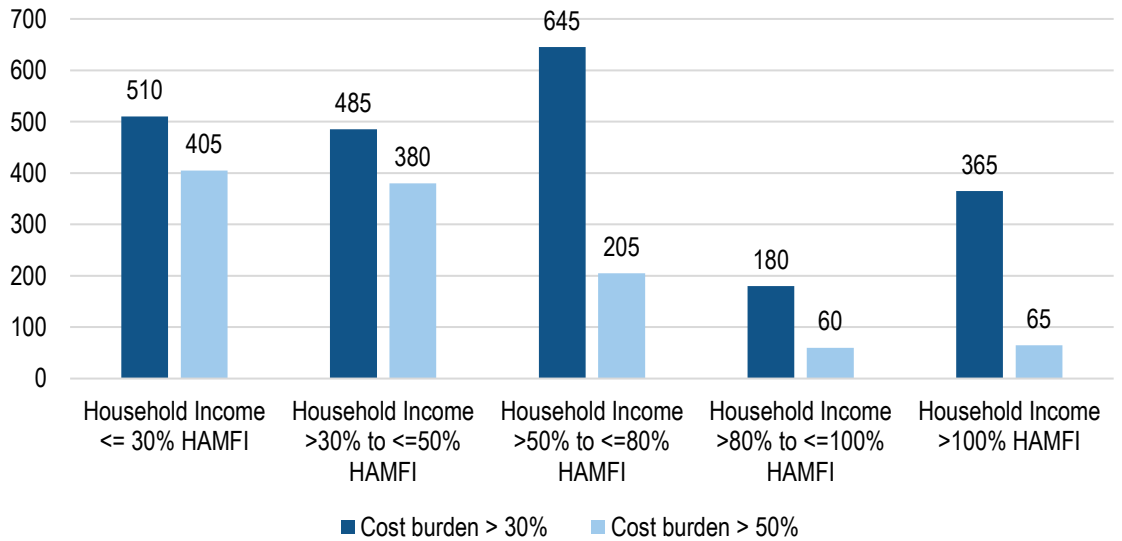
Source: ACS 2019-2023 5-Year Estimates, Table DP04

Figure 28: Renter Occupied Cost Burden



Source: HUD-CHAS 2017-2021 Data, Table 7.

Figure 29: Owner Occupied Cost Burden



Source: HUD-CHAS 2017-2021 Data, Table 7.

Projected Gap

As part of Kittitas County's 2026 Comprehensive Plan Periodic Update, the County adopted future population and housing unit targets that the County and cities within the County will plan for during the planning period (2026-2046). The growth allocations indicate that Kittitas County will need an additional 5,626 housing units to accommodate future population growth. This equates to approximately 12,021 additional people living in Kittitas County as shown in **Figure 2**, representing a 24.7% increase in total population over the County's 2024 population. There was an estimated 1,843 housing units built in Kittitas County between 2020 and 2024. The County's building permit data shows that there are approximately 939 housing units under construction or in the final steps of permitting. Assuming these would all be built and occupied by 2026, we can assume approximately 464 units built per year. A buildout of 464 units per year would result in the County exceeding its allocated growth target by approximately 3,647 units. To meet allocated growth targets, there would need to be an average of 281 housing units built per year. Based on identified findings from this HNA, much of the new housing should be smaller, more affordable housing units, aimed at serving 2- to 3-person households. The Land Capacity Analysis of the County's buildable lands will expand on the County's capacity for additional growth and the type of housing that the County has capacity for.

Figure 28 represents the number of cost-burdened households that rent the home they live in. The percentage represents the share of total renter-occupied households which are cost-burdened, and severely-cost burdened. The figure shows that between the 2017-2021 survey years, there were a total of 3,518 cost-burdened renter-occupied households in Kittitas County, which means they were paying more than 30% of their income on housing costs. Of these, 2,354 households were severely cost burdened, which means they were paying more than 50% of their income on housing costs. Overall, approximately 47% of all the renter-occupied households in Kittitas County were paying more than 30% of their income on housing costs (out of 7,515 total renter-occupied households). The household income group with the most cost-burdened households is the $\leq 30\%$ HAMFI, which (in 2024) are households making between \$34,650 and \$65,300. The household income group with the highest rate of cost-burdened households is the $\leq 30\%$ HAMFI with 86% of households in this income group experience cost burden, which (in 2024) are households making between \$20,800 and \$52,720.

Compared to the number of cost-burdened renter-occupied households, owner-occupied households show a lower number of cost-burdened households. **Figure 29** shows that between the 2017-2021 survey years, the total number of cost-burdened owner-occupied households was 2,202, which makes up about 20% of

all the owner-occupied households in the County. Of these households, 1,109 households were severely cost-burdened, which means they were paying more than 50% of their household income on housing costs. The highest rates of cost-burdened owner-occupied households are similar to the renter-occupied households with over half of the households making 0-80% of the HAMFI being cost-burdened. Overall, the figures show that 19.6% of owner-occupied households and 46.8% of renter-occupied households are cost-burdened. In total, in the 2017-2021 census years, 30% of all households in Kittitas County are cost-burdened and 18% of all households are severely cost-burdened, approximately 5,720 and 2,257 total households, respectively.



Kittitas County
Capital Improvement Program
2026-2031 Six Year Plan

From the Cascades ... to the Columbia



Adopted _____ by the Board of County Commissioners

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Ordinance No. _____

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Six-Year Plan

Introduction

The Six-Year Plan shows capital improvements that are needed to provide adequate public facilities in Kittitas County. The County either directly provides these capital improvements or coordinates with other agencies to provide them. The Six-Year Plan is reviewed and updated annually. Annual updates are made to correct or modify project costs, revenue sources, and dates of construction.

The Capital Improvement Program follows a six-year planning format that is oriented toward sufficiently planning growth according to the larger 20-year planning horizon. The 2026-2031 plan contained herein is a review and update of the previous 2024-2029 plan.

The following departments within Kittitas County were coordinated with in producing this plan:

- Airports
- Administrative Offices
- Event Center/Fairgrounds/Maintenance Shops/Storage/Parking
- County Roads
- Flood Control
- Solid Waste
- Water Systems
- Sewer Systems
- Fire District 1
- Fire District 2
- Fire District 3
- Fire District 4
- Fire District 51
- Fire District 6
- Fire District 7
- Sheriff
- Gilmour Memorial Library
- Carpenter Memorial Library
- Ellensburg Public Library
- Roslyn Public Library
- Roslyn Public Library
- Cle Elum – Roslyn School District
- Ellensburg School District
- Easton School District
- Damman School District
- Kittitas School District
- Thorp School District
- Central Washington University
- Kittitas Valley Healthcare

Table 1 below is a summary of the planned and/or needed investments by department.

2026-2031 Summary

The following table summarizes the 2026-2031 Six-Year Plan.
 (Budgets have been estimated in 2026 dollars using a 3% inflation factor. A 3% inflation factor should be applied to estimates per year until an engineer's estimate is produced with design.)

Six-Year Plan Summary				
2026-2031 Summary Kittitas County Public Facility Projects				
1. Airport Facilities				
<i>Project Name</i>	<i>Location & Description</i>	<i>Funding Source</i>	<i>Schedule</i>	<i>Total Cost</i>
Hangar Taxilane Complex (West)	Bowers Field Airport. New hangar, taxilane including asphalt paving and markings.	Federal Aviation Administration (FAA) General Aviation (GA) Entitlement and Local Match	2026	1,227,005
Runway 11/29 Parallel Taxiway and Taxiway Lighting Project	Bowers Field Airport. Construct new parallel taxiway including pavement, lighting, and marking installation	FAA GA Entitlement and other funding, Local Match	2026	7,344,840
ALP Update with Forecast Verification	Bowers Field Airport. Minor update to the Airport Layout Plan to include Forecast Verification	FAA GA Entitlement and other funding	2027	\$60,000
Rehabilitate Runway 11/29	Bowers Field Airport. Rehabilitate Runway 11/29 including AGIS survey, reducing the runway width, drainage improvements, and replacing the runway lighting system.	FAA GA Entitlement, Local Match	2028-2030	\$3,666,667
Industrial Park Building Development	Bowers Field, Design and construct two new industrial buildings in the Bowers Field Industrial Park.	TBD	2027-2030	TBD
Hangar Taxilane Complex (East)	Bowers Field Airport. New hangar taxilane including asphalt paving and markings.	FAA GA Entitlement and Local Match	2029-2031	\$1,166,667
Wildlife Hazard Mitigation	Develop and construct wildlife hazard mitigations in the vicinity of runway 11/29	FAA GA Entitlement and other funding	2030	\$2,450,000
Runway 11 Extension	Bowers Field Airport. Extend Runway 11/29 Design	FAA GA Entitlement and other funding	2030	\$500,000
2. Kittitas County Administrative Offices				
<i>Project Name</i>	<i>Location & Description</i>	<i>Funding Source</i>	<i>Schedule</i>	<i>Total Cost</i>
Relocate Permit Center and Health Department	411 N Ruby, Ellensburg. Relocate facilities for Community Development Services (CDS), Public Works	General Obligation Bonds	2022-2031	\$15,950,000

	Dept. (PWD), and Fire Marshal offices. Also relocate Health Department.			
New County Administration Building	New Courthouse	REET & Commissioner approved bond	2025-2031	\$152,905,000
Public Safety Building Improvements	205 W. 5 th , Ellensburg	General Fund & 1/10 th sales tax	2025-2031	\$11,450,000
Juvenile Detention Holding Facility	205 W. 5 th , Ellensburg	Law and Justice sales tax	2026-2031	\$50,000
Corrections Facility	To be determined	Commissioner approved bond	2026-2031	\$1,000,000
Upper County Sheriff's Office Facility	To be determined	Commissioner approved bond	2026-2031	\$5,500,000

3. Kittitas Valley Event Center/Fairgrounds

<i>Project Name</i>	<i>Location & Description</i>	<i>Funding Source</i>	<i>Schedule</i>	<i>Total Cost</i>
Rodeo Arena Grandstands	901 E. 7 th , Ellensburg Replace old rodeo grandstands complex to include the seating bleachers and box seats along with Behind the Chutes	Revenue Bonds, LTAC, State Grants, Local partnerships (City of Ellensburg, Ellensburg Rodeo)	2022-2031	\$12,969,100
Renovated Barn Complex and Emergency Evacuation Shelter	901 E 7 th , Ellensburg	Federal Infrastructure or Emergency Funding Sources (Ferguson Gorup) and General Obligation Bonds.	2022-2031	\$6,500,000

RV Park 900 N. Alder St.	900 N. Alder St. An RV park built on the former site of Shady Brook Mobile Park.	State Grant (WSDA), Sale of F&L Property, Cold Weather Shelter Income, Commissioner Approved Bond	2023-2031	\$2,650,000
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4. Kittitas County Maintenance Shops, Storage, Parking, & Pits/Quarries

<i>Project Name</i>	<i>Location & Description</i>	<i>Funding Source</i>	<i>Schedule</i>	<i>Total Cost</i>
Upper County Maintenance Shop	Automated wash bay design and construction.	TBD (Maintenance Funds)	2028	\$400,000
Lower County Maintenance Shop	Potential land acquisition and shop relocation	ER&R Fund 501	2023-2027	\$8,950,000
Hyak Joint Maintenance Facility with Snoqualmie Pass Utility District (SPUD)	Ongoing operations, On capital improvements planned.	SPUD Match	TBD	TBD
Hansen Pit	Potential Advanced Environmental Mitigation site.	Airport Fund 107, Flood Control Fund 107, FAA Grant	2027	\$1,750,000
Other Pits and Quarries	Ongoing operations, on capital improvements planned.	TBD (Public Works Project Funds?)	TBD	TBD

5. Roads – County Owned (capital improvements scheduled for construction)

<i>Project Name</i>	<i>Location & Description</i>	<i>Funding Source</i>	<i>Schedule</i>	<i>Total Cost</i>
Manastash Road Creek Bank Stab, and Snow Park Improvements	MP 10.65-MP 11.01 Roadway safety, repair and improvements	Planned Federal Lands Access Program / Federal Highway Administration (FLAP/FHWA) funds, local funds (FCZD or WA State Park funds match?)	2023	\$1,700,000
Liberty Rd Swauk Creek Bridge	Swauk Creek bridge (No. 07101) on Liberty Road at mile post 0.02 crosses Swauk Creek. This load restricted bridge is being replaced to improve access to the town of Liberty and provide access to the	Federal Lands Access Program (FLAP)	2025	\$600,000

	Okanogan-Wenatchee National Forest.			
2024 Vantage Hwy Paving	The Vantage Highway is a major east/west corridor in the Lower Kittitas Valley. Regular roadway maintenance improves roadway safety while maintaining reliable infrastructure. This project will grind and overlay asphalt on Vantage Highway within the existing pavement limits along with temporary and permanent pavement marking for repair, rehabilitation and preservation. This segment is the second phase of surface improvements.	Surface Transportation Block Grant – (STBG), local funds	2025	\$2,961,000
I-90 Widening (State Project)	High bypass traffic volumes through Upper County is a concern for residents and the condition of roads. This increase in traffic when I-90 is busy results in degraded roadways as well as increased safety concerns. A group was formed, the STEER I90 Coalition, meets monthly to engage stakeholders to discuss issues and solutions. A draft feasibility study has been completed to identify possible improvements.	Local funds	2025	\$250,000
Hungry Junction Road Widening/Faust Rd Culvert Replacement	Hungry Junction Rd from US 97 to Reecer Creek Rd is narrow with vertical curves that do not provide adequate sight distance. The road has moderate truck traffic. The work will include changing the vertical curve profile to comply with WSDOT design manual, widening and paving the road to increase paving structure. The existing culverts at the intersection of Hungry Junction Rd and Faust Rd floods periodically and is a fish passage barrier. This project will remove the existing culverts under Hungry Junction Road and replace them with a new structure, realigning	Rural Arterial Program (RAP), local funds	2025-2027	\$3,972,000

	Reecer Creek through the new structure.			
Snoqualmie Pass Comprehensive Safety Plan	Snoqualmie Pass is a recreational destination and key transportation corridor spanning two counties. Kittitas County is working with King County, WSDOT, and area stakeholders to increase the safety for outdoor enthusiasts and area businesses. The Comprehensive Safety Plan will address safety concerns and increased usage of the Pass, taking a proactive approach to minimize risks to public safety.	Safe Streets for All (SS4A), local funds	2025-2027	\$504,000
Huntzinger Rd Safety Improvements – Phase 1	Huntzinger Road has several areas with steep embankments and no shoulders. The work will include installing guardrail, placing signage and additional delineation to improve travelers safety.	Highway Safety Improvement Program (HSIP)	2025	\$1,581,000
Horizontal Curve Safety Project	Kittitas County Road Safety Improvement Plan 2023 (Resolution 2023-047) was created to reduce collisions and improve safety within the County Road network. Horizontal curves have been identified as high risk by data collected for the 2023 Safety Plan. The proposed project is to identify, plan, design, and implement measures for crash prevention. The project includes adding advisory speeds, LED chevrons, and additional carsonite safety posts to reduce crashes on the road system.	Highway Safety Improvement Program (HSIP)	2025-2026	\$375,000
Yellowstone Culvert Replacement	The Yellowstone Road culvert project will replace the existing undersized and deteriorating culvert with a larger culvert that has the capacity to handle high water flow and sediment in the stream. The culvert replacement will prevent the washout of the county road as well as improve fish passage.	Surface Transportation Block Grant (STBG), local funds	2026-2027	\$1,755,000

Denmark Road Improvements	Denmark Road serves as a local connector from nearby residential developments and agricultural activities. Improvements are proposed to Denmark Road from Thrall Road to Fourth Parallel Road. Improvements include widening and replacement of the structure over Cascade Canal.	RAP funds, HSIP funds, local funds	2026-2029	\$4,710,000
Airport Road Culvert Replacement	Undersized irrigation culverts under Airport Road in Cle Elum have increased drainage issues in the area. Replacement of these undersized culverts with larger, adequate culverts will decrease flooding issues for nearby property owners while also protecting the roadway from damage.	RAP funds	2029-2030	\$1,290,000
Short Span Structure Replacement Program	Kittitas County has 156 routinely inspected structures having a length under 20-feet. These structures are not eligible for the WSDOT Local Bridge Program funding, as such it is the County's responsibility to maintain or replace these structures with County funds. Based on field reviews many of these structures need significant repairs or to be replaced. This phase begins to address the need to repair or replace these structures. Multiple phases will be required to address all structures.	STBG funds, local funds	2026-2030	\$4,200,000
Reecer Creek Rd over Towne Ditch	Bridge #88212 on Reecer Creek Road over the Towne Ditch. Replace existing single span, structurally deficient, load posted concrete bridge with a longer, single span, prestressed concrete girder structure to meet current design standards and to improve the hydraulic opening.	RAP funds, local funds	2026-2028	\$2,734,000
Badger Pocket Road HMA	Traffic and heavy truck traffic have deteriorated existing hot mix asphalt roadway resulting in pavement rutting conditions.	RAP funds, STBG funds, local fund	2026-2028	\$1,640,000

	An HMA overlay will remediate the rutted condition and restore the roadway segment. The road segment will be widened to accommodate the larger truck loads entering and exiting hay press facility.			
HSIP 2025 awarded project	The Highway Safety Improvement Program (HSIP) is a federal program that allows states, and the local governments within them, to target safety funds to their most critical safety needs. The goal of the program is to reduce fatal and serious injury crashes, following Washington State's Strategic Highway Safety Plan (Target Zero) and each agency's local road safety plan . WSDOT's programs for local governments include the County Safety program, the City Safety program, and the Railway-Highway Crossing program. Focus is on the Kittitas Highway and No. 6 Road intersection.	HSIP funds	2026-2027	\$530,000
Bridge Rehabilitation Program	Each year the County inspects approximately 50% of its bridges on an alternating basis to comply with National Bridge Inspection Standards requirement of a 24 month maximum inspection cycle. During these inspections potential problems and maintenance issues are identified and documented. Routine inspections identify deficiencies early and corrective measures can be taken in order to eliminate a potential for major repairs or a hazard to the driving public. This program has been successful in identifying problems and correcting deficiencies in County bridges and extending the life of existing bridges	Local funds	2025-2028	\$1,029,000
Bender Road Widening and	To accommodate the increase in traffic along Bender Road and	Surface Transportation	2029-2030	\$2,300,000

Pedestrian Improvements	to link future developments to the City of Ellensburg, Bender Road will be widened. Widened shoulders will be constructed for bicycle use. Work includes shoulder widening and resurfacing the road, construction of sidewalk, and installation of drainage structures. Sidewalk to be constructed on north side of roadway only.	Block Grant – Transportation Alternatives (STBGTA), local funds		
Sanders Road Improvements	To accommodate the increase in traffic along Sanders Road and to link future developments to the City of Ellensburg, the road will need to be widened. Non-motorized pathways will need to be constructed for pedestrian and bicycle use. This will allow for a uniform roadway from county to city limits. Work will include widening and paving the road, construction of sidewalk, and installation of drainage structures.	STBGTA funds, local funds	2030	\$400,000
HSIP 2027 awarded project	The Highway Safety Improvement Program (HSIP) is a federal program that allows states, and the local governments within them, to target safety funds to their most critical safety needs. The goal of the program is to reduce fatal and serious injury crashes, following Washington State's Strategic Highway Safety Plan (Target Zero) and each agency's local road safety plan . WSDOT's programs for local governments include the County Safety Program, the City Safety Program, and the Railway-Highway Crossing Program.	HSIP funds	2028-2029	\$540,000
Vantage Hwy Paving Phase 3	The Vantage Highway is a major east/west corridor in the Lower Kittitas Valley. Regular roadway maintenance improves roadway safety while maintaining reliable infrastructure. This project will grind and overlay asphalt on	STBG funds, local funds	2027-2028	\$3,000,000

	Vantage Highway within the existing pavement limits along with temporary and permanent pavement marking for repair, rehabilitation and preservation. This road segment is the third phase of the surface improvements on Vantage Highway.			
Vantage Hwy Paving Phase 4	The Vantage Highway is a major east/west corridor in the Lower Kittitas Valley. Regular roadway maintenance improves roadway safety while maintaining reliable infrastructure. This project will grind and overlay asphalt on Vantage Highway within the existing pavement limits along with temporary and permanent pavement marking for repair, rehabilitation and preservation. The fourth phase of surface improvements on Vantage Highway connects to the award winning pavement project completed on the roadway in 2021.	STBG funds, local funds	2029-2030	\$3,000,000
No. 6 Rd Improvements	No. 6 Road is a major north/south collector in the Lower Kittitas Valley. Regular roadway maintenance improves roadway safety while maintaining reliable infrastructure. This project will grind and overlay asphalt on No. 6 Road within the existing pavement limits along with temporary and permanent pavement marking for repair, rehabilitation and preservation.	RAP funds, local funds	2026-2027	\$1,450,000
Bar 14 Turnaround	2017 flood events caused water to overtop Bar 14 Road at Bridge #89041. Subsequent inspection found significant damage to one of the girders. The County removed the bridge and completed channel repair work to alleviate flood problems. While the County plans to pursue funding to replace the bridge, the funding is competitive and Bar 14 Road	Local funds	2027	\$175,000

	does not see sufficient daily traffic. Since the likelihood of obtaining funds in the near future is remote, the county will build a turnaround at each dead end until funding is secured. Work will be done by County Forces.			
Gravel Road Upgrades	Kittitas County gravel road upgrade will complete road maintenance projects and improvements on existing gravel roads at various locations throughout the County on an annual schedule.	Local funds	2026	\$450,000
Liberty Road Swauk Creek Bridge	MP 0.2 Liberty Road Bridge replacement – safety	Planned FLAP/FHWA funds, local funds (BRAC \$?)	2023-2024	\$3,207,000
Dickey Creek Bridge Replacement	Teaway Road Bridge replacement	Local Funds	2023	\$400,000
I-90 Widening (State Project)	Cle Elum to Easton Improve capacity and safety	Local funds State Transportation and FHWA through WSDOT.	2023-2024	\$750,000

6. Regional Parks and Trails

<i>Project Name</i>	<i>Location & Description</i>	<i>Funding Source</i>	<i>Schedule</i>	<i>Total Cost</i>
Manastash Trailhead Parking Lot	Manastash Trail, Design & build parking lot	TBD	2026	\$485,000
Upper County ATV Trail (UC)	Upper County Planning and project development	TBD	2030-2031	\$350,000
Ellensburg Field House	Lower County, County cost share with Ellensburg	TBD	2027-2030	\$3,000,000
Gladmar Park (MC)	Mid County. Feasibility study to support access include preliminary design.	TBD	2029	\$100,000
Upper County Recreation Center	Upper County, County cost share for recreation center	Local	2028-2031	\$3,000,000
Yakima River Access	Canyon Road. Design and construct additional facilities including parking and trails.	TBD	2027-2031	\$600,000
Vantage River Walk (LC)	Lower County.	TBD	2030-2031	\$600,000
Thompson Park	Thompson Park Naneum Road. Design and construct restroom facility.	Local	2026	\$75,000

7. Solid Waste				
<i>Project Name</i>	<i>Location & Description</i>	<i>Funding Source</i>	<i>Schedule</i>	<i>Total Cost</i>
A. Relocate Ellensburg Transfer Station and Compost Facility B. Decommission and Restore Existing Location and Identify Options for Future Use.	925 Industrial Way, Ellensburg. Build a new Transfer Station and Compost Facility.	Solid Waste Fund / Grant / Loan	2025-2031	\$23,000,000
Cle Elum Transfer Station Entrance	Cle Elum Transfer Station 50 No. 5 Mine Road. Construct a new entrance to allow for better queuing for the scales.	Solid Waste Fees and Grants	2025-2031	\$1,600,000
8. Library Services				
<i>Project Name</i>	<i>Location & Description</i>	<i>Funding Source</i>	<i>Schedule</i>	<i>Total Cost</i>
Ellensburg Public Library HVAC System	209 N Ruby St., Ellensburg WA Install new HVAC system to replace current system.	Commissioner Approved Bond (City of Ellensburg)	2024-2028	\$1,000,000

9. Emergency Services				
<i>Project Name</i>	<i>Location & Description</i>	<i>Funding Source</i>	<i>Schedule</i>	<i>Total Cost</i>
Sheriff's Office Training Room	307 W Umptanum. Training room at the sheriffs office	General Fund	2026	\$288,000
Sheriff's Office Evidence Room & Expansion	307 W Umptanum Rd. Enhancement to current evidence processing & storage facilities, and improvements to overflow evidence & property storage bay.	General Fund, Federal Funds (anticipated)	2026	\$150,000
Upper County Emergency Operations Center & Search and Rescue Base	Airport Road off Cle Elum Airport Access Road. Establishing primary Emergency Operations Center in growing upper county.	General Fund, Federal Funds (anticipated)	2026-2031	\$3,000,000
Natural Gas Generator with enclosure	10700 N Thorp Hwy, Thorp Fire Staton	FEMA Grant/ Rotary Club Grant	2026-2031	\$125,000
Solar Generator	Fire Station 12 on Hwy 10	TBD	2026-2031	\$45,000

**Table 1 continued - Six-Year Plan Summary
2024-2029 Summary Kittitas County Public Facility Projects**

<i>Project Name</i>	<i>Location & Description</i>	<i>Funding Source</i>	<i>Schedule</i>	<i>Total Cost</i>
Kittitas Valley Healthcare Hospital Expansion	603 S. Chestnut, Ellensburg Hospital expansion to surgery, materials management, and radiology.	TBD	2023-2028	\$13,586,000
Kittitas Valley Healthcare Orthopedic Clinic	611 S. Chestnut St. Ste. D & E Complete interior remodel.	TBD	2024-2028	\$2,484,000
Kittitas Valley Healthcare General Surgery Clinic	611 S. Chestnut St. Ste. A Tenant improvement project, interior update.	TBD	2024-2028	\$783,000
Kittitas Valley Healthcare New Parking Lot	611 S. Pearl St. Vacant lot NW of KVH Medical Arts Center. New parking lot.	TBD	TBD	TBD
Kittitas Valley Healthcare Cle Elum Family Medical Clinic	201 Alpha Way, Cle Elum. "Possible addition"	TBD	TBD	TBD
Kittitas Valley Healthcare Internal Medicine	700 E. Manitoba Ave. Remodel of KVH Internal Medicine Clinic, 9000 sq. ft. facility	\$250,000 Sunderland Grant	2024-2028	\$250,000
Kittitas Valley Healthcare Cle Elum Physical Therapy	201 Alpha Way, Cle Elum. Recarpeting and repainting of building (may be maintenance)	TBD	TBD	TBD

Kittitas Valley Healthcare Home Health	1506 Radio Rd. Remodel of half of 10000 sq. ft. facility.	TBD	TBD	TBD
Kittitas Valley Healthcare Family Medicine	716 E. Manitoba Ave. Complete remodel of two facilities, one is 7000 sq. ft and one is 3000 sq. ft.	TBD	TBD	TBD

10. Education

<i>Project Name</i>	<i>Location & Description</i>	<i>Funding Source</i>	<i>Schedule</i>	<i>Total Cost</i>
Central Washington University, Secondary Geothermal Module	Parcel # 143534, E Dean Nicholson Blvd, CWU campus, Ellensburg, WA The secondary Geothermal Module adds redundancy and future expansion capability for our geothermal infrastructure.	State Office of Financial Management (OFM) Capital, & Climate Commitment Act.	2025-2031	\$16,464,000
Central Washington University, Science Building Carbon Reduction	Parcel # 143534, 400 E University Way, CWU campus, Ellensburg, WA The project implements the energy efficiency improvement of the Science 1 mechanical buildings.	Climate Commitment Act	2025	\$4,509,000
Central Washington University, Black Hall/Multicultural Center	Parcel # 143534, 400 E University Way, CWU Campus. The project establishes a student focused academic facility dedicated to the celebration of Equity & Diversity.	State OFM Capital	2025	\$6,000,000
Central Washington University, North Academic Complex	Parcel # 143534, 1303 N. Walnut St. , CWU campus, Ellensburg, WA The North Academic Complex is a replacement project for the existing Farrell Hall, L&L Building.	State OFM Capital, Climate Commitment Act	2023-2031	\$108,963,000

**Table 1 continued - Six-Year Plan Summary
2024-2029 Summary Kittitas County Public Facility Projects**

<i>Project Name</i>	<i>Location & Description</i>	<i>Funding Source</i>	<i>Schedule</i>	<i>Total Cost</i>
Ellensburg School District, Lincoln Elementary Install Additional Playground Equipment	Lincoln Elementary Playground Equipment	Capital Fund	FY 2026-2030	\$50,000
Ellensburg School District, EHS Refurbish Main Gym Floor	Ellensburg High School - Refurbish/Sand Main Gym Floor	General Fund Transfer to Capital	FY 2026-2030	\$90,000
Ellensburg School District, EHS Remodel Culinary Arts Kitchen	Ellensburg High School - Remodel Culinary Arts Kitchen.	General Fund and Grant	FY 2024-2025	\$185,000

Ellensburg School District, EHS Repair Asphalt	Ellensburg High School Repair Asphalt	General Fund Transfer to Capital	FY 2024-2025	\$224,642
Ellensburg School District, EHS Replace Aux Gym Floor	Ellensburg High School Replace Aux Gym Floor	General Fund Transfer to Capital	FY 2026-2030	\$50,000
Ellensburg School District, EHS Replace Main Gym Bleacher Drive Wheels	Ellensburg High School Replace Main Gym Bleacher Drive Wheels	Capital Fund	FY 2024-2025	\$38,401
Ellensburg School District, EHS Replace "away" bleachers	Ellensburg High School Replace "Away" Bleachers	General Fund Transfer to Capital	FY 2026-2030	\$70,000
Ellensburg School District, EHS Replace Football Goal Posts	Ellensburg High School Replace Football Goal Posts	General Fund Transfer to Capital	FY 2026-2030	\$15,000
Ellensburg School District, EHS Replace Football Field Sprinklers	Ellensburg High School Replace Football Field Sprinkler System	Capital Fund	FY 2026-2030	\$30,000
Ellensburg School District, EHS Home Economics Improvements	Ellensburg High School, Replace Home Economics Countertop, Electrical, Plumbing.	Capital Fund	FY 2024-2025	\$43,750
Ellensburg School District, EHS Sidewalk Improvements	Ellensburg High School Sidewalk Resurface/ Repair	General Fund Transfer to Capital	FY 2024-2025	\$10,000
Ellensburg School District, EHS Sealcoat and Paint	Ellensburg High School Sealcoat and Paint Parking Lots and Driveways	General Fund Transfer to Capital	FY 2024-2025	\$124,223
Ellensburg School District, Early Learning Center Bus Land	705 W 15 th . Early Learning Center Install Additional Bus Lane	Capital Fund	FY 2026-2030	\$50,000
Ellensburg School District, Early Learning Center Security Cameras	705 W 15 th . Early Learning Center Install Additional Security Cameras	General Fund Transfer to Capital	FY 2026-2030	\$10,000
Ellensburg School District, Ida Nason Aronica Elementary Fence and Irrigation	2101 N Cora St. Extend Playground Fence and Irrigation	Capital Fund	FY 2024-2025	\$50,000
Ellensburg School District, Ida Nason Aronica Elementary Install Card Readers	2101 N Cora St. Install Card Readers	General Fund Transfer to Capital	FY 2026-2030	\$12,000
Ellensburg School District, Ida Nason Aronica Elementary Install Top Soil for Playground	2101 N Cora St. Install Top Soil	Capital Fund	FY 2026-2030	\$30,000
Ellensburg School District, IT Mitigation Plan	1300 E 3 rd . IT Mitigation Plan	Tech Levy	FY 2024-2030	\$5,041,671

Ellensburg School District, Lincoln Elementary School Install Card Readers	200 South Sampson St. Install Card Readers	General Fund Transfer to Capital	FY 2026- 2030	\$10,000
Ellensburg School District, Morgan Middle School HVAC	400 E 1 st Ave. Morgan Middle School Upgrade HVAC	Capital Fund	FY 2026- 2030	\$150,000
Ellensburg School District, Morgan Middle School Outdoor Lighting	400 E. 1 st Ave. Additional Outdoor Lighting	General Fund Transfer to Capital	FY 2026- 2030	\$10,000
Ellensburg School District, Morgan Middle School Install Card Readers	400 E. 1 st Ave. Install Card Readers	General Fund Transfer to Capital	FY 2026- 2030	\$12,000
Ellensburg School District, Morgan Middle School Install Mechanical Choir Shells	400 E. 1 st Ave. Install Mechanical Choir Shells in MPAC	General Fund Transfer to Capital	FY 2026- 2030	\$20,000
Ellensburg School District, Morgan Middle School Install Video Equipment	400 E. 1 st Ave. Install Video Equipment in MPAC	General Fund Transfer to Capital	FY 2026- 2030	\$10,000
Ellensburg School District, Morgan Middle School Replace Cores and Keys	400 E. 1 st Ave. Replace Cores and Keys	General Fund Transfer to Capital	FY 2026-20 30	\$30,000
Ellensburg School District, Morgan Middle School Replace MPAC Sound System	400 E. 1 st Ave. Replace MPAC Sound System	General Fund Transfer to Capital	FY 2026- 2030	\$35,000
Ellensburg School District, Morgan Middle School Retro-Commission HVAC, Lighting, and Building Envelope to meet HB 1257	400 E. 1 st Ave Retro-Commission HVAC, Lighting, and Building Envelope to meet HB 1257	General Fund Transfer to Capital	FY 2026- 2030	\$10,000
Ellensburg School District, Morgan Middle School Parking Lot Sealcoat	400 E. 1 st Ave Parking Lot Sealcoat for Satellite Parking Lot	General Fund Transfer to Capital	FY 2024- 2025	\$10,000
Ellensburg School District, Morgan Middle School MPAC Stage Lighting Upgrade	400 E. 1 st Ave Upgrade MPAC Stage Lighting	General Fund Transfer to Capital	FY 2026- 2030	\$50,000
Ellensburg School District, Mt. Stuart Elementary Add Top Soil for Playground	1701 N Cora St. Add Top Soil for Playground	Capital Fund	FY 2024- 2025	\$30,000

Ellensburg School District, Mt. Stuart Elementary Dredge Collection Pond	1701 N Cora St. Dredge Collection Pond	Capital Fund	FY 2024-2025	\$35,000
Ellensburg School District, Mt. Stuart Elementary Playground Cameras	1701 N Cora St. Install Additional Playground Cameras	General Fund Transfer to Capital	FY 2026-2030	\$20,000
Ellensburg School District, Mt. Stuart Elementary Rehab Community Center Gym Floor	1701 N Cora St. Rehab Community Center Gym Floor	Capital Fund	FY 2026-2030	\$60,000
Ellensburg School District, Mt. Stuart Elementary Upgrade Fire, Communication and HVAC	1701 N Cora St. Upgrade Fire, Communications, and HVAC at Community Center	Capital Fund	FY 2026-2030	\$150,000
Ellensburg School District Transportation 10-Passenger Van	1501 E Capitol Ave Ten Passenger Van	General Fund Transfer to Capital	FY 2026-2030	\$80,000
Ellensburg School District Transportation Lunch Delivery Truck	1501 E Capitol Ave Lunch Delivery Truck	General Fund Transfer to Capital	FY 2024-2025	\$80,000
Ellensburg School District Transportation New Transfer Location Between Softball Field and Bus Barn	1501 E Capitol Ave New Transfer Location Between Softball Field and Bus Barn	Capital Fund	FY 2026-2030	\$60,000
Ellensburg School District Transportation Bus Replacement	1501 E Capitol Ave Vehicle Fund Support to Increase Student Growth / 30-Year Bus Replacement	Transportation Vehicle Fund	FY 2024-2030	\$7,758,088
Ellensburg School District Transportation Replace Fuel Tank	1501 E Capitol Ave Replace Fuel Tank	General Fund Transfer to Capital	FY 2026-2030	\$50,000
Ellensburg School District Transportation Sealcoat and Paint Parking Lots	1501 E Capitol Ave Sealcoat and Paint Parking Lots	Capital Fund	FY 2024-2025	\$75,000
Ellensburg School District Transportation Upgrade HVAC	1501 E Capitol Ave Upgrade HVAC	Capital Fund	FY 2026-2030	\$85,000
Ellensburg School District Valley View Elementary Replace Playground Equipment	1508 E 3 rd Ave Replace Playground Equipment	General Fund Transfer to Capital	FY 2026-2030	\$100,000

Ellensburg School District Valley View Elementary Sealcoat and Paint all Parking Lots	1508 E 3 rd Ave Sealcoat and Paint all Parking Lots and Valley View Blvd	General Fund Transfer to Capital	FY 2024-2025	\$124,223
Thorp School District Cooling System Upgrade	10831 N. Thorp Hwy Gym/Locker Room and High School Kitchen Cooling System	Clean Air Grant	2024-2025	\$1,000,000
Thorp School District Remodel	10831 N. Thorp Hwy Brick Building Kitchen and Staff Lounge Remodel	Small School Modernization Grant	2024-2025	\$250,000
Thorp School District Security System	10831 N. Thorp Hwy Security System Upgrades / Cameras	Capital Projects Levy	2024-2025	\$15,000
Thorp School District Replace Exterior Doors	10831 N. Thorp Hwy Replace Numerous External Doors	Small School Modernization Grant	2024-2025	\$40,000
Thorp School District Asbestos Abatement	10831 N. Thorp Hwy Asbestos Abatement in Brick Building	Small School Modernization Grant	2024-2025	\$80,000
Thorp School District Outdoor Education Classrooms	10831 N. Thorp Hwy Outdoor Education Classrooms	Healthy Kids Grant	2024-2025	\$30,000
Thorp School District Resurfaced and Painted Main Gym Floor	10831 N. Thorp Hwy Resurfaced and Painted Main Gym Floor	Capital Projects Levy	2024-2025	\$40,000
Thorp School District New Exterior Lights	10831 N. Thorp Hwy New Exterior Lights for Brick Building	Small School Modernization Grant	2024-2025	\$25,000
Thorp School District New Scoreboard	10831 N. Thorp Hwy New Scoreboard	Capital Projects Levy	2026-2031	\$140,000
Thorp School District CTE Engineering Classroom, Shop Remodel	10831 N. Thorp Hwy CTE Engineering Classroom, Shop Remodel	Capital Projects Levy	2026-2031	\$140,000
Thorp School District Outdoor Education Classrooms	10831 N. Thorp Hwy Outdoor Education Classrooms	Capital Projects Levy/ Healthy Kids Grant	2026-2031	\$50,000
Kittitas School District Solar Project	500 N Pierce St, Kittitas Elementary School Clean Energy Improvement Solar Project	Dept. of Commerce Grant/ KSD	2025	\$521,449
11. Flood Control Zone District				
<i>Project Name</i>	<i>Location & Description</i>	<i>Funding Source</i>	<i>Schedule</i>	<i>Total Cost</i>
Flood Hazard Risk and Repetitive Loss Program	Yakima River. Comprehensive Flood Planning and Repetitive Loss Hazard Assessment	Flood Control Zone District (FCZD) Levy, future phases by grant	2027	\$60,000

Repetitive Loss: Easton Reach Flood Study	Outreach informed by repetitive loss area analysis and 2023 Easton Reach Flood Hazard Assessment.	Flood Control Assistance Account Program (FCAAP), FCZD Levy. Future phases will be grant eligible	2028-2029	\$40,000
CTP Flood Studies	Continued funding through FEMA's Cooperating Technical Partnership (CTP) program to improve flood models and channel migration zone mapping. 2027-2028 Wilson-Naneum, 2029-2030 Manastash flood and alluvial fan mapping	FEMA CPT and local funding	2027-2030	\$275,000
Lower Kittitas Reach Floodplain Reconnection	Implementation of preferred alternative from Hanson Pits Restoration Plan and Design. 2026- Final design and permitting, 2027-2029- Implementation, 2030-2031 vegetation management.	SRFB, IP, FbD, and local	2022-2031	\$13,395,000
Reecer Creek Dolarway to University	Project scheduled to be completed by the City of Ellensburg. If not completed funding could be extended to 2026.	City of Ellensburg	2025-2026	
WNC-Phase 3 Whiskey Creek Re-Route	Pending results of feasibility study underway. 2026-2027 Final design and permitting. 2028-2029 Implementation	Federal Highways AOP and local	2026-2031	\$2,120,000
Whiskey Creek at Ellensburg Water Company (EWC) Siphon	WNC. Increase flood conveyance, eliminate canal / creek intermingling, and address fish passage barrier by replacing current EWC crossing at Whiskey Creek with a siphon.	FCZD Levy, Grant or partner support for construction	2026-2029	\$1,780,000
Flow Conveyance Restoration- Mercer Creek	MCF-KC Partnership. Mercer at Helena project maintenance and Mercer Creek west of Railroad project design(2026) Mercer Creek west of Railroad Ave project permitting, implementation and maintenance.	Ecology	2026-2031	\$272,000
Flow Conveyance Restoration- Whiskey Creek	Inset floodplain and crack willow removal between Bowers and Bender Roads. 2026-Permitting, 2027 Phase 1 construction.	Private, Ecology	2026-2031	\$380,000

Crystal Creek Conveyance Project	Implement project identified through Crystal Creek CTP Study	Local	2031	\$100,000
Hazard Mitigation Plan Update	The Multi-jurisdictional Hazard Mitigation Plan needs to be updated every five years	EMD	2028-2029	\$150,000
West Ellensburg Interchange	Flood informed development effort in West Ellensburg Interchange. 2024-Finalization of preferred alternative and design, 2025 – CLOMR / environmental permitting. 2026-2027 implementation	Local	2024-2031	\$2,750,000
CRS Critical Facility Compliance	Address critical facility at flood risk from Yakima River flooding. Compliance required for continued good standing in National Flood Insurance Program and Community Rating System.	Local	2025-2027	\$2,000,000
Wilson Creek Realignment	Implementation funding for proposal to relocate Wilson Creek in Brook Land vicinity.	FbD, FCAAP, Local	2029-2031	\$830,000
Wilson-Naneum Alluvial Fan Management	2027- Project scoping. 2028-2030 – Geotechnical investigation. 2030-2031- Design and permitting, 2032 Implementation	FCAAP	2028-2030	\$305,000

12. Water – Group A Systems - No projects planned for 2026-2031 period

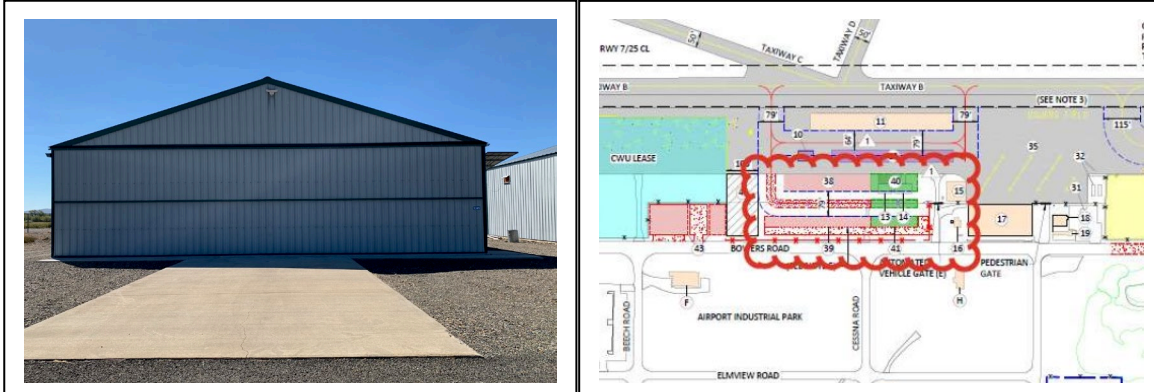
13. Sanitary Sewer - No projects planned for 2026-2031 period

1. Airport Facilities

This section includes an inventory of the existing airport facilities in Kittitas County and a detailed description of each airport facility improvement that is included in the six-year plan. The inventory of facilities in Table 2 below also describes each facility’s size in order to determine if it addresses the County’s long-term community needs.

Table 2 Existing Public Facilities and Services Airport Facilities			
<i>Facility</i>	<i>Provider</i>	<i>Description</i>	<i>Size</i>
Bowers Field Airport	Kittitas County	Asphalt, 11/29 Runway, 4,300’x150’, asphalt. Built 1943.	1,300 acres
Bowers Field Hanger Bldg. 404	Kittitas County	Built 1997.	20,000 sq. ft.
Bowers Field T-Hanger	Kittitas County	Built 1960.	12,500 sq. ft.
Cle Elum Municipal Airport	City of Cle Elum	50,000 sq. ft. parking apron area, 07/25 Runway, 2,552’x40’, asphalt, 1,000 aircraft usage per year. Built 1959.	135 acres
De Vere Field	Jim De Vere (private owner)	08/26 Runway, 2,055’x30’, asphalt, 6 single engine aircraft based. Built 1963.	50 acres
Easton State Airfield	WSDOT	09/27 Runway, 2,640’x100’, turf, 30 aircraft usage per month, built in 1930’s.	15 acres

Airport Facilities – Hangar Taxilane Complex (West)



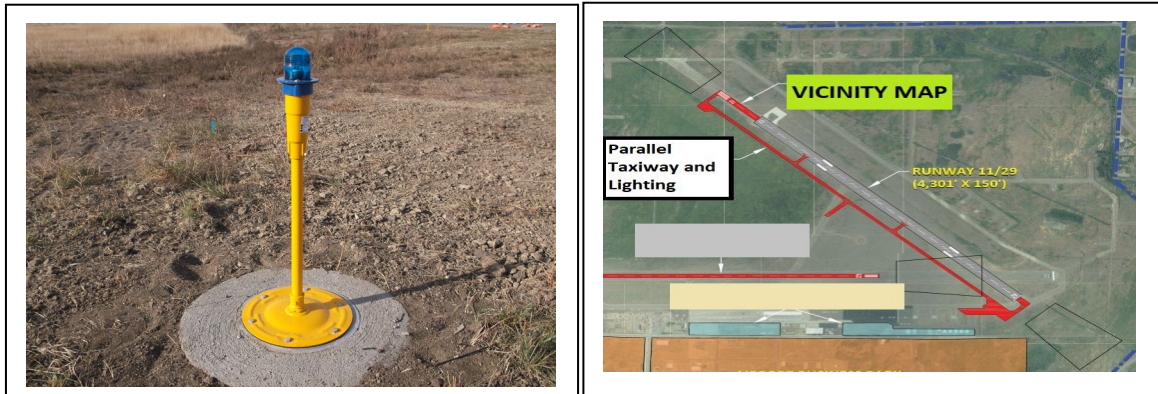
Project Information and Selection Criteria	
<i>Location</i>	Bowers Field Airport, Ellensburg
<i>Links to Other Projects or Facilities</i>	N/A
<i>Description</i>	Design and construct new hangar taxilane including excavation, grading, fence relocation and drainage improvement.
<i>Justification (Need/Demand)</i>	This project provides storage for based/transient aircraft across the state.
<i>Level of Service (LOS) / Project Type</i>	Established LOS: N/A Project Type: Design and new construction
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	2026	2027-2031	Total
<i>Design and Engineering</i>	\$157,895		\$157,895
<i>Construction</i>	\$1,069,110		\$1,069,110
TOTAL	\$1,227,005		\$1,227,005

Funding Sources	2026	2027-2031	Total
<i>FAA GA Entitlement</i>	\$1,104,305		\$1,104,305
<i>Local Match</i>	\$122,700		\$122,700
TOTAL	\$1,227,005		\$1,227,005

Annual Operations and Maintenance	
<i>Estimated Costs</i>	The County does not currently track maintenance costs for these improvements.
<i>Estimated Revenues</i>	Based on lease rates
<i>Anticipated Savings Due to Project</i>	None
<i>Department Responsible for Operations</i>	Public Works Department

Airport Facilities – Runway 11/29 Parallel Taxiway and Taxiway Lighting Project



Project Information and Selection Criteria	
<i>Location</i>	Bowers Field Airport, Ellensburg
<i>Links to Other Projects or Facilities</i>	N/A
<i>Description</i>	Construct new parallel taxiway including pavement, lighting, and marking installation
<i>Justification (Need/Demand)</i>	This project is needed to provide adequate facilities for projected airplane operations.
<i>Level of Service (LOS) / Project Type</i>	Established LOS: N/A Project Type: New facility construction
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	2026	2027-2031	Total
<i>Design and Engineering</i>			
<i>Construction</i>	\$7,344,840		\$7,344,840
<i>TOTAL</i>	\$7,344,840		\$7,344,840

Funding Sources	2026	2027-2031	Total
<i>FAA GA Entitlement & Other Funding</i>	\$6,977,597		6,977,597
<i>Local Match</i>	\$367,243		\$367,243
<i>TOTAL</i>	\$7,344,840		\$7,344,840

Annual Operations and Maintenance	
<i>Estimated Costs</i>	The County does not currently track maintenance costs for these improvements.
<i>Estimated Revenues</i>	None
<i>Anticipated Savings Due to Project</i>	None
<i>Department Responsible for Operations</i>	Public Works Department

Airport Facilities – Rehabilitate Runway 11/29



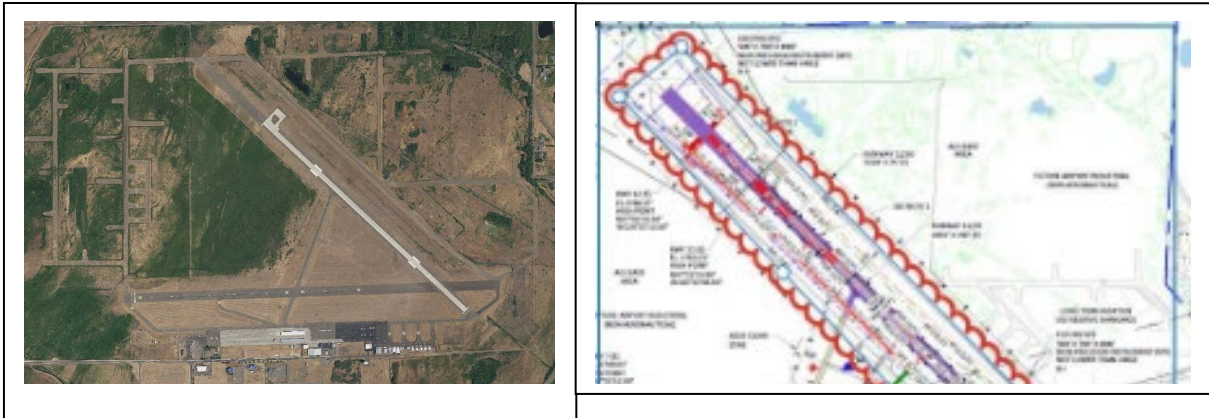
Project Information and Selection Criteria	
<i>Location</i>	Bowers Field Airport, Ellensburg
<i>Links to Other Projects or Facilities</i>	N/A
<i>Description</i>	Rehabilitate Runway 11/29 including completing an AGIS survey, reducing the runway width, drainage improvements, and replacing the runway lighting system.
<i>Justification (Need/Demand)</i>	This project removes the failed asphalt pavement and replaces the runway lighting system that has outlived its useful life.
<i>Level of Service (LOS) / Project Type</i>	Established LOS: N/A Project Type: Facility repair and renovation
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	2028	2029-2030	Total
<i>Design and Engineering</i>	\$388,889		\$388,889
<i>Construction</i>		\$3,277,778	\$3,277,778
TOTAL	\$388,889	\$3,277,778	\$3,666,667

Funding Sources	2028	2029-2030	Total
<i>FAA GA Entitlement</i>	\$350,000	\$2,950,000	\$3,300,000
<i>Local Match</i>	\$38,889	\$327,778	\$366,667
TOTAL	\$388,889	\$3,277,778	\$3,666,667

Annual Operations and Maintenance	
<i>Estimated Costs</i>	The County does not currently track maintenance costs for these improvements.
<i>Estimated Revenues</i>	None
<i>Anticipated Savings Due to Project</i>	None
<i>Department Responsible for Operations</i>	Public Works Department

Airport Facilities – ALP Update with Forecast Verification



Project Information and Selection Criteria	
<i>Location</i>	Bowers Field Airport, Ellensburg
<i>Links to Other Projects or Facilities</i>	N/A
<i>Description</i>	Update the Airport Layout Plan (ALP) and forecast verification.
<i>Justification (Need/Demand)</i>	Confirm need for a runway extension to accommodate larger aircraft.
<i>Level of Service (LOS) / Project Type</i>	Established LOS: N/A Project Type: Design and Forecasting
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	2027	2028-2031	Total
<i>Design and Engineering</i>	\$60,000		\$60,000
<i>Construction</i>			
TOTAL	\$60,000		\$60,000

Funding Sources	2027	2028-2031	Total
<i>FAA GA Entitlements</i>	\$54,000		\$54,000
<i>Local Match</i>	\$6,000		\$6,000
TOTAL	\$60,000		\$60,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	The County does not currently track maintenance costs for utility improvements.
<i>Estimated Revenues</i>	None
<i>Anticipated Savings Due to Project</i>	None
<i>Department Responsible for Operations</i>	Public Works Department

Airport Facilities– Industrial Park Building Development



Project Information and Selection Criteria	
<i>Location</i>	Bowers Field Airport, Ellensburg
<i>Links to Other Projects or Facilities</i>	N/A
<i>Description</i>	The design and construction of new industrial buildings in the Bowers Field Industrial Park.
<i>Justification (Need/Demand)</i>	Bowers Field has significant land to manage and under FAA recommendations the airport should work to be self-sufficient with support of the Sponsoring Agency (County) to relieve the financial burden on local agencies. These buildings would provide a positive initial step to increase independence and prove space for businesses.
<i>Level of Service (LOS) / Project Type</i>	LOS: N/A. Project Type: New facility
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	2027	2028-2030	Total
<i>Design and Engineering</i>	TBD	TBD	TBD
<i>Construction</i>		TBD	TBD
TOTAL			To Be Determined

Funding Sources	2027	2028-2030	Total
<i>Funding options to be determined</i>	TBD	TBD	TBD
TOTAL			

Annual Operations and Maintenance	
<i>Estimated Costs</i>	\$50,000 annually
<i>Estimated Revenues</i>	\$150,000 annually
<i>Anticipated Savings Due to Project</i>	None
<i>Department Responsible for Operations</i>	Public Works Department

Airport Facilities– Hangar Taxilane Complex (East)



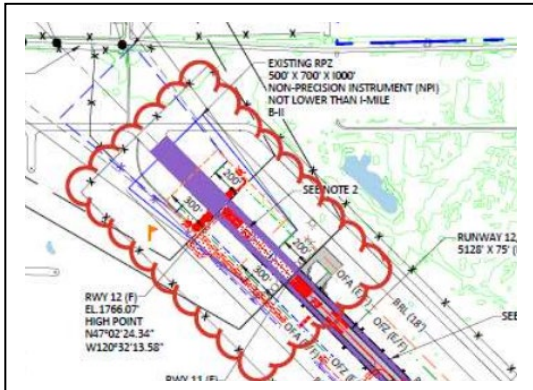
Project Information and Selection Criteria	
<i>Location</i>	Bowers Field Airport, Ellensburg
<i>Links to Other Projects or Facilities</i>	N/A
<i>Description</i>	Design and construct new hangar taxilane including excavation, grading, fence relocation and drainage improvement.
<i>Justification (Need/Demand)</i>	This project provides storage for based/transient aircraft across the state.
<i>Level of Service (LOS) / Project Type</i>	LOS: N/A. Project Type: Design and construction
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	2029	2030-2031	Total
<i>Design and Engineering</i>	\$166,667		\$166,667
<i>Construction</i>		\$1,000,000	\$1,000,000
TOTAL	\$166,667	\$1,000,000	\$1,166,667

Funding Sources	2029	2030-2031	Total
<i>FAA GA Entitlement</i>	\$150,000	\$900,000	\$1,050,000
<i>Local Match</i>	\$16,667	\$100,000	\$116,667
TOTAL	\$166,667	\$1,000,000	\$1,166,667

Annual Operations and Maintenance	
<i>Estimated Costs</i>	The County does not currently track maintenance costs for these improvements.
<i>Estimated Revenues</i>	None
<i>Anticipated Savings Due to Project</i>	None
<i>Department Responsible for Operations</i>	Public Works Department

Airport Facilities – Runway 11 Extension



Project Information and Selection Criteria	
<i>Location</i>	Bowers Field Airport, Ellensburg
<i>Links to Other Projects or Facilities</i>	N/A
<i>Description</i>	Extend runway 11/29 design
<i>Justification (Need/Demand)</i>	This project is needed to accommodate increased operations by larger jets.
<i>Level of Service (LOS) / Project Type</i>	LOS: N/A. Project Type: Design
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	2030	2031	Total
<i>Design and Engineering</i>	\$500,000		\$500,000
<i>Construction</i>			
TOTAL	\$500,000		\$500,000

Funding Sources	2030	2031	Total
<i>FAA GA Entitlement</i>	\$450,000		\$450,000
<i>Local Match</i>	\$50,000		\$50,000
TOTAL	\$500,000		\$500,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	The County does not currently track maintenance costs for these improvements.
<i>Estimated Revenues</i>	None
<i>Anticipated Savings Due to Project</i>	None
<i>Department Responsible for Operations</i>	Public Works Department

Airport Facilities – Wildlife Hazard Mitigation



Project Information and Selection Criteria	
<i>Location</i>	Bowers Field Airport, Ellensburg
<i>Links to Other Projects or Facilities</i>	N/A
<i>Description</i>	Mitigate wildlife hazards in the vicinity of runway 11/29
<i>Justification (Need/Demand)</i>	This project will address wildlife hazards established by the Wildlife Hazard Assessment.
<i>Level of Service (LOS) / Project Type</i>	LOS: N/A. Project Type: Design and Construction
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	2030	2031	Total
<i>Design and Engineering</i>	\$760,000		\$760,000
<i>Construction</i>	\$1,690,000		\$1,690,000
TOTAL	\$2,450,000		\$2,450,000

Funding Sources	2030	2031	Total
<i>FAA GA Entitlement</i>	\$2,327,500		\$2,327,500
<i>Local Match</i>	\$122,500		\$122,500
TOTAL	\$2,450,000		\$2,450,000

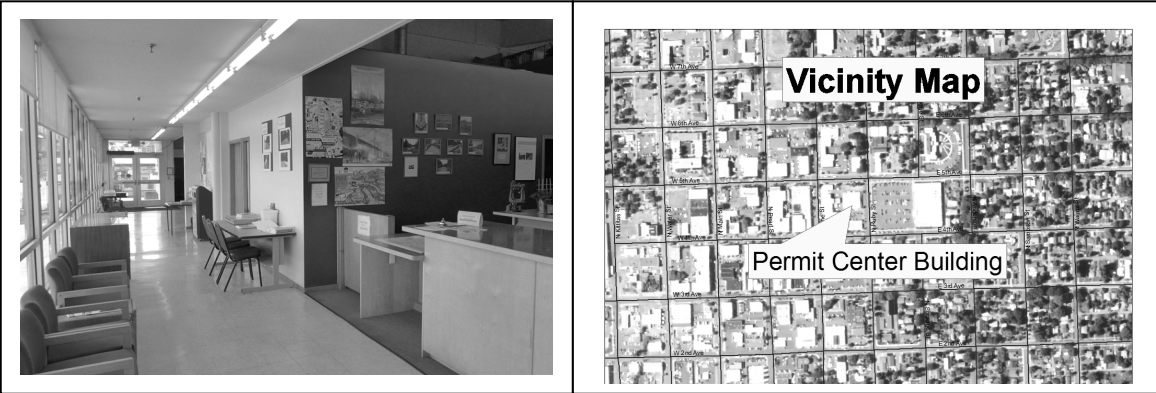
Annual Operations and Maintenance	
<i>Estimated Costs</i>	Currently, the County does not track maintenance costs for these improvements.
<i>Estimated Revenues</i>	None
<i>Anticipated Savings Due to Project</i>	None
<i>Department Responsible for Operations</i>	Public Works Department

2. Kittitas County Administrative Offices

This section includes an inventory of Kittitas County Administrative Offices and a detailed description of each facility improvement that is included in the six-year plan. The inventory of facilities in Table 3 below also describes each facility's size in order to determine if it addresses the County's long-term community needs.

Table 3			
Existing Public Facilities and Services			
Kittitas County Administrative Offices			
<i>Facility</i>	<i>Department</i>	<i>Description</i>	<i>Size</i>
Armory Building	Extension, Noxious Weed, and Kittitas Valley Event Center	901 E. 7 th , built 1950. Remodel completed in 2014.	13,140 sq. ft.
Cle Elum Public Health	Public Health	415 E. First Ave., Cle Elum, leased building. Built unknown.	2,400 sq. ft.
County Courthouse	Assessor, Auditor, Clerk, Commissioners, Lower District Court, Human Resources, Information Services, Juvenile Probation, Maintenance, Prosecutor, Superior Court, Treasurer	205 W. 5 th , built 1958.	47,691 sq. ft.
Permit Center	Public Works, Community Development Services, and Fire Marshal	411 N. Ruby, built 1959.	13,625 sq. ft.
Public Safety Building	Sheriff/Corrections	205 W. 5 th , built 1985. Remodeled 2010 to 2012.	33,209 sq. ft.
Sheriff Administration Office	Sheriff	307 Umptanum Rd., built 2009.	11,880 sq. ft.
Sorenson Building	Public Health and Misdemeanant Probation	507 Nanum Rd., built 1942.	17,648 sq. ft.
Upper District Court Building	Upper District Court	700 E. 1st, Cle Elum, built unknown. Remodeled in 2013.	6,000 sq. ft.
Vantage Marine Storage Building	Sheriff	Vantage Boat Launch, built in 2014.	1,024 sq. ft.

Kittitas County Administrative Offices – Relocate Permit Center and Health Department



Project Information and Selection Criteria	
<i>Location</i>	411 N Ruby, Ellensburg– see existing facility inventory
<i>Links to Other Projects or Facilities</i>	N/A
<i>Description</i>	Relocate Permit Center
<i>Justification (Need/Demand)</i>	This project is needed to upgrade outdated facilities for CDS, PWD, Fire Marshal and Public Health offices. The building was constructed in 1959 and the County purchased the building in 2002. The County has outgrown the building and the Parking area around the building.
<i>Level of Service (LOS) / Project Type</i>	Established LOS: N/A Project Type: Facility repair, remodel, and renovation
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

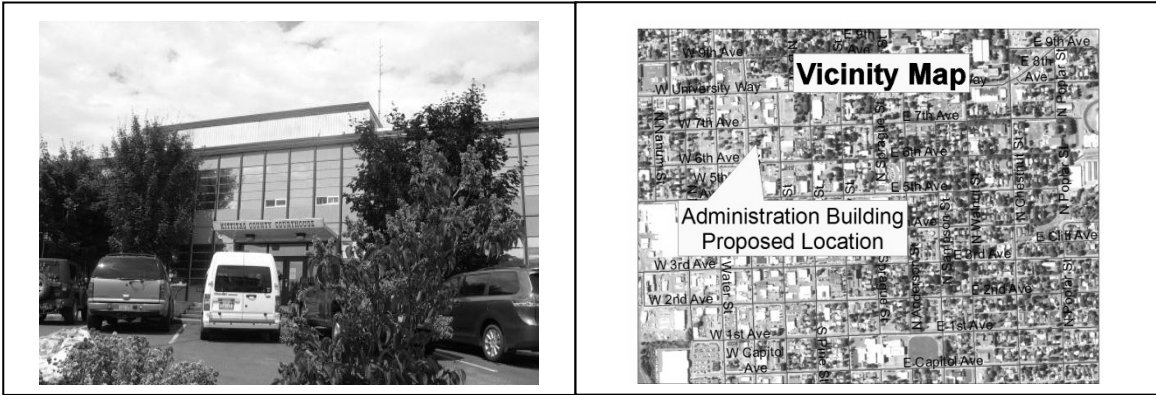
Capital Cost		2026-2031	Total
<i>Design and Engineering</i>		700,000	700,000
<i>Construction</i>		\$15,250,000	\$15,250,000
TOTAL		\$15,950,000	\$15,950,000

Funding Sources		2025-2029	Total
<i>General Obligation Bonds</i>		\$15,950,000	\$15,950,000
TOTAL		\$15,950,000	\$15,950,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	Currently, the County does not track maintenance costs for these improvements.
<i>Estimated Revenues</i>	None
<i>Anticipated Savings Due to Project</i>	None

<i>Department Responsible for Operations</i>	Facilities and Maintenance Office
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Kittitas County Administrative Offices – County Administration Building



Project Information and Selection Criteria	
<i>Location</i>	New Courthouse
<i>Links to Other Projects or Facilities</i>	Courthouse, Permit Center, and Morris Sorenson bldg.
<i>Description</i>	New County Administration Building
<i>Justification (Need/Demand)</i>	Office space is needed for all county functions. Consolidating administrative offices. This includes Commissioner’s Office, Auditors Office, Assessors’ Office, Treasurers Office, Fire Marshal, Community Development Services, and Public Works Administrative Office. The Courts and related offices would remain in the existing Courthouse.
<i>Level of Service (LOS) / Project Type</i>	Established LOS: N/A. Project Type: New facility
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

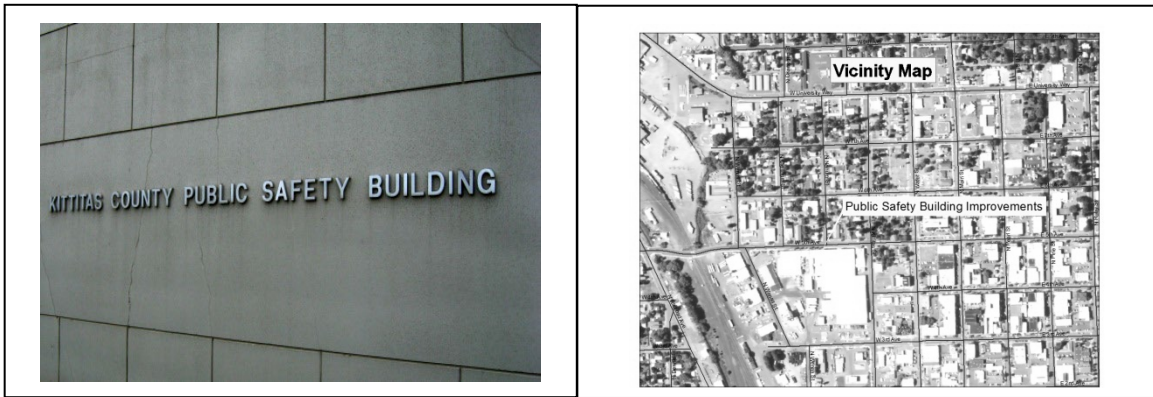
Capital Cost	2025	2026-2031	Total
<i>Master Plan / Conceptual Site Plan</i>	\$120,000	\$250,000	\$370,000
<i>Design and Engineering</i>		\$1,500,000	\$1,500,000
<i>Construction</i>		\$151,035,000	\$151,035,000
TOTAL	\$120,000	\$152,785,000	\$152,905,000

Funding Sources	2021	2026-2031	Total
<i>Real Estate Excise Tax (REET) & commissioner approved Bond</i>	\$120,000	152,785,000	\$152,905,000
TOTAL	\$120,000	\$152,785,000	\$152,905,000

Annual Operations and Maintenance

<i>Estimated Costs</i>	Currently, the County does not track maintenance costs for these improvements.
<i>Estimated Revenues</i>	None
<i>Anticipated Savings Due to Project</i>	None
<i>Department Responsible for Operations</i>	Facilities and Maintenance Office

Kittitas County Administrative Offices – Public Safety Building Improvements



Project Information and Selection Criteria	
<i>Location</i>	205 W. 5 th , Ellensburg – see existing facility inventory Public Safety Building
<i>Links to Other Projects or Facilities</i>	N/A
<i>Description</i>	Various improvements to include new siding for old portion of jail and replace ceiling in hallways. Cover the Outdoor recreation areas and replacement of aging systems.
<i>Justification (Need/Demand)</i>	This project is needed to provide safe and adequate facilities for inmates and correctional officers.
<i>Level of Service (LOS) / Project Type</i>	Established LOS: N/A Project Type: Facility remodel and renovation
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

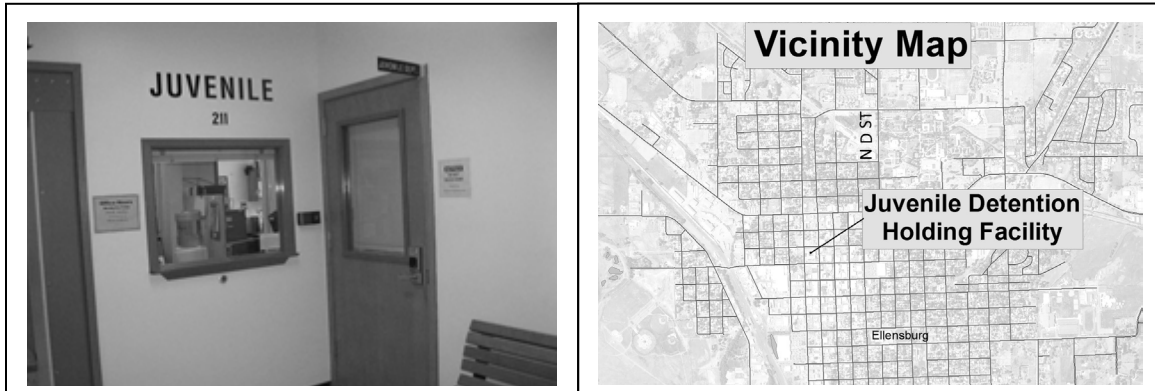
Capital Cost	2025	2026-2031	Total
<i>Design and Engineering</i>	\$150,000	\$300,000	\$450,000
<i>Construction</i>	\$3,500,000	\$7,500,000	\$11,000,000
TOTAL	\$3,650,000	\$7,800,000	\$11,450,000

Funding Sources	2025	2026-2031	Total
General Fund & 1/10 th sales tax	\$3,650,000	\$7,800,000	\$11,450,000
TOTAL	\$3,650,000	\$7,800,000	\$11,450,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	Currently, the County does not track maintenance costs for these improvements.
<i>Estimated Revenues</i>	None
<i>Anticipated Savings Due to Project</i>	None

<i>Department Responsible for Operations</i>	Sheriff Office
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Kittitas County Administrative Offices – Juvenile Detention Holding Facility



Project Information and Selection Criteria			
<i>Location</i>	205 W. 5 th , Ellensburg – see existing facility inventory County Courthouse		
<i>Links to Other Projects or Facilities</i>	N/A		
<i>Description</i>	Building remodel to provide a temporary holding cell for juvenile detention.		
<i>Justification (Need/Demand)</i>	This project is needed to provide a secure area for temporarily holding juveniles at the Courthouse. Permanent detention facilities are rented by Yakima County and juveniles are transported as needed.		
<i>Level of Service (LOS) / Project Type</i>	Established LOS: N/A Project Type: Facility remodel and renovation		
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28		
Capital Cost	2025	2026-2031	Total
<i>Design and Engineering</i>		To Be Determined	To Be Determined
<i>Construction</i>		\$50,000	\$50,000
TOTAL		\$50,000	\$50,000
Funding Sources		2026-2031	Total
Law & Justice sales tax		\$50,000	\$50,000
TOTAL		\$50,000	\$50,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	Currently, the County does not track maintenance costs for these improvements.
<i>Estimated Revenues</i>	None
<i>Anticipated Savings Due to Project</i>	None

<i>Department Responsible for Operations</i>	Facilities and Maintenance Office
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Kittitas County Administrative Offices – Kittitas County Corrections Facility

Project Information and Selection Criteria	
<i>Location</i>	To be Determined
<i>Links to Other Projects or Facilities</i>	New Kittitas County Jail Facility
<i>Description</i>	Construction of New Kittitas County Corrections Facility
<i>Justification (Need/Demand)</i>	Construct a new Kittitas County Corrections Facility to replace the aging facility that was built in 1980. The existing.
<i>Level of Service (LOS) / Project Type</i>	New Facility
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	2026	2026-2031	Total
<i>Design and Engineering</i>		\$1,000,000	\$74,919,208
<i>Construction</i>			\$174,811,493
TOTAL			\$249,730,701

Funding Sources	2023-2027	Total
<i>Commissioner approved bond</i>		\$249,730,701
TOTAL		\$249,730,701

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	Facilities and Maintenance Office

Kittitas County Administrative Offices – Upper County Sheriff’s Office Facility

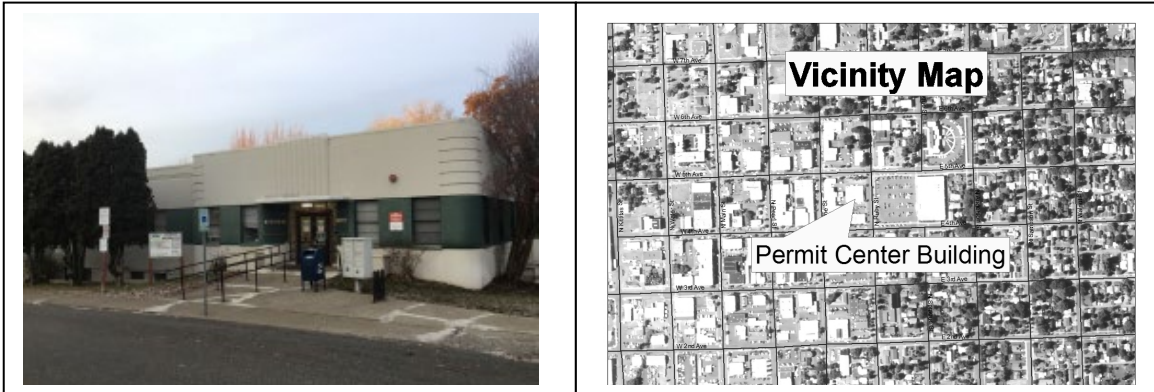
Project Information and Selection Criteria	
<i>Location</i>	Upper county, to be determined...
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Facility for sheriff’s office in the upper portion of Kittitas County.
<i>Justification (Need/Demand)</i>	Lack of facility for sheriff’s office in the upper county diminishes department’s ability to conduct law enforcement activity in this region.
<i>Level of Service (LOS) / Project Type</i>	New Facility
<i>Comprehensive Plan Citations</i>	

Capital Cost		<i>2026-2031</i>	<i>Total</i>
<i>Design and Engineering</i>		500,000	500,000
<i>Construction</i>		5,000,000	5,000,000
<i>TOTAL</i>		5,500,000	5,500,000

Funding Sources		<i>2026-2031</i>	<i>Total</i>
<i>Commissioner approved bond</i>			
<i>TOTAL</i>		5,500,000	5,500,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	Facilities and Maintenance Office

Kittitas County Administrative Offices –Morris Sorenson Building



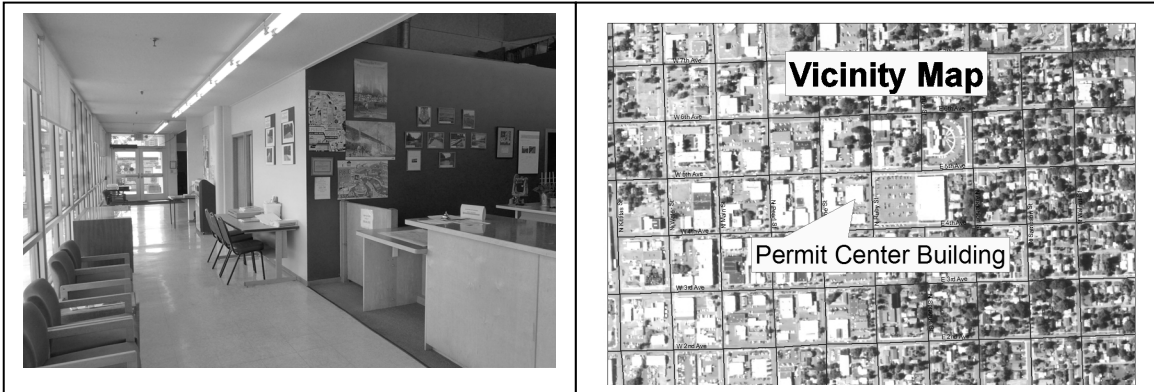
Project Information and Selection Criteria	
<i>Location</i>	507 N. Nanum, Ellensburg– see existing facility inventory
<i>Links to Other Projects or Facilities</i>	N/A
<i>Description</i>	Interior & Exterior Upgrade Project
<i>Justification (Need/Demand)</i>	This project is needed to upgrade outdated facilities for Public Health offices and Probation. The building was constructed in 1942 and does not meet the clean air standards or the Energy Code. If the county is unable to replace the building they will need to remove Asbestos and perform upgrades to HVAC and plumbing in the building.
<i>Level of Service (LOS) / Project Type</i>	Established LOS: N/A Project Type: Facility repair, remodel, and renovation
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost		2026-2031	Total
<i>Design and Engineering</i>		700,000	700,000
<i>Construction</i>		\$2,250,000	\$2,250,000
TOTAL		\$2,950,000	\$2,950,000

Funding Sources		2025-2029	Total
<i>General Obligation Bonds or REET</i>		\$2,950,000	\$2,950,000
TOTAL		\$2,950,000	\$2,950,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	Currently, the County does not track maintenance costs for these improvements.
<i>Estimated Revenues</i>	None
<i>Anticipated Savings Due to Project</i>	None
<i>Department Responsible for Operations</i>	Facilities and Maintenance Office

Kittitas County Administrative Offices –Permit Center



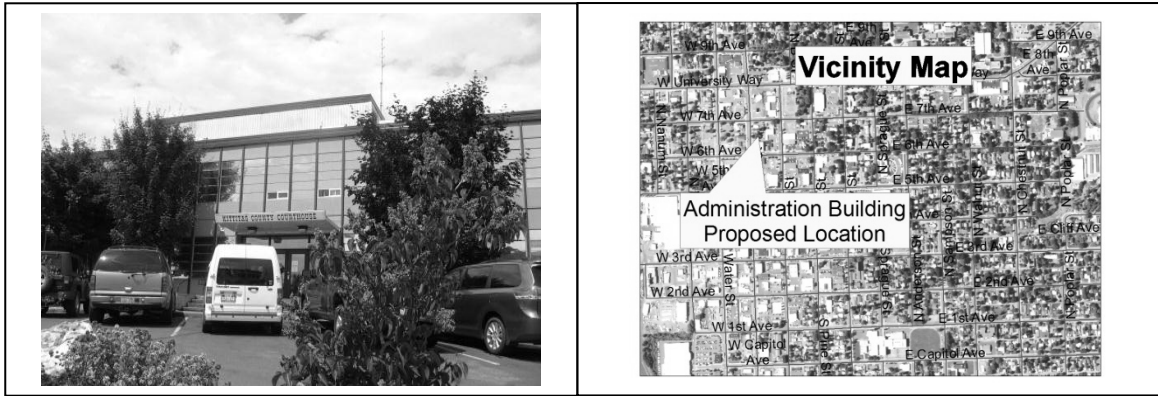
Project Information and Selection Criteria	
<i>Location</i>	411 N Ruby, Ellensburg– see existing facility inventory
<i>Links to Other Projects or Facilities</i>	N/A
<i>Description</i>	Interior and Exterior Upgrade Project
<i>Justification (Need/Demand)</i>	This project is needed to upgrade outdated facilities for CDS, PWD offices. The building was constructed in 1959 and the County purchased the building in 2002. This building does not meet the State of Washington energy code and modifications will need to be made. If the county is unable to replace the building they will need to make improvements if the HVAC System, plumbing, windows and roof.
<i>Level of Service (LOS) / Project Type</i>	Established LOS: N/A Project Type: Facility repair, remodel, and renovation
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost		2026-2031	Total
<i>Design and Engineering</i>		300,000	300,000
<i>Construction</i>		\$2,330,000	\$2,330,000
TOTAL		\$2,630,000	\$2,630,000

Funding Sources		2025-2029	Total
<i>General Obligation Bonds or REET</i>		\$2,630,000	\$2,630,000
TOTAL		\$2,630,000	\$2,630,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	Currently, the County does not track maintenance costs for these improvements.
<i>Estimated Revenues</i>	None
<i>Anticipated Savings Due to Project</i>	None
<i>Department Responsible for Operations</i>	Facilities and Maintenance Office

Kittitas County Administrative Offices – County Administration Building



Project Information and Selection Criteria	
<i>Location</i>	Capital Improvement for the County Administration Bldg
<i>Links to Other Projects or Facilities</i>	Courthouse
<i>Description</i>	Capital Improvement to County Administration Building
<i>Justification (Need/Demand)</i>	The building houses the Commissioner’s Office, Auditors Office, Assessors’ Office, Treasurers Office and the Courts and related offices. The Building was built in 1955 and many of the building system are beyond their useful life. The Electrical systems, Water distribution system and windows are in very poor condition and need to be replaced or upgraded. Many of the interior and exterior finishes are in need or repair or replacement. The building does not meet the current Clean building Standards or the State energy code.
<i>Level of Service (LOS) / Project Type</i>	Established LOS: N/A. Project Type: New facility
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	2025	2026-2031	Total
<i>Energy Audit and preliminary planning</i>	120,000		
<i>Design and Engineering</i>		\$750,000	\$750,000
<i>Construction</i>		\$8,037,000	\$8,037,000
TOTAL	\$120,000	\$8,787,025	\$8,907,025

Funding Sources	2021	2026-2031	Total
<i>Real Estate Excise Tax (REET) & commissioner approved Bond</i>	\$120,000	8,787,025	\$,8,907,025
TOTAL	\$120,000	\$8,787,025	\$,8,787,025

Annual Operations and Maintenance

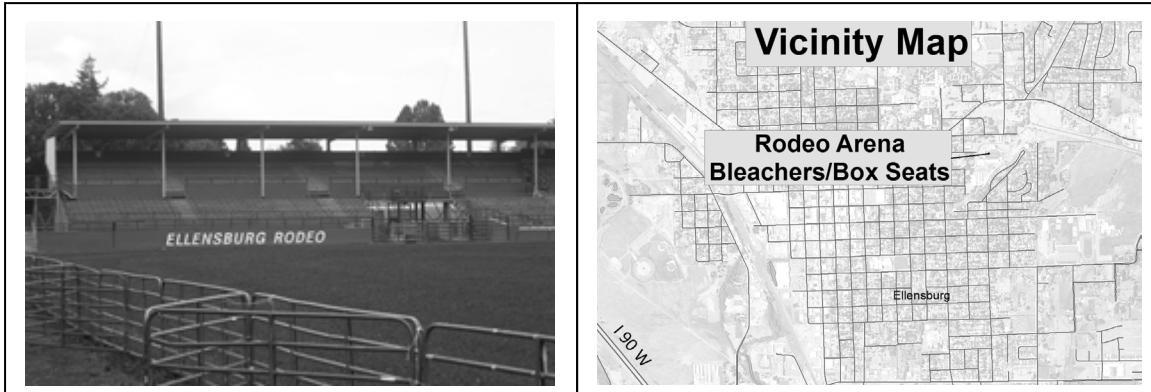
<i>Estimated Costs</i>	Currently, the County does not track maintenance costs for these improvements.
<i>Estimated Revenues</i>	None
<i>Anticipated Savings Due to Project</i>	None
<i>Department Responsible for Operations</i>	Facilities and Maintenance Office

Kittitas Valley Event Center / Fairgrounds

This section includes an inventory of Kittitas Valley Event Center/Fairgrounds facilities and a detailed description of each facility improvement that is included in the six-year plan. The inventory of facilities in Table 4 below also describes each facility's size in order to determine if it addresses the County's long-term community needs.

<i>Facility</i>	<i>Built date</i>	<i>Size</i>	<i>Facility</i>	<i>Built date</i>	<i>Size</i>
Frontier Village Buildings	1890's	Unknown	Restrooms / R.A. (1)	1960's	2,035 sq. ft.
Grandstand – Main/Heritage Bldg.	1925	18,965 sq. ft.	Fair Office and Restrooms	1974	3,954 sq. ft.
8 th Street Ticket Office	1930's	1,568 sq. ft.	Behind the Chutes	1976	1,000 sq. ft.
Souvenir Booth	2004	Unknown	Bloom Pavilion	1980	26,400 sq. ft.
Posse Barn (1)	1940's	3,000 sq. ft.	Restrooms / R.A. (2)	1982	645 sq. ft.
Posse Barn (2)	1940's	4,800 sq. ft.	Maintenance Shop	1986	1,500 sq. ft.
Light Horse Barn	1940's	3,200 sq. ft.	Gazebo	1989	450 sq. ft.
Cattle and Swine Barn	1940's	12,000 sq. ft.	Buckaroo's Stands & Pens	1991	5,984 sq. ft.
Draft Horse Barn	1940's	10,450 sq. ft.	Gold Buckle Building	2001	2,400 sq. ft.
Teanaway/Umtanum Building	1940's	17,556 sq. ft.	Western Village	2004	3,140 sq. ft.
First Rodeo Director's Barn	1940's	3,250 sq. ft.	Fair Storage Shed	2004	600 sq. ft.
Second Rodeo Director's Barn	1940	3,250 sq. ft.	East Rodeo Concession	2005	600 sq. ft.
Bleachers E. (Uncovered)	1960's	10,000 sq. ft.	Bronze Pig Statue	2007	N/A
Ellensburg Armory	1950	13,920 sq. ft.	Rodeo Arena Bleachers	2007	3,950 sq. ft.
Bleachers W. (Covered)	1960's	10,756 sq. ft.	Fair shed (Fuel)	2008	100 sq. ft.

Kittitas Valley Event Center / Fairgrounds – Rodeo Arena Northwest Grandstands



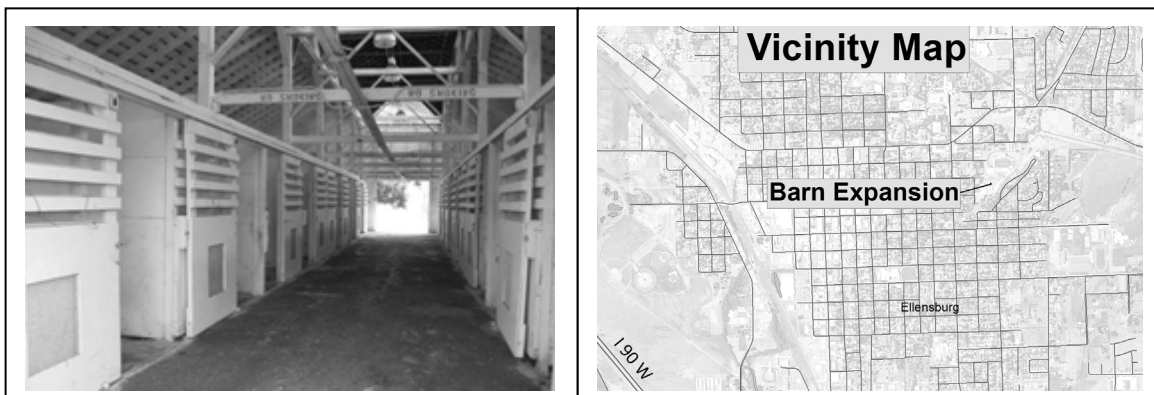
Project Information and Selection Criteria	
<i>Location</i>	901 E. 7 th , Ellensburg
<i>Links to Other Projects or Facilities</i>	N/A
<i>Description</i>	Replace old rodeo northwest grandstands complex.
<i>Justification (Need/Demand)</i>	This phase of this project is the replacement of section AA-JJ with the adjoining Behind the Chutes. Work includes removing existing structures and foundation, site work, new foundations and walls, seating structure and assembly, permitting, fees, and taxes.
<i>Level of Service (LOS) / Project Type</i>	Established LOS: N/A Project Type: Facility renovation
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost			<i>Total</i>
<i>Design and Engineering</i>			\$1,587,572
<i>Construction</i>			\$11,381,528
TOTAL			\$12,969,100

Funding Sources			<i>Total</i>
<i>State Grants</i>	\$999,100	\$1,470,000	\$2,469,100
<i>Local Partnership – City of Ellensburg</i>		\$2,500,000	\$2,500,000
<i>Local Partnership – Ellensburg Rodeo</i>		\$2,500,000	\$2,500,000
<i>County LTAC Grant</i>		\$3,000,000	\$3,000,000
<i>Revenue Bonds</i>		\$2,500,000	\$2,500,000
TOTAL	\$990,100	\$11,970,000	\$12,969,100

Annual Operations and Maintenance	
<i>Estimated Costs</i>	Currently, the County does not track maintenance costs for these improvements.
<i>Estimated Revenues</i>	ROI not yet calculated
<i>Anticipated Savings Due to Project</i>	\$4,000,000
<i>Department Responsible for Operations</i>	Kittitas Valley Event Center and Ellensburg Rodeo

Kittitas Valley Event Center / Fairgrounds – Renovated Barn Complex and Emergency Evacuation Shelter



Project Information and Selection Criteria	
<i>Location</i>	901 E. 7 th , Ellensburg
<i>Links to Other Projects or Facilities</i>	N/A
<i>Description</i>	Fully replace 3 old barn facilities for a multi-purpose facility that can be utilized for various types of shows and exhibitions at the Kittitas Valley Event Center. This upgrade will better allow for the facilities to be used as emergency animal and human shelter during an emergency as well.
<i>Justification (Need/Demand)</i>	Equestrian activities, trade shows, exhibitions, fundraisers, sales, and other livestock events take place throughout the year and create demand for additional facilities.
<i>Level of Service (LOS) / Project Type</i>	Established LOS: N/A Project Type: Facility renovation
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost			<i>Total</i>
<i>Design and Engineering</i>		\$1,000,000	\$1,000,000
<i>Construction</i>		\$5,500,000	\$5,500,000
<i>TOTAL</i>		\$6,500,000	\$6,500,000

Funding Sources			Total
<i>Federal Infrastructure or Emergency Funding Sources (Ferguson Group)</i>		\$5,000,000	\$5,000,000
<i>General Obligation Bonds</i>		\$1,500,000	\$1,500,000
TOTAL		\$6,500,000	\$6,500,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	Not tracking maintenance costs for these improvements.
<i>Estimated Revenues</i>	Increased use will generate more revenue.
<i>Anticipated Savings Due to Project</i>	Maintenance and painting costs lowered. Will save over \$1,000,000 in needed electrical upgrades for old, deteriorating facilities.
<i>Department Responsible for Operations</i>	Kittitas Valley Event Center

Kittitas Valley Event Center / Fairgrounds – New RV Park



Project Information and Selection Criteria	
<i>Location</i>	900 North Alder St., Ellensburg
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	An RV park to be built on the former site of Shady Brook Mobile Park.
<i>Justification (Need/Demand)</i>	Planned by the county for several years, will provide RV parking for the fairgrounds/rodeo.
<i>Level of Service (LOS) / Project Type</i>	New facility.
<i>Comprehensive Plan Citations</i>	

Capital Cost			Total
<i>Design and Engineering</i>		\$150,000	\$150,000
<i>Construction</i>		\$2,500,000	\$2,500,000
TOTAL		\$2,650,000	\$2,650,000

Funding Sources			Total
<i>State Grant (WSDA)</i>		\$250,000	\$250,000
<i>Sale of F&L Property</i>		\$252,000	\$252,000
<i>Cold Weather Shelter Income</i>		\$71,000	\$71,000
<i>Commissioner approved bond</i>		\$2,027,000	\$2,027,000
TOTAL		\$2,650,000	\$2,650,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	\$5,000 for water, lawn care, utilities, repairs annually
<i>Estimated Revenues</i>	\$35,000
<i>Anticipated Savings Due to Project</i>	Less repairs on old electrical and water hook ups.
<i>Department Responsible for Operations</i>	Facilities and Maintenance Office

4. Kittitas County Maintenance Shops, Storage, & Parking

This section includes an inventory of Kittitas County Maintenance shops, storage, and parking facilities and a detailed description of each facility improvement that is included in the six-year plan. The inventory of facilities in Table 5 below also describes facility's size in order to determine if it addresses the County's long-term community needs. The proposed projects for Kittitas County Maintenance Shops, Storage, and Parking are detailed in Appendix A.

Table 5			
Existing Public Facilities and Services			
Kittitas County Maintenance Shop, Storage, and Parking			
<i>Facility</i>	<i>Department</i>	<i>Description</i>	<i>Size</i>
Lower County PWD Heavy Equipment Storage West Shed	Public Works	15 th & Okanagon, built 1951.	4,875 sq. ft.
Lower County PWD Heavy Equipment Storage East Shed	Public Works	15 th & Okanagon, built 1951.	4,875 sq. ft.
Lower County PWD Main Heavy Equipment Shop	Public Works	15 th & Okanagon, built 1951.	6,240 sq. ft.
Sheriff Central Storage	Sheriff	307 Umptanum Rd., built 2009.	2,160 sq. ft.
Upper County PWD main heavy equipment shop / admin	Public Works	51 No. 5 Mine Road, Cle Elum, built 2021.	13,750 sq. ft
Upper County PWD Salt / Sand storage	Public Works	51 No. 5 Mine Road, Cle Elum, built 2021.	10,370 sq. ft
Upper County PWD Large Equipment Storage Shed	Public Works	51 No. 5 Mine Road, Cle Elum, built 2021.	9515 sq. ft
Upper County PWD Equipment Storage Shed	Public Works	51 No. 5 Mine Road, Cle Elum, built 2021.	4,400 sq. ft
Upper County PWD Parking Lot	Public works	Asphalt parking area 18 stalls +2 ADA stalls. Built unknown.	20 stalls
Vantage Boat Launch Parking Lot	Public Works	Vantage Boat Launch built approximately 1990. Includes large stalls for boats.	62 stalls
Armory Parking Lot	Ext, Weed, & Event Ctr	Asphalt parking area. Built unknown.	20 stalls
S Courthouse Parking Lot	Courthouse Offices	Off-street parking adjacent to Courthouse. Built unknown.	21 stalls
W Courthouse Parking Lot	Courthouse Offices	Off-street parking adjacent to Courthouse. Built unknown.	7 stalls
SW 6 th Ave. & Water Street	Courthouse Offices	Improved parking lot. Built unknown.	44 stalls

Table 5 – Continued
Existing Public Facilities and Services
Kittitas County Maintenance Shop, Storage, and Parking

<i>Facility</i>	<i>Department</i>	<i>Description</i>	<i>Size</i>
NW 6 th Ave. & Water Street	Courthouse Offices	Built unknown. Improved parking lot in 2010.	58 stalls
NE 6 th Ave. & Water Street	Courthouse Offices	Semi-improved parking lot. Built unknown.	18 stalls
N Permit Center	Public Works	Improved off-street parking next to building. Built unknown.	14 stalls
S Permit Center	CDS	Improved off-street parking next to building. Built unknown.	10 stalls
Sheriff Administration Office Parking Lot	Sheriff and Prosecutors	Improved off-street parking next to building. Built unknown.	51 stalls
SW Sorenson Building Parking Lot	Public Health	Improved off-street parking next to building. Built unknown.	24 stalls
W Upper District Court Building Parking Lot	Upper District Court	Improved off-street parking next to building, 700 1 st St., Cle Elum. Built unknown.	22 (shared)
Cle Elum Centennial Center – Parking Lot for Public Health services by appointment	Public Health	Improved off-street parking next to building, 719 E. 3 rd St, Cle Elum. Building space and parking are provided for Upper County Public Health services. Built unknown.	30 (shared)
Suncadia / Upper County Sheriff Office Parking Lot	Sheriff	Improved off-street parking next to building., 4240 Bullfrog Rd, Suite 1, Cle Elum. Built unknown.	22 (shared)
Kittitas Valley Event Center/Fairgrounds Parking Lots	KV Event Center	Does not include the unimproved parking areas used for large events. Built unknown.	136
Lower County PWD Shop Parking Lot	Public Works	Unimproved off-street parking next to building. Built unknown.	20 approx.
E UPS Store	Courthouse	Improved off-street parking. Built unknown.	35

5. Kittitas County Roads

The Kittitas County's Six-Year Transportation Improvement Plan provides further detail of the facility improvements that were indicated in Table 1. The Six-Year Transportation Improvement Plan is adopted once a year in the fall and amended as needed throughout the first year of the program. Appendix B provides a detailed description of the proposed projects, mapping of the projects, and the funding plan.

The latest version of the Six-Year Transportation Improvement Plan is available at the County website at:

<https://www.co.kittitas.wa.us/public-works/construction/default.aspx>

6. Regional Parks and Trails

This section includes an inventory of Regional Parks and Trails facilities and a description of additional facility improvements that are included in the six-year recreation plan. The inventory of facilities in Table 6 below also describes existing facility's size in order to determine if it addresses the County's long-term community needs according to level of service standards.

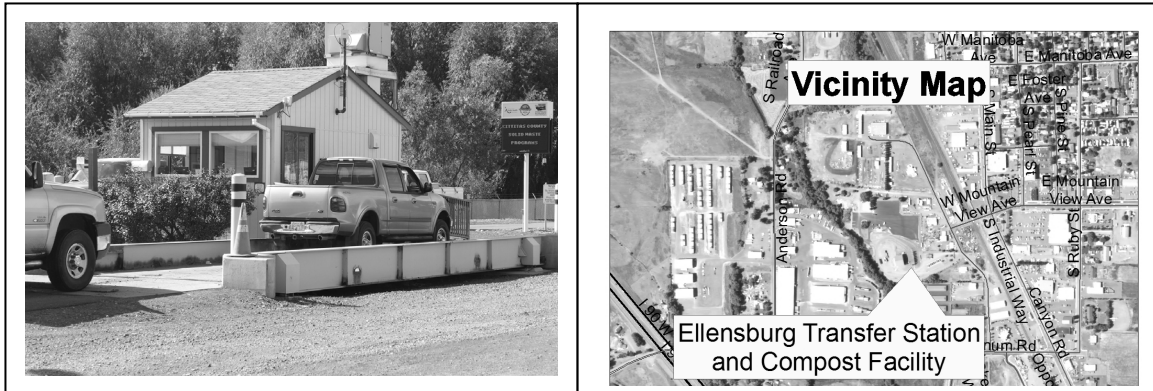
Table 6			
Existing Public Facilities and Services			
Regional Parks and Trails			
<i>Facility</i>	<i>Provider</i>	<i>Description</i>	<i>Size</i>
Coal Mines Trail	Coal Mines Trail Commission, Cle Elum, Roslyn, and Kittitas County	From Cle Elum to Ronald, Northern Pacific Railway bed. Built unknown.	10.4 mi
Palouse to Cascades State Park Trail/ Iron Horse State Park	Washington State Parks Department	From North Bend to Vantage, Chicago-Milwaukee-St. Paul-Pacific Railroad bed. Trail Built Over Existing Railroad Bed 1981.	100 mi
Vantage Boat Launch and Restrooms	Kittitas County	Vantage Boat Launch, built 1990.	342 sq ft
Vantage Boat Launch Overflow Parking	Kittitas County	Vantage Boat Launch	0.52 acres
The Cove Recreation Area	Grant County Public Utility District (PUD) and Washington State Parks	West of Huntzinger Road near Wanapum Dam. Public access is for day use from Thursdays through Mondays. Built unknown.	20 acres
Kittitas County Outdoor Recreation Inventory	Varies	All other Parks and Trails are listed in the comprehensive inventory of recreation facilities adopted by reference in the Comprehensive Plan. Built unknown.	Varies
Evergreen Sno-Park	Sno-Park operated by Washington State Parks	1 mile east of Snoqualmie Summit. A trail system comprised of 23 miles. Built unknown.	4.9 acres
Thompson Park	Kittitas County	Naneum Road north of Vantage Highway. Comprised of a pond and parking area. Built unknown.	5.1 acres

7. Solid Waste

This section includes an inventory of Solid Waste facilities and a detailed description of each facility improvement that is included in the six-year plan. The inventory of facilities in Table 7 below also describes each facility's size in order to determine if it addresses the County's long-term community needs.

Table 7 Existing Public Facilities and Services Kittitas County Solid Waste					
<i>Facility</i>	<i>Built date</i>	<i>Size</i>	<i>Facility</i>	<i>Built date</i>	<i>Size</i>
Ellensburg Scale House (Storage), 801 Industrial Way	1981	160 sq. ft.	Transfer Station – Cle Elum, 50 #5 Mine Rd., Cle Elum	2003	9,000 sq. ft.
Cle Elum Scale House, Hwy 903 Cle Elum	1981	160 sq. ft.	MRW – Cle Elum, 50 #5 Mine Rd., Cle Elum	2003	2,000 sq. ft.
Cle Elum Bunker Building, Hwy. 903 Cle Elum	1981	3,000 sq. ft.	MRW – Ellensburg, 50 #5 Mine Rd., Cle Elum	2001	3,000 sq. ft.
Cle Elum Storage, Hwy. 903 Cle Elum	1981	925 sq. ft.	Office/Admin Bldg., 50 #5 Mine Rd., Cle Elum	2003	120 sq. ft.
Transfer Station Building, 1001 Industrial Way	2000	9,078 sq. ft.	Cle Elum Scale House – new, 50 #5 Mine Rd., Cle Elum	2003	284 sq. ft.
Scale House Bldg., 1001 Industrial Way	2000	1,000 sq. ft.	Ryegrass Equipment Storage, 25900 Vantage Hwy.	1980	1,620 sq. ft.
Transfer Station Office, 925 Industrial Way	1963	1,980 sq. ft.	SW 400 sq. ft. building, 25900 Vantage Hwy.	2008	400 sq. ft.
Transfer Station Shop, 925 Industrial Way	1963	1,680 sq. ft.			

Solid Waste – Relocate Ellensburg Transfer Station and Compost Facility



Project Information and Selection Criteria	
<i>Location</i>	925 Industrial Way, Ellensburg – 50-acre site on Highway 97
<i>Links to Other Projects or Facilities</i>	N/A
<i>Description</i>	Build a new Transfer Station and Compost Facility in the Ellensburg vicinity. *Decommission of existing facility date and timeline TBD*
<i>Justification (Need/Demand)</i>	The current transfer station has inadequate access and space. It is also in an environmentally sensitive location.
<i>Level of Service (LOS) / Project Type</i>	Established LOS: N/A Project Type: New Facility
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	2022	2023-2027	Total
<i>Design and Engineering</i>	\$2,000,000	\$2,000,000	\$3,000,000
<i>Construction</i>	\$3,000,000	\$17,000,000	\$20,000,000
TOTAL	\$5,000,000	\$19,000,000	\$23,000,000

Funding Sources	2022	2023-2027	Total
<i>Solid Waste Fund/Grant/Loan</i>	\$5,000,000	\$19,000,000	\$23,000,000
TOTAL	\$5,000,000	\$19,000,000	\$23,000,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	Currently, the County does not track maintenance costs for these improvements.
<i>Estimated Revenues</i>	None
<i>Anticipated Savings Due to Project</i>	None
<i>Department Responsible for Operations</i>	Solid Waste

Solid Waste – Cle Elum Transfer Station Entrance



Project Information and Selection Criteria	
<i>Location</i>	<i>Cle Elum Transfer Station 50 No. 5 Mine Rd.</i>
<i>Links to Other Projects or Facilities</i>	N/A
<i>Description</i>	Construct a new entrance to allow for better queuing for the scales.
<i>Justification (Need/Demand)</i>	Eliminate a traffic hazard on Highway 903
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	

Capital Cost	2022	2023-2027	Total
<i>Design and Engineering</i>	\$50,000	\$250,000	\$300,000
<i>Construction</i>		\$1,350,000	\$1,350,000
TOTAL	\$50,000	\$1,600,000	\$1,650,000

Funding Sources	2022	2023-2027	Total
<i>Solid Waste Fees and Grants</i>	\$50,000	\$350,000	\$1,600,000
TOTAL	\$50,000	\$350,000	\$1,600,000

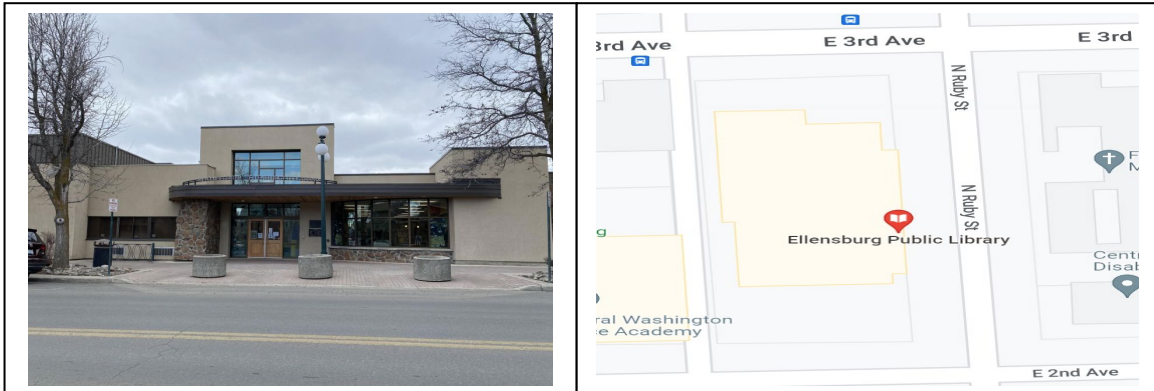
Annual Operations and Maintenance	
<i>Estimated Costs</i>	\$5,000 per year to maintain
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	Solid Waste

8. Library Services

This section includes an inventory of Library Services facilities and a detailed description of each facility improvement that is included in the six-year plan. The inventory of facilities in Table 8 below also describes facility's size in order to determine if it addresses the County's long-term community needs.

Table 8			
Existing Public Facilities and Services			
Library Services			
<i>Facility</i>	<i>Provider</i>	<i>Description</i>	<i>Size</i>
Gilmour Memorial Library (Kittitas)	Kittitas	2 nd & Pierce Streets, Kittitas. Built unknown.	
Carpenter Memorial Library (Cle Elum)	Cle Elum	302 Pennsylvania Ave., Cle Elum. Built unknown.	
Ellensburg Public Library	Ellensburg	209 N. Ruby St, Ellensburg, founded in 1910, recently expanded in 2003.	
Roslyn Public Library	Roslyn	201 S. First St., Roslyn, \$3 million remodel began in 2009 to repair and update. Built unknown.	

Library Services – Ellensburg Public Library HVAC System



Project Information and Selection Criteria	
<i>Location</i>	209 N Ruby St, Ellensburg WA 98926
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	New HVAC system to replace current system.
<i>Justification (Need/Demand)</i>	Current HVAC is failing.
<i>Level of Service (LOS) / Project Type</i>	Replacement
<i>Comprehensive Plan Citations</i>	

Capital Cost	2023	2024-2028	Total
<i>Design and Engineering</i>		\$2,000,000	\$2,000,000
<i>Construction</i>			
TOTAL		\$2,000,000	\$2,000,000

Funding Sources	2023	2024-2028	Total
<i>Commissioner Approved Bond</i>	City of Ellensburg		\$2,000,000
TOTAL			\$2,000,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	\$2,000,000
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	\$5000 annually.
<i>Department Responsible for Operations</i>	Ellensburg Public Library

9. Emergency Services

This section includes an inventory of Emergency Services facilities and a detailed description of each facility improvement that is included in the six-year plan. The inventory of facilities in Table 9 below also describes each facility’s size in order to determine if it addresses the County’s long-term community needs.

Table 9 Existing Public Facilities and Services Emergency Services			
<i>Facility</i>	<i>Provider</i>	<i>Description</i>	<i>Size</i>
Station #11 Thorp	Fire District No. 1	Thorp – 10700 N. Thorp Hwy., all District 43.5 sq. mi. and serves 2,500 residences, built in 2000, remodeled in 2005, 2 engines, 1 Tender, 2 brush trucks, 1 aid unit, and 1 rescue. Built unknown.	6,400 sq. ft.
Station #12 Clark Flats	Fire District No. 1	Thorp - 10941 SR 10, 2 buildings at site, 1 tender, 1 brush truck, and 1 engine. Built unknown.	2,300 sq. ft. for both bldgs.
Station #13 Elk Heights	Fire District No. 1	Elk Heights – 152 Clubhouse Rd., Cle Elum, 1 building at site, and 1 engine. Built unknown.	1600 sq. ft
Station #21	Fire District 2 (Kittitas Valley Fire and Rescue)	280 sq. mi. for all Dist. 2, 2020 Vantage Highway B-211, E-211, T-211, B-212, M-211, M-212, M-213 - Living Quarters – 2020’s, Bay – updated 2020, maintenance and training.– 2020. Built unknown.	
Station #22	Fire District 2	2672 Tjossem E-221 – 2018 Station 22S – 3301 Denmark Road –2015. Built unknown.	
Station #24	Fire District 2	4901 4th Parallel Road: B-241, E-241, B-242, T-241 – 2004. Built unknown.	
Station #23	Fire District 2	Main St, Kittitas – E-231, B-231, A-231 – 2010. Built unknown.	
Station 23 S	Fire District 2	890 Cleman Road, Kittitas – E-232, B-232, T-231 – 2010. Built unknown.	
Station #26	Fire District 2	6651 Brick Mill Road – E-261, B-261 – 1940’s – anticipate replacing in 2024. Built unknown.	

Station #26 Satellite	Fire District 2	2380 Game Farm Road – E-262 – 1950’s – anticipate decommission and sale 2022. Built unknown.	
Station #27	Fire District 2	8800 Reecer Cr. Rd – E-271 – 1950’s. Built unknown.	
Station #28	Fire District 2	5640 Cove Road – B-281, E-281, T-281 – 2002. Built unknown.	
Table 9 - Continued Existing Public Facilities and Services Emergency Services			
<i>Facility</i>	<i>Provider</i>	<i>Description</i>	<i>Size</i>
Station #28 Satellite	Fire District 2	51 Barnes Road – E-282 – 1960’s. Built unknown.	
Station #29	Fire District 2	400 E. Mountainview Ave – M-291, M- 292, M-293, R-291, B-291, E-291, L- 291, E-292 – 2018. Built unknown.	
Easton Station	Fire District No. 3 (Easton)	180 Cabin Creek Easton WA. 98925, PO Box 52, 12 sq. mi. for all Dist. 33182 sq. ft., built in 1992, 1- aid car, 1-engine, 2- tankers, 1-rescue truck.	3,182 sq. ft.
Vantage Station	Fire District No. 4 (Vantage)	Information Not Available. Built unknown.	
Snoq. Pass Station #46	King & Kittitas FD 51 Snoqualmie Pass Fire & Rescue	1211 SR 906 E. of I 90 Exit 53, houses E146, E246, A146, A246, Battalion 146, Brush146, Brush 246, Polaris ranger with trailer, built in 2011. Basic Life Support Ambulance Service	16,551 sq. ft.
Station #61	KCFP District No. 6 (Ronald/Lk. Cle Elum)	Serves south end of district / 7 sq. mi. for all Dist. 6. Built unknown.	
Station #62	KCFP District No. 6 (Ronald/Lk. Cle Elum)	14030 Salmon La Sac Road, Ronald, WA 98940. Serves north end of district / 7 sq. mi. for all Dist. 6, 1 engine, 1 brush truck, 1 tender, and 1 aid unit. Built unknown.	
South Cle Elum Fire Station	South Cle Elum	523 Lincoln Ave., South Cle Elum, 1 pumper, 1 utility truck, and serves 0.5 mile area with 580 people. Can handle twice the size area. Built unknown.	1,200 sq. ft.
Station #1 Peoh Point Rd.	Fire District No. 7 (Upper County Area)	80 sq. mi. for all Dist. 7, 1 fire engine, 1 wild land brush truck, 1 water tender, 1 aid unit, and ambulance. Built unknown.	

Station #2 SR 970 and Airport Rd.	Fire District No. 7	Information Not Available. Built unknown.	
Station #3 off I-90 at Golf Course Exit 77	Fire District No. 7	Information Not Available. Built unknown.	
Station #4 Ballard Hill Rd.	Fire District No. 7	Information Not Available. Built unknown.	
Station #5 Teanaway Valley, Middle Fork Rd.	Fire District No. 7	Information Not Available. Built unknown.	
Table 9 - Continued Existing Public Facilities and Services Emergency Services			
<i>Facility</i>	<i>Provider</i>	<i>Description</i>	<i>Size</i>
Station #48	King & Kittitas FD 51 Snoqualmie Pass Fire & Rescue	Located in Kachess Village, 1 engine 148, 1 aid car, and 1 brush truck, Basic Life Support Ambulance Service. Built unknown.	Small 3 bay garage No bathrooms Leased
Station #49	King & Kittitas FD 51 Snoqualmie Pass Fire & Rescue	Located at intersection of Kachess Lake and Via Kachess Roads, 1 brush truck, rescue snowmobiles & trailer. Built unknown.	Small 2 bay garage. No bathrooms Leased
Station #47	King & Kittitas FD 51 Snoqualmie Pass Fire & Rescue	Located at intersection of Stampede Pass and Lost Lake Roads, 1 pumper/Tender engine, 1 brush truck, snowmobiles with trailer. Built unknown.	Small 2 bay garage, no bathrooms
Kittitas Valley Community Hospital	Hospital District No. 1	Located at 603 S. Chestnut. Level IV trauma service & 24-hr emergency care, S. Chestnut St. & E. Manitoba, Ellensburg. Built 1965.	89,232
Cle Elum Medical Center	Hospital District No. 2	Located at 201 Alpha Way, Cle Elum. Family Medicine of Cle Elum. No urgent care services provided. Built unknown.	13,500
Cle Elum Urgent Care	Hospital District No. 1	Located at 214 W. 1 st St., Cle Elum. Built unknown.	2,864
New Cle Elum Ambulance Garage	Hospital District No. 2	Exact address undetermined. Adjacent to 201 Alpha Way, Cle Elum. Approximate completion date 2021.	8,500
Medical Arts Building	Hospital District No. 1	Located at 100 E. Jackson St., Ellensburg. No urgent care services provided at this building. KVH clinics include Pediatrics, Women's Health, Lab, and Family	33,671

		Medicine of Ellensburg. Some space also currently leased to other non-KVH clinical services. TI completed February 2020. Built 2009.	
KVH Physical Therapy	Hospital District No. 1	Located at 301 Mountainview, Ellensburg. Entire building dedicated to physical therapy services. No urgent care services provided. Leased property. Built unknown.	6,912
KVH Occupational Therapy and Speech	Hospital District No. 1	Located at 309 Mountain, Ellensburg. Also houses KVH IT Services. No urgent services provided. Leased property. Built unknown.	6,631
Table 9 - Continued			
Existing Public Facilities and Services			
Emergency Services			
<i>Facility</i>	<i>Provider</i>	<i>Description</i>	<i>Size</i>
Ellensburg Clinic	Hospital District No. 1	Located at 700 Manitoba, Ellensburg. Houses Internal Medicine, KVH Quality Department, and soon to house Neurology Clinic. No urgent care services provided. Built unknown.	9,434
Valley Clinic	Hospital District No. 1	Located at 716 Manitoba, Ellensburg. Formally Family Medicine of Ellensburg. This facility is now a pop-up clinic for COVID-19, and Lab annex. No urgent care services provided. Leased property. Built unknown.	7,230
Empty Building	Hospital District No. 1	Located at 708 Manitoba, Ellensburg. This building is currently vacant but will most likely only be used for office space. Built unknown.	1,000
Mediplex	Hospital District No. 1	Located at 611 S. Chestnut, Ellensburg. This has suites A-E and are all clinical use. No urgent care services provided by KVH or tenants. Built unknown.	10,291
Work Place Health	Hospital District No. 1	Located at 702-B Mountainview, Ellensburg. No urgent care services provided. Leased suite. Built unknown.	1,710
Radio Hill Annex	Hospital District No. 1	Located at 1506 Radio Road, Ellensburg. Currently half office space and half storage. Office space for accounting, Home Care, and Hospice. Will most likely never be clinical space. No urgent care services provided. Built unknown.	21,082

Hospice Friends	Friends of Hospice	Located at 302 E. 2 nd Ave, Ellensburg. Non-KVH office space for Friends of Hospice. KVH owned. Built unknown.	2,325
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Emergency Services – Station 2-5

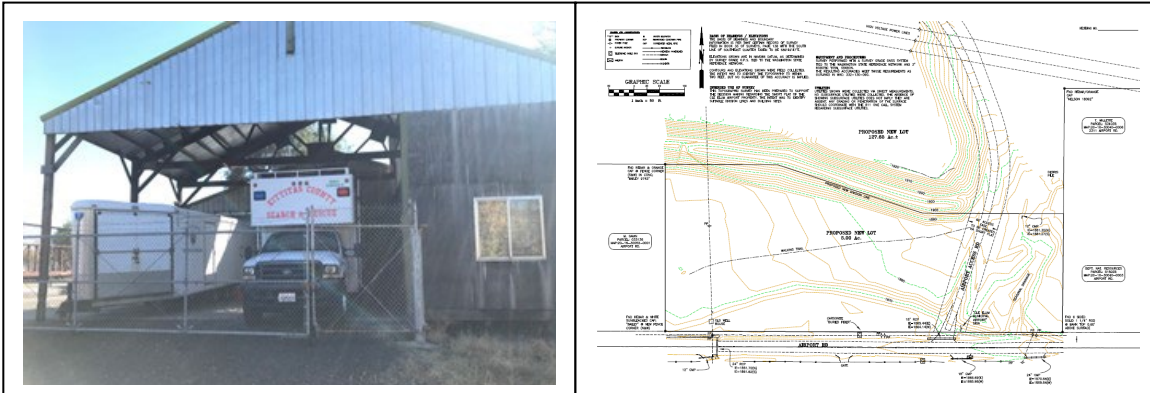
Project Information and Selection Criteria	
<i>Location</i>	TBD – somewhere in the west interchange area.
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Build a new three bay fire station to house an engine, medic unit, and a brush truck.
<i>Justification (Need/Demand)</i>	Growth in housing developments in the City of Ellensburg and Kittitas County, commercial development of Dolarway Rd.
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	

Capital Cost	2023	2024-2028	Total
<i>Design and Engineering - property</i>		\$500,000	\$500,000
<i>Construction</i>		\$3,500,000	\$3,500,000
TOTAL		\$4,000,000	\$4,000,000

Funding Sources	2023	2024-2028	Total
<i>Commissioner approved bond</i>		\$4,000,000	\$4,000,000
TOTAL		\$4,000,000	\$4,000,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	\$50,000
<i>Estimated Revenues</i>	None
<i>Anticipated Savings Due to Project</i>	None
<i>Department Responsible for Operations</i>	Kittitas County Fire District 2

Emergency Services – Upper County Emergency Operations Center & Search and Rescue Base



Project Information and Selection Criteria	
<i>Location</i>	Cle Elum Airport Access Rd
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Establishing a primary Emergency Operations Center (EOC) in the growing upper county and relocating Search and Rescue operations from current leased facility in Cle Elum.
<i>Justification (Need/Demand)</i>	Increasing scope and complexity of Emergency Management dictate an EOC capable of supporting a Type III Incident Management Team. Increasing Search and Rescue (SAR) call volume and complexity for upper county calls make this an excellent location for a permanent, dedicated SAR base of operations. Back 9-1-1 call center. Housing for a remediated County servers backup system. The facility will be able to host training which may bring in revenue.
<i>Level of Service (LOS) / Project Type</i>	Established LOS: N/A Project Type: New Capital Facilities
<i>Comprehensive Plan Citations</i>	

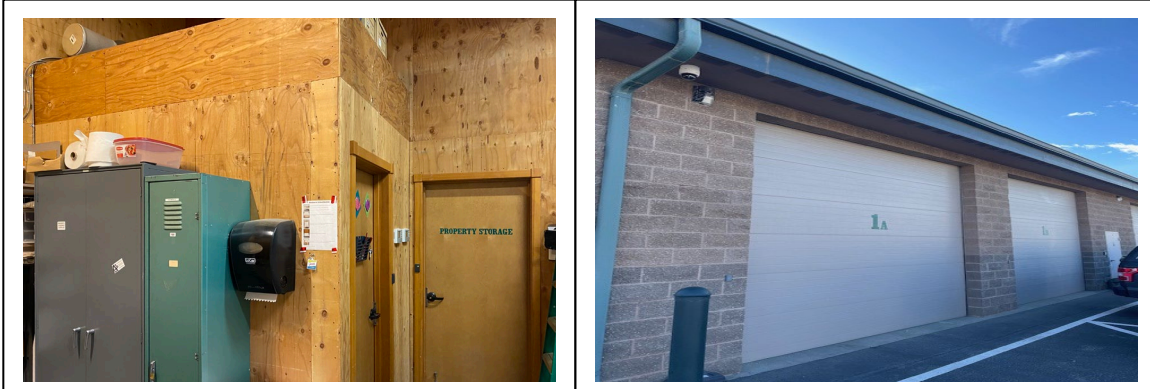
Capital Cost	2025	2026-2031	Total
<i>Design and Engineering</i>			
<i>Construction</i>	\$3,000,000	\$3,000,000	\$6,000,000
TOTAL	\$3,000,000	\$3,000,000	\$6,000,000

Funding Sources	2025	2026-2031	Total
<i>General Fund</i>	\$1,549,000 (REET funding)	\$3,250,000	\$4,800,000
<i>Federal Funds Anticipated</i>	\$1,200,000		\$1,200,000

<i>TOTAL</i>	\$2,749,000		\$6,000,000
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Annual Operations and Maintenance	
<i>Estimated Costs</i>	\$25,000 per year
<i>Estimated Revenues</i>	\$1,000 to \$5,000 per year
<i>Anticipated Savings Due to Project</i>	\$3,000 to \$5,000 a year saving in training and travel
<i>Department Responsible for Operations</i>	Sheriff's Office with Kittitas County Search and Rescue (KCSAR)

Sheriff's Office Evidence Room & Expansion



Project Information and Selection Criteria	
<i>Location</i>	307 W Umptanum Rd. Kittitas County Sheriff's Office
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Enhancements to current evidence processing & storage facilities, and improvements to overflow evidence & property storage bay
<i>Justification (Need/Demand)</i>	Evidence storage and processing facilities are dated and make it difficult to meet current accreditation requirements; expansion of overflow is also needed to accommodate vehicle and large property storage and processing.
<i>Level of Service (LOS) / Project Type</i>	Established LOS: Project Type: Renovation
<i>Comprehensive Plan Citations</i>	

Capital Cost	2026	2027-2031	Total
<i>Design and Engineering</i>			
<i>Construction</i>	\$150,000		
<i>TOTAL</i>	\$150,000		\$150,000

Funding Sources	2026	2027-2031	Total
<i>General Fund</i>	\$150,000		
<i>Federal Funds Anticipated</i>			
<i>TOTAL</i>	\$150,000		\$150,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	Sheriff's Office with Kittitas County

Sheriff's Office Training room



Project Information and Selection Criteria	
<i>Location</i>	307 W Umptanum Rd. Kittitas County Sheriff's Office
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Training room at the Sheriff's Office
<i>Justification (Need/Demand)</i>	The Sheriff's Office does not have a dedicated area for training. Currently the training takes place in non-climate controlled storage units. This project would convert the old "marine bay" into a professional training room, with climate controlled. The project would frame in the roll up door and add mini splits for HVAC, carpet and add A/V equipment. This will increase the possibility of host training.
<i>Level of Service (LOS) / Project Type</i>	Established LOS: Increase level of service to bring in outside training. Project Type: New Capital Facilities
<i>Comprehensive Plan Citations</i>	

Capital Cost	2026	2027-2031	Total
<i>Design and Engineering</i>	\$8,000		

<i>Construction</i>	\$288,000		
<i>TOTAL</i>	\$288,000		\$288,000

Funding Sources	2026	2027-2031	Total
<i>General Fund</i>	\$288,000		
<i>Federal Funds Anticipated</i>			
<i>TOTAL</i>	\$288,000		\$288,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	\$2,000 per year
<i>Estimated Revenues</i>	\$2,000
<i>Anticipated Savings Due to Project</i>	\$5,000 to \$8,000 saving in the form of training and travel
<i>Department Responsible for Operations</i>	Sheriff's Office with Kittitas County

Emergency Services – Kittitas Valley Healthcare Hospital Expansion



Project Information and Selection Criteria	
<i>Location</i>	603 S Chestnut St.
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Hospital expansion to surgery, materials management, and radiology. Purpose of expansion is to make the hospital more energy efficient. In addition to above improvements, expansion also includes lighting, fanwalls, boiler plant and MRI fluid cooler.
<i>Justification (Need/Demand)</i>	Growth in patient counts. Increase energy efficiency.
<i>Level of Service (LOS) / Project Type</i>	Addition and Tenant Improvement (TI) of the above departments
<i>Comprehensive Plan Citations</i>	

Capital Cost	2023	2024-2028	Total
<i>Design and Engineering</i>	\$739,500	\$246,500	\$986,000
<i>Construction</i>	\$2,520,000	\$10,080,000	\$12,600,000
TOTAL	\$3,259,500	\$10,326,500	\$13,586,000

Funding Sources	2023	2024-2028	Total
		\$500,000 (Dept. of Commerce Energy Efficiency Grant)	\$500,000
TOTAL			\$500,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	

	We do not track
<i>Estimated Revenues</i>	Unknown
<i>Anticipated Savings Due to Project</i>	None
<i>Department Responsible for Operations</i>	Facilities, Surgery, Materials Management, and Radiology

Emergency Services – Kittitas Valley Healthcare Orthopedic Clinic



Project Information and Selection Criteria	
<i>Location</i>	<i>Orthopedic Clinic, 611 S. Chestnut St. Ste. D & E</i>
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Complete remodel of interior.
<i>Justification (Need/Demand)</i>	Outdated facility in need of remodel.
<i>Level of Service (LOS) / Project Type</i>	Remodel
<i>Comprehensive Plan Citations</i>	

Capital Cost	2024-2028	2026-2031	Total
<i>Design and Engineering</i>	\$284,000		\$284,000
<i>Construction</i>	\$2,200,000		\$2,200,000
TOTAL	\$2,484,000		\$2,484,000

Funding Sources	2024-2028	2026-2031	Total
TOTAL		<i>N/A</i>	<i>N/A</i>

Annual Operations and Maintenance	
<i>Estimated Costs</i>	We do not track
<i>Estimated Revenues</i>	Unknown
<i>Anticipated Savings Due to Project</i>	None
<i>Department Responsible for Operations</i>	Orthopedics and Wound Care.

Emergency Services – Kittitas Valley Healthcare General Surgery Clinic



Project Information and Selection Criteria	
<i>Location</i>	<i>General Surgery Clinic, 611 S. Chestnut St. Ste. A</i>
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Tenant Improvement Project. Interior update.
<i>Justification (Need/Demand)</i>	Surgery clinic requires an update to their interior facilities.
<i>Level of Service (LOS) / Project Type</i>	Upgrade to existing facility.
<i>Comprehensive Plan Citations</i>	

Capital Cost	2024-2028	2026-2031	Total
<i>Design and Engineering</i>	\$143,000		\$143,000
<i>Construction</i>	\$640,000		\$640,000
<i>TOTAL</i>	\$783,000		\$783,000

Funding Sources	2024-2028	2026-2031	Total
<i>TOTAL</i>		N/A	N/A

Annual Operations and Maintenance	
<i>Estimated Costs</i>	We do not track
<i>Estimated Revenues</i>	Unknown
<i>Anticipated Savings Due to Project</i>	None
<i>Department Responsible for Operations</i>	General Surgery and Vascular

Emergency Services – Kittitas Valley Healthcare Parking Lot



Project Information and Selection Criteria	
<i>Location</i>	<i>Vacant Lot NW of KVH Medical Arts Center, 611 S. Pearl St.</i>
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	This project has been deferred indefinitely. Building a parking lot on vacant land owned by KVH.
<i>Justification (Need/Demand)</i>	Need to expand parking resources for medical arts center. (This was identified by KVH officials as a “potential project”)
<i>Level of Service (LOS) / Project Type</i>	New facility.
<i>Comprehensive Plan Citations</i>	

Capital Cost	2024-2028	2026-2031	Total
<i>Design and Engineering</i>			
<i>Construction</i>			
TOTAL			TBD

Funding Sources	2024-2028	2026-2031	Total
TOTAL			TBD

Annual Operations and Maintenance	
<i>Estimated Costs</i>	We do not track
<i>Estimated Revenues</i>	Unknown
<i>Anticipated Savings Due to Project</i>	

<i>Department Responsible for Operations</i>	
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Emergency Services – Kittitas Valley Healthcare Cle Elum Family Medical Clinic



Project Information and Selection Criteria	
<i>Location</i>	<i>KVH Family Medicine – Cle Elum 201 Alpha Way, Cle Elum</i>
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	“Possible” addition to Cle Elum Family Medical Clinic.
<i>Justification (Need/Demand)</i>	Department potentially will have the need to expand clinic’s patient service capacity.
<i>Level of Service (LOS) / Project Type</i>	Addition to existing facility.
<i>Comprehensive Plan Citations</i>	

Capital Cost	2024-2028	2026-2031	Total
<i>Design and Engineering</i>			
<i>Construction</i>			
TOTAL			TBD

Funding Sources	2024-2028	2026-2031	Total
TOTAL			TBD

Annual Operations and Maintenance	
<i>Estimated Costs</i>	We do not track
<i>Estimated Revenues</i>	Unknown
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Emergency Services – Kittitas Valley Healthcare Internal Medicine



Project Information and Selection Criteria	
<i>Location</i>	<i>KVH Internal Medicine, 700 E. Manitoba Ave.</i>
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Remodel of KVH Internal Medicine Clinic, a 9000 sq. ft. facility.
<i>Justification (Need/Demand)</i>	Internal Medicine Clinic is in need of a remodel to adequately serve patients.
<i>Level of Service (LOS) / Project Type</i>	Remodel of existing facility.
<i>Comprehensive Plan Citations</i>	

Capital Cost	2024-2028	2026-2031	Total
<i>Design and Engineering</i>			
<i>Construction</i>			
<i>TOTAL</i>			TBD

Funding Sources	2024-2028	2026-2031	Total
		\$250,000 (Sunderland Grant)	\$250,000
<i>TOTAL</i>		\$250,000	\$250,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	We do not track
<i>Estimated Revenues</i>	Unknown
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Emergency Services – Kittitas Valley Healthcare Cle Elum Physical Therapy



Project Information and Selection Criteria	
<i>Location</i>	<i>KVH Family Medicine – Cle Elum Lease at Midtown Business Building</i>
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	KVH is leasing the second story of one of the Midtown Business Buildings.
<i>Justification (Need/Demand)</i>	Provide adequate physical therapy space for the Cle Elum community and open up space in the Family Medical Center for providers.
<i>Level of Service (LOS) / Project Type</i>	New construction by Midtown owners.
<i>Comprehensive Plan Citations</i>	

Capital Cost	2024-2028	2026-2031	Total
<i>Design and Engineering</i>			
<i>Construction</i>			
TOTAL			TBD

Funding Sources	2024-2028	2026-2031	Total
TOTAL			TBD

Annual Operations and Maintenance	
<i>Estimated Costs</i>	We do not track
<i>Estimated Revenues</i>	Unknown
<i>Anticipated Savings Due to Project</i>	

<i>Department Responsible for Operations</i>	
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Emergency Services – Kittitas Valley Healthcare Home Health



Project Information and Selection Criteria	
<i>Location</i>	<i>KVH Home Health, 1506 Radio Rd.</i>
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Remodel of 5000 sq. ft. of a 10000 sq. ft. facility.
<i>Justification (Need/Demand)</i>	Half of the building is in need of a remodel.
<i>Level of Service (LOS) / Project Type</i>	Remodel
<i>Comprehensive Plan Citations</i>	

Capital Cost	2024-2028	2026-2031	Total
<i>Design and Engineering</i>			
<i>Construction</i>			
TOTAL			TBD

Funding Sources	2024-2028	2026-2031	Total
TOTAL			TBD

Annual Operations and Maintenance	
<i>Estimated Costs</i>	We do not track
<i>Estimated Revenues</i>	Unknown
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Emergency Services – Kittitas Valley Healthcare Family Medicine



Project Information and Selection Criteria	
<i>Location</i>	<i>KVH Family Medicine, 716 E. Manitoba Ave.</i>
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Complete remodel of two buildings, one is 7000 sq. ft. and the other is 3000 sq. ft.
<i>Justification (Need/Demand)</i>	Both buildings are in need of a remodel.
<i>Level of Service (LOS) / Project Type</i>	Remodel.
<i>Comprehensive Plan Citations</i>	

Capital Cost	2024-2028	2026-2031	Total
<i>Design and Engineering</i>			
<i>Construction</i>			
TOTAL			TBD

Funding Sources	2024-2028	2026-2031	Total
TOTAL			TBD

Annual Operations and Maintenance	
<i>Estimated Costs</i>	We do not track
<i>Estimated Revenues</i>	Unknown
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

10. Education

This section includes an inventory of education facilities and a detailed description of each facility improvement that is included in the six-year plan. The inventory of facilities in Table 10 below also describes each facility's size in order to determine if it addresses the County's long-term community needs.

Table 10			
Existing Public Facilities and Services			
Education			
<i>Facility</i>	<i>Provider</i>	<i>Description</i>	<i>Size</i>
Central Washington University	Washington State	Comprehensive public university main campus, 1500 employees, 94 buildings Oldest buildings built 1894.	11,110 students statewide (fall 2020)
Cle Elum / Roslyn High School	Cle Elum/ Roslyn School District	2692 - SR 903, Cle Elum, 9 th grade to 12 th grade. Built unknown.	254 students
Cle Elum / Roslyn Elementary School	Cle Elum/ Roslyn School District	2696 - SR 903, Cle Elum, pre-school, Kindergarten to 5 th grade. Built unknown.	458 students
Cle Elum / Roslyn Alternative School	Cle Elum/ Roslyn School District	200 W. Oakes St., Cle Elum, 3 rd grade to 12 th grade. Built unknown.	21 students
Walter Strom Middle School	Cle Elum/ Roslyn School District	2694 - SR 903, Cle Elum, 6 th grade to 8 th grade. Built unknown.	237 students
Cle Elum/ Roslyn School District Music Building	Cle Elum/ Roslyn School District	Music Building for Walter Strom Middle School and Cle Elum-Roslyn Middle School. Built unknown.	
Cle Elum/ Roslyn School District Transportation Facility	Cle Elum/ Roslyn School District	School bus covered parking, maintenance facility, and transportation staff office building. Built unknown.	
Damman Elementary School	Damman School District	Kindergarten to 5 th grade, 1 school, 2.5 teachers, 2681 Umptanum Rd. Built 1890.	45 students
Easton Elementary, Jr., Sr. High School	Easton School District	1893 Railroad St., Easton. Built unknown.	93 students
Lincoln Elementary School	Ellensburg School District	26 classroom teachers, 200 S. Sampson St., Ellensburg Built 1948. Major remodel completed 2022.	340 students

Mount Stuart Elementary School	Ellensburg School District	27 classroom teachers, 705 W. 15 th Ave., Ellensburg. Built 2021.	362 students
Valley View Elementary School	Ellensburg School District	26 classroom teachers, 1508 E. 3 rd Ave., Ellensburg. Built 1990's.	401 students
Ida Nason Aronica Elementary School	Ellensburg School District	22 classroom teachers, 2100 N. Cora St., Ellensburg. Built 2022.	278 students
Table 10 - Continued			
Existing Public Facilities and Services			
Education			
<i>Facility</i>	<i>Provider</i>	<i>Description</i>	<i>Size</i>
Morgan Middle School	Ellensburg School District	40 classroom teachers, 400 E. 1 st Ave., Ellensburg. Built 1929, major remodel/addition completed 2018.	784 students
Ellensburg High School	Ellensburg School District	40 classroom teachers of a total 67 professional staff, 1203 E. Capitol Ave., Ellensburg. Built 2005.	942 students
Kittitas Elementary School	Kittitas School District	Kindergarten to 5 th grade, 7571 Kittitas Hwy, Kittitas. Built unknown.	270 students
Kittitas High School	Kittitas School District	6 th grade to 12 th grade, 7571 Kittitas Hwy, Kittitas. Built 2006.	334 students
Parke Creek Treatment Center	Kittitas School District	11042 Parke Creek Rd. Built unknown.	9 students
Thorp Elementary, Jr., and Sr. High Schools	Thorp School District	Kindergarten to 12 th grade, 10831 N. Thorp Hwy, Thorp. Built 1958.	261 students

Black Hall Renovation/Multicultural Center – CWU, Ellensburg, WA



Project Information and Selection Criteria	
<i>Location</i>	Parcel # 334034, 400 E University Way, CWU campus, Ellensburg, WA 98926
<i>Links to Other Projects or Facilities</i>	Black Hall, 911 N. Chestnut Street
<i>Description</i>	The project establishes a student focused academic facility dedicated to the celebration of Equity & Diversity.
<i>Justification (Need/Demand)</i>	The Black Hall Renovation will include upgrades for the College of Education & Professional Studies and the Multicultural Center, which is intended to be a central hub for students, staff, and faculty to build community and celebrate diversity and create a sense of belonging for traditionally underrepresented students, staff, and faculty.
<i>Level of Service (LOS) / Project Type</i>	Established LOS: N/A Project Type: Existing Building Renovation
<i>Comprehensive Plan Citations</i>	N/A

	2025	2026-2031 Pending Approval	Total
Capital Cost			
<i>Design and Engineering</i>	\$1,500,000		\$1,500,000
<i>Construction</i>	\$4,500,000		\$4,500,000
TOTAL	\$6,000,000		\$6,000,000

	2025	2026-2031 Pending Approval	Total
Funding Sources			
<i>State OFM Capital</i>	\$6,000,000		\$6,000,000

<i>TOTAL</i>	\$6,000,000	\$6,000,000
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Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	Associated Students of Central Washington University

Education – North Academic Complex- CWU, Ellensburg, WA

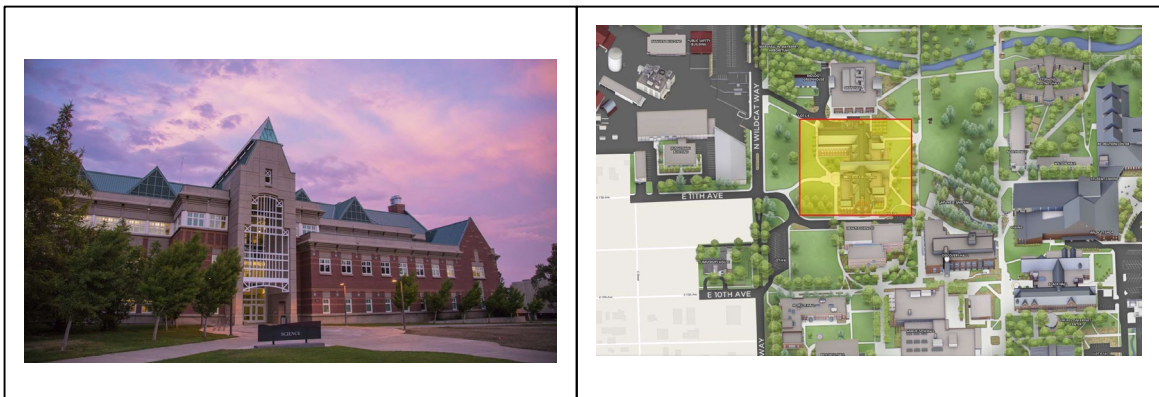


Project Information and Selection Criteria	
<i>Location</i>	Parcel # 143534, E Dean Nicholson Blvd, CWU campus, Ellensburg, WA 98926
<i>Links to Other Projects or Facilities</i>	Brooks Library – West adjacent
<i>Description</i>	The North Academic Complex is a replacement project for the existing Farrell Hall, L&L Building (Adjacent)
<i>Justification (Need/Demand)</i>	The North Academic Complex project provides a new and modern facility that will house several social science related programs such as Humanities, Law & Justice. The new project will result in the demolition of Farrell Hall & L&L that suffer from a large backlog of deferred maintenance, inadequate and inefficient mechanical and electrical systems, current ADA, building code and energy efficiency. The new complex will provide state of the art design and pedagogy that will be experienced by a majority of collegiate freshmen, boosting the opportunity for retention and academic growth. The project will also be the first building utilizing geothermal technology for the heating and cooling and connect to our infrastructure to 3 other buildings.

<i>Level of Service (LOS) / Project Type</i>	Established LOS: N/A Project Type: Facility Replacement
<i>Comprehensive Plan Citations</i>	N/A

Capital Cost	2025	2026-2031 Pending Approval	Total
<i>Design and Engineering</i>	\$5,205,000	\$0	\$5,205,000
<i>Construction</i>	92,600,000	\$11,158,000	\$103,758,000
TOTAL	\$97,805,000	\$11,158,000	\$108,963,000

Energy Efficiency – Science Building Carbon Reduction- CWU, Ellensburg, WA



Project Information and Selection Criteria	
<i>Location</i>	Parcel # 143534, E Dean Nicholson Blvd, CWU campus, Ellensburg, WA 98926
<i>Links to Other Projects or Facilities</i>	Northeast of Health Science
<i>Description</i>	As part of Washington legislation associated with the CCA (Climate Commitment Act), this project implements the energy efficiency improvement of the Science 1 mechanical buildings.
<i>Justification (Need/Demand)</i>	The state of Washington issued 2023 legislation that agencies must establish a pathway to decarbonize their district heating systems through House Bill 1390. Science Building Carbon Reduction establishes mechanical system improvements that reduce the carbon footprint of the building.
<i>Level of Service (LOS) / Project Type</i>	Established LOS: N/A Project Type: Infrastructure
<i>Comprehensive Plan Citations</i>	N/A

Capital Cost	2025	2026-2031 Pending Approval	Total
<i>Design and Engineering</i>	\$0	\$0	\$0
<i>Construction</i>	\$4,509,000	\$0	\$4,509,000
TOTAL	\$4,509,000	\$0	\$4,509,000

Funding Sources	2025	2026-2031 Pending Approval	Total
<i>State OFM Capital</i>	\$0	\$0	\$0
<i>Climate Commitment Act</i>	\$4,509,000	\$0	\$4,509,000
TOTAL	\$4,509,000	\$0	\$4,509,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	Facility Maintenance Department

Infrastructure – Secondary Geothermal Module- CWU, Ellensburg, WA



Project Information and Selection Criteria	
<i>Location</i>	Parcel # 143534, E Dean Nicholson Blvd, CWU campus, Ellensburg, WA 98926
<i>Links to Other Projects or Facilities</i>	Northeast of Samuelson Hall
<i>Description</i>	The Secondary Geothermal Module adds redundancy and future expansion capability for our geothermal infrastructure.

<i>Justification (Need/Demand)</i>	The state of Washington issued 2023 legislation that agencies must establish a pathway to decarbonize their district heating systems through House Bill 1390. The secondary geothermal (GeoEco) building will connect to extraction wells and injection wells that intend to connect 5 buildings to the expanding low temperature hot water loop. The wells will be approximately 600' apart.
<i>Level of Service (LOS) / Project Type</i>	Established LOS: N/A Project Type: Infrastructure
<i>Comprehensive Plan Citations</i>	N/A

Capital Cost	2025	2026-2031 Pending Approval	Total
<i>Design and Engineering</i>	\$1,266,723	\$0	\$1,266,723
<i>Construction</i>	\$11,197,277	\$4,000,000	\$15,197,277
TOTAL	\$12,464,000	\$4,000,000	\$16,464,000

Funding Sources	2025	2026-2031 Pending Approval	Total
<i>State OFM Capital</i>	\$0	\$0	\$0
<i>Climate Commitment Act</i>	\$12,464,000	\$4,000,000	\$16,464,000
TOTAL	\$12,464,000	\$4,000,000	\$16,464,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	Facility Maintenance Department

Education – Ellensburg School District
Ellensburg High School Resurface/Repair Sidewalks



Project Information and Selection Criteria	
<i>Location</i>	Ellensburg High School, 1203 East Capitol Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ellensburg High School Sidewalk Repair
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Safety</i>	\$10,000		\$10,000
<i>TOTAL</i>	\$10,000		\$10,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>	\$10,000		\$10,000
<i>TOTAL</i>	\$10,000		\$10,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Ellensburg High School Sealcoat Parking Lots and Driveways,
Includes Paint



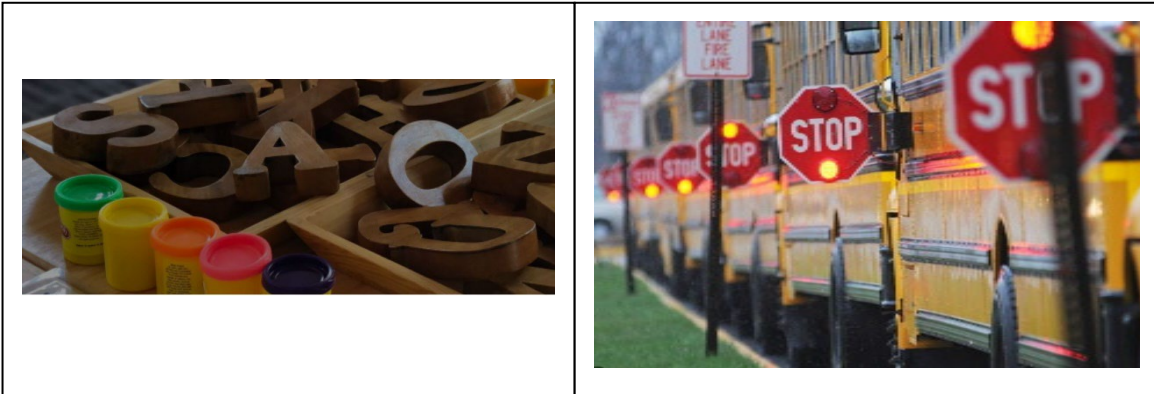
Project Information and Selection Criteria	
<i>Location</i>	Ellensburg High School, 1203 East Capitol Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ellensburg High School Sealcoat Parking Lots and Driveway
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Sealcoat</i>	\$124,223		\$124,223
<i>TOTAL</i>	\$124,223		\$124,223

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>	\$124,223		\$124,223
<i>TOTAL</i>	\$124,223		\$124,223

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Early Learning Center Install Additional Bus Lane Along Main
Parking Lot to Extend SW of the Current Bus Lane



Project Information and Selection Criteria	
<i>Location</i>	Early Learning Center, 705 West 15 th Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Early Learning Center Extension of Bus Lane
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Extend Bus Lane</i>		\$50,000	\$50,000
<i>TOTAL</i>		\$50,000	\$50,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Capital Fund</i>		\$50,000	\$50,000
<i>TOTAL</i>		\$50,000	\$50,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Early Learning Center Install Additional Security Cameras



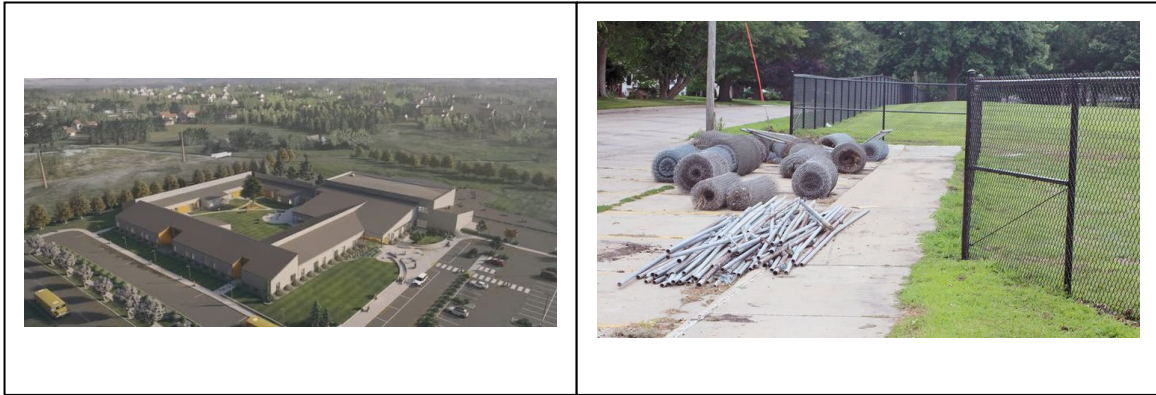
Project Information and Selection Criteria	
<i>Location</i>	Early Learning Center, 705 West 15 th Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Early Learning Center Install Additional Security Cameras
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Security</i>		\$10,000	\$10,000
<i>TOTAL</i>		\$10,000	\$10,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>		\$10,000	\$10,000
<i>TOTAL</i>		\$10,000	\$10,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Ida Nason Aronica Elementary Extend Playground Fence and Irrigation



Project Information and Selection Criteria	
<i>Location</i>	Ida Nason Aronica Elementary, 2101 North Cora Street
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ida Nason Aronica Elementary Extend Playground Fence and Irrigation
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Extend Playground</i>	\$50,000		\$50,000
TOTAL	\$50,000		\$50,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Capital Fund</i>	\$50,000		\$50,000
TOTAL	\$50,000		\$50,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Ida Nason Aronica Elementary Install Card Readers



Project Information and Selection Criteria	
<i>Location</i>	Ida Nason Aronica Elementary, 2101 North Cora Street
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ida Nason Aronica Elementary Card Readers
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 202-2030</i>	<i>Total</i>
<i>Security</i>		\$12,000	\$12,000
<i>TOTAL</i>		\$12,000	\$12,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>		\$12,000	\$12,000
<i>TOTAL</i>		\$12,000	\$12,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Ida Nason Aronica Elementary Install Top Soil for Playground



Project Information and Selection Criteria	
<i>Location</i>	Ida Nason Aronica Elementary, 2101 North Cora Street
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ida Nason Aronica Elementary Top Soil Installation
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Top Soil</i>		\$30,000	\$30,000
TOTAL		\$30,000	\$30,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Capital Fund</i>		\$30,000	\$30,000
TOTAL		\$30,000	\$30,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District IT Mitigation Plan



Project Information and Selection Criteria	
<i>Location</i>	Ellensburg School District Information Technology, 1300 East Third Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	IT Mitigation
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Purchase</i>	\$1,214,500	\$3,827,171	\$5,041,671
TOTAL	\$1,214,500	\$3,827,171	\$5,041,671

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Tech Levy</i>	\$1,214,500	\$3,827,171	\$5,041,671
TOTAL	\$1,214,500	\$3,827,171	\$5,041,671

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	

<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

**Education – Ellensburg School District
Lincoln Elementary Install Additional Playground Equipment**



Project Information and Selection Criteria	
<i>Location</i>	Lincoln Elementary, 200 South Sampson Street
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Lincoln Elementary Additional Playground Equipment
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Playground Equipment</i>		\$50,000	\$50,000
TOTAL		\$50,000	\$50,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Capital Fund</i>		\$50,000	\$50,000
TOTAL		\$50,000	\$50,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District Lincoln Elementary Install Card Readers



Project Information and Selection Criteria	
<i>Location</i>	Lincoln Elementary, 200 South Sampson Street
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Lincoln Elementary Install Card Readers
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Install Card Readers</i>		\$10,000	\$10,000
<i>TOTAL</i>		\$10,000	\$10,000

Funding Sources	<i>FY 2043-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>		\$10,000	\$10,000
<i>TOTAL</i>		\$10,000	\$10,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Morgan Middle School Upgrade HVAC Control System



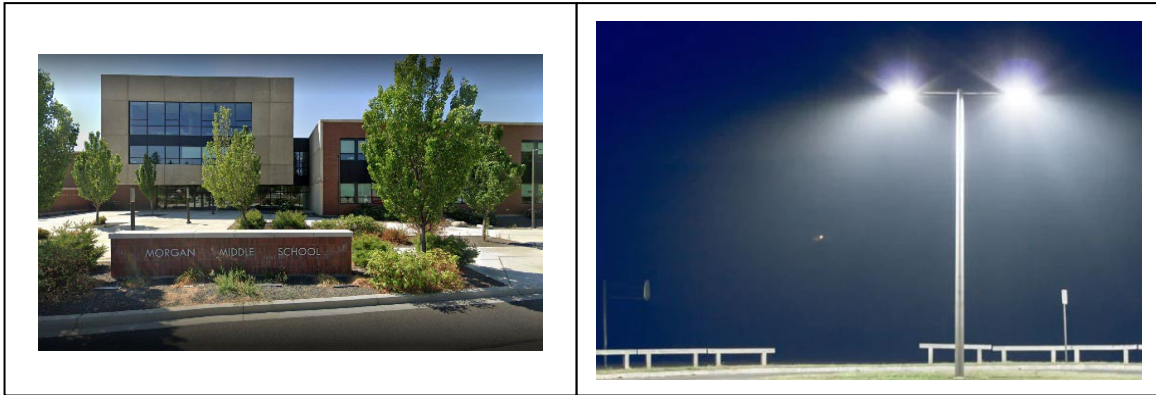
Project Information and Selection Criteria	
<i>Location</i>	Morgan Middle School, 400 East First Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Morgan Middle School HVAC Controls
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>HVAC Control System</i>		\$150,000	\$150,000
<i>TOTAL</i>		\$150,000	\$150,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Capital Fund</i>		\$150,000	\$150,000
<i>TOTAL</i>		\$150,000	\$150,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Morgan Middle School Install Additional Outdoor Lighting



Project Information and Selection Criteria	
<i>Location</i>	Morgan Middle School, 400 East First Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Morgan Middle School Outdoor Lighting
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Security</i>		\$10,000	\$10,000
<i>TOTAL</i>		\$10,000	\$10,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>		\$10,000	\$10,000
<i>TOTAL</i>		\$10,000	\$10,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Morgan Middle School Install Card Readers



Project Information and Selection Criteria	
<i>Location</i>	Morgan Middle School, 400 East First Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Morgan Middle School Card Readers
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Security</i>		\$12,000	\$12,000
<i>TOTAL</i>		\$12,000	\$12,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>		\$12,000	\$12,000
<i>TOTAL</i>		\$12,000	\$12,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Morgan Middle School Install Mechanical Choir Shells in MPAC



Project Information and Selection Criteria	
<i>Location</i>	Morgan Middle School, 400 East First Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Morgan Middle School Mechanical Choir Shells
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Choir Shells</i>		\$20,000	\$20,000
<i>TOTAL</i>		\$20,000	\$20,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>		\$20,000	\$20,000
<i>TOTAL</i>		\$20,000	\$20,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Morgan Middle School Mount Video Equipment in MPAC



Project Information and Selection Criteria	
<i>Location</i>	Morgan Middle School, 400 East First Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Morgan Middle School Mount Stage Video Equipment
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Mount Video Equipment</i>		\$10,000	\$10,000
<i>TOTAL</i>		\$10,000	\$10,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>		\$10,000	\$10,000
<i>TOTAL</i>		\$10,000	\$10,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Morgan Middle School Replace Cores and Keys



Project Information and Selection Criteria	
<i>Location</i>	Morgan Middle School, 400 East First Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Morgan Middle School Keys and Cores
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Security</i>		\$30,000	\$30,000
<i>TOTAL</i>		\$30,000	\$30,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>		\$30,000	\$30,000
<i>TOTAL</i>		\$30,000	\$30,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District

Morgan Middle School Replace MPAC Sound System



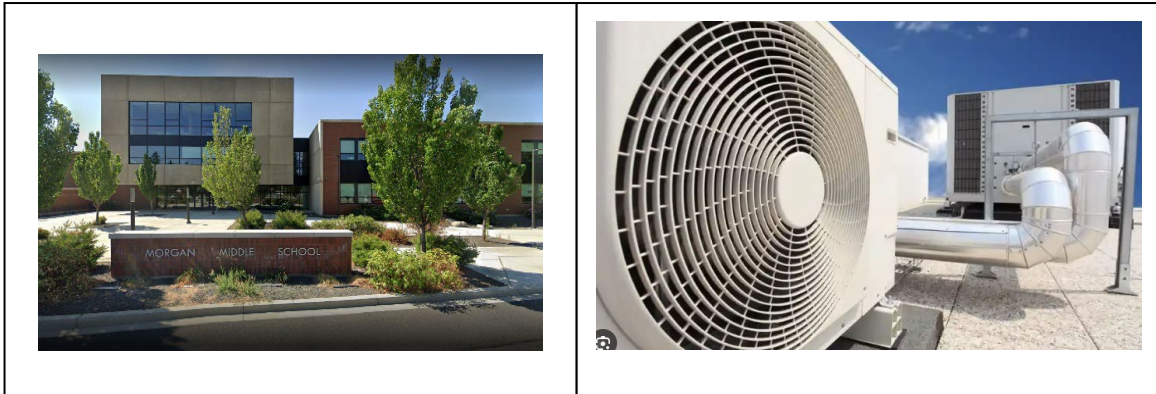
Project Information and Selection Criteria	
<i>Location</i>	Morgan Middle School, 400 East First Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Morgan Middle School Replace MPAC Sound System
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Sound System</i>		\$35,000	\$35,000
<i>TOTAL</i>		\$35,000	\$35,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>		\$35,000	\$35,000
<i>TOTAL</i>		\$35,000	\$35,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Morgan Middle School Retro-Commission HVAC, Lighting, and
Building Envelope to Meet HB1257



Project Information and Selection Criteria	
<i>Location</i>	Morgan Middle School, 400 East First Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Morgan Middle School Retro-Commission HVAC, Lighting, and Building Envelop to Meet HB1257
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>HVAC, etc.</i>		\$10,000	\$10,000
<i>TOTAL</i>		\$10,000	\$10,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>		\$10,000	\$10,000
<i>TOTAL</i>		\$10,000	\$10,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Morgan Middle School Sealcoat Satellite Parking Lot



Project Information and Selection Criteria	
<i>Location</i>	Morgan Middle School, 400 East First Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Morgan Middle School Sealcoat Parking Lot
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Sealcoat Parking Lot</i>	\$10,000		\$10,000
<i>TOTAL</i>	\$10,000		\$10,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>	\$10,000		\$10,000
<i>TOTAL</i>	\$10,000		\$10,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District

Morgan Middle School Upgrade MPAC Stage Lighting



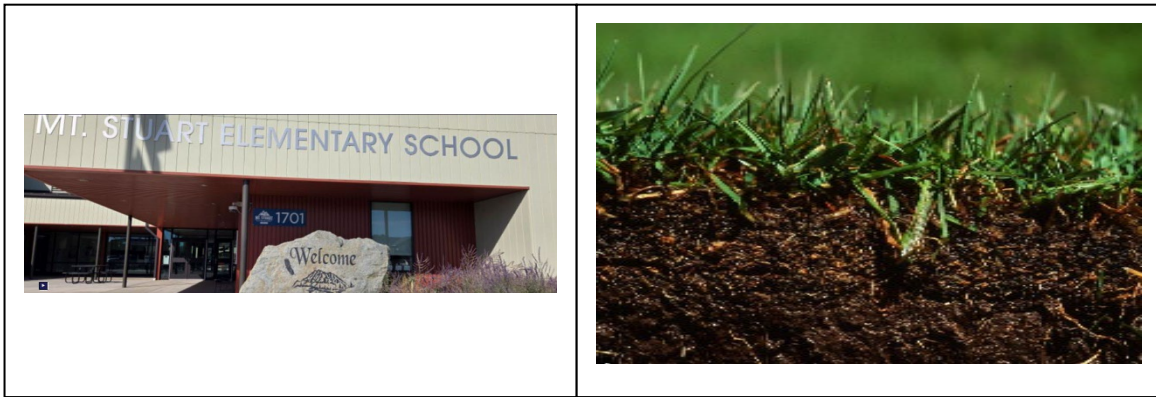
Project Information and Selection Criteria	
<i>Location</i>	Morgan Middle School, 400 East First Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Morgan Middle School Stage Lighting
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Stage Lighting</i>		\$50,000	\$50,000
<i>TOTAL</i>		\$50,000	\$50,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>		\$50,000	\$50,000
<i>TOTAL</i>		\$50,000	\$50,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Mt. Stuart Elementary Add Top Soil for Playground



Project Information and Selection Criteria	
<i>Location</i>	Mt. Stuart Elementary, 1701 North Cora Street
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Mt. Stuart Elementary Top Soil for Playground
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Top Soil</i>	\$30,000		\$30,000
TOTAL	\$30,000		\$30,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Capital Fund</i>	\$30,000		\$30,000
TOTAL	\$30,000		\$30,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District

Mt. Stuart Elementary Dredge Collection Pond



Project Information and Selection Criteria	
<i>Location</i>	Mt. Stuart Elementary, 1701 North Cora Street
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Mt. Stuart Elementary Dredge Collection Pond
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Dredge Pond</i>	\$35,000		\$35,000
<i>TOTAL</i>	\$35,000		\$35,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2025-2030</i>	<i>Total</i>
<i>Capital Fund</i>	\$35,000		\$35,000
<i>TOTAL</i>	\$35,000		\$35,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Mt. Stuart Elementary Install Additional Playground Cameras



Project Information and Selection Criteria	
<i>Location</i>	Mt. Stuart Elementary, 1701 North Cora Street
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Mt. Stuart Elementary Playground Security
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Security</i>		\$20,000	\$20,000
<i>TOTAL</i>		\$20,000	\$20,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>		\$20,000	\$20,000
<i>TOTAL</i>		\$20,000	\$20,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Mt. Stuart Elementary Rehab Community Center Gym Floor



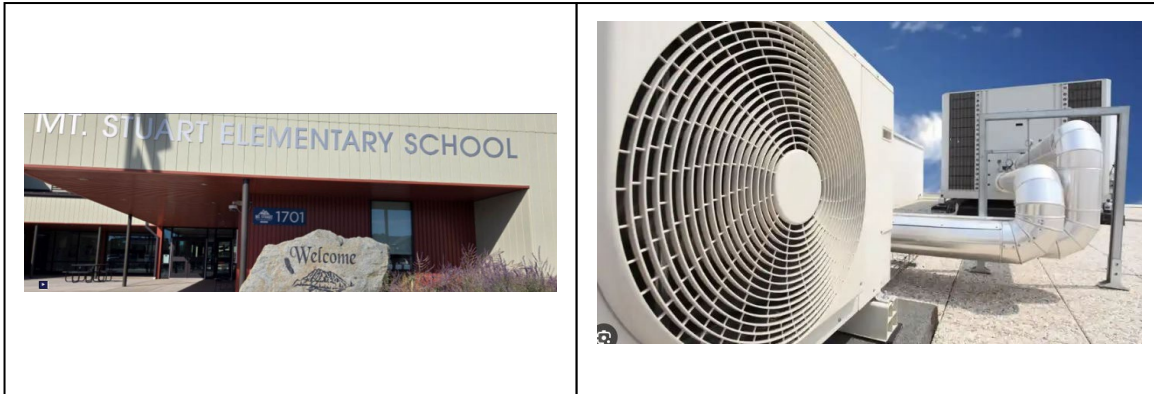
Project Information and Selection Criteria	
<i>Location</i>	Mt. Stuart Elementary, 1701 North Cora Street
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Mt. Stuart Elementary Rehab Community Center Gym Floor
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Rehab Gym Floor</i>		\$60,000	\$60,000
<i>TOTAL</i>		\$60,000	\$60,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Capital Fund</i>		\$60,000	\$60,000
<i>TOTAL</i>		\$60,000	\$60,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Mt. Stuart Elementary Upgrade Fire, Communications, and HVAC at Community Center



Project Information and Selection Criteria	
<i>Location</i>	Mt. Stuart Elementary, 1701 North Cora Street
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Mt. Stuart Elementary Upgrade Fire, Communications, and HVAC at Community Center
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Fire, Communications & HVAC</i>		\$150,000	\$150,000
<i>TOTAL</i>		\$150,000	\$150,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Capital Fund</i>		\$150,000	\$150,000
<i>TOTAL</i>		\$150,000	\$150,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District Transportation 10-Passenger Van



Project Information and Selection Criteria	
<i>Location</i>	Ellensburg School District Transportation, 1501 East Capitol Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ellensburg School District 10-Passenger Van
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Motor Pool</i>		\$80,000	\$80,000
<i>TOTAL</i>		\$80,000	\$80,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>		\$80,000	\$80,000
<i>TOTAL</i>		\$80,000	\$80,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District Transportation Lunch Delivery Truck



Project Information and Selection Criteria	
<i>Location</i>	Ellensburg School District Transportation, 1501 East Capitol Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ellensburg School District Lunch Delivery Truck
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Lunch Delivery</i>	\$80,000		\$80,000
<i>TOTAL</i>	\$80,000		\$80,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>	\$80,000		\$80,000
<i>TOTAL</i>	\$80,000		\$80,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

**Education – Ellensburg School District
Transportation New Transfer Location Between Softball Field
and Bus Barn**



Project Information and Selection Criteria	
<i>Location</i>	Ellensburg School District Transportation, 1501 East Capitol Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ellensburg School District Transportation Transfer Location
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Safety</i>		\$60,000	\$60,000
<i>TOTAL</i>		\$60,000	\$60,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Capital Fund</i>		\$60,000	\$60,000
<i>TOTAL</i>		\$60,000	\$60,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

**Education – Ellensburg School District
Transportation Vehicle Fund Support to Increased Student
Growth / 30-Year Bus Replacement**



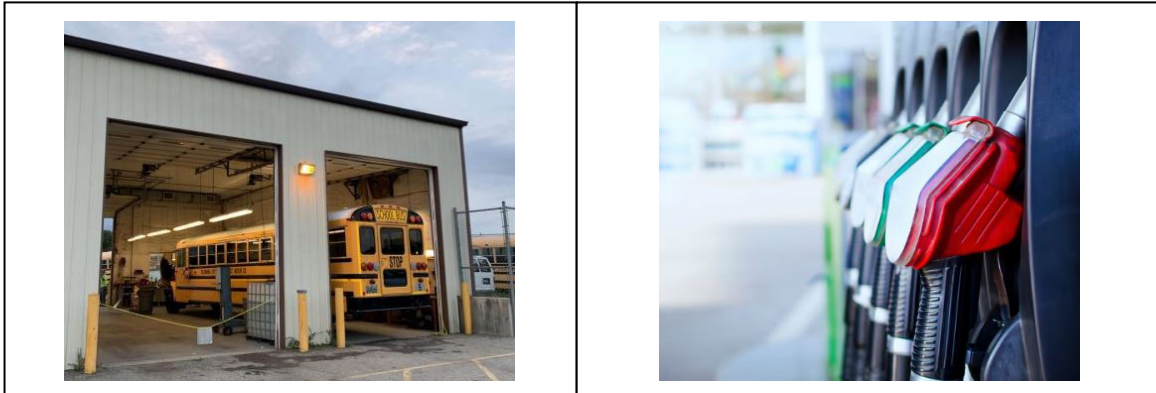
Project Information and Selection Criteria	
<i>Location</i>	Ellensburg School District Transportation, 1501 East Capitol Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ellensburg School District Transportation 30-Year Bus Replacement Cycle
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Bus Replacement</i>	\$690,000	\$7,068,088	\$7,758,088
<i>TOTAL</i>	\$690,000	\$7,068,088	\$7,758,088

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Transportation Vehicle Fund</i>	\$690,000	\$7,068,088	\$7,758,088
<i>TOTAL</i>	\$690,000	\$7,068,088	\$7,758,088

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District Transportation Replace Fuel Tank



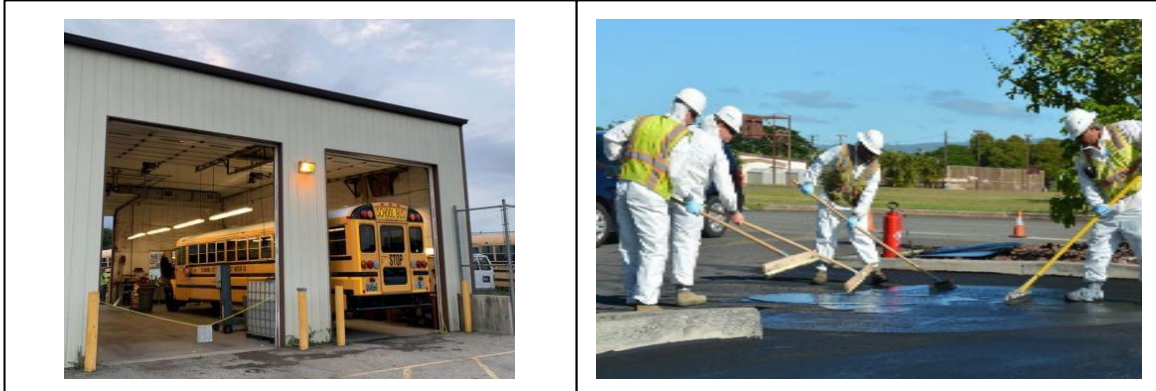
Project Information and Selection Criteria	
<i>Location</i>	Ellensburg School District Transportation, 1501 East Capitol Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ellensburg School District Transportation Replace Fuel Tank
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Safety</i>		\$50,000	\$50,000
<i>TOTAL</i>		\$50,000	\$50,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>		\$50,000	\$50,000
<i>TOTAL</i>		\$50,000	\$50,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District Transportation Sealcoat and Paint Parking Lots



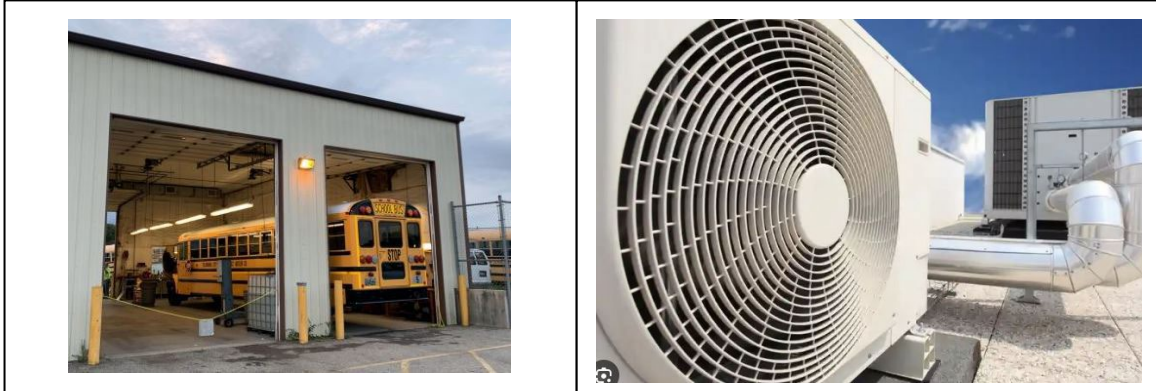
Project Information and Selection Criteria	
<i>Location</i>	Ellensburg School District Transportation, 1501 East Capitol Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ellensburg School District Transportation Sealcoat Parking Lots
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Sealcoat</i>	\$75,000		\$75,000
<i>TOTAL</i>	\$75,000		\$75,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Capital Fund</i>	\$75,000		\$75,000
<i>TOTAL</i>	\$75,000		\$75,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District Transportation Upgrade HVAC



Project Information and Selection Criteria	
<i>Location</i>	Ellensburg School District Transportation, 1501 East Capitol Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ellensburg School District Transportation Upgrade HVAC
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>HVAC</i>		\$85,000	\$85,000
<i>TOTAL</i>		\$85,000	\$85,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Capital Fund</i>		\$85,000	\$85,000
<i>TOTAL</i>		\$85,000	\$85,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District

Valley View Elementary Replace Playground Equipment



Project Information and Selection Criteria	
<i>Location</i>	Valley View Elementary, 1508 East Third Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Valley View Replace Playground Equipment
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Playground Equipment</i>		\$100,000	\$100,000
<i>TOTAL</i>		\$100,000	\$100,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>		\$100,000	\$100,000
<i>TOTAL</i>		\$100,000	\$100,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Valley View Elementary Sealcoat All Parking Lots &
Valley View Blvd., Includes Paint



Project Information and Selection Criteria	
<i>Location</i>	Valley View Elementary, 1508 East Third Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Valley View Sealcoat All Parking Lots and Valley View Blvd.
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Sealcoat</i>	\$124,223		\$124,223
<i>TOTAL</i>	\$124,223		\$124,223

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>	\$124,223		\$124,223
<i>TOTAL</i>	\$124,223		\$124,223

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Ellensburg High School Refurbish/Sand Main Gym Floor



Project Information and Selection Criteria	
<i>Location</i>	Ellensburg High School, 1203 East Capitol Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ellensburg High School Main Gym Floor Refurbish
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Safety</i>		\$90,000	\$90,000
<i>TOTAL</i>		\$90,000	\$90,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>		\$90,000	\$90,000
<i>TOTAL</i>		\$90,000	\$90,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Ellensburg High School Remodel Culinary Arts Kitchen



Project Information and Selection Criteria	
<i>Location</i>	Ellensburg High School, 1203 East Capitol Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ellensburg High School Culinary Arts Kitchen Remodel
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>School Program</i>	\$185,000		\$185,000
<i>TOTAL</i>	\$185,000		\$185,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Grant and General Fund</i>	\$185,000		\$185,000
<i>TOTAL</i>	\$185,000		\$185,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District Ellensburg High School Repair Asphalt



Project Information and Selection Criteria	
<i>Location</i>	Ellensburg High School, 1203 East Capitol Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ellensburg High School Repair Asphalt
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Repair Asphalt</i>	\$224,642		\$224,642
<i>TOTAL</i>	\$224,642		\$224,642

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>	\$224,642		\$224,642
<i>TOTAL</i>	\$224,642		\$224,642

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District

Ellensburg High School Replace Aux Gym Floor



Project Information and Selection Criteria	
<i>Location</i>	Ellensburg High School, 1203 East Capitol Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ellensburg High School Replace Auxiliary Gym Floor
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Safety</i>		\$50,000	\$50,000
<i>TOTAL</i>		\$50,000	\$50,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>		\$50,000	\$50,000
<i>TOTAL</i>		\$50,000	\$50,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Ellensburg High School Replace Main Gym
Bleacher Drive Wheels



Project Information and Selection Criteria	
<i>Location</i>	Ellensburg High School, 1203 East Capitol Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ellensburg High School Bleacher Drive Wheel
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Safety</i>	\$38,401		\$38,401
<i>TOTAL</i>	\$38,401		\$38,401

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Capital Fund</i>	\$38,401		\$38,401
<i>TOTAL</i>	\$38,401		\$38,401

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Ellensburg High School Replace Football Field “Away”
Bleachers



Project Information and Selection Criteria	
<i>Location</i>	Ellensburg High School, 1203 East Capitol Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ellensburg High School Football Field “Away” Bleachers
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Safety</i>		\$70,000	\$70,000
<i>TOTAL</i>		\$70,000	\$70,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>		\$70,000	\$70,000
<i>TOTAL</i>		\$70,000	\$70,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Ellensburg High School Replace Football Field Goal Posts



Project Information and Selection Criteria	
<i>Location</i>	Ellensburg High School, 1203 East Capitol Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ellensburg High School Replace Football Field Goal Posts
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Safety</i>		\$15,000	\$15,000
<i>TOTAL</i>		\$15,000	\$15,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>General Fund Transfer to Capital</i>		\$15,000	\$15,000
<i>TOTAL</i>		\$15,000	\$15,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Ellensburg High School Replace Football Field Sprinkler System



Project Information and Selection Criteria	
<i>Location</i>	Ellensburg High School, 1203 East Capitol Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ellensburg High School Football Field Sprinkler System
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Security</i>		\$30,000	\$30,000
<i>TOTAL</i>		\$30,000	\$30,000

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Capital Fund</i>		\$30,000	\$30,000
<i>TOTAL</i>		\$30,000	\$30,000

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

Education – Ellensburg School District
Ellensburg High School Replace Home Economics Countertop,
Electrical , and Plumbing



Project Information and Selection Criteria	
<i>Location</i>	Ellensburg High School, 1203 East Capitol Avenue
<i>Links to Other Projects or Facilities</i>	
<i>Description</i>	Ellensburg High School Home Economics Countertop
<i>Justification (Need/Demand)</i>	
<i>Level of Service (LOS) / Project Type</i>	
<i>Comprehensive Plan Citations</i>	CF-G4, CF-P28

Capital Cost	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Health Safety</i>	\$43,750		\$43,750
<i>TOTAL</i>	\$43,750		\$43,750

Funding Sources	<i>FY 2024-2025</i>	<i>FYs 2026-2030</i>	<i>Total</i>
<i>Capital Fund</i>	\$43,750		\$43,750
<i>TOTAL</i>	\$43,750		\$43,750

Annual Operations and Maintenance	
<i>Estimated Costs</i>	
<i>Estimated Revenues</i>	
<i>Anticipated Savings Due to Project</i>	
<i>Department Responsible for Operations</i>	

11. Water - Group A Systems

This section includes an inventory of Water – Group A Systems facilities and a detailed description of each facility improvement that is included in the six-year plan. The inventory of facilities in Table 11 below also describes facility’s size in order to determine if it addresses the County’s long-term community needs.

Table 11			
Existing Public Facilities and Services			
Water (Group A Systems)			
<i>Facility</i>	<i>Provider</i>	<i>Description</i>	<i>Size</i>
Ronald Water System	Kittitas County Water District No. 2, Special District Community provider	Serves 227 persons with 119 connections, 150 total approved connections. Effective since 1/1/1970.	125,000 gal
Thorp Water System	Kittitas County Water District No. 4, Special District Community provider	Serves 230 persons with 104 connections, 112 total approved connections. Effective since 7/1/1987.	156,000 gal
Elk Meadows Water System	Kittitas County Water District No. 5, Community provider	141 Swallow Ln, Cle Elum, serves 600 persons with 296 connections, 340 total approved connections. Effective since 1/1/1970.	75,000 gal
Easton Water System	Easton Water District, Community provider	141 Swallow Ln, Cle Elum, serves 250 residential persons and 106 non-residential persons with 211 connections, 405 total approved connections. Effective since 1/1/1970.	195,000 gal
Sunlight Waters Water System	Kittitas County Water District No. 7, Special District Community provider	1710 Sunlight Dr., Cle Elum, serves 380 residential persons and 169 non-residential persons with 225 connections, 223 total approved connections. Effective since 1/1/1970.	200,000 gal
Vantage Water System	Vantage Water System, Investor Community provider	Serves 73 residential persons and 105 non-residential persons with 80 connections, 129 total approved connections. Effective since 1/1/1970.	50,000 gal
Evergreen Valley Water System	Evergreen Valley Utilities, Investor Community provider	Serves 35 residential persons and 5 non-residential persons with 262 connections, 411 total approved connections. Effective since 3/2/2004.	120,000 gal
Reservoir Hill Water System	Reservoir Hill Maintenance Association, Private Community provider	South Cle Elum, serves 33 residential persons with 20 connections, 25 total approved connections. Effective since 2/25/1999.	20,000 gal

Table 11 - Continued
Existing Public Facilities and Services
Water (Group A Systems)

<i>Facility</i>	<i>Provider</i>	<i>Description</i>	<i>Size</i>
Central Mobile Home Park	Central Mobile Home Park, Private Community provider	Wilson Creek Rd. mobile home park, serves 110 residential persons with 52 connections, 52 total approved connections. Effective since 1/1/1970.	2,100 gal
Snoqualmie Pass	Private - Snoqualmie Pass Utility District	Well capacity of 385 gallons per minute and 3 reservoirs storing 565,000 gallons. Serves 250 residential persons with 760 connections and 1053 approved connections. Built unknown.	565,000 gal
Pine Loch Sun Beach Club Water System	Private Community provider	Serves 90 residential persons with 409 calculated connections, 439 total approved connections. Effective date of 1/1/1970	137,000 gal
Sky Meadows Ranch Country Club WTR	Private Community provider	Serves 52 residential persons and 110 non-residential persons with 329 calculated connections and 335 total approved connections. Effective system date of 1/1/1970	164,200 gal
Sun Country Estates 1-2-3 Water System	Private Community provider	Serves 219 residential persons and 16 non-residential persons with 217 total calculated connections and 300 total approved connections. Effective date of 1/1/1970.	258,600 gal
Swiftwater Trailer Park	Swiftwater Trailer Park, Private Community provider	S. Cle Elum mobile home park, serves 30 residential persons and 1 non-residential person with 19 total calculated connections and 24 total approved connections. Effective system date of 1/1/1970.	0 gal
Wildwood 2 & 3 Water System	Private Community Provider	Serves 45 residential persons and 48 non-residential persons with 51 total calculated connections & 78 total approved connections. Effective system date of 1/1/1970.	45,000 gal
Grasslands Park	Private Community Provider	Serves 29 residential persons with 14 total calculated connections and 14 total approved connections. Effective system date of 12/20/2006.	0 gal
Millpond Mobile Manor	Investor Community Provider Millpond Mobile Manor	Serves 245 residential persons with 105 total calculated connections and 105 total approved connections. Effective system date of 1/1/1970.	0 gal
Suncadia Resort	Investor Community Provider	Serves 103 residential persons & 903 non-residential persons with 590 total calculated connections and 1501 total approved	1,070,000 gal

connections. Effective system date of 5/29/2008.

Table 11 - Continued
Existing Public Facilities and Services
Water (Group A Systems)

<i>Facility</i>	<i>Provider</i>	<i>Description</i>	<i>Size</i>
Driftwood Acres Maintenance Corporation	Association Community Provider	Serves 60 residential persons with 130 total calculated connections and 141 total approved connections. Effective system date of 1/1/1970.	100,000 gal
Sun Island Maintenance Assn.	Association Community Provider	Serves 30 residential persons and 100 non-residential persons with 115 total calculated connections and an undetermined number of total connections. Effective system date of 1/1/1970.	18,000 gal
Grasslands Water System	Association Community Provider	Serves 260 residential persons with 75 total calculated connections and 81 total approved connections. Effective system date of 1/1/1970.	21,000 gal
AFC Ranch 2	Private Community Provider	Serves 95 residential persons. There are 65 calculated connections with 99 approved connections. Effective 1991	0 gal
Cascade View Estates #1	Investor Community Provider	Residential pop 28. 11 Calculated connections. 13 approved connections. Effective 2021	0 gal
Cascade View Estates #3	Investor Community Provider	Residential population 25. 10 calculated connections and 10 approved connections. Effective 2020	0 gal
Cascade View Estates #4	Investor Community Provider	Serves 30 residential, Calculated 12 connections and 12 approved connections. Effective 2020	0 Gallons
Cle Elum Water Department	City	Serves 2,213 population. 1,488 calculated connections with 3,414 approved connections. Effective 1970	2,700,000
Cottage Farms	Private Community Provider	Residential population of 30. Calculated connections of 14 and 16 approved connections. Effective 2017.	0 gal
Dakota Heights	Water Association	Residential population of 28. 12 Calculated connections with 14 approved connections. Effective 2021	6,000 gal
Easton Water System	Easton Water District, Community provider	141 Swallow Ln, Cle Elum, serves 250 residential persons and 106 non-residential persons with 211 connections, 405 total approved connections. Effective since 1/1/1970.	195,000 gal

Elk Meadows Water System	Kittitas County Water District No. 5, Community provider	141 Swallow Ln, Cle Elum, serves 600 persons with 296 connections, 340 total approved connections. Effective since 1/1/1970.	75,000 gal
Ellensburg Water Department	City	Serves 20,900 population. 10,902 calculations with 12,033 approved connections. Effective 1970	5,000,000
Evergreen Valley Water System	Evergreen Valley Utilities, Investor Community provider	Serves 54 residential persons and 5 non-residential persons with 294 connections, 411 total approved connections. Effective since 3/2/2004.	120,000 gal
Game Farm Estates	Private Community Provider	Residential population 81. 27 calculated connections with 40 approved connections. Effective 2022	35200 gallons
Hidden Valley Guest Ranch	Private Provider	Population of 40 individuals. 21 Calculated connections with 57 approved connections. Effective 2022	47,000
Kittitas, City of	City	Population of 1,418 persons. 829 nonresidential. 637 total calculated connections with 705 approved connections. Established 1970	500,000
Mountain Ridge	Association Community Provider	Serves 28 residential people with 17 total calculated connections and 40 total approved connections.	65,000 gal
Palomino Fields	Investor Community Provider	Residential population of 156. 78 Calculated connections with 81 total approved connections. Effective 2022	0 gal
Reservoir Hill Water System	Reservoir Hill Maintenance Association, Private Community provider	South Cle Elum serves 33 residential persons with 20 connections, 25 total approved connections. Effective since 2/25/1999.	20,000 gal
Ronald Water System	Kittitas County Water District No. 2, Special District Community provider	Serves 227 people with 121 connections, 150 total approved connections. Effective since 1/1/1970.	125,000 gal
Roslyn, City of	City	Residential population 976. Non residential of 1,123 with 710 calculated connections with unspecified connections. Effective 1970	1,000,000
Sunlight Waters Water System	Kittitas County Water District No. 7, Special District Community provider	1710 Sunlight Dr., Cle Elum, serves 380 residential people and 0 non-residential persons with 235 connections, 267 total approved connections. Effective since 1/1/1970.	200,000 gal
Thorp Water System	Kittitas County Water District No. 4, Special District Community provider	Serves 250 people with 116 connections, 209 total approved connections. Effective since 7/1/1987.	156,000 gal

Turf Trails Domestic Water System	Private Community Provider	Residential population 30. 12 Calculated connections with 9 approved connections	0 gal
Vantage Water System	Vantage Water System, Investor Community provider	Serves 73 residential people and 330 non-residential people with 140 connections, 129 total approved connections. Effective since 1/1/1970.	50,000 gal

12. Sanitary Sewer

This section includes an inventory of Sanitary Sewer facilities and a detailed description of each facility improvement that is included in the six-year plan. The inventory of facilities in Table 12 below also describes each facility's size in order to determine if it addresses the County's long-term community needs.

Table 12 Existing Public Facilities and Services Sanitary Sewer			
<i>Facility</i>	<i>Provider</i>	<i>Description</i>	<i>Size</i>
Ellensburg treatment facilities Dan Walker 509-962-7277	Kittitas County Utility District	8m daily operating limit, peak emergency capacity 15m.	General sewer plan update in progress, estimated to be completed .2025.
Ronald treatment facilities	Kittitas County Water District No. 2	Single lift station that conveys wastewater flows from the Water District area to the City of Roslyn sewer system.	37 acres
Snoqualmie Pass Utility District thasting@snopass.org	Snoqualmie Pass Utility District	Average daily flow approximately 170000 mgd., permitted treatment and discharge capacity of 0.368 mgd. and storage of excess flows of about 30 mill. Gal. Lagoon normal storage is 10.5 MG with an additional 10 MG emergency storage. MBR facility upgrade in 2026. Daily operating flow 250,000 gpd & peak flow 500,000 gpd.	General sewer plan online (2019). Projected population growth 1,581 by 2038
Vantage wastewater collection and treatment system	Vantage Water District No. 6	100,000 gpd daily operating limit.	Working on grant to make additions and improvements.
Upper Kittitas County Regional Wastewater Treatment Facility	City of Cle Elum	Provides wastewater treatment to South Cle Elum, City of Roslyn, City of Ronald & Suncadia Resort.3.6 m daily operating, instantaneous flow up to 10 m.	Expected service capacity of 18,956. General sewer plan

			(2021) online.
City of Kittitas Wastewater Treatment Facility Ryan Baker 509- 929-1249	City of Kittitas	.45mgp daily flow, operating limit unknown, peak unknown	General sewer plan update in progress, estimated to be completed 2025.

13. Kittitas County Flood Control Zone District

The Kittitas County's Flood Control Zone District capital improvement plan is further detailed in Appendix D. Appendix D provides a detailed description of the proposed projects, mapping of the projects, and the funding plan.

Frequently Asked Questions

Question 1: How does the County determine priorities for the projects listed in the CFP?

Answer: This CFP provides general guidance on prioritizing public facility projects. Each project proposal is reviewed by the CFP Task Force using the following criteria:

1. Improvements to obsolete or worn out existing public facilities that achieve or maintain adopted levels of service.
2. New or expanded public facilities that achieve or maintain adopted levels of service.
3. Improvements to existing public facilities or new public facilities that eliminate hazards.
4. New or expanded public facilities that achieve or maintain adopted levels of service as forecasted during the next six-years.
5. Improvements to existing public facilities or new public facilities that reduce the operating cost of providing a public service or facility.
6. New facilities that provide excess capacity that will be needed beyond the next six-years.
7. All other facilities the County is obligated to complete that do not meet the criteria above.
8. Availability of funding.

The Board of County Commissioners make the final determination of the priority order of the projects listed in the CFP.

Question 2: Are projects automatically given funding in priority order?

Answer: No, if grant funds are applied for and received, chances are good that the grant funded project will become a priority. Grant funds awarded become new and additional revenue to the County, above and beyond the County's current resources. The County continually looks for ways to reduce the reliance on General Fund dollars for capital projects to stretch current resources.

Question 3: Will a project that is partially funded be listed in the CFP?

Answer: It depends. If the project is still in-progress, but no additional money is needed beyond what has already been appropriated, it will not show up in the CFP in future years. If the project does need additional funds appropriated beyond the current level of funding, it will continue to show up in the CFP.

Question 4: Are all projects in the CFP completed within the next 6 years?

Answer: No, for several reasons. First, the CFP is annually reviewed and amended to verify that fiscal resources are available. Second, the need for capital facilities is generated by population growth, existing facility deficiencies, major facility maintenance and repair needs, internal operations, and Comprehensive Plan goals and policies. There is a need to continually assess which projects are affected and should be considered a priority. As a result, project estimates and timelines may change.

Question 5: What does level of service (LOS) mean?

Answer: The LOS is a quantifiable measure of the amount of public facilities that is provided, such as acres of park land per capita, vehicle capacity of intersections, or water pressure per square inch available for water system.

Question 6: What is concurrency?

Answer: All public facilities that are needed to serve new development or a growing service area population, must be in place at the time of initial need. If the facilities are not in place, a financial commitment must have been made to provide the facilities within six-years of the time of the initial need and must have the capacity to serve the new development or a growing service area population without decreasing service levels below locally established minimum standards.

Question 7: How do I get involved in the CFP process?

Answer: Information on the CFP process will be posted on the County's website at the following address: <https://www.co.kittitas.wa.us/cds/land-use/default.aspx>. To receive email updates on when new information is posted, you can subscribe to Kittitas County's email notification subscription service for "Comprehensive Plan Announcements." All persons can provide written or verbal comments to the Planning Commission and to the Commissioners, before or during the scheduled public hearings.

APPENDIX A

Kittitas County Maintenance Shops, Storage, Parking, Pits/Quarries

. Equipment Rental & Revolving Budget

The Director of Public Works manages the Kittitas County Equipment Rental and Revolving (E. R. & R.) Fund. The E. R. & R. The purpose of the fund is to account for the financing of goods and services provided primarily to the road fund.

The following Services are Provided by the ER&R Fund:

Administration-The Administration division provides financial management and administration for the divisions within the E. R.& R. Fund. Services include asset management, developing rental rates and inventory management. Revenues are provided.

Pits and Quarries -The Pits & Quarries division manages the pits and stockpiles of rock owned by Kittitas County. The rock stockpiled in these pits is purchased by the County Road Fund for use on county road maintenance and construction projects and winter road sanding operations. In addition to county owned pits, we also solicit bids from private vendors for maintenance rock used by the County Road Fund. Revenues are provided through sales of county owned rock primarily to the County Road.

Mechanic Shop - The Mechanical Shop division is responsible for maintaining the fleet of vehicles utilized by the County Road Fund. This division also maintains the County mechanical shop facilities. The division includes two mechanics and one shop foreman. Kittitas County also sublets light duty vehicle preventive maintenance such as lube and oil changes to local vendors.

Central Stores - The Central Stores maintains a supply of culvert pipe and guardrail used by the County Road Fund in the event of unscheduled repairs. For scheduled construction projects culvert pipe and guardrail are purchased direct by the road fund as these materials do not require storage. Revenues are provided through the sales of materials to the County Road

Rental Services - The Equipment Rental Services accounts for the maintenance and operation of the vehicles and equipment used primarily by the County Road Fund. Revenues are provided through adopted equipment rental rates. Rates are established to cover the operating costs of the equipment (fuel, insurance, repairs) and a replacement factor to cover inflation.

Sign Fabrication Shop - This functionality is being moved to Road Maintenance.

Kittitas County Maintenance Shops, Storage, Parking, & Pits/Quarries				
<i>Project Name</i>	<i>Location & Description</i>	<i>Funding Source</i>	<i>Schedule</i>	<i>Total Cost</i>
Upper County Maintenance Shop	Automated wash bay design and construction.		2028	\$400,000
Lower County Maintenance Shop	Potential land acquisition and shop relocation	ER&R Fund 501	2028-2031	\$8,950,000
Hyak Joint Maintenance Facility with SPUD	Ongoing operations.	Public Works Maintenance budget	TBD	+/- \$100,000 annually
Hansen Pit	Potential Advanced Environmental Mitigation site.	Airport Fund 107, Flood Control Fund 107, FAA Grant	2027	\$1,750,000
Other Pits and Quarries	Ongoing operations.	Public Works Maintenance budget	TBD	+/- \$100,000 annually

APPENDIX B

Kittitas County Six-Year Transportation Plan

introduction:

Annually Kittitas County Department of Public Works develops a listing of county road and bridge improvements for Board of County Commission consideration. The listing is accompanied by a public outreach effort. Public comments are evaluated, and staff adjusts the original proposal that is then finalized and presented to the Board of County Commissioners during the annual County budget process. Given the complexity of municipal engineering, environmental permitting, right of way acquisition and construction; Public Works schedules projects an additional five years beyond the first budget year. The planning schedule includes programmed funding amounts and sources along with project forecast expenses. The schedule identifies the various projects beginning in the first budget year (2026) extending to the last program year (2031).

2026-2031 Plan:

This plan is organized into two components for ease of understanding the various projects contained in the six-year plan:

- 1 - The six-year project listing and associated funding plan.
- 2 - Project specific sheets listing specific project information including: County Road Project Number (if assigned at the time of publication), priority number, title, project description, project status, photos, and funding sources.



CRP/RC #: 306-21
 RESOLUTION #: 2022-016
 Location: MP 0.02 Liberty Road
 Last Updated: 8/23/2024

Liberty Road - Swauk Creek Bridge Replacement

Project Number: RC2193

Length: 0.05 miles

Basis for Project: Bridge Replacement- Safety

Construction: 2024-2025

Project Description:

Swauk Creek bridge (No. 07101) on Liberty Road at mile post 0.02 crosses Swauk Creek. This load restricted bridge is being replaced to improve access to the town of Liberty and provide access to the Okanogan-Wenatchee National Forest. A Federal Lands Access Program grant was secured in the amount of \$3,779,335.

Status: Project scheduled for completion by 2025

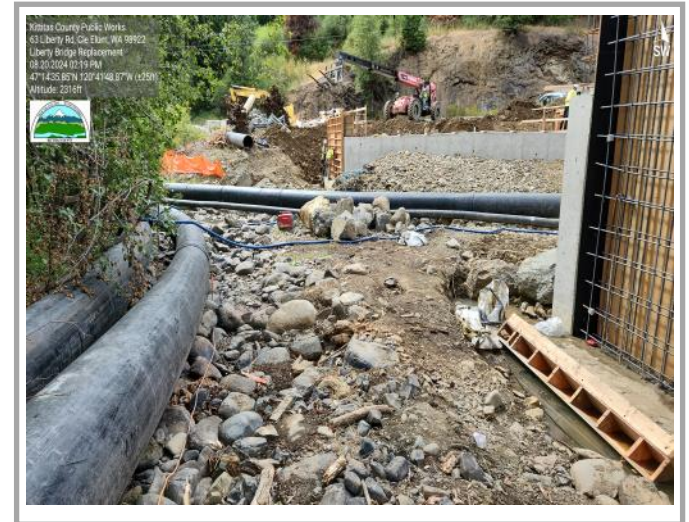
Traffic Impacts: Temporary bridge constructed

Funding Sources:

FLAP/STBG-R Funds	\$3,779,335
Local Funds	\$832, 441
Total:	\$4,611,776



Temporary bridge in distance and new bridge abutments



New bridge abutments under construction



CRP/RC #: 320-24

RESOLUTION#: 2024-094

Location: MP 6.56 - MP 11.17 Vantage Hwy

Last Updated: 8/23/2024

2024 Vantage Highway Paving

2

Project Number: RC2299

Length: 4.6 miles

Basis for Project: Road paving

Construction: 2025

Project Description:

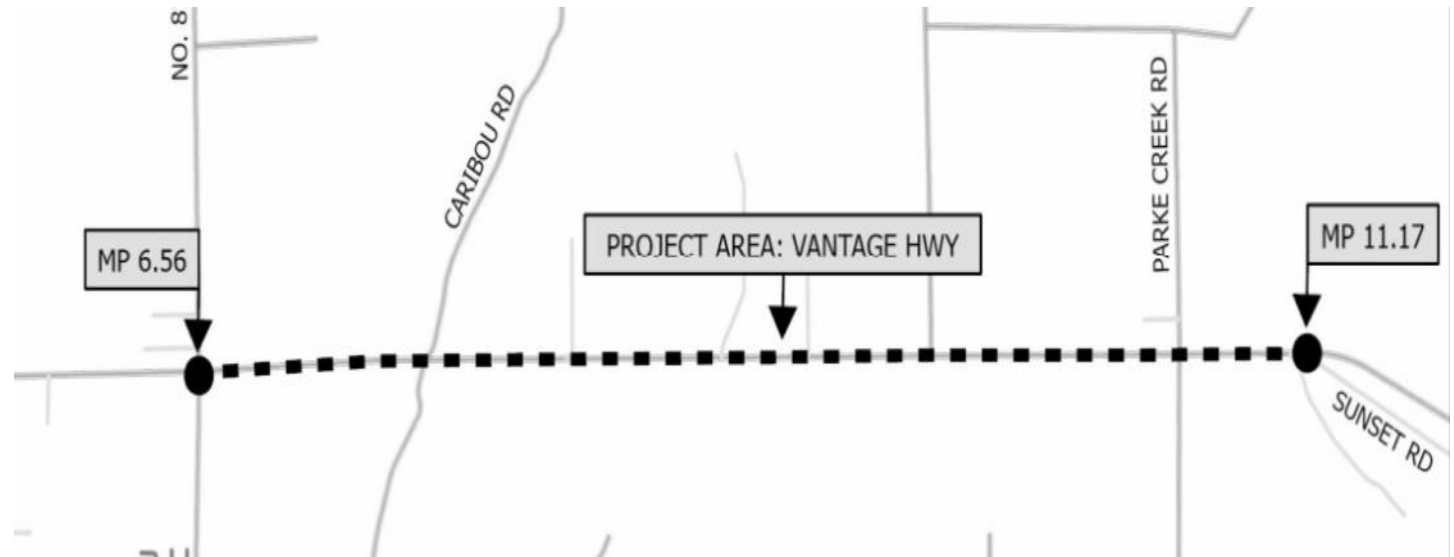
The Vantage Highway is a major east/west corridor in the Lower Kittitas Valley. Regular roadway maintenance improves roadway safety while maintaining reliable infrastructure. This project will grind and overlay asphalt on Vantage Highway within the existing pavement limits along with temporary and permanent pavement marking for repair, rehabilitation and preservation. This segment is the second phase of surface improvements.

Status: Paving in 2025

Traffic Impacts: Single lane closures.

Funding Sources:

STBG	\$2,129,056
Local Funds	\$382,280
Total:	\$2,511,336





CRP/RC #:
Location: Cle Elum to Easton
Last Updated: 8/22/2024

I-90 Widening

Project Number: RC2290

Length: Approximately 7.0 miles

Basis for Project: Improve Capacity and Safety

Construction: TBD

Project Description:

High bypass traffic volumes through Upper County is a concern for residents and the condition of roads. This increase in traffic when I-90 is busy results in degraded roadways as well as increased safety concerns. A group was formed, the STEER I90 Coalition, meets monthly to engage stakeholders to discuss issues and solutions. A draft feasibility study has been completed to identify possible improvements.

Status: Draft feasibility study completed. SCJ Alliance presenting results.

Traffic Impacts: TBD

Funding Source:

Local Funds \$250,000

Total: \$250,000





CRP/RC #: 304-20
 Resolution #: 2023-076
 Location: MP 0 to MP 1.74
 Last Updated: 8/22/2024

Hungry Junction Road Widening/ Faust Road Culvert Replacement

4

Project Number: RC2093

Length: 1.74 miles

Basis for Project: Reconstruction and Safety

Construction: 2026-2027

Project Description:

Hungry Junction Rd from US 97 to Reecer Creek Rd is narrow with vertical curves that do not provide adequate sight distance. The road has moderate truck traffic. The work will include changing the vertical curve profile to comply with WSDOT design manual, widening and paving the road to increase paving structure. The existing culverts at the intersection of Hungry Junction Rd and Faust Rd floods periodically and is a fish passage barrier. This project will remove the existing culverts under Hungry Junction Road and replace them with a new structure, realigning Reecer Creek through the new structure.

Status: Design and Right of Way phases 2025 with construction in 2026-2027

Traffic Impacts: To be determined with design

Funding Sources:

Planned RAP funds	\$3,510,000
Local Funds	\$552,000
Total:	\$4,062,000



Hungry Junction Rd at Faust Rd culvert



Hungry Junction Rd east of Faust Rd



CRP/RC #:
 RESOLUTION #:
 Location: Various
 Last Updated: 8/22/2024

Snoqualmie Pass Comprehensive Safety Plan

Project Number:

Length: TBD

Basis for Project: Safety improvements.

Planning: 2025

Project Description:

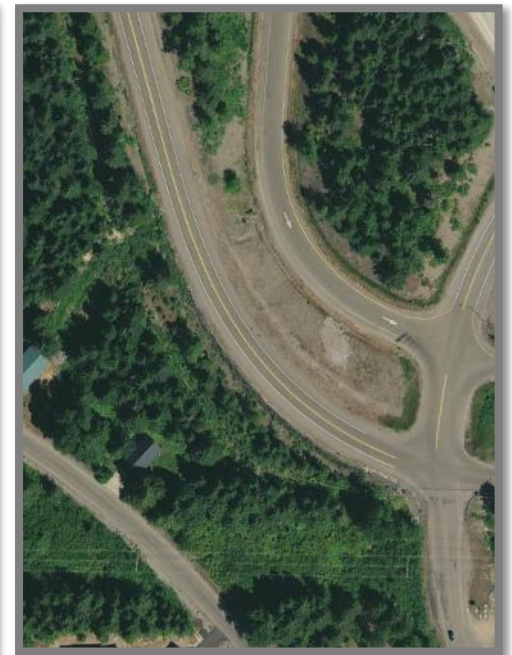
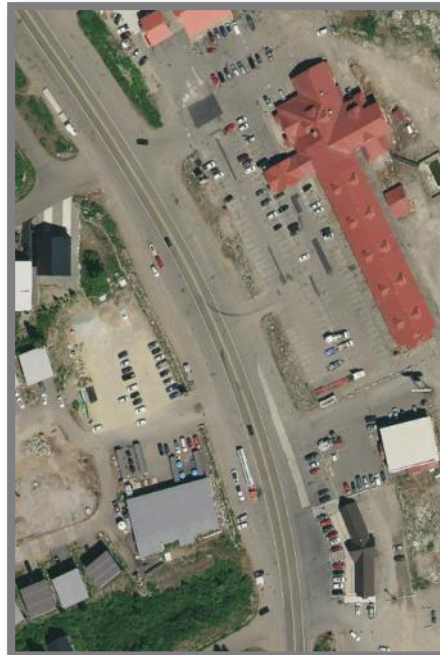
Snoqualmie Pass is a recreational destination and key transportation corridor spanning two counties. Kittitas County is working with King County, WSDOT, and area stakeholders to increase the safety for outdoor enthusiasts and area businesses. The Comprehensive Safety Plan will address safety concerns and increased usage of the Pass, taking a proactive approach to minimize risks to public safety. A Federal Safe Streets and Roads For All (SS4A) grant has been secured in the amount of \$429,000.

Status: Planning in 2025. Fehr and Peers providing consultant services.

Traffic Impacts: TBD

Funding Source:

SS4A	\$429,000
Local funding/ WSDOT/King Co	\$107,000
Total:	\$536,000





CRP/RC #: 318-23
 Resolution #: 2023-217
 Location: MP 5.14– MP 10.74
 Last Updated: 8/22/2024

Huntzinger Rd Safety Improvements Phase 1

6

Project Number: RC2297

Length: 5.6 miles

Basis for Project: Roadway Safety, Signage, & Improvements

Construction: 2025

Project Description:

Huntzinger Road has several areas with steep embankments and no shoulders. The work will include installing guardrail, placing signage and additional delineation to improve travelers safety. Highway Safety Improvement Program funding is secured.

Status: Design phase and construction in 2025

Traffic Impacts: TBD

Funding Sources:

HSIP	\$1,581,000
Total:	\$1,581,000



Looking south on Huntzinger Road



Huntzinger Road along the Columbia River



CRP/RC #: 319-23
 RESOLUTION #: 2023-218
 Location: Various
 Last Updated: 8/22/2024

Horizontal Curve Safety Project

7

Project Number: RC2298

Length: N/A

Basis for Project: Safety improvements

Construction: 2026

Project Description:

Kittitas County Road Safety Improvement Plan 2023 (Resolution 2023-047) was created to reduce collisions and improve safety within the County Road network. Horizontal curves have been identified as high risk by data collected for the 2023 Safety Plan. The proposed project is to identify, plan, design, and implement measures for crash prevention. The project includes adding advisory speeds, LED chevrons, and additional carsonite safety posts to reduce crashes on the road system. The Plan is funded by the Highway Safety Improvement Program (HSIP) funding.

Status: Design phase in 2025 with construction in 2026

Traffic Impacts: TBD

Funding Source:

HSIP \$450,000

Total: \$450,000





CRP/RC #:
 Location: MP 0.65-MP 0.75
 Last Updated: 8/22/2024

Yellowstone Rd Culvert Replacement

8

Project Number: RC2197

Length: 0.10 miles

Basis for Project: Safety

Construction: 2027

Project Description:

The Yellowstone Road culvert project will replace the existing undersized and deteriorating culvert with a larger culvert that has the capacity to handle high water flow and sediment in the stream. The culvert replacement will prevent the washout of the county road as well as improve fish passage.

Status: Design and Right of Way in 2026 with construction in 2027

Traffic Impacts: TBD

Funding Source:

Local funding	\$1,755,000
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Total:	\$1,755,000
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CRP/RC #:
 Location: MP 3.08– MP 4.35
 Last Updated: 8/22/2024

Denmark Road Improvement

9

Project Number: _____ Length: 1.27 miles

Basis for Project: Safety, bridge replacement, other improvements. Construction: 2029

Project Description:

Denmark Road serves as a local connector from nearby residential developments and agricultural activities. Improvements are proposed to Denmark Road from Thrall Road to Fourth Parallel Road. Improvements include widening and replacement of the structure over Cascade Canal. Construction funding anticipated programmed 2029.

Status: Design and Right of Way in 2026 with construction in 2029.

Traffic Impacts: TBD

Funding Source:

Planned	\$4,239,000
RAP	\$471,000
Local funding	
Total:	\$4,710,000



Denmark Rd looking south



Denmark Rd looking north



CRP/RC #:
 Location: MP 2.25– MP 2.4
 Last Updated: 8/22/2024

Airport Road (Cle Elum) Culvert Replacement

10

Project Number:

Length: 0.15 miles

Basis for Project: Drainage improvement/flood reduction

Construction: 2030

Project Description:

Undersized irrigation culverts under Airport Road in Cle Elum have increased drainage issues in the area. Replacement of these undersized culverts with larger, adequate culverts will decrease flooding issues for nearby property owners while also protecting the roadway from damage. Construction funding anticipated programmed 2030.

Status: Planned for design and Right of Way in 2029 with construction in 2030.

Traffic Impacts: TBD

Funding Source:

Local funding	\$1,290,000
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Total:	\$1,290,000
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Looking east from Cle Elum



Cross pipe under Airport Road



CRP/RC #:
 Location: Various
 Last Updated: 8/22/2024

Short Span Structures Replacement Program

11

Project Number:

Length: TBD

Basis for Project: Safety

Construction: 2027

Project Description:

Kittitas County has 156 routinely inspected structures having a length under 20-feet. These structures are not eligible for the WSDOT Local Bridge Program funding, as such it is the County's responsibility to maintain or replace these structures with County funds. Based on field reviews many of these structures need significant repairs or to be replaced. This phase begins to address the need to repair or replace these structures. Multiple phases will be required to address all structures.

Status: Planned for design in 2026 and construction in 2027

Traffic Impacts: TBD

Funding Source:

Planned STBG	\$3,633,000
Local funding	\$567,000
Total:	\$4,200,000



Brick Mill Rd east of Naneum Rd



Hungry Junction Rd east of Reecer Creek Rd



CRP/RC #: 322-24
 Resolution: 2024-152
 Location: MP 0.85
 Last Updated: 8/22/2024

Reecer Creek Rd over Towne Ditch

12

Project Number: RC2295

Length: 0.01 mile

Basis for Project: Bridge replacement

Construction: 2028

Project Description:

Bridge #88212 on Reecer Creek Road over the Towne Ditch. Replace existing single span, structurally deficient, load posted concrete bridge with a longer, single span, prestressed concrete girder structure to meet current design standards and to improve the hydraulic opening.

Status: Design and Right of Way phases 2026 with construction in 2028

Traffic Impacts: To be determined with design.

Funding Sources:

Planned RAP	\$4,005,000
Local funds	\$445,000
Total:	\$4,450,000



Reecer Creek Rd north of Bender Rd



Overhead aerial



CRP/RC #:
 Location: MP 0.0 to MP 0.57
 Last Updated: 8/22/2024

Badger Pocket Rd HMA Overlay

13

Project Number:

Length: 0.57 miles

Basis for Project: Rehabilitation, maintenance.

Construction: 2028

Project Description:

Traffic and heavy truck traffic have deteriorated existing hot mix asphalt roadway resulting in pavement rutting conditions. An HMA overlay will remediate the rutted condition and restore the roadway segment. The road segment will be widened to accommodate the larger truck loads entering and exiting hay press facility.

Status: Planned for design in 2026 and construction in 2028.

Traffic Impacts: TBD

Funding Source:

Local funding	\$1,640,000
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Total:	\$1,640,000
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Looking west on Badger Pocket Rd



Heavy truck traffic at hay production facilities



CRP/RC #:
 Location: TBD.
 Last Updated: 8/22/2024

HSIP 2025 Award Project

Kittitas Hwy/No 6 Rd

14

Project Number:

Length: TBD

Basis for Project: Safety

Construction: 2027

Project Description:

The Highway Safety Improvement Program (HSIP) is a federal program that allows states, and the local governments within them, to target safety funds to their most critical safety needs. The goal of the program is to reduce fatal and serious injury crashes, following Washington State's Strategic Highway Safety Plan ([Target Zero](#)) and each agency's local road safety plan. WSDOT's programs for local governments include the County Safety program, the City Safety program, and the Railway-Highway Crossing program. Focus is on the Kittitas Highway and No. 6 Road intersection.

Status: Design in 2026 with construction in 2027.

Traffic Impacts: TBD

Funding Source:

HSIP \$530,000

Total: \$530,000



North on No. 6 Rd at Kittitas Hwy



Aerial view of the intersection



CRP/RC #:
 Location: Various
 Last Updated: 8/22/2024

Bridge Rehabilitation Program

15

Project Number: _____ Length: TBD

Basis for Project: Maintenance and repairs. _____ Construction: 2028

Project Description:

Each year the County inspects approximately 50% of its bridges on an alternating basis to comply with National Bridge Inspection Standards requirement of a 24 month maximum inspection cycle. During these inspections potential problems and maintenance issues are identified and documented. Routine inspections identify deficiencies early and corrective measures can be taken in order to eliminate a potential for major repairs or a hazard to the driving public. This program has been successful in identifying problems and correcting deficiencies in County bridges and extending the life of existing bridges in

Status: Design 2025-2027 with construction in 2028

Traffic Impacts: TBD



Expansion joint on the S. Cle Elum Bridge



Joint damage visible at inspection

Funding Sources:	
Local funds	\$1,029,000
Total:	\$1,029,000



CRP/RC #: 285-18
 Resolution #: 2018-054
 Location: MP 0.0 to MP 0.68
 Last Updated: 8/22/2024

Bender Rd Widening & Pedestrian Improvements 16

Project Number: RC1585

Length: 0.68 miles

Basis for Project: New construction, improvements.

Construction: 2030

Project Description:

To accommodate the increase in traffic along Bender Road and to link future developments to the City of Ellensburg, Bender Road will be widened. Widened shoulders will be constructed for bicycle use. Work includes shoulder widening and resurfacing the road, construction of sidewalk, and installation of drainage structures. Sidewalk to be constructed on north side of roadway only.

Status: Design and Right of Way phases 2029 with construction in 2030

Traffic Impacts: TBD

Funding Source:

Planned STBG-TA	\$1,989,500
Local funding	\$310,500
Total:	\$2,300,000



Bender Rd looking west to Reecer Creek



Bender Rd near the Black Horse Development



CRP/RC #:
 Location: MP 0.13 to MP 0.25
 Last Updated: 8/22/2024

Sanders Rd Improvements

17

Project Number:

Length: 0.12 miles

Basis for Project: Safety, stormwater drainage, roadway improvement.

Construction: TBD

Project Description:

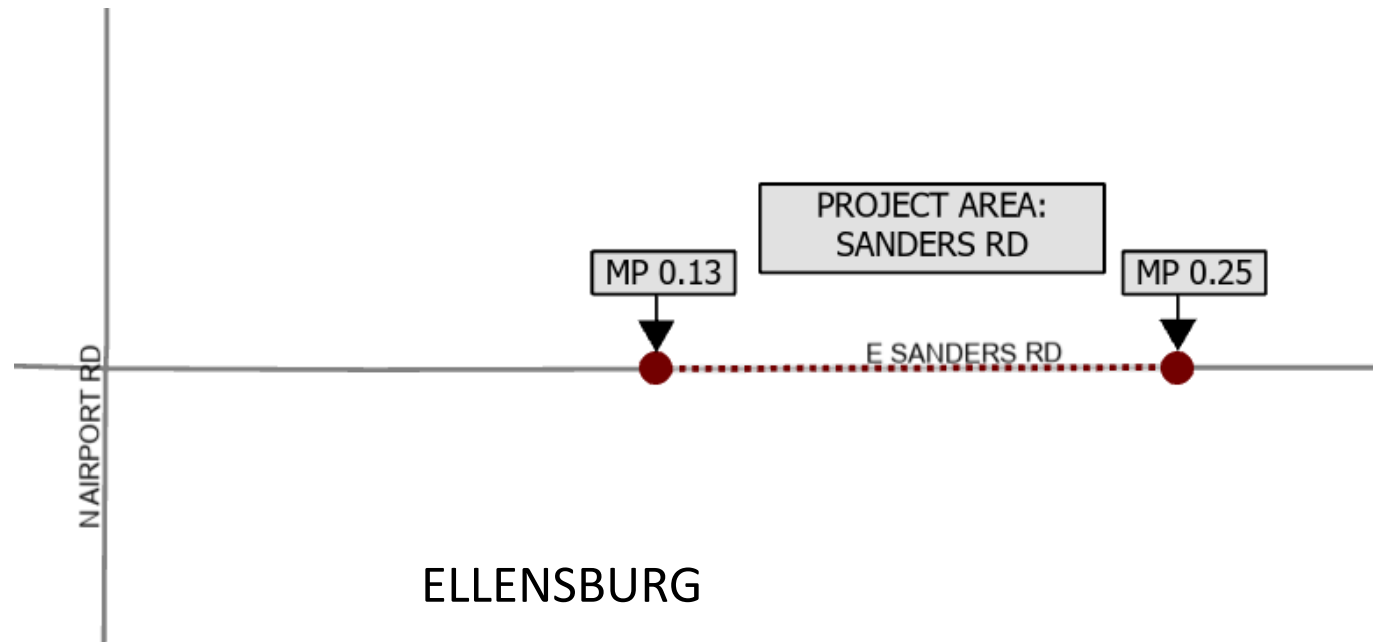
To accommodate the increase in traffic along Sanders Road and to link future developments to the City of Ellensburg, the road will need to be widened. Non-motorized pathways will need to be constructed for pedestrian and bicycle use. This will allow for a uniform roadway from county to city limits. Work will include widening and paving the road, construction of sidewalk, and installation of drainage structures. Design anticipated in 2029.

Status: Design in 2030

Traffic Impacts: TBD

Funding Source:

STBG-TA	\$346,000
Local funding	\$54,000
Total:	\$400,000





CRP/RC #:
 Location: Various TBD
 Last Updated: 8/22/2024

Highway Safety Improvement Program 2027 Award Project 18

Project Number:

Length: TBD

Basis for Project: Safety

Construction: 2029

Project Description:

The Highway Safety Improvement Program (HSIP) is a federal program that allows states, and the local governments within them, to target safety funds to their most critical safety needs. The goal of the program is to reduce fatal and serious injury crashes, following Washington State's Strategic Highway Safety Plan ([Target Zero](#)) and each agency's local road safety plan. WSDOT's programs for local governments include the County Safety Program, the City Safety Program, and the Railway-Highway Crossing Program.

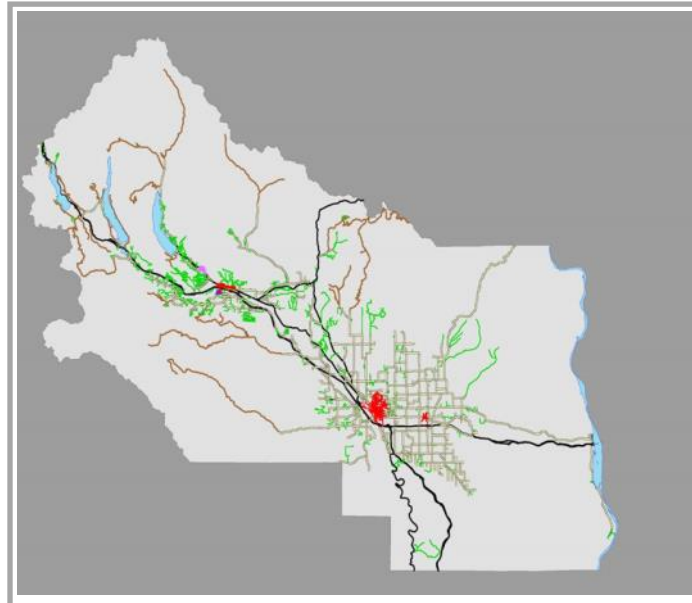
Status: Design and Right of Way in 2028 with construction in 2029.

Traffic Impacts: TBD

Funding Source:

HSIP \$540,000

Total: \$540,000





CRP/RC #:
 Location: MP 11.17-MP 16.56
 Last Updated: 8/22/2024

Vantage Hwy Paving Phase 3

Project Number:

Length: 5.39 miles

Basis for Project: Road paving

Construction: 2028

Project Description:

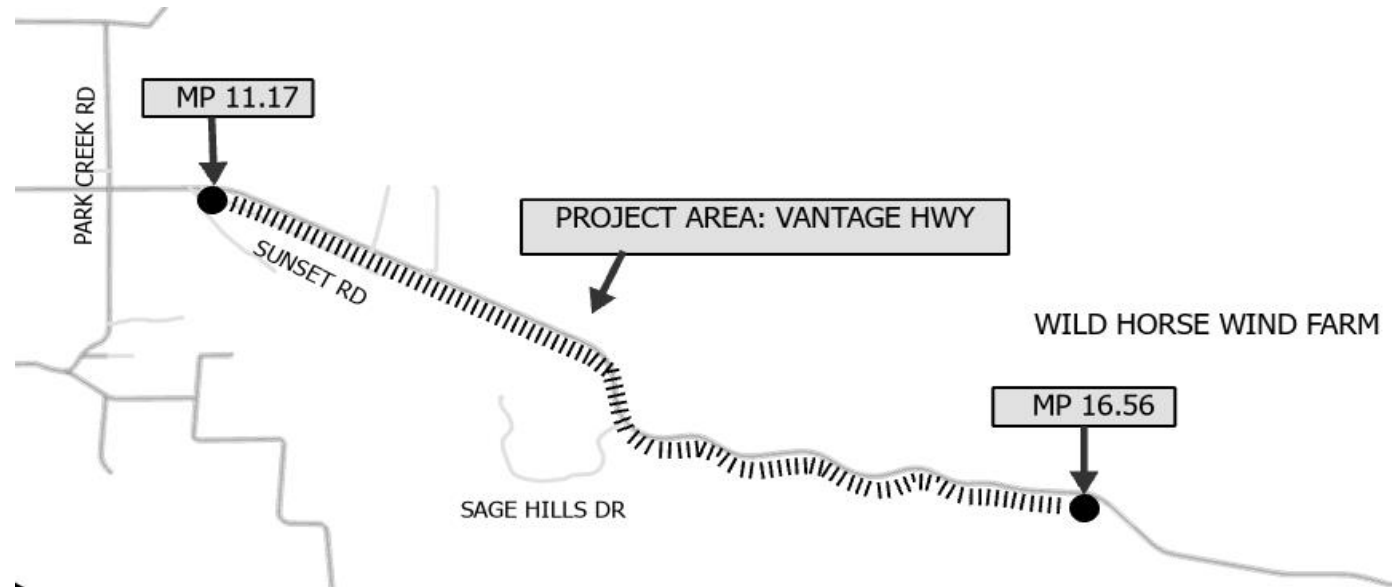
The Vantage Highway is a major east/west corridor in the Lower Kittitas Valley. Regular roadway maintenance improves roadway safety while maintaining reliable infrastructure. This project will grind and overlay asphalt on Vantage Highway within the existing pavement limits along with temporary and permanent pavement marking for repair, rehabilitation and preservation. This road segment is the third phase of the surface improvements on Vantage Highway.

Status: Design and Right of Way in 2027 with construction in 2028

Traffic Impacts: TBD

Funding Source:

Planned STBG-R	\$2,595,000
Local funding	\$405,000
Total:	\$3,000,000





CRP/RC #:
 Location: MP 16.56 to MP 21.25
 Last Updated: 8/22/2024

Vantage Hwy Paving Phase 4

20

Project Number:

Length: 4.69

Basis for Project: Road paving

Construction: 2030

Project Description:

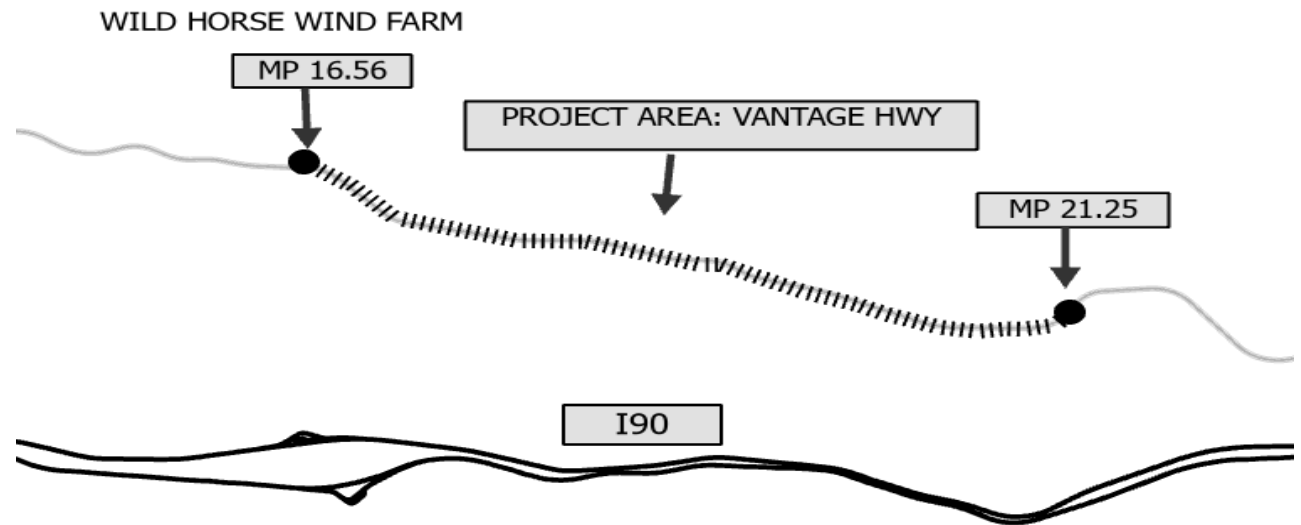
The Vantage Highway is a major east/west corridor in the Lower Kittitas Valley. Regular roadway maintenance improves roadway safety while maintaining reliable infrastructure. This project will grind and overlay asphalt on Vantage Highway within the existing pavement limits along with temporary and permanent pavement marking for repair, rehabilitation and preservation. The fourth phase of surface improvements on Vantage Highway connects to the award winning pavement project completed on the roadway in 2021.

Status: Design 2029 with construction in 2030

Traffic Impacts: TBD

Funding Source:

Planned STBG-R	\$2,595,000
Local funding	\$405,000
Total:	\$3,000,000





CRP/RC #: 321-24
 RESOLUTION #: 2024-153
 Location: MP 0.0 - MP 3.05
 Last Updated: 8/23/2024

No. 6 Road Improvements

Project Number: RC2300

Length: TBD

Basis for Project: Culvert replacement, improvements.

Construction: 2027

Project Description:

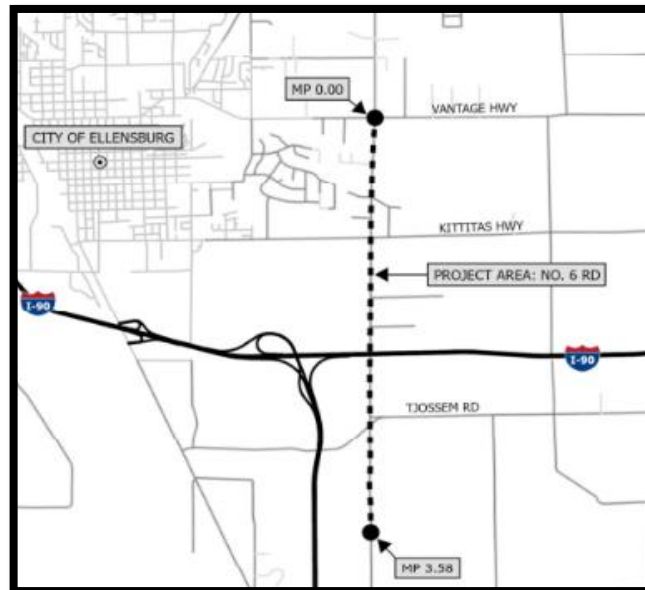
No. 6 Road is a major north/south collector in the Lower Kittitas Valley. Regular roadway maintenance improves roadway safety while maintaining reliable infrastructure. This project will grind and overlay asphalt on No. 6 Road within the existing pavement limits along with temporary and permanent pavement marking for repair, rehabilitation and preservation.

Status: Design phase in 2026 with construction in 2027

Traffic Impacts: TBD

Funding Source:

RAP	\$1,305,000
Local funding	\$145,000
Total:	\$1,450,000



No. 6 Road paving project location



Paving projects maintain infrastructure and safety



CRP/RC #: 286-18
 Resolution #: 2018-054
 Location: MP 1.11-MP 1.21
 Last Updated: 8/23/2024

Bar 14 Road Turnaround

22

Project Number: RC1583

Length: 0.10 miles

Basis for Project: Repair flood damage, school bus turnaround.

Construction: 2027

Project Description:

2017 flood events caused water to overtop Bar 14 Road at Bridge #89041. Subsequent inspection found significant damage to one of the girders. The County removed the bridge and completed channel repair work to alleviate flood problems. While the County plans to pursue funding to replace the bridge, the funding is competitive and Bar 14 Road does not see sufficient daily traffic. Since the likelihood of obtaining funds in the near future is remote, the county will build a turnaround at each dead end until funding is secured. Work will be done by County Forces.

Status: Construction in 2027

Traffic Impacts: TBD.

Funding Source:

Local funding	\$175,000
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Total:	\$175,000
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Flood event of 2017; overtopping bridge.



Bar 14 Rd with barricades after bridge removed.



CRP/RC #:
 Location: Various locations in the County
 Last Updated: 8/23/2024

Gravel Road Upgrade 2026

25

Project Number:

Length: TBD

Basis for Project: Maintenance

Construction: 2026

Project Description:

Kittitas County gravel road upgrade will complete road maintenance projects and improvements on existing gravel roads at various locations throughout the County on an annual schedule.

Status: Construction in 2026

Traffic Impacts: TBD

Funding Source:

Local funding	\$450,000
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Total:	\$450,000
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APPENDIX C

Kittitas County Regional Parks and Trails

2026 Parks and Recreation Fund Preliminary Budget

Public Works administers the Parks and Recreation/Tourism Fund 113 on behalf of the Kittitas County Board of County Commissioners. The annual capital plan and six-year capital facility plan are considered for projects. The General Fund of County government provides Fund 113 funding for plan implementation. Real Estate Excise Tax (REET 2) is a funding source available to parks and recreation capital projects.

In addition to implementing the Recreation/Tourism annual and six-year plans; Public Works provides maintenance of the Vantage Boat Launch restrooms along with management activities for Gladmar and Ryan Thompson parks. General Fund provides the necessary maintenance funding within Fund 113.

KITTITAS COUNTY 2026-2031 SIX YEAR PARKS AND TOURISM CAPITAL PLAN		2026		2027		2028		2029		2030		2031		Project Total
		Local Cost	Non-Local Cost	Local Cost	Non-Local Cost	Local Cost	Non-Local Cost	Local Cost	Non-Local Cost	Local Cost	Non-Local Cost	Local Cost	Non-Local Cost	
CAPITAL IMPROVEMENT PROJECT NAME														
1	Thompson Park Restroom													70,000
	Construction and Permitting	70,000												
2	Yakima River Access													600,000
	Design	75,000												
	Permitting			25,000										
	Construction			500,000										
3	Ellensburg Field House													3,050,000
	Phase One			750,000		750,000		750,000		750,000				
3	Upper County Recreation Center													3,000,000
	Phase One					750,000		750,000		750,000		750,000		
4	Manastash Trailhead Parking													485,000
	Design	60,000												
	Construction and Permitting	425,000												
5	Gladmar Park													100,000
	Feasibility Assessment and preliminary design							100,000						
6	Vantage River Walk													600,000
	Development Plan									250,000	100,000			
	Permitting											250,000		
	Phase One: Construction												250,000	
7	Upper County ATV Trail													350,000
	Development Plan									250,000				
	Permitting											100,000		
		630,000	-	1,275,000	-	1,500,000	-	1,600,000	-	2,000,000	100,000	1,100,000	-	8,205,000
SUMMARY: 6-YEAR PROGRAM REVENUE, COSTS AND ENDING FUND AMOUNTS														
	BEGINNING FUND BALANCE	900,000		1,050,000		784,000		470,950		34,748				24,235
	LABOR	300,000		315,000		330,750		347,288		364,652				382,884
	ANNUAL CAPITAL IMPROVEMENT TOTALS (-)	630,000		1,275,000		1,500,000		1,600,000		2,100,000				1,100,000
	OPERATING COSTS	120,000		126,000		132,300		138,915		145,861				153,154
	TOTAL ANNUAL COSTS	1,290,000		1,716,000		1,963,050		2,086,203		2,610,513				1,636,038
	TAX REVENUE (REET II)	500,000		1,000,000		1,500,000		1,500,000		2,000,000				2,000,000
	OTHER INCOME (Transfers)	450,000		450,000		150,000		150,000		-				-
	GRANT / COST SHARE	250,000		-		-		-		600,000				-
	TOTAL ANNUAL INCOME	1,200,000		1,450,000		1,650,000		1,650,000		2,600,000				2,000,000
	ENDING FUND BALANCE	1,050,000		784,000		470,950		34,748		24,235				388,197

APPENDIX D

Kittitas County Flood Control Zone District

Kittitas County Flood Control Zone District
Capital Improvement Plan 2026-2031

February 28, 2025

Introduction

Every year, the Kittitas County Flood Control Zone District (“District”) updates the 6-year Capital Improvement Plan. Given the complexity of flood hazard planning, engineering, environmental permitting, and construction, the Flood Control Zone District schedules projects an additional five years behind the first budget year. The planning schedule includes programmed funding amounts and sources along with project forecast expenses. The schedule identifies the various projects beginning in the first budget year (2026) extending to the last year in program (2031).

This plan

This plan is organized into three major components:

1. Map identifying the various projects located around the County.
2. The six-year project listing and associated funding plan.
3. Project specific sheets listing specific project information including title, project description, project status, photos and funding sources.

Acronyms

AOP	<u>Aquatic Organism Passage</u> (Federal Highways)
CIP	Capital Improvement Project
CRS	<u>Community Rating System</u>
CTP	<u>Cooperating Technical Partners Program</u>
DOE	<u>Washington State Department of Ecology</u>
EWC	Ellensburg Water Company
EMD	<u>Washington State Emergency Management Division</u>
FCAAP	<u>Flood Control Assistance Account Program</u>
FCZD	Flood Control Zone District
FEMA	<u>Federal Emergency Management Agency</u>
SRFB	<u>Salmon Recovery Funding Board</u>
WNC	Wilson-Naneum-Cherry Watershed
YBIP	<u>Yakima Basin Integrated Plan</u>

Six Year Program Summary

SUMMARY: 6-YEAR PROGRAM REVENUE, COSTS AND ENDING FUND AMOUNTS						
	2026	2027	2028	2029	2030	2031
FCZD CAPITAL PROGRAM PROJECT COSTS	3,742	3,066	13,595	2,529	1,466	4,239
ADMINISTRATION AND OPERATIONS COSTS	418	404	404	404	553	583
ADMINISTRATION	325	325	325	325	325	325
TRAINING/CONFERENCES	3	3	3	3	3	3
PERMIT PROCESSING	50	50	50	50	50	50
STREAMFLOW MONITORING	5	5	10	10	15	15
FLOW CONVEYANCE	20	20	20	20	20	20
LEVEE MAINTENANCE	10	10	10	10	10	10
PROPERTY MAINTENANCE	5	5	7	7	9	9
INFLATION (7% per year)		29	60	89	121	151
TOTAL ANNUAL COSTS	4,160	3,469	13,998	2,932	2,019	4,822
TAX LEVY	1,000	1,000	1,000	1,000	1,000	1,000
OTHER INCOME	43	44	46	47	48	50
PERMITS	50	51	53	54	56	58
GRANTS / COST SHARE	402	2,301	13,281	2,130	1,178	3,726
TOTAL ANNUAL INCOME	1,495	3,396	14,379	3,231	2,282	4,834
TOTAL (COST) INCOME FOR YEAR	(2,665)	(73)	381	299	263	11
BEGINNING FUND AMOUNT	2,800	135	62	443	742	1,005
ENDING FUND AMOUNT	135	62	443	742	1,005	1,017
RESERVE / EMERGENCY RESPONSE	1,500	1,500	1,500	1,500	1,500	1,500
FUND GOAL	NOT MET	NOT MET	NOT MET	NOT MET	NOT MET	NOT MET

**Costs are shown as thousands*

Kittitas County 2026 - 2031 Six Year Floodplains Improvement Plan

Projects

- 1a- Flood Hazard Risk & Repetitive Loss Program
- 1b- Repetitive Loss: Easton Reach Flood Study
- 5- Lower Kittitas Reach Floodplain Reconnection
- 6- Reecer Creek Dollarway to University
- 8- CTP Flood Studies (Multiple Locations)
- 10- Whiskey Creek at EWC Siphon
- 12- WNC - Phase 3 Whiskey Reroute Design
- 14- Flow Conveyance Restoration, Mercer Creek
- 15- Flow Conveyance Restoration, Whiskey Crk.
- 16- Crystal Creek Conveyance Project
- 18- Hazard Mitigation Plan Update
- 19- West Ellensburg Interchange
- 20- CRS Critical Facility Compliance
- 21- Wilson Creek Realignment
- 22- Wilson-Naneum Alluvial Fan Management

Appendix D



0 1.25 2.5 5 7.5 10 Miles

Kittitas County GIS

KITTITAS COUNTY FLOOD CONTROL ZONE 2026-2031 SIX YEAR CAPITAL IMPROVEMENT PLAN		AREA	Non-Local Source	2026 Local	2026 Non-Local	2027 Local	2027 Non-Local	2028 Local	2028 Non-Local	2029 Local	2029 Non-Local	2030 Local	2030 Non-Local	2031 Local	2031 Non-Local
#1a	FLOOD HAZARD RISK & REPETITIVE LOSS PROGRAM	County Wide				60									
	2027: Repetitive Loss Area Analysis.														
#1b	REP. LOSS: EASTON REACH FLOOD STUDY	Yakima River						20		20					
	2028 and 2029: Outreach informed by Repetitive Loss Area Area Analysis (2027) and 2023 Easton Reach Flood Hazard Assessment														
#5	LOWER KITTITAS REACH FLOODPLAIN RECONNECTION	Yakima River	SRFB / IP / FbD	5	350	10	2000	10	10000	10	1000	5		5	
	Implementation of preferred alternative from Hanson Pits Restoration Plan and Design . 2026: final design and permitting. 2027-2029: Implementation. 2030-2031: Vegetation Management														
#6	REECER CREEK DOLARWAY TO UNIVERSITY	WNC	City of Ellensburg												
	Project scheduled to be completed by City of Ellensburg in 2025. If project is not completed, funding scheduled for 2025 could be extended to 2026.														
#8	CTP FLOOD STUDIES	General	FEMA CTP			15	50	15	50	15	50	20	60		
	Continued funding through FEMA's Cooperating Technical Partnership (CTP) program to improve flood models and channel migration zone mapping. 2027-2028: Wilson-Naneum. 2029-2030 Manastash Flood and alluvial fan mapping														
#10	WHISKEY CREEK AT EWC SIPHON	WNC		1750		10		10		10					
	Increase flood conveyance, eliminate canal / creek intermingling, and address fish passage barrier by replacing current EWC crossing at Whiskey Creek with a siphon. 2026: construction. 2027-2029: vegetation management														
#12	WNC-Phase 3 Whiskey Creek Re-Route	WNC	Federal Highways AOP			80		10	1500	10	500	10		10	
	Pending results of feasibility study underway.. 2026/2027: Final Design and Permitting.2028/202029: Implementation														
#14	FLOW CONVEYANCE RESTORATION - Mercer Creek	WNC	Ecology		52			30	50		120		10		10
	MCF - KC partnership. Mercer at Helena project maintenance and Mercer Creek west of Railroad Ave Project Design (2026). Mercer Creek west of Railroad Ave Project Permitting, Implementation, and Maintenance														
#15	FLOW CONVEYANCE RESTORATION - Whiskey Creek	TBD	Private, Ecology	85		40	100	5		5		40	100	5	
	Inset floodplain and crack willow removal between Bowers and Bender Roads. 2026: Permitting. 2027: Phase 1Construction														
#16	CRYSTAL CREEK CONVEYANCE PROJECT	Crystal Creek												100	
	Implement project identified through Crystal Creek CTP study														
#18	HAZARD MITIGATION PLAN UPDATE	County-Wide	EMD					25	50	25	50				
	The Multi-jurisdictional Hazard Mitigation Plan needs to be updated every 5-years.														
#19	WEST ELLENSBURG INTERCHANGE	Reecer / Currier						100		100				250	2750
	Flood informed development effort in West Ellensburg Interchange. 2024: Finalization of preferred alternative and design, 2025: CLOMR / environmental permitting; 2026-2027 Implementation														
#20	CRS CRITICAL FACILITY COMPLIANCE	Yakima River		1500		500									
	Address critical facility at flood risk from Yakima River flooding. Compliance required for continued good standing in National Flood Insurance Program and Community Rating System.														
#21	WILSON CREEK REALIGNMENT	Wilson Creek	FbD, FCAAP							120		100	600	10	
	Implementation funding for proposal to relocate Wilson Creek in Brook Lane vicinity														
#22	WILSON-NANEUM ALLUVIAL FAN MANAGEMENT	WNC	FCAAP					50		15	40	50	150		
	2027: Project scoping. 2028-2030: Geotechnical investigation. 2030-2031: Design and permitting; 2032: Implementation														
	CAPITAL PROGRAM ANNUAL TOTAL (LOCAL AND NON-LOCAL AMOUNTS IDENTIFIED)			3340	402	715	2150	275	11650	330	1760	225	920	380	2760
	CAPITAL PROGRAM COSTS WITH 7% ANNUAL INFLATION			3340	402	765.05	2300.5	313.5	13281	399.3	2129.6	288	1177.6	513	3726



Project #1a: Flood Hazard Risk & Repetitive Loss Countywide

Last Updated: July 25, 2023

Basis for Project: [Kittitas County Hazard Mitigation Plan](#)

Schedule: Planning: 2027

Project Description:

Unincorporated Kittitas County has 7 repetitive loss areas. Four of these areas are along the Yakima River, two are along the Teanaway River, and one is along the Middle Fork Teanaway River. Kittitas County conducted a detailed study for the Easton Reach of the Yakima River under CIP Project 1b. A Repetitive Loss Area Analysis, meeting CRS requirements, is scheduled for 2027.

Status: In progress

Flood Impacts: Reduce impacts and costs associated with frequently flooded properties.

Funding

- FCZD Levy
- Future phases will be grant eligible





Project #1b: Easton Reach Repetitive Loss and Flood Yakima River—Easton Reach

Last Updated: July 25, 2023

Basis for Project: [Kittitas County Hazard Mitigation Plan](#)

Schedule: Hazard Plan Update: 2024

Project Description:

Results from the Easton Reach Yakima River Flood Hazard Analysis and Mapping Investigation and the Repetitive Loss Area Analysis will be used to inform the update of the 2024 Hazard Mitigation Plan and community outreach to repetitive loss communities.

Status: Technical Assessment was completed in July, 2023.

Flood Impacts: Reduce impacts and costs associated with frequently flooded properties.

Funding

- FCAAP
- FCZD Levy
- Future phases will be grant eligible





Project #5: Lower Kittitas Reach Floodplain Reconnection Ya- kima River—Lower Kittitas Reach

Last Updated: February 20, 2025

Basis for Project: [Yakima River Corridor Plan](#)

Schedule: 2022—2029

Project Description:

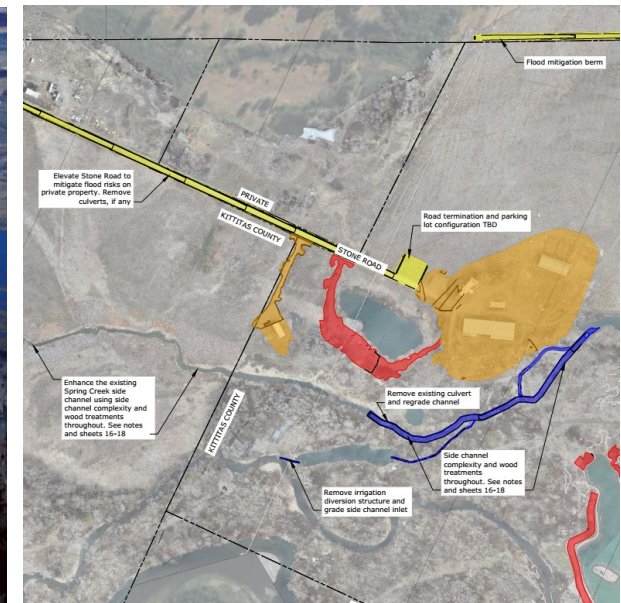
The failing Hansen Pit Levee and private berm located on Flood Control Zone District acquired property will be removed and a setback levee constructed. Levee removal restores ecological functions to the purchased properties, will reduce flood risks off-site and will reduce long-term District operation and maintenance costs associated with the unsuitable levee and berm. This project will also provide open space recreation and improve fish and wildlife habitat conditions. The conceptual design was completed in 2024 and additional design phases are underway. Implementation anticipated starting in 2027.

Status: Design in progress

Flood Impacts: Better managed flood hazard risks and improved floodplain function.

Funding

- Yakima River Basin Integrated Plan
- Salmon Recovery Funding Board
- Floodplains by Design
- Bureau of Land Management





Project #6: Reecer Creek Dolarway to University

Wilson-Naneum-Cherry Subbasin

Last Updated: July 25, 2023

Basis for Project: [Wilson-Naneum-Cherry Assessment](#)

Schedule: 2025

Project Description:

Note: Project scheduled to be completed in 2025. If project is not completed, funding scheduled for 2025 could be extended to 2026.

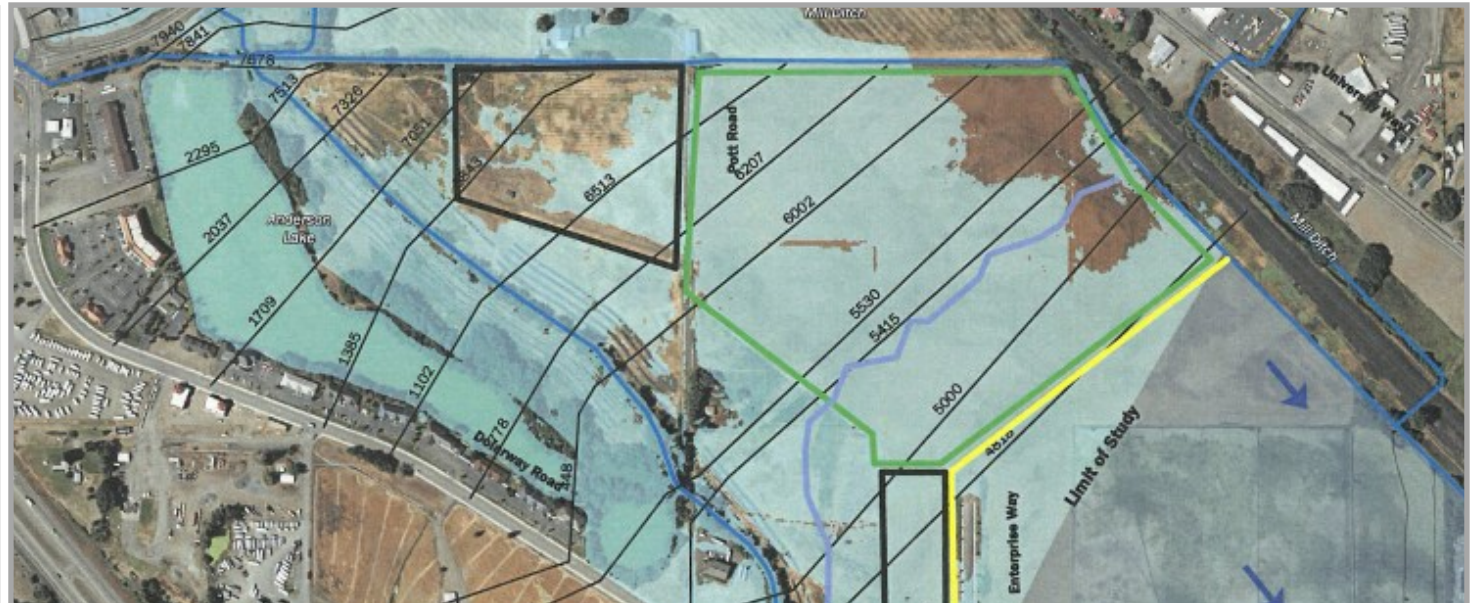
Flood Control Zone District Cost share in support of City of Ellensburg Project to purchase property, construct setback levees and construct second bridge along Dolarway Rd to address Reecer Creek flooding.

Status: In progress.

Flood Impacts: Decreased flood risk to West Ellensburg Community and Dolarway Road

Funding

- FCZD Levy





Project Name #8: CTP Flood Studies

County-Wide

Last Updated: February 24, 2025

Basis for Project: [Kittitas County Hazard Mitigation Plan](#)

Schedule: 2027—2030

Project Description:

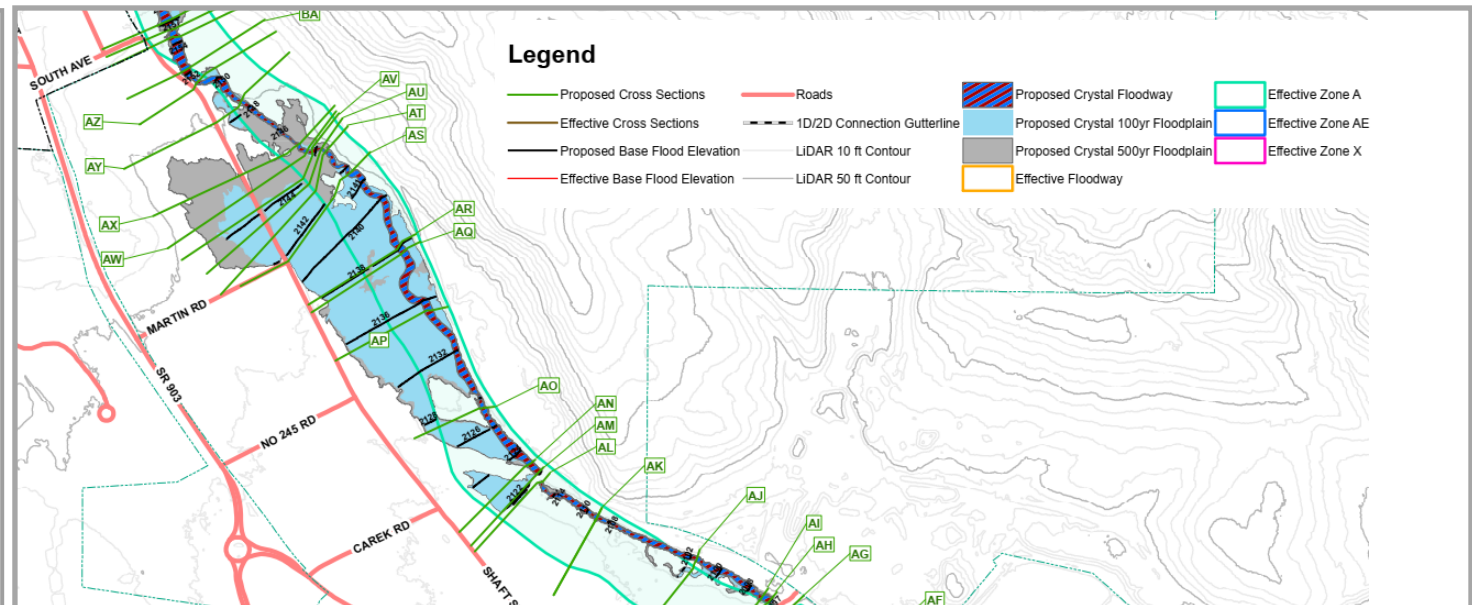
Continued funding through the Federal Emergency Management Agency's Cooperating Technical Partnership (CTP) program to improve flood models and channel migration zone mapping. Future years will consider additional studies along Wilson/Naneum Creek and Manastash Creek.

Status: In progress

Flood Impacts: Improved flood risk information

Funding

- Community Technical Partnership Program
- FCZD Levy





Project #10: Whiskey Creek at EWC Siphon

Wilson-Naneum-Cherry

Last Updated: February 26, 2025

Basis for Project: [Wilson-Naneum-Cherry Assessment](#)

Schedule: 2025—2029

Project Description:

Increase flood conveyance, eliminate canal and creek intermingling, and address fish passage barrier by replacing current the Ellensburg Water Company crossing at Whiskey Creek with a siphon. Final design is currently being updated and construction is expected to commence in 2025.

Status: Designs were completed in 2023 and are currently being updated

Flood Impacts: Decreased flooding along Whiskey Creek.

Funding

- FCZD Levy—design and construction.





Project #12: Whiskey Creek Reroute

Wilson-Naneum-Cherry

Last Updated: February 26, 2025

Basis for Project: [Wilson-Naneum-Cherry Assessment](#)

Schedule: 2027—2031

Project Description:

Pending results of feasibility study underway, project will reroute Whiskey Creek into Reecer Creek at the BNSF railroad crossing. Final design and permitting is scheduled to occur in 2027, with project implementation currently scheduled for 2028.

Status: Feasibility and Design Underway

Flood Impacts: Decreased flood risk to the West Ellensburg Community.

Funding

- FCZD Levy
- Federal Highways AOP (potential)

Naneum, Wilson, and Cherry Creek Watershed Assessment





Project #14: Flow Conveyance Restoration

Mercer Creek

Last Updated: July 25, 2023

Basis for Project: Recurring need

Schedule: 2024—2029

Project Description:

Kittitas County is partnering with Mid-Columbia Regional Fisheries Enhancement Group to ensure that the Mercer Creek at Helena Road inset floodplain project receives needed stewardship for project success and to design a second project along Mercer Creek downstream of Railroad Avenue.

Status: Design underway

Flood Impacts: Decreased flood frequency.

Funding

- Ecology Centennial Clean Water Grant





Project #15: Flow Conveyance Restoration

Whiskey Creek

Last Updated: February 26, 2025

Basis for Project: Recurring Need

Schedule: 2026—2027

Project Description:

Implement flow conveyance restoration project that removed crack willow and associated sediment accumulations on Whiskey Creek between Bowers Road and Bender Road.

Status: Design Underway

Flood Impacts: Decreased flood frequency.

Funding

- FCZD Levy
- Ecology Centennial Clean Water Grant (potential)





Project #16: Crystal Creek Conveyance Project

Crystal Creek Flood Study

Last Updated: February 26, 2025

Basis for Project: Crystal Creek Flood Study

Schedule: 2031

Project Description:

Implement Crystal Creek conveyance project identified through 2019 Crystal Creek flood study.

Status: Planned project

Flood Impacts: Decreased flooding along Crystal Creek.

Funding

- Grant funding to be identified after project identification.





Project #18: Hazard Mitigation Plan Update

County-wide
Last Updated: February 20, 2025

Basis for Project: [Kittitas County Hazard Mitigation Plan](#)

Schedule: 2028-2029

Project Description:

Kittitas County is currently updating its Multi-Jurisdictional Hazard Mitigation Plan. This plan must be updated every 5-years. An up-to-date mitigation plan that has been approved by the Federal Emergency Management Agency (FEMA) is required to be eligible for mitigation grants, such as FEMA's Pre-Disaster Mitigation Grant Program (PDM) and Hazard Mitigation Grant Program (HMGP) .

Status: Future Project

Flood Impacts: Identify key flood needs and maintain eligibility for Federal funding sources.

Funding

- FCZD Levy
- Washington State Department of Military





Project #19: West Ellensburg Interchange

Reecer and Currier Creeks

Last Updated: February 26, 2025

Basis for Project: Staff Identified

Schedule: 2028-2031

Project Description:

Kittitas County and Centerfuse worked with stakeholders to develop preferred alternatives for stream alignments and land uses and utilize available 2-dimensional flow modeling evaluate environmental improvement and flood risk reduction performance for preferred alternative. Future implementation activities include technical assessment supporting CLMOR application to FEMA and potential property acquisition to support establishment of a compensatory mitigation bank.

Status: Future Project

Flood Impacts: Avoid future flood losses in area with high commercial development potential.

Funding

- FCZD Levy
- FCAAP (potential)
- FbD (potential)





Project #20: CRS Critical Facility Compliance

Yakima River Easton Reach

Last Updated: July 25, 2023

Basis for Project: State & FEMA Community Assistance Visit

Schedule: 2025-2027

Project Description:

Address critical facility flood risk (Fire District No. 7 station No. 73) for the purpose of securing long-term continuity of operations during flood emergencies and remaining in good standing with the Community Rating System (CRS) and National Flood Insurance Program (NFIP). In 2024 alternatives will be assessed and the preferred alternative selected, and property acquisition completed, if required.

Status: Future Project

Flood Impacts: Ensure emergency services can be provided during flooding conditions.

Funding

- FCZD Levy





Project Name: #21 Wilson Creek Realignment

Wilson Creek

Last Updated: July 25, 2023

Basis for Project: City of Ellensburg Staff

Schedule: 2029

Project Description:

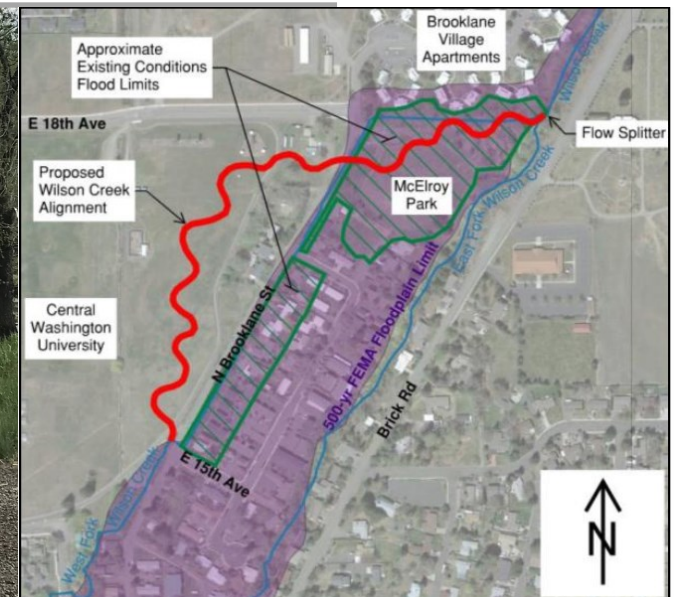
The west branch of Wilson Creek will be relocated from its current location as a stream-side ditch along Brook Lane to Central Washington University property, which can accommodate both the stream and an associated floodplain. This re-alignment will address frequent (50% annual chance) flooding, associated water quality impacts, and improve aquatic and riparian habitat, while also providing opportunities for public engagement and enjoyment.

Status: Future Project

Flood Impacts: Flood impacts will be reduced in the Brook Lane neighborhood of Ellensburg. Water quality impacts from frequent

Funding

- FCZD Levy
- Ecology: Centennial Clean Water Funding





Project Name: #22 Wilson-Naneum Alluvial Fan Management Wilson Creek

Last Updated: February 26, 2025

Basis for Project: Recurring Issues

Schedule: 2028-2030

Project Description:

Evaluate risks and identify mitigation and management strategies to address episodic sediment deposition along Wilson-Naneum Alluvial Fan.

Status: Future Project

Flood Impacts: Manage potential for infrastructure risk associated with flood related sediment mobilization and deposition.

Funding

- FCZD Levy
- FCAAP (potential)



GLOSSARY

- Americans with Disabilities Act (ADA): The Americans with Disabilities Act of 1990 or ADA is a civil rights law that prohibits discrimination based on disability.
- Airports Geographic Information Systems (AGIS): GIS software that provides a 3D visualization of the airport during the design period, allowing engineers to test and change their designs. Once the airport is built, AGIS can assist with day-to-day operations.
- Base Realignment and Closure (BRAC): Refers to the process the Department of Defense (DoD) has used to reorganize its installation infrastructure to more efficiently and effectively support its force structure, increase operational readiness, and facilitate new ways of doing business.
- Community Aviation Revitalization Board (CARB): The Community Aviation Revitalization Board (CARB) loan program bill, [SB 5031](#), was signed into law by the Governor on May 3, 2021 (effective June 30, 2021). The corresponding capital budget bill, [SHB 1080](#), which provides an additional \$5 million for the 2021-2023 biennium was signed into law by the Governor on May 18, 2021. The revolving loan program is for revenue-producing capital projects to help public-use general aviation airports become more self-sustainable and less dependent on public funding. Eligible projects can include hangars, fueling facilities, business parks on airport property, paid parking facilities, passenger amenities and other revenue-generating or cost-cutting developments.
- Community Development Services (CDS): A department within the Kittitas County government. The purpose of CDS is to assist the citizens of Kittitas County in planning for the use and development of land and buildings while protecting public health and safety, sustaining a vibrant economy, promoting the conservation of natural resources, and protecting the environment.
- Capital Improvement Program (CIP): A Six-Year Plan that shows capital improvements that are needed to provide adequate public facilities in Kittitas County. The County either directly provides these capital improvements or coordinates with other agencies to provide them. The Six-Year Plan is reviewed and updated annually. Annual updates are made to correct or modify project costs, revenue sources, and dates of construction.
- Conditional Letter of Map Revision (CLOMR): A Conditional Letter of Map Revision, or CLOMR, is FEMA's comment on a proposed project that would affect the hydrologic or hydraulic characteristics of a flooding source.

- Decommission: The process of dismantling or demolishing a public facility when it has deteriorated due to age. Accompanies the opening of a new facility to replace the old facility.
- Department of Natural Resources (DNR): An agency of the Washington State government. Under the elected leadership of the [Commissioner of Public Lands](#), the DNR manages [seven specific trusts](#) to [generate revenue](#) and preserve forests, water, and habitat. The DNR manages 5.6 million acres of forest, range, agricultural, aquatic, and commercial lands for more than \$200 million in annual financial benefit for public schools, state institutions, and county services.
- Ellensburg Business Development Authority (EBDA): A board within the City of Ellensburg, the purpose of the EBDA is to strategically recruit and support businesses, and connect businesses to resources so they can start, grow, and prosper in the City of Ellensburg.
- Ellensburg Water Company (EWC): The water utility company within the City of Ellensburg.
- Emergency Operations Center (EOC): A centralized location of emergency response and recovery support operations during incidents and emergencies.
- Federal Aviation Administration (FAA): A federal agency within the United States Department of Transportation (USDOT). Governs commercial aviation in the United States.
- Federal Highway Administration (FHWA): A federal agency within the United States Department of Transportation (USDOT). The FHWA supports State and local governments in the design, construction, and maintenance of the Nation’s highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program).
- Federal Lands Access Program (FLAP): The Federal Lands Access Program was established by federal directive to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.
- Flood Control Assistance Account Program (FCAAP): A program within the Washington State Department of Ecology (WSDOE). The state legislature established the Flood Control Assistance Account Program to assist local jurisdictions with comprehensive floodplain management planning and implementing actions to mitigate flood hazards. Funding is determined every biennium by the state legislature.

- Flood Control Zone District (FCZD): Established by the Board of County Commissioners (BoCC) of Kittitas County in 2012, the FCZD serves residents in both unincorporated areas and incorporated towns and cities by providing technical assistance and implementing flood-reduction projects and programs.
- General Aviation (GA): General Aviation is defined by the International Civil Aviation Organization (ICAO) as "all civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire".
- Heating, Ventilation, and Air Conditioning (HVAC): Refers to the different systems used for moving air between indoor and outdoor areas, along with heating and cooling both residential and commercial buildings.
- Highway Safety Improvement Program (HSIP): A core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
- HB1257: A bill passed by the Washington State legislature in 2019 which was subsequently signed into law by Governor Inslee. The law mandates, starting in 2026, most existing commercial buildings (including schools and dormitories) in Washington State over 50,000 SF will be required to meet certain Energy Use Index Targets (EUIT). Any building owner not in compliance by the target dates will incur a penalty of \$1/SF + a \$5,000 fee per year.
- Information Technology (IT): The use of any computers, storage, networking and other physical devices, infrastructure and processes to create, process, store, secure and exchange all forms of electronic data.
- Kittitas County Conservation District (KCCD): The Kittitas County Conservation District works with local landowners and land managers (public and private) to conserve natural resources that are vital to the county economy and the county quality of life. KCCD focuses on collaborative efforts to partner with landowners, public agencies, tribes and the general public to create and maintain resilient working landscapes through voluntary incentive-based measures.
- Kittitas County Search and Rescue (KCSAR): An all-volunteer, non-profit organization, formed in 1991 at the request of the Kittitas County Sheriff's Office. Provides personnel for the Kittitas County Sheriff's Office to conduct search, rescue, recovery, and evacuation operations, primarily within Kittitas County. KCSAR does not act in any capacity except at the direction of the Sheriff's Office.
- Kittitas Valley Healthcare (KVH): A public hospital network that provides healthcare to Kittitas County residents and surrounding areas.

- Levy: A local property tax passed by the voters that generates revenue to fund programs and services that the state does not pay for.
- Limited Area of More Intensive Rural Development (LAMIRD): Areas outside an established urban growth area designated as existing rural residential communities or villages, areas of mixed use activity, isolated areas of small-scale commercial/industrial activity, and historic towns pursuant to RCW 36.70A.
- Mid-Columbia Fisheries Enhancement Group (MCFEG): A non-profit organization that seeks to protect and restore wild salmon populations, their habitats, and ecosystem functions that support native fish species through restoration, protection, education, and community involvement.
- National Environmental Policy Act (NEPA): The National Environmental Policy Act was signed into law on January 1, 1970. NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. It is enforced by the United States Environmental Protection Agency (EPA).
- Office of Financial Management (OFM): The Office of Financial Management provides vital information, fiscal services, and policy support that the governor, legislature and state agencies need to serve the people of Washington.
- Public Utility District (PUD): Community-owned, locally regulated utilities that are formed by a vote of the people. Unlike private utilities, public utility districts are run by an elected, nonpartisan board of commissioners who are directly accountable to the voters.
- Public Works Department (PWD): A department within the Kittitas County government whose primary focus is [infrastructure](#) projects that are needed to facilitate development of public infrastructure and public capital assets for the residents of Kittitas County.
- Real Estate Excise Tax (REET): Real estate excise tax is a tax on the sale of real property. All sales of real property in the state are subject to REET unless a specific exemption is claimed. REET processes are governed by the Washington State Department of Revenue.
- Rural Arterial Program (RAP): A biennial road and bridge reconstruction funding program in which counties compete for Rural Arterial Trust Account (RATA) funds within their respective regions taken from fuel tax revenues. The RATA account generates approximately \$40 million per biennium.

- Salmon Recovery Funding Board (SRFB): Created by the Washington State legislature in 1999, the SRFB provides [grants](#) to protect and/or restore salmon habitat and assist related activities. Composed of five citizens appointed by the Governor, and five state agency directors, the board brings together the experiences and viewpoints of citizens and the major state natural resource agencies.
- Search and Rescue (SAR): The search for and provision of aid to people who are in distress or imminent danger. Search and rescue operations within Kittitas County are within the jurisdiction of the Kittitas County Sheriff's Office.
- Snoqualmie Pass Utility District (SPUD): A public utility district within the Snoqualmie Pass community. The primary focus of the SPUD is to provide water utilities to Snoqualmie Pass including treatment of wastewater.
- Surface Transportation Block Grant (STBG): The Surface Transportation Block Grant program is the most flexible of all federal-aid highway programs, allowing wide discretion for recipients to use funds as needed to meet state and local transportation priorities.
- Tenant Improvement (TI): Customized alterations of a rental facility to improve function for the facility's tenants.
- United States Bureau of Reclamation (USBR): The largest wholesaler of water in the United States. The USBR provides water to more than 31 million people, and provides one out of five Western farmers with irrigation water for 10 million acres of farmland.
- Washington State Department of Transportation (WSDOT): A state agency that constructs, maintains, and regulates the use of transportation infrastructure in Washington State such as bridges, highways and ferries.

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EXECUTIVE SUMMARY

Kittitas County is an area rich in history and a premier destination for outdoor adventure. It is home to the five cities of Ellensburg, Cle Elum, South Cle Elum, Roslyn, and Kittitas, each with their own amenities and charm. This 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**

As stated in the goals, this Transportation Element accommodates growth, but has a strong focus on system maintenance and preservation. The current analysis shows that all but one of the study roadway segments in the County will adequately handle future traffic volumes without capacity improvements. This Element prioritizes preservation of current infrastructure as many of the County's assets are old and need to be rehabilitated to keep them in a state of good repair. The project list included in **Chapter 6** 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. The full list of projects can be seen on page 53.

Costs of Kittitas County Transportation Plan (20+ years)

<i>Project Needs</i>	<i>Description</i>	<i>Total Cost</i>
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
	Total	\$127.4

Note: Costs denoted in millions
Source: Fehr & Peers, 2018

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 in **Chapter 7**. 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. Technical and supporting information are available in the **Technical Appendices**.



A typical rural county road traversing agricultural land.

1 INTRODUCTION

Kittitas County is an area rich in history and a premier destination for outdoor adventure. It is home to the five cities of Ellensburg, Cle Elum, South Cle Elum, Roslyn, and Kittitas, each with their own amenities and charm.

This 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.

1.1 PURPOSE

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** – Create a transportation network that can be shared safely by all users and provides sufficient access for emergency response and designated evacuation routes.
- **Efficient and Accommodates Growth, but Respects Rural Character** – Provide a transportation system 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.
- **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.
- **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.

- **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.

The Transportation Element sets a framework for creating a transportation network that will help Kittitas County achieve its vision.

1.2 PLANNING CONTEXT

Kittitas County's geography plays a role in the demands put on its transportation system. The County is located in central Washington, with major highway connections, railroad lines, and river crossings.

Kittitas County is bisected by I-90, which also connects to I-82 and US 97. These are important connections for freight and passenger travel across the state as well as into Oregon, Idaho, and Canada. Travelers from all regions come to Kittitas County looking for a variety of activities, including patronizing the highway-oriented services for a quick stop or visiting the lakes and mountains for recreation. These routes also serve the Yakima Training Center operated by the US Army.

I-90 is a major freight corridor for trucks and the parallel privately owned Burlington Northern Santa Fe Railway (BNSF) rail corridor moves more than five million tons of goods each year. This is an important aspect of Kittitas County's economic vitality, but also poses transportation challenges.

The County must coordinate its transportation planning with a variety of jurisdictions and agencies, including the city governments, QUADCO Regional Planning Organization, US Forest Service, FHWA, US Army, and the State of Washington.

Figure 1 shows the location of Kittitas County in this regional setting.

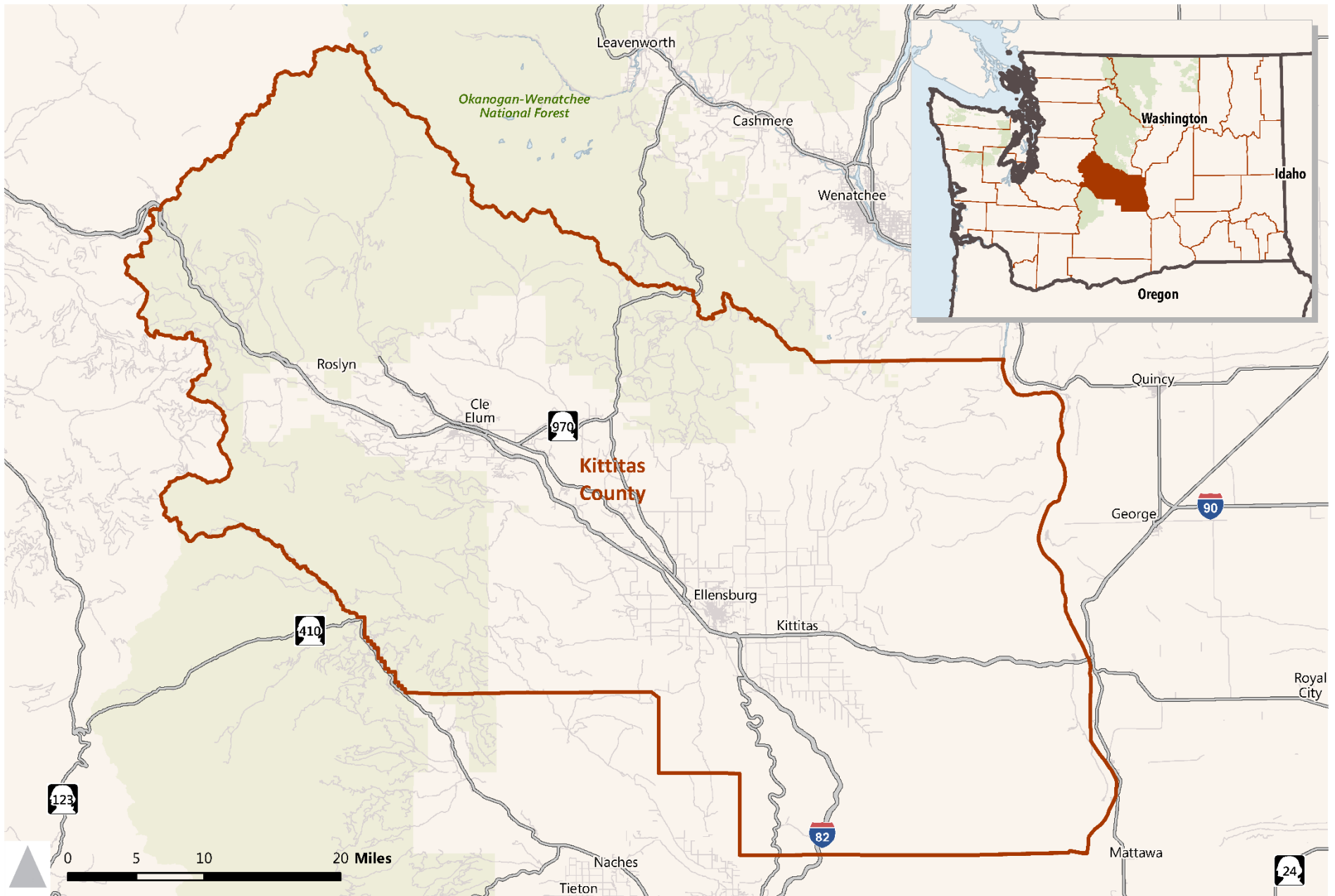


Figure 1
Kittitas County



OTHER PLANS

As part of this planning process, several local, regional, and state plans and documents that influence transportation planning in Kittitas County were reviewed. This section summarizes some of those key plans.

KITTITAS COUNTY 2008 COMPREHENSIVE PLAN

The County's last major Comprehensive Plan update occurred in 2008 and has guided decisions on land use, transportation, economic development, and public infrastructure. It was written to address both short and long-term needs and laid out a future vision for the region. The overarching goal of the Transportation Element was to provide a safe and integrated transportation system that maintains and preserves the existing facilities, while supporting land use development and economic vitality.

The previous iteration of this Plan identifies 52 goals for transportation in the region focusing on:

1. Multi-Modal Transportation System, Arterial System, and System Maintenance
2. Land Use, Environment and Economic Development
3. Level of Service (LOS) and Concurrency
4. Financing Transportation Improvements
5. Intergovernmental Coordination and Public Participation

This plan was reviewed and key projects that were not yet completed, but still considered viable, are included in the 20-year project list for this Transportation Element.

KITTITAS COUNTY LONG RANGE TRANSPORTATION PLAN

Kittitas County also developed a Long Range Transportation Plan in 2008 to guide the County's planning for roads, public transportation, air, rail, bicycle/pedestrian facilities, and recreation. The overarching goal of this plan was to "Provide a balanced and well-maintained transportation system for the safe and efficient movement of people, goods and services."¹

The Plan identified 11 key goals for transportation in the County:

1. Preserve and maintain Kittitas County's 565 miles of arterial roads and bridges.
2. Improve roads that do not meet design standards according to the County's priority system and as funds become available.
3. Improve roads with high accident rates and target road deficiencies that affect safety according to the County's priority system and as funds become available.
4. Preserve right of way for additional routes to establish a better grid system of roads, especially in areas that have only one way in and one way out and in areas experiencing a large amount of new development.
5. Maintain roadway capacity at an acceptable level of service by monitoring and forecasting development growth and identifying infrastructure improvements needed to address expected growth in the next 20 years.
6. Continue supporting programs that provide essential public transportation services for the county's senior, disabled and low-income population.
7. Implement strategies as funding becomes available to encourage people to travel in carpools, vanpools, or buses such as establishing park and ride lots or expanding existing shuttle services to nearby county residents.
8. Program improvements needed to connect travelers and freight to airports and rail services.
9. Include construction of pedestrian paths and bike routes with major reconstruction projects when they are within the non-motorized system plan and develop inter-agency partnerships to seek grants for paths and bike routes.
10. Coordinate with US Forest Service and Washington State Parks and Recreation to establish off-road parking facilities to

¹ *Kittitas County Long Range Transportation Plan - 2008*

provide access to the over 500 miles of snowmobile and dirt bike trails in the county.

11. Identify roads that are needed to access the county's recreational lands and develop partnerships with other jurisdictional agencies to seek funding to improve or construct these roads.

KITTITAS COUNTY ROAD SAFETY PLAN

The 2017 Kittitas County Road Safety Plan aims to reduce serious injury and fatal accidents throughout the County road network. The plan catalogues areas with roadside hazards, clear zone inventory, bridge rail deficiencies, and corridor/intersection improvements. It ranks projects to identify the highest priority improvements with the greatest benefits. Relevant components of the Safety Plan were included in this Transportation Element.

ELLENSBURG COMPREHENSIVE PLAN

As a part of its recent Comprehensive Plan update, the City of Ellensburg completed a transportation assessment. This plan identified key transportation goals and improvement projects for a 20-year planning horizon. Some of these projects will affect travel outside of the city, including bike and pedestrian connections to regional trails, expanded transit service, and roadway projects along University Way.

QUADCO REGIONAL TRANSPORTATION PLAN

QUADCO is the regional planning organization consisting of Adams, Grant, Lincoln, and Kittitas Counties. The QUADCO Regional Transportation Plan establishes a regional method of decision making that is also consistent with statewide goals.

It identifies six major goals for the region:

1. **Safety** - Protect the safety of our community.
2. **Preservation** - Preserve and extend the life and utility of prior transportation system investments.
3. **Economic Vitality** - Enhance our region's economic vitality by promoting and developing transportation systems that

stimulate, support, and enhance the movement of people and goods.

4. **Mobility** - Enhance the mobility of people and goods throughout the region by providing an interconnected transportation system and opportunities for choosing different transportation modes.
5. **Environment** - Protect our region's environment and high quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
6. **Stewardship** - Improve the quality, effectiveness, and efficiency of our region's transportation system and growing communities with cost effective investments that have public support.

KITTITAS COUNTY PARK, RECREATION & OPEN SPACE (PROS) PLAN

The 2016 Park, Recreation & Open Space (PROS) Plan inventories Kittitas County's current open space, park, and trail facilities. It also outlines future demand and the preferred actions for the expansion and management of these spaces. It identifies 12 goals; the three that are most relevant to this effort are included here:

- **Strategic Role** - Undertake a strategic approach to open space, trail, park, and recreation facilities and recreation services where Kittitas County assumes responsibility for functions of countywide interest where there are no other viable sponsors, and helps coordinate or support functions and activities that have other viable sponsors.
- **Trail Systems** - Facilitate the planning, development, and operation of a variety of countywide trails including winter, water, horse, off-road hike and bike, off-road vehicle and all-terrain vehicle trails, on-road bicycle touring routes and scenic drives that are directly related to environmental resources that are of most interest to Kittitas County residents and tourists.
- **Design Standards** - Develop and maintain design guidelines to ensure facilities are

accessible, safe, and easy to maintain, with life cycle features that account for long-term costs and benefits.

WASHINGTON STATE FREIGHT MOBILITY PLAN

Washington State Department of Transportation (WSDOT) created the Freight Mobility Plan in 2014 to ensure the enhancement of trade flows and associated economic growth throughout the state. It conforms to federal freight goals and the Moving Ahead for Progress in the 21st Century Act (MAP-21) objectives for each state to create a Freight Mobility Framework. The plan was developed with three objectives:

- Developing an urban goods movement system that supports jobs, the economy, and clean air for all; and provides goods delivery to residents and businesses.
- Maintaining Washington’s competitive position as a global gateway to the nation with intermodal freight corridors serving trade and international and interstate commerce, and the state and national Export Initiatives.
- Supporting rural economies’ farm-to-market, manufacturing, and resource industry sectors.

I-90 SNOQUALMIE PASS EAST PROJECT

The Federal Highway Administration (FHWA) and WSDOT are making improvements to a 15-mile section of I-90 east of Snoqualmie Pass. The corridor project will widen the freeway, build and replace bridges, minimize closures due to avalanches and rockslides, and address wildlife connectivity. Phase 1 addresses the first five miles of the corridor and will be completed in 2018. Phase 2 improves the next two miles and will be completed in 2019, and funding has been secured for the remaining eight-mile section.

Completion of the project will result in a six-lane freeway with less avalanche closures, increased safety, and new pavement. The improved corridor will increase traffic capacity coming to and from Kittitas County along I-90.

GMA

The State’s Growth Management Act of 1990 requires communities to prepare a transportation plan that ties directly to the County’s land use decisions and financial planning. This Transportation Element Update fulfills the mandate.

1.3 ROLE OF THE TRANSPORTATION ELEMENT

The Transportation Element provides a framework that outlines the policies, projects, and programs necessary to implement the County's vision for future mobility. The Transportation Element also describes the financial environment for transportation investments out to 2038.

In essence, the Transportation Element informs the development of the Capital Improvement Program by identifying the types of maintenance and operational improvement projects the County should undertake to support future travel trends. The element also evaluates how these projects coincide with the community's values and financial resources.



Wild Horse Wind and Solar Facility

1.4 ELEMENT ORGANIZATION

This Transportation Element includes seven chapters in addition to the Introduction (**Chapter 1**):

- **Chapter 2 – Conditions and Trends:**
Describes conditions for all travel modes in the existing transportation system. This chapter also identifies current challenges and trends that will affect the County's transportation network in the future.
- **Chapter 3 – Transportation Goals and Policies:**
Describes Kittitas County's vision for transportation and the goals and policies that serve as the basis for the Transportation Element.
- **Chapter 4 – Maintaining our System:**
Describes how the County operates and maintains its transportation system, including ongoing programmatic activities and expenditures. This chapter discusses best practices in good state of repair.
- **Chapter 5 – Future Transportation Vision:**
Introduces a layered network concept that forms the foundation of this plan to accommodate all modes of travel and create a complete transportation network in Kittitas County. This section also details how to accommodate each travel mode and establishes the County's level of service standards.
- **Chapter 6 – Capital Plan:**
Provides a long-term capital plan based on the community values expressed in the transportation goals and layered network.
- **Chapter 7 – Implementing the Transportation Plan:**
Evaluates Kittitas County's financial conditions over the next 20 years and provides guidance on plan implementation.

2 CONDITIONS AND TRENDS

2.1 EXISTING CONDITIONS

This chapter describes how people use Kittitas County's transportation network today, as well as how that may change over the next 20 years as the region grows. The way people travel is greatly influenced by the built environment, which includes land use and travel corridors, as well as the key destinations where people live, work, shop, and recreate. This chapter also describes trends in how people are traveling based on anticipated development patterns and travel mode data.

LAND USES AND KEY DESTINATIONS

The places where people live, work, and play are impacted by how a county and its communities guide development. The Land Use Element of this Comprehensive Plan provides this guidance. The Kittitas County zoning map regulates the types of uses that are allowed in specific areas of the region. This zoning map leads to clustering of like uses, for example shopping and other commercial destinations in downtown and along major roadway corridors, with other areas limited to primarily residential development or agriculture. Changes to zoning can affect not only the land use, but also use of the surrounding transportation network. The current zoning map for Kittitas County is shown in **Figure 2**. Key destinations in the county are mapped in **Figure 3** and described below.

The incorporated cities in Kittitas County are Ellensburg, Cle Elum, South Cle Elum, Roslyn, and Kittitas. Ellensburg is the county seat and the largest of these cities, a hub of commercial and recreational activity. The cities of Roslyn and Cle Elum are both centers of recreational tourism. Even within these incorporated communities, the majority of housing is detached single family with an owner occupied housing rate of 58 percent².

More than half of the county is forested, with 30 percent pasture and only two percent urban land. Agricultural developments are located throughout Kittitas County, with lower, more level expanses located in the central and southeast regions. The County is known for its high quality Timothy Hay that is shipped all over the world. Timber has historically

been another major economic commodity for County residents, although current trends see that potentially declining over the next 20 years. The export of forest and agricultural products lead to a lot of farm and heavy vehicles traveling on low volume County roads. This can lead to disproportionately high levels of pavement damage and safety concerns.

Large swaths of the northwest portions of the county are highly mountainous, with the Okanogan-Wenatchee National Forest, four lakes that the US Bureau of Reclamation (USBR) operates as part of the Yakima Project, and Lake Easton State Park comprising large areas of public land. Recreation opportunities draw crowds to the sno-parks, lakes, and trails. Sixty four percent of Kittitas County land is managed by state or federal agencies so interagency cooperation is crucial.

While there is a large amount of privately held land in the County that could be available for development, growth is constrained by the availability of potable water in many areas. Development is then concentrated in areas of the County that have access to potable water, putting a strain on existing roadways. Maintaining the existing public facilities to account for this growth is as important as planning for new growth during the 20-year planning horizon.

It is important to consider that areas of commercial, industrial, and dense residential land use tend to have more concentrated trips and can be supportive of alternative modes of travel such as transit, whereas areas of low density residential and agricultural use tend to have dispersed trip patterns more conducive to trips made by personal vehicle. Recreational destinations are also subject to seasonal trip fluctuations, which can stress local roadway networks.

² ACS 2011-2015

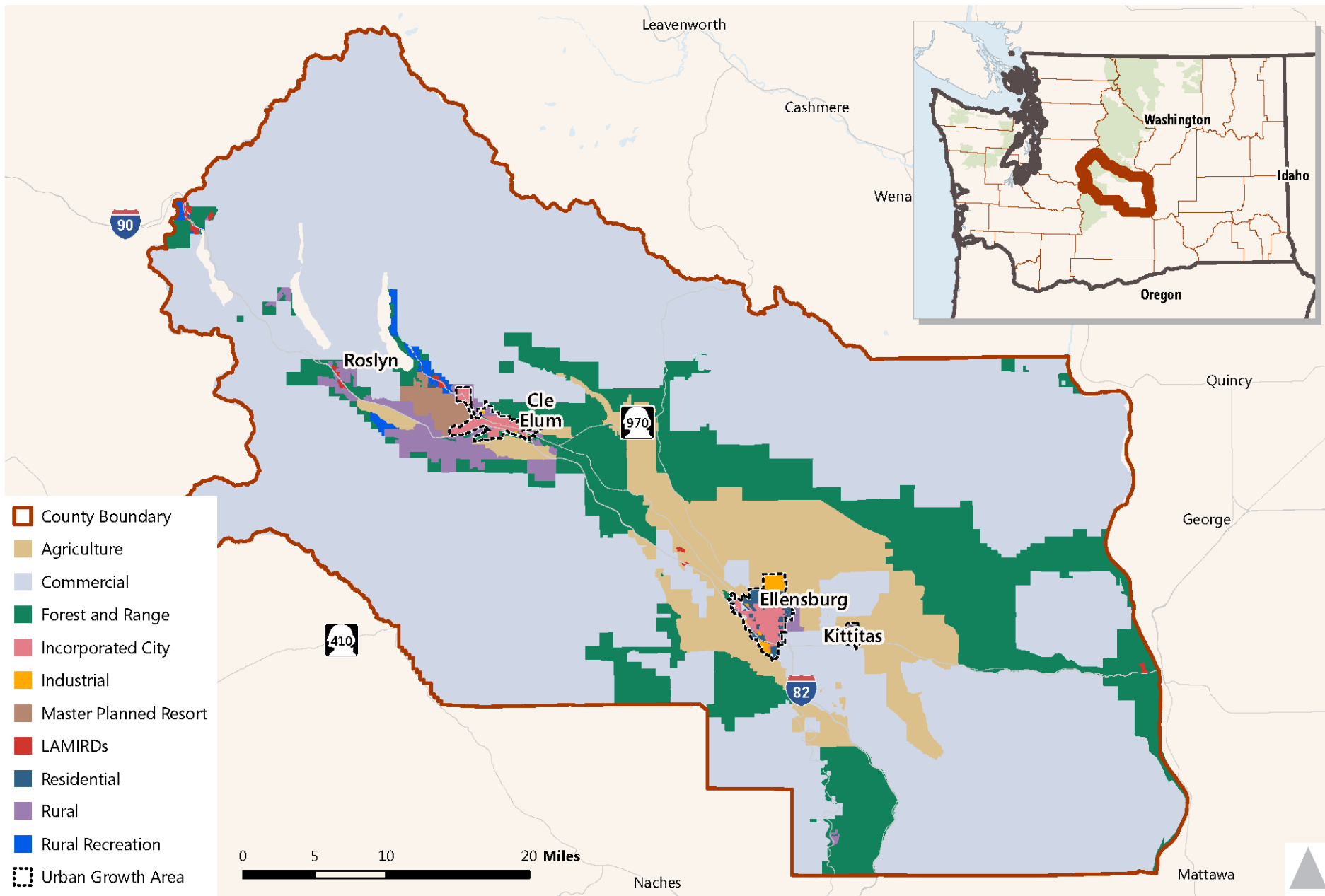


Figure 2
County Zoning Map

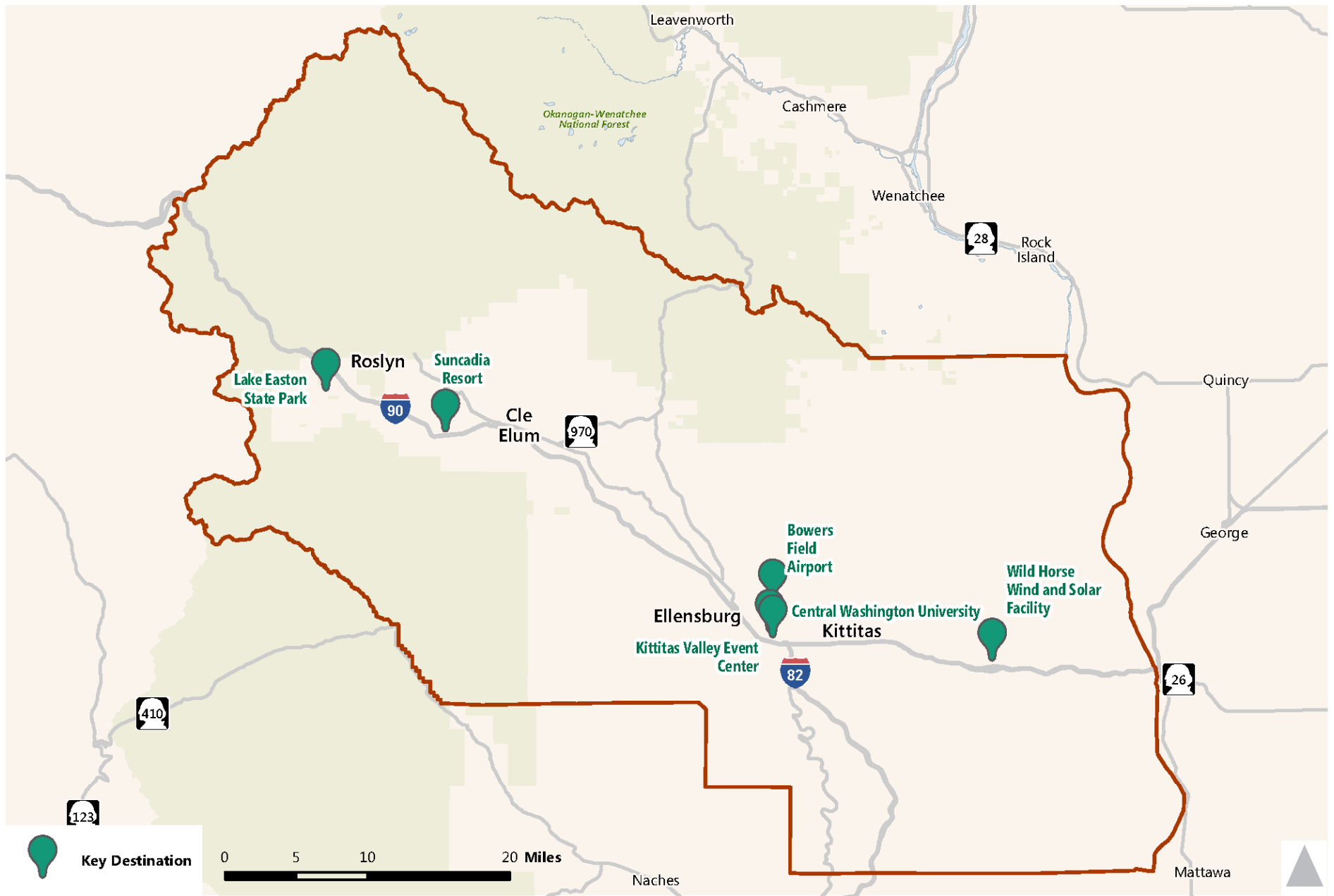


Figure 3
Key Destinations



Ellensburg

Ellensburg, the county seat of Kittitas County, is a city rich in history, and home to Central Washington University. Ellensburg has continued to grow since it was incorporated in 1883, and is projected to have 11,757 new residents and 6,998 new jobs by 2037. Currently half of county residents live in Ellensburg.

The main commercial areas in Ellensburg are the Central Commercial zones, the Commercial Highway zones, and the Commercial Tourist zones. The Central Commercial zone is generally comprised of older historic buildings in the historic downtown core that was rebuilt after the fire of 1889 and that was revitalized beginning in the late 1970s. Outside of the Central Commercial zone, areas of commercial development are largely auto-oriented with larger buildings and ample off-street parking lots. The Central Commercial II zone includes newer developments, like the Fred Meyer shopping center. Newer developments are also located in pockets of Commercial Highway zones, mostly centered on Canyon Road near I-90, West University Way, and Vantage Highway. Tourist services such as restaurants, coffee shops, and gas stations are clustered in the Commercial Tourist zones around the two interstate interchanges in Ellensburg.

As the largest urban center in the county, Ellensburg provides many essential services. The Ellensburg School District serves almost 3,300 students as of May 2016³ and operates five K-12 schools that serve the community. Kittitas Valley Healthcare Hospital serves Ellensburg and the surrounding areas. The hospital is a 25-bed inpatient facility, although outpatients make up 85 percent of the total usage. The hospital employs approximately 600 people in addition to other medical clinics on the same campus. Ellensburg also has a number of retirement communities and medical facilities. ADA accessible pedestrian infrastructure surrounding retirement communities and medical communities should be in place for those that wish to walk.

³ Office of Superintendent of Public Instruction. 2016. "Washington State Report Card, Ellensburg School District" <http://reportcard.ospi.k12.wa.us/summary.aspx?groupLevel=District&schoolId=127&reportLevel=District&orgLinkId=127&yrs=2015-16&year=2015-16>

⁴ Central Washington University. 2016. "Quick Facts" <https://www.cwu.edu/about/quick-facts>

Central Washington University

Central Washington University (CWU) is a major destination and economic driver in the County. The 380-acre campus is located northeast of historic downtown Ellensburg. The University had almost 11,000 students enrolled in the 2015-2016 academic year, of which over 3,000 live on campus⁴. In addition to students, there are about 1,500 faculty and staff members⁵. The large concentration of students, faculty, and staff leads to university-specific transportation issues, such as clustering of arrivals and departures around class schedules, parking availability and pricing concerns, and how to accommodate students without access to personal vehicles. The University has plans for continued growth in enrollment and campus facilities, particularly on the relatively undeveloped areas on the north end of campus. Growth at CWU was considered in future conditions analysis.

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 activity⁶.

ELN is planning for significant capital construction over the next six years. During the period of 2019-2024, improvements to runway 11-29 and construction of a parallel taxiway will be implemented as shown in **Figure 4**. By 2024 it is anticipated that runway 11-29 will be lengthened from 4,301 feet to approximately 5,128 feet to better serve small jet aircraft and increase additional economic development opportunities for ELN.

The airport supports the County's largest land bank of industrial land. It is likely that as airport improvements progress, businesses will want to use this land for development and truck and passenger vehicle traffic will increase. Due to these anticipated

⁵ Central Washington University. 2014. "Economic Impact" <http://www.cwu.edu/president/sites/cts.cwu.edu.president/files/documents/economic%20impact%20brochure%20final2.pdf>

⁶ WSDOT. 2012. "Airport Economic Profile". <https://www.wsdot.wa.gov/NR/rdonlyres/A3DF6FC9-CB27-4CBD-BAA4-31F26BC08896/0/2012BowersField.pdf>

changes it is recommended that the County revisit the travel demand forecast for the Bower's Road area by 2028. In the coming years, the ELN capital improvements will significantly enhance air transport connection to the road transportation network.

Kittitas Valley Event Center

The Kittitas Valley Event Center, also known as the fair and rodeo grounds, are located in Central Ellensburg. They are a major draw on Labor Day weekend coinciding with the Kittitas County Fair and Rodeo, but are used intermittently throughout the year for equestrian and 4-H related activities. In 2016, the County adopted a Master Plan for the grounds – this element considers consistency with potential improvements at the event center. The Composite Long Range Plan for the Event Center is shown in **Figure 5**.

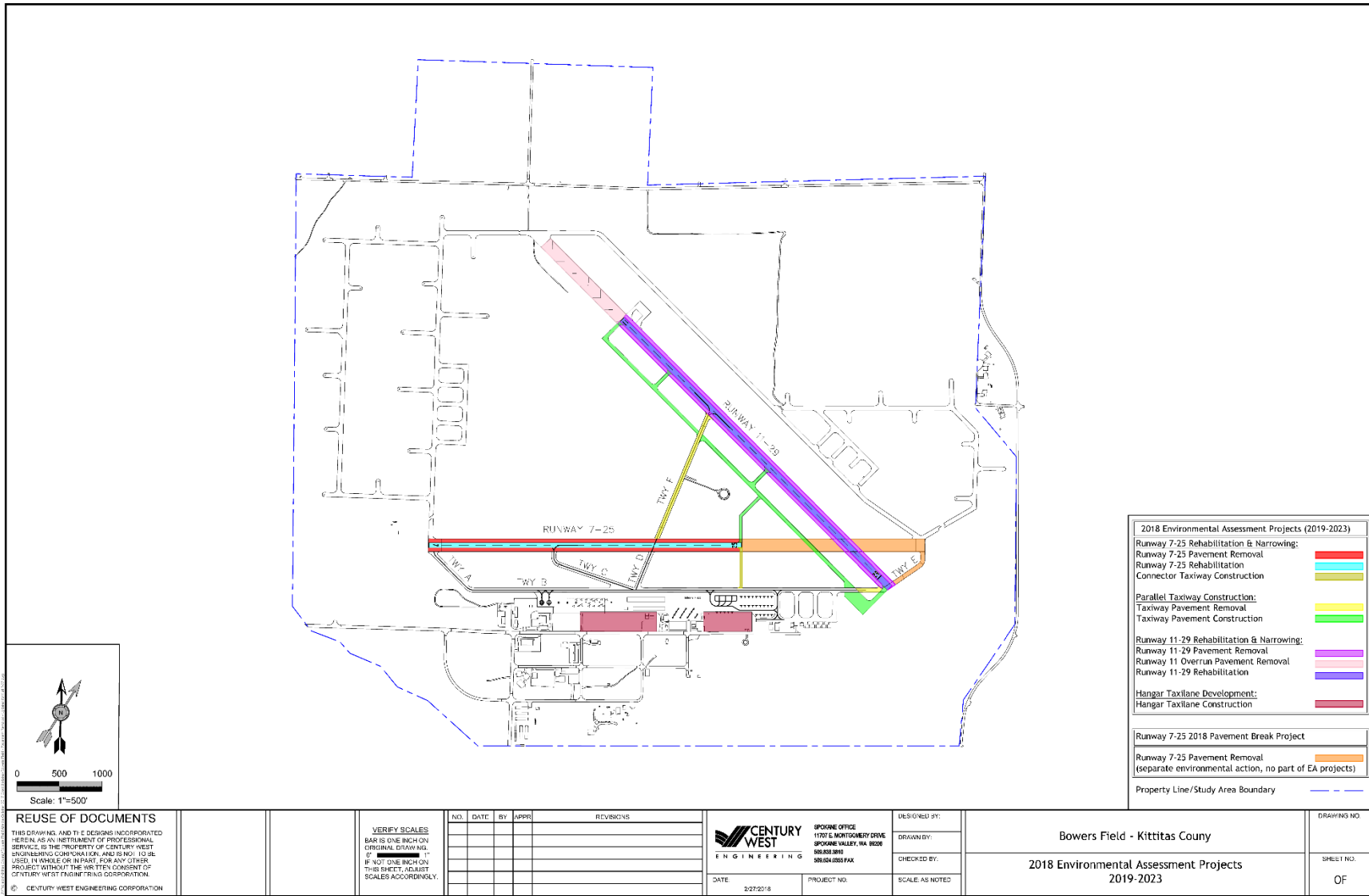


Figure 4
Bowers Field Environmental Assessment Projects 2019-2023



Figure 5
Kittitas Valley Event Center Master Plan

Cle Elum-South Cle Elum vicinity

Meaning “swift water”, Cle Elum is the second most populous city in Kittitas County. Along with neighboring city South Cle Elum, Cle Elum is a gateway to outdoor recreation. The city’s recreational opportunities include camping, hiking, biking, horseback riding, water sports, and winter snow sports. The Coal Mines Trail connects the towns of Roslyn, Ronald, and Cle Elum along a series of historical mines. The city also boasts museums, restaurants, and lodging.

Roslyn vicinity

Originally a coal-mining town, Roslyn is now a beautiful historic destination. There is a brewery and a variety of restaurants to enjoy in town, as well as the historic theater and summer Farmer’s Market. Roslyn connects visitors to Lake Cle Elum, the Alpine Lakes Wilderness, and the greater Okanogan-Wenatchee National Forest for year round outdoor recreation.

Suncadia Resort

Situated between the cities of Cle Elum and Roslyn, Suncadia Resort is a 6,000-acre community just four miles from I-90. It includes lodging, residential homes, golf courses, a spa, shops, and restaurants. It has connections to many hiking and biking trails and other recreation opportunities. Suncadia is a major economic and transportation generator in the County. Future-year traffic analysis included a model scenario with high growth at Suncadia.

The Yakima Project

During the first half of the twentieth century, the Bureau of Reclamation built several canals, reservoirs, and dams in Kittitas and Yakima Counties. These served to control flooding, generate power, and transform the region from an arid desert to richly irrigated farmland that produces over \$1.3 billion in crops annually⁷. It also provides a unique opportunity for recreation at Keechelus Lake, Kachess Lake, Cle Elum Lake, and Lake Easton.

Lake Easton State Park

Lake Easton State Park encompasses 516 acres in the Northwest corner of Kittitas County⁸. It is owned by the Bureau of Reclamation as part of the Yakima Project but is managed by the Washington State Parks system. It is a popular destination for summer recreation such as hiking, camping, and fishing as well as winter sports. It includes over 12 miles of hiking and biking trails, boat docks, and ski trails.

Wild Horse Wind and Solar Facility

Located 16 miles east of Ellensburg, the Wild Horse Wind and Solar Facility supplies clean energy to citizens throughout the Puget Sound. It can generate up to 273 megawatts of electricity from wind turbines and 502 kilowatts from solar panels, one of the largest installations in the Northwest⁹. The Renewable Energy Center at Wild Horse has educational displays, guided tours, and beautiful views of the surrounding mountains. It also hosts meetings and special events, and allows for hunting and other outdoor recreation during the summer.

Yakima Training Center

An outpost of Joint Base Lewis-McChord in Tacoma, the Yakima Training Center is a military training base spanning 327,000 acres in Kittitas and Yakima Counties. While there are a limited number of soldiers permanently stationed there, the Training Center hosts thousands of troops annually for large-scale training exercises¹⁰. The regional transportation network must be equipped to handle convoys of heavy-duty military vehicles and the large volumes of traffic that travel to and from the center.

⁷ <https://www.usbr.gov/projects/pdf.php?id=220>

⁸ <http://parks.state.wa.us/532/Lake-Easton>

⁹ www.pse.com/inyourcommunity/ToursandRecreation/WildHorse/Pages/default

¹⁰http://www.yakimaherald.com/news/local/the-yakima-training-center-our-quiet-neighbors/article_06c14cf0-7c6f-11e5-873a-b75194abefa5.html

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.

The majority of land in the County is owned by Federal and State entities, including the Department of Natural Resources and State Park Service (see **Figure 6**). The United States Forest Service (USFS) maintains certain roadways within Kittitas County, which are known as “Schedule A” roads. As County residents use roadways on Federal and State land, coordination between all parties is important to properly maintain these roadways.

This plan classifies Kittitas County’s roadways into interstates, principal and minor arterials, major and minor collectors, and local streets, as shown in **Table 1**, and **Figures 7 to 9**.



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



Higher volume roads connect the County to regional destinations.

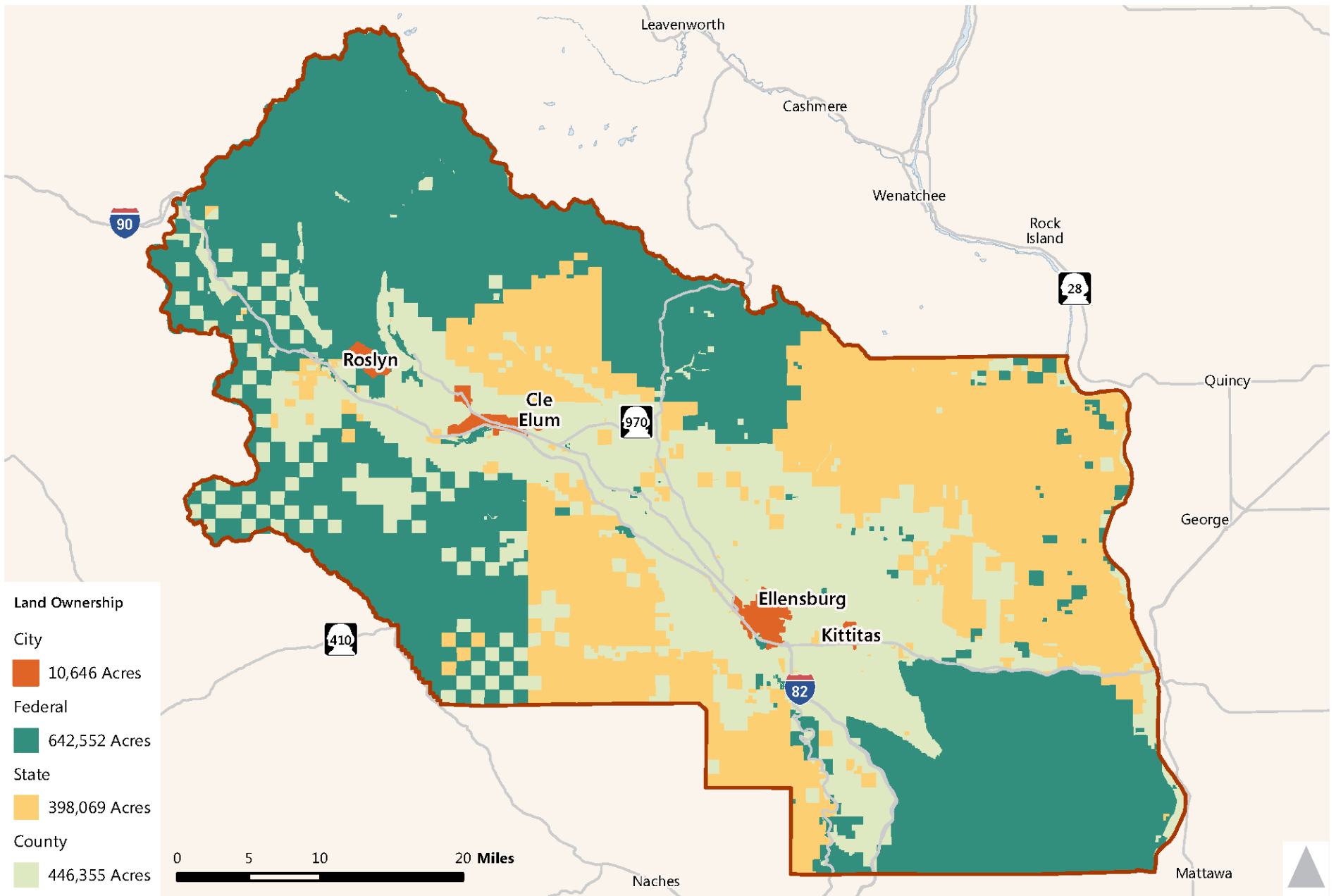

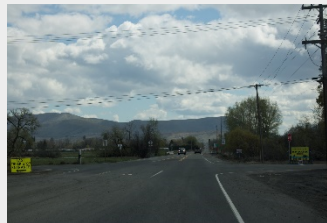



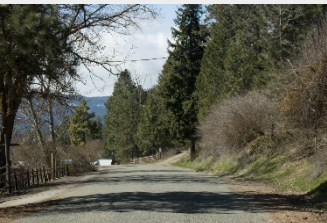


Figure 6
Land Ownership In Kittitas County



Table 1. Classifications of Roadway

Roadway Type	Description / Purpose	Example	Photo
Interstate	Interstates primarily serve long distance travel between cities and carry high volumes. They provide only limited access via grade separation and access ramps.	I-90 I-82	
Principal Arterial	Principal arterials tend to carry the highest volumes of any roadway type below interstate routes. They can potentially serve regional through trips and connect the region.	University Way US 97	
Minor Arterial	Minor arterials are designed for higher volumes, but tend not to be major regional travel ways. Minor arterial streets provide inter-neighborhood connections.	Vantage Highway Kittitas Highway	
Major Collectors	Collectors distribute trips between local streets and arterials and serve as transition roadways to or from commercial and residential areas. Collectors have lower volumes than arterials, and must balance experience for all modes.	Thorp Highway S Number 81 Road	
Minor Collectors	Minor Collectors serve a similar purpose to Major Collectors, however they are distinguished by having lower traffic volumes and more connecting driveways. Minor collectors offer more access at lower speed and with fewer travel lanes.	Hungry Junction Rd Mohar Rd	
Local Streets	Local streets are the lowest functional classification, providing circulation and access within residential neighborhoods. Many local streets do not require sidewalks given their lower traffic volumes and speeds.	Denmark Road Ferguson Road	

Source: Fehr & Peers, 2018

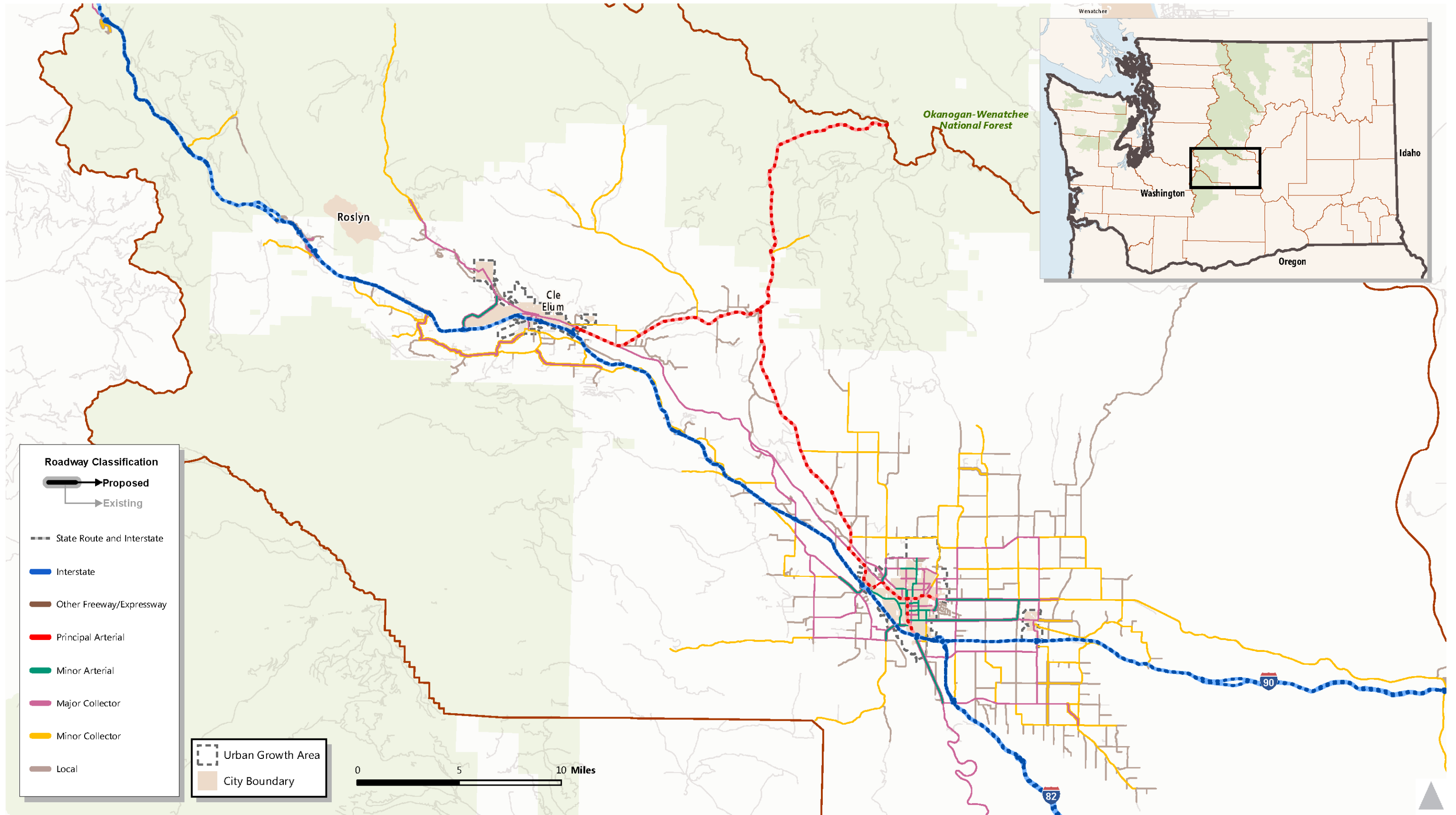


Figure 7
Existing and Proposed Functional Roadway Classification - Kittitas County

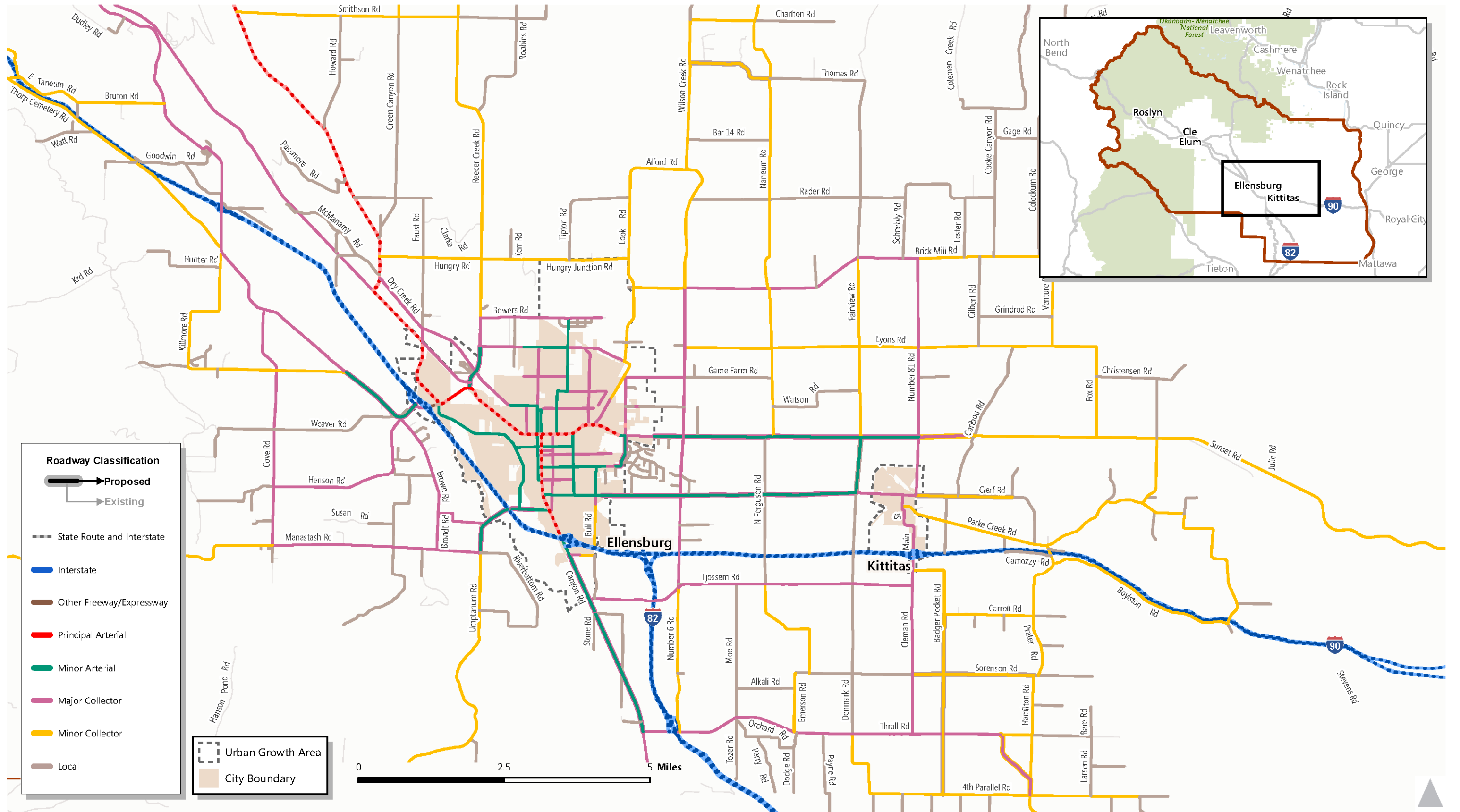


Figure 8
Roadway Functional Classifications - Ellensburg

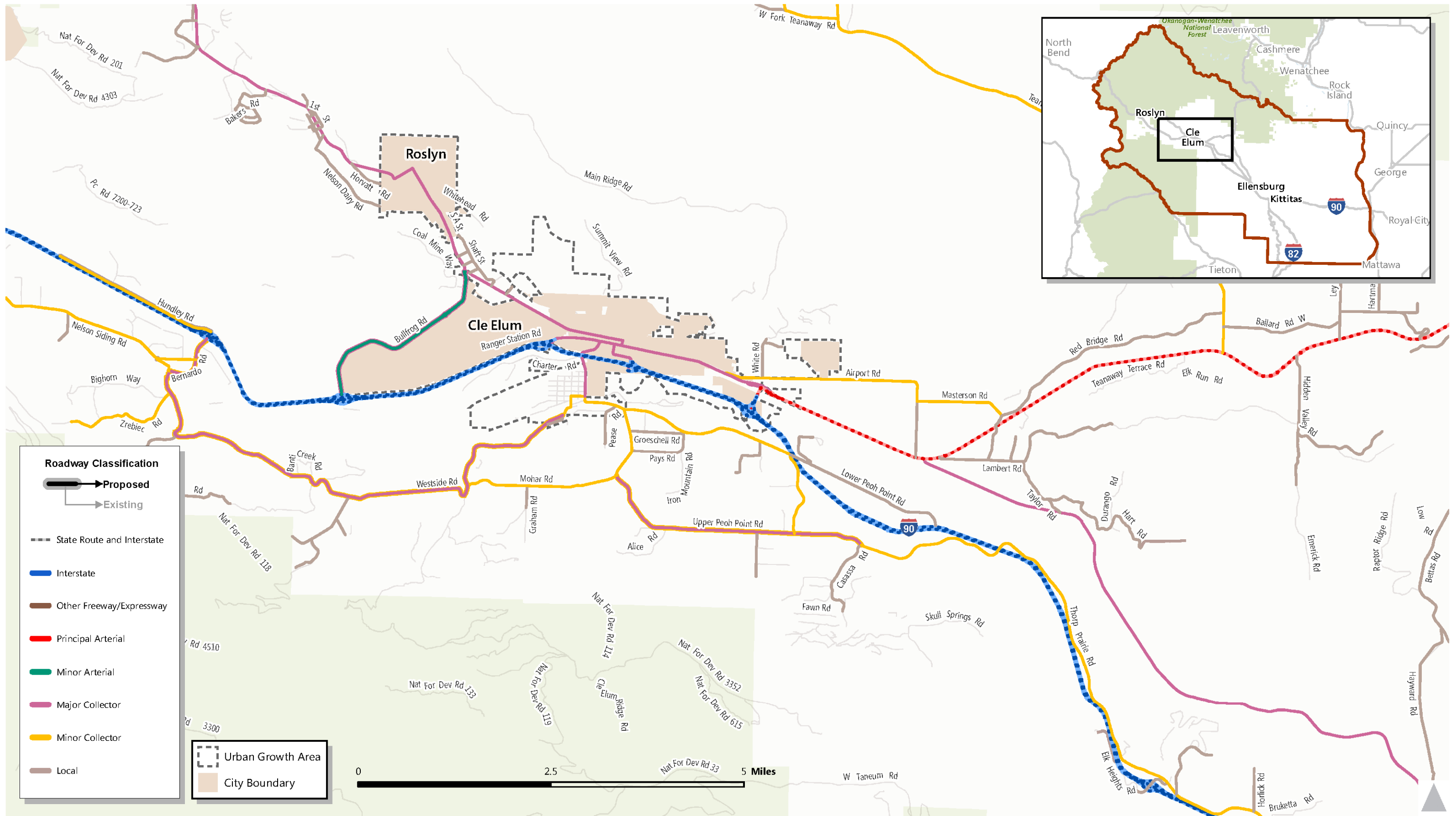


Figure 9
Roadway Functional Classifications - Cle Elum

Pedestrian and Bicycle Network

Provision of facilities for walking and biking is essential to providing a functional, multimodal transportation system that accommodates all users. Residents and visitors walk and bike as part of their daily travel for many reasons. Children attending school, seasonal laborers hiking to a jobsite, and senior citizens taking a mid-day stroll, all require safe amenities.

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 speeds roadways without separate nonmotorized facilities make walking and biking uncomfortable and less safe.

The Ellensburg Comprehensive Plan identifies areas in the city for improvements to the bicycle and pedestrian networks. It also calls for improved pedestrian and bicycle safety. As a result, providing pedestrian and bike infrastructure in connecting unincorporated areas should remain an important goal for the County.

Countywide, biking is accommodated on trails and on shoulders along rural roadways. The scenic John Wayne 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.

Figure 10 is from the County's Long Range Transportation Plan and shows the location of bike and trail facilities in Kittitas County.



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



The John Wayne Trail is a scenic pedestrian route.



Wide shoulders and separated trails provide safer accommodations for bicyclists.

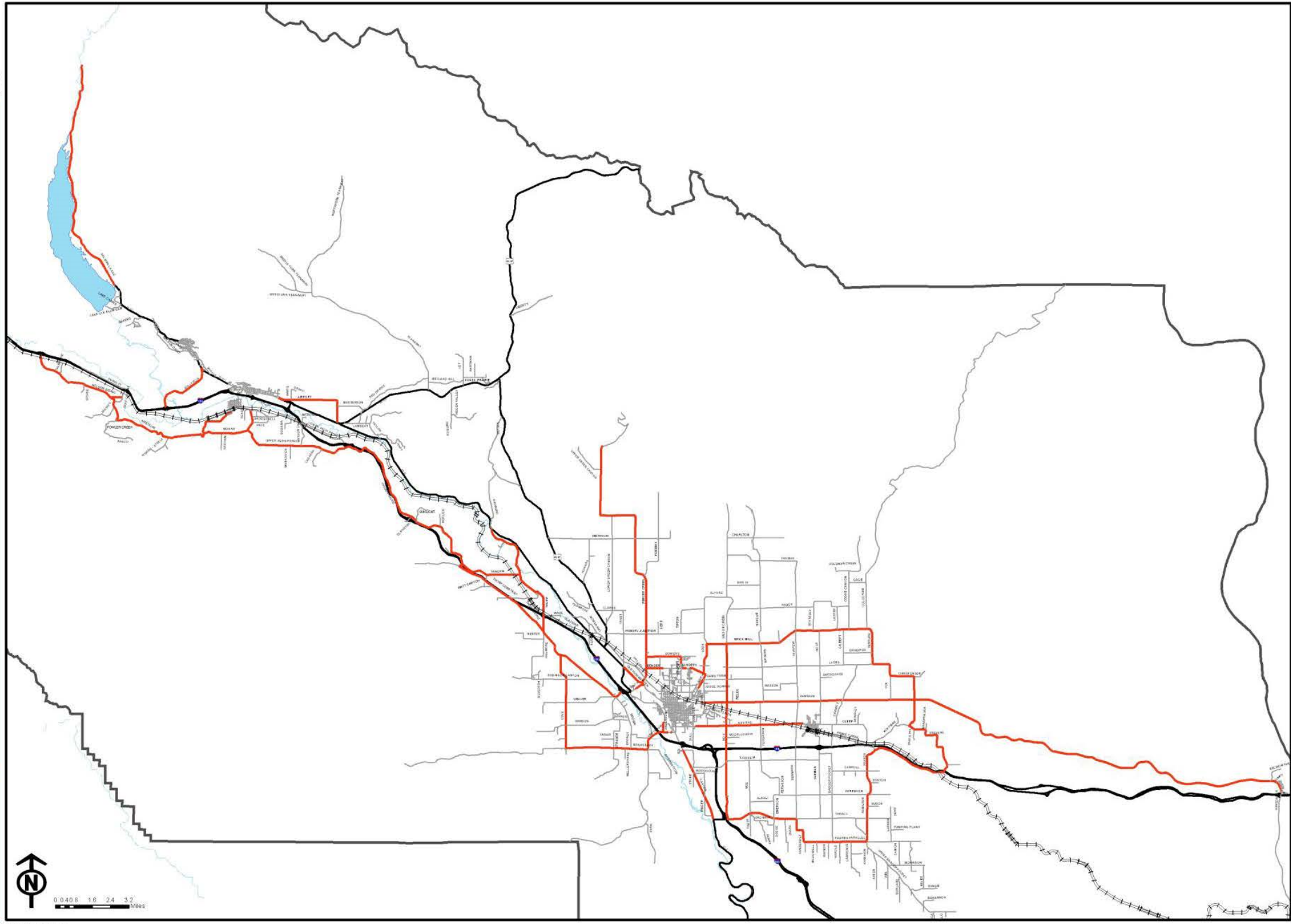
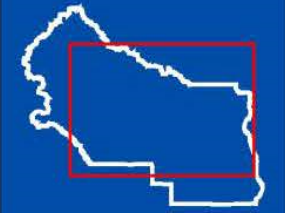


Kittitas County Transportation Plan

Bike Routes

Legend

- COUNTY ROADS
- BIKE ROUTES
- WSDOT ROADS
- JOHN WAYNE TRAIL



2007 Kittitas County Department of Public Works

Figure 10
Existing Bicycle Facilities

Transit Network

The city of Ellensburg is the only location in Kittitas County with regular intracity transit service. Route 1 and Route 2 are operated along the same route, but in opposite directions. Headways between buses on each route are currently one hour. Approximately 54,000 transit trips are taken annually on Central Transit. Ellensburg recently voted for a sales tax measure that partially funds transit service in the city. The existing Central Transit service is a collaboration between the City, CWU, and HopeSource, a Community Action Agency in Ellensburg. With the new sales tax, Ellensburg has hired a transit manager as a full time position, and will continue to improve existing service. It is planning to add 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. **Figure 11** shows existing and future routes by Central Transit

In addition to the Central Transit service, Ellensburg is also served by the Yakima-Ellensburg Commuter operated by Yakima Transit. The route does not provide local service but connects to Yakima and offers three stops in Ellensburg (**Figure 12**). There are a total of seven weekday trips in each direction (Yakima to Ellensburg and vice versa) and no weekend or holiday service.

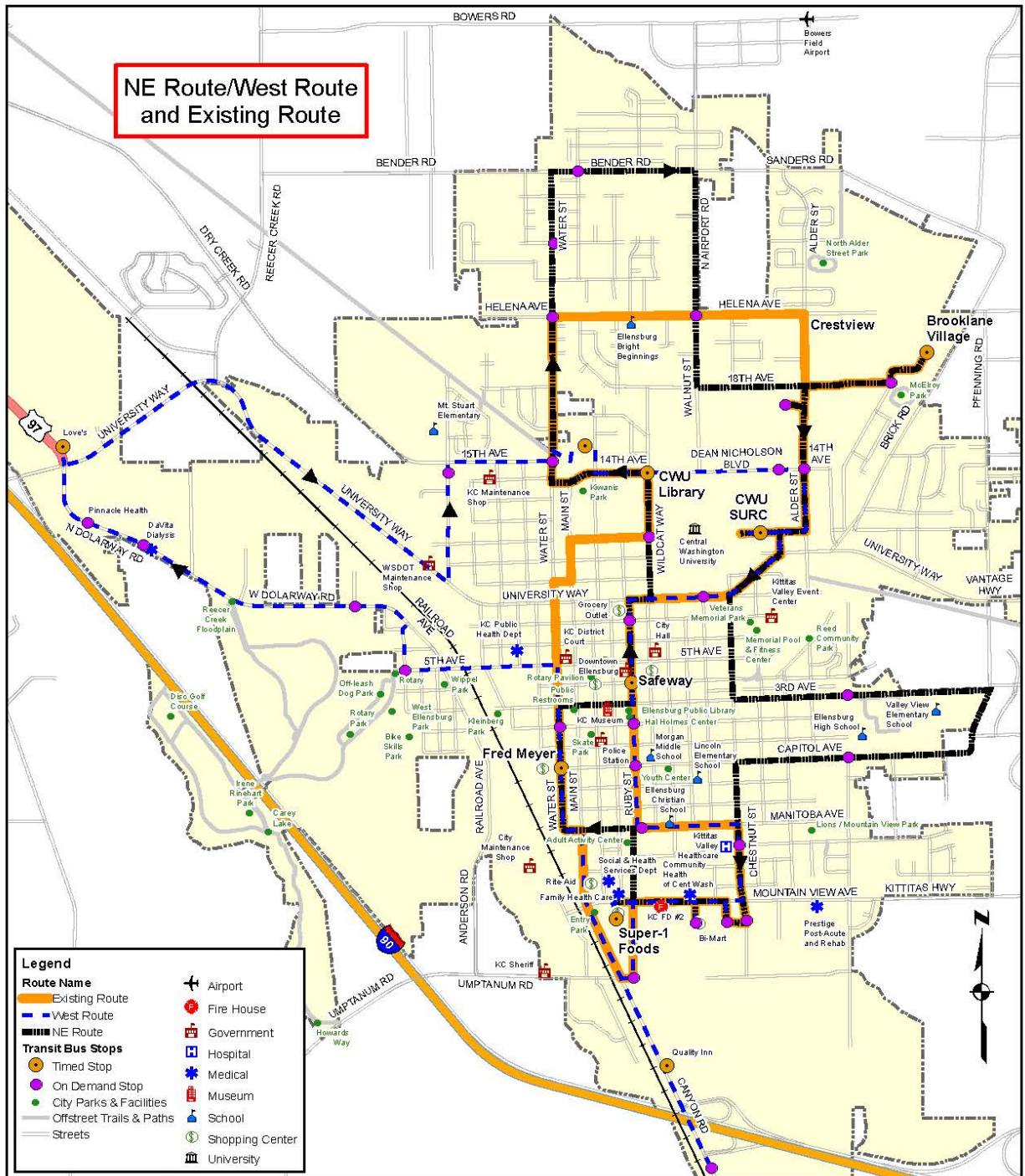
HopeSource offers on-demand shuttle service in Cle Elum, Easton, Kittitas, Ronald, and Roslyn. Trips must be booked two days in advance and specialized needs such as medical appointments are prioritized.

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 CWU to Moses Lake in Grant County. This project will facilitate travel between the counties along the I-90 corridor.



A Central Transit bus in Ellensburg.



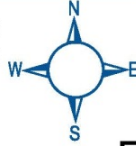
ELLENSBURG LOCAL TRANSIT ROUTE

March 23, 2017
NOT TO SCALE

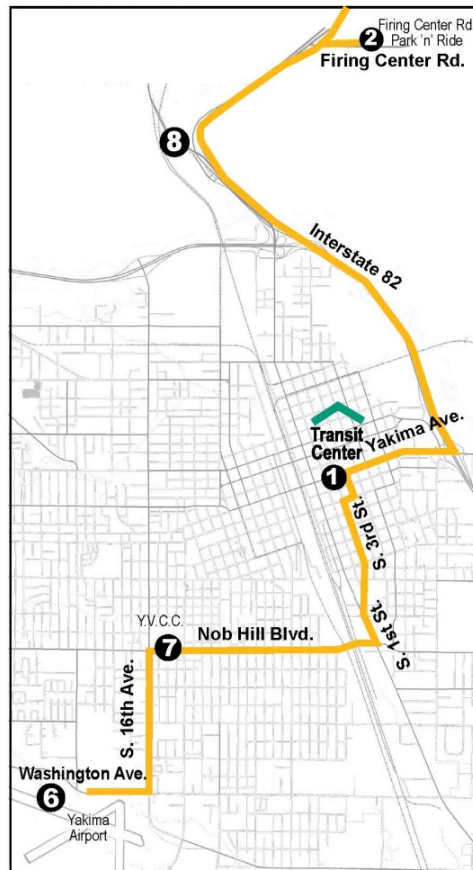
Figure 11
Central Transit Existing and Proposed Transit Routes

Route 11 | Yakima-Ellensburg Commuter

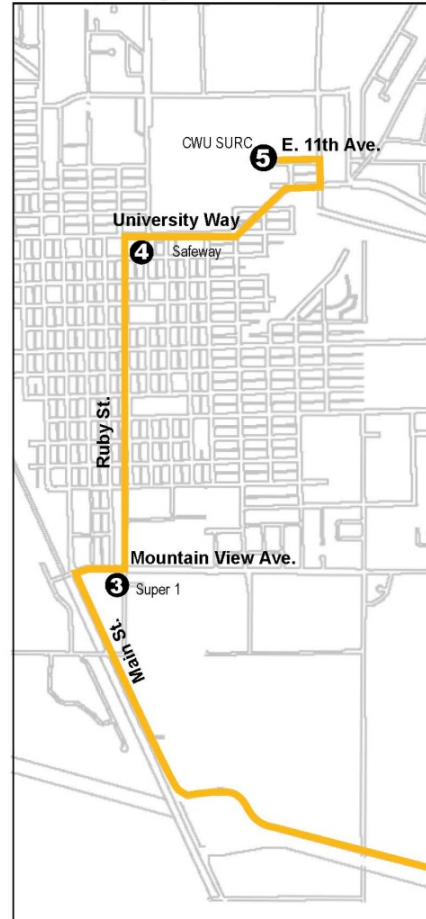
The Commuter Express runs the same route Northbound and Southbound. The black dots mark the only bus stops.



Yakima/Selah



Ellensburg



All routes served by lift-equipped buses

Express buses make limited stops.

Serving: Yakima Airport, Yakima Valley Community College, Yakima Transit Center, Selah Civic Center, Yakima Firing Center Road Park and Ride, Ellensburg Super 1, Ellensburg Safeway (4th & Ruby), Central Washington University SURC.

36 For Yakima-Ellensburg Commuter Information, call Yakima Transit at 509-575-6175

Figure 12
Yakima-Ellensburg Commuter Route

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.

As discussed earlier in this chapter, 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.

WSDOT has identified the state’s major truck corridors (**Figure 13**). They rank the corridors by the amount of goods that they carry each year, measured in gross tons annually. **Table 2** below shows the thresholds applied to determine each roadway’s classification.

Table 2. WSDOT Freight Road Classifications

Road Classifications	Goods Moved
T-1	Over 10 million gross tons annually
T-2	4 to 10 million gross tons annually
T-3	300,000 to 4 million gross tons annually
T-4	100,000 to 300,000 gross tons annually
T-5	Over 20,000 gross tons in 60 days

Source: WSDOT, 2015

The heavily traveled T-1 corridors in Kittitas County are I-90 and I-82. SR 97, SR 970, Vantage Highway, W Dolarway Road/Railroad Avenue, parts of Umptanum Road, Canyon Road, Water Street, and Mountain View Avenue in Ellensburg are T-2 corridors. SR 903 through Roslyn and down to Cle Elum is a T-3 corridor as is SR 821 south of Ellensburg and multiple arterials surrounding Ellensburg and

Kittitas. SR 10 is a T-4 corridor stretching from Cle Elum to Ellensburg.

The region is also bisected by a major railroad corridor carrying over 5 million tons of goods each year¹¹. 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.

¹¹ 2014 Washington State Freight Mobility Plan

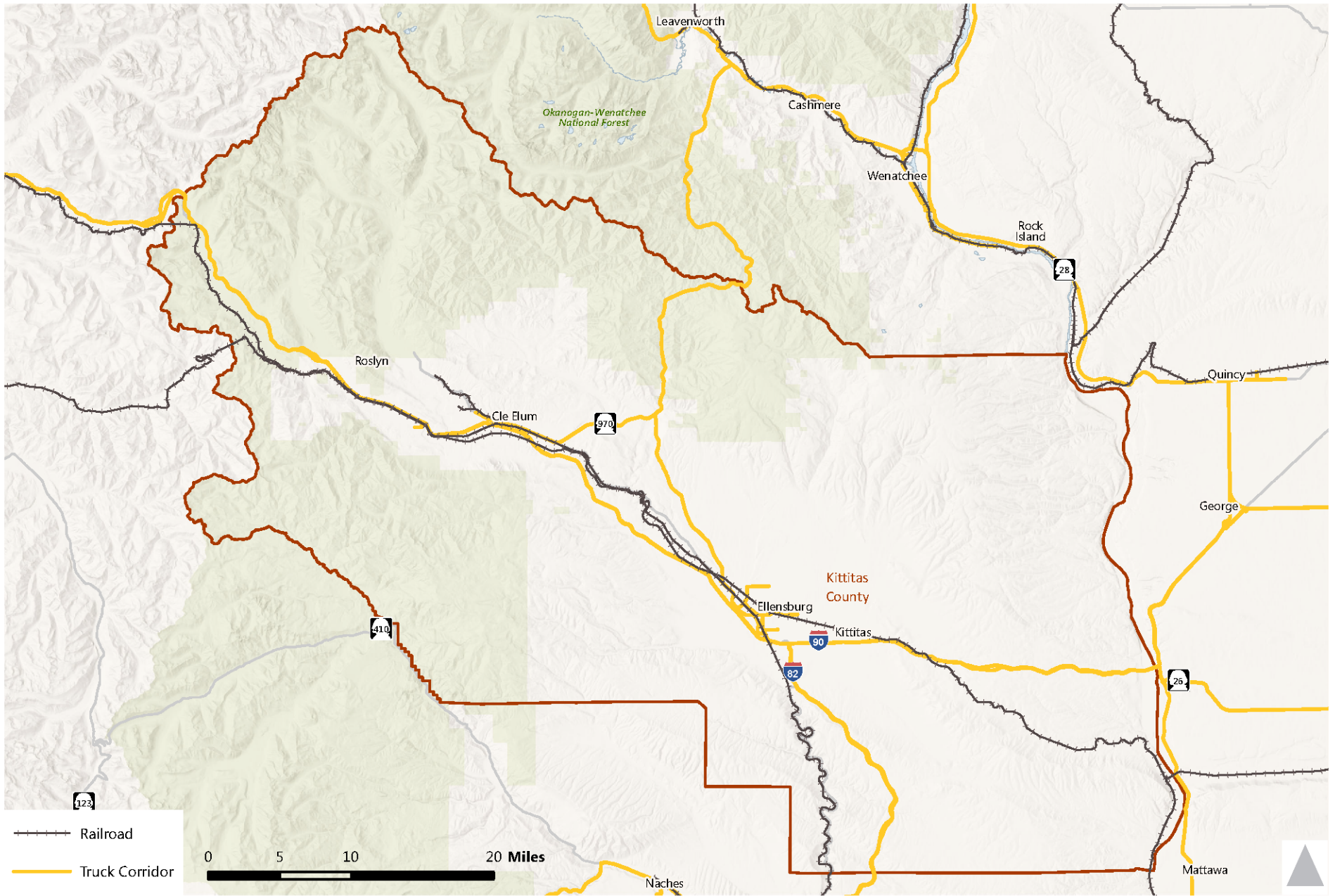


Figure 13
Truck and Rail Corridors



Auto Network

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 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.

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. This analysis was performed for multiple times of the year to capture seasonal shifts in traffic volumes.

Appendix A describes the Level of Service definitions from the Florida Department of Transportation, which is a standard methodology for measuring the performance of roadway corridors. 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.

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 UGA 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. Reecer Creek Road from Bowers Road to Old Highway 10 also sees increased volumes, which will increase LOS to D by 2038. However, because this plan reclassifies this section of Reecer Creek to an urban arterial, this is considered within the County's LOS standard. **Figure 14, Figure 15, and Table 3** show the LOS segment maps and LOS analysis summary. A secondary analysis was performed to capture possible traffic increases from high growth at the Suncadia Resort. The LOS results

were found to be very similar to the scenario without additional growth in Suncadia. Detailed LOS results can be found in **Appendix B**.

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.

SAFETY

The County undertook a detailed safety analysis along the roadway network that was compiled in the 2017 Road Safety Plan. The Plan aims to reduce fatalities and severe injury accidents across the County's road network by analyzing crash data and ranking roadway improvement projects based on effectiveness.

Between 2011 and 2015, about one third of collisions in the County resulted in injury. Nineteen percent of those injuries were fatal and 81 percent were serious injuries. Of these, the most common collision types were hitting a fixed object and overturning. Higher speeds and lack of lighting were also major contributing factors.

Knowing the contributing factors to these collisions, the County scored the safety projects on the presence of potential hazards, inclusion in previous plans, road curvature, adequate clear zone, and instances of severe collisions. The final project list contains 39 items with eight priority levels. This allows the County to focus its resources on the most crucial projects that will make the greatest safety improvement for the cost.

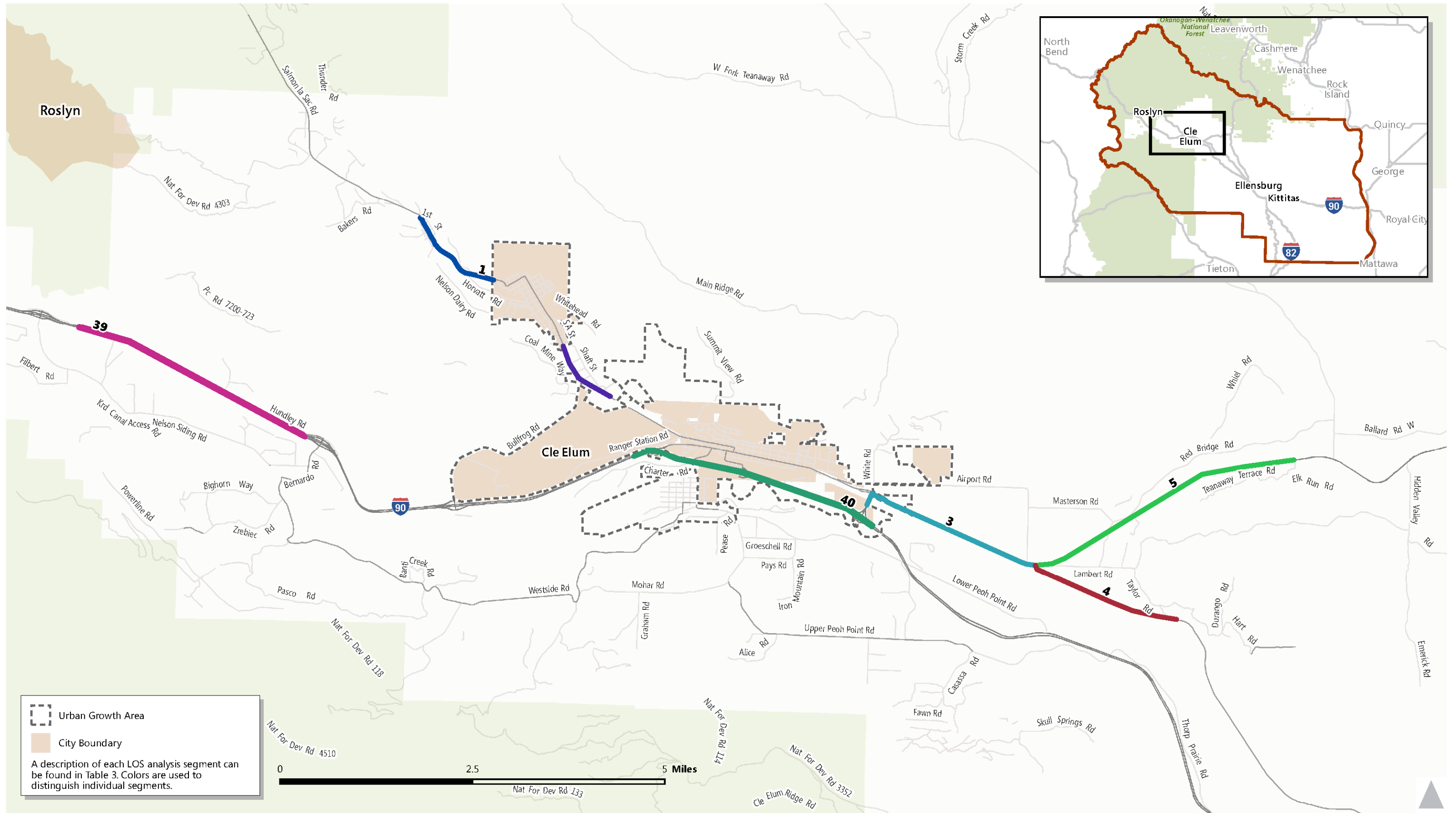


Figure 15
Level of Service Analysis Segments - Cle Elum



Table 3. Corridor LOS Analysis Summary

Road Name	LOS Standard	2016 LOS		2038 LOS	
		Unadjusted	July*	Unadjusted	July*
1. SR-903 - Blue Agate Ln to Roslyn west city limits	C	B	B	B	B
2. SR-903 - E South Ave (Roslyn E city limits) to Alliance Rd	C	B	B	C	C
3. SR-970 - I-90 WB ramp to SR-10 junction	C	B	B	C	C
4. SR-970 - SR-10 junction to Taylor Rd	C	B	B	B	C
5. SR-970 - SR-10 junction to Teanaway Terrace Rd	C	B	B	B	B
6. SR-10 - Grand View Rd to SR-97	C	B	B	B	C
7. SR-97 - SR-10 to Hungry Junction Rd	C	B	B	B	B
8. Hungry Junction Rd - SR-97 to Reecer Creek Rd	C	B	B	B	B
9. Hungry Junction Rd - Reecer Creek Rd to Kerr Rd	C	B	B	C	C
10. Hungry Junction Rd/Look Rd - Kerr Rd to Brick Mill Rd	C	B	B	B	B
11. Brick Mill Rd - Look Rd to Willow Creek Rd	C	B	B	B	B
12. Reecer Creek Rd - Hungry Junction Rd to E Bowers Rd	C	B	B	C	C
13. E Bowers Rd - Reecer Creek Rd to Ellensburg City boundary	D	B	B	C	C
14. E Bowers Rd - Ellensburg City boundary to Piper Rd	D	B	B	E	E
15. Reecer Creek Rd - E Bowers Rd to Old Highway 10	D	B	B	D	D
16. W University Way - Reecer Creek Rd to SR-97	D	B	B	C	C
17. SR-97 - W University Way to SR-10	D	B	B	B	B
18. Wilson Creek Rd - Lyons Rd to Vantage Hwy	C	B	B	B	B
19. Wilson Creek Rd/Number 6 Rd - Vantage Hwy to Kittitas Hwy	C	B	B	B	B
20. Number 6 Rd - Kittitas Hwy to Tjossem Rd	C	B	B	B	B
21. Canyon Rd - Ellensburg S boundary to Tjossem Rd	D	B	B	B	B
22. Vantage Hwy - Number 6 Rd to Naneum Rd	C	B	B	C	C
23. Vantage Hwy/Number 81 Rd - Fairview Rd to Clerf Rd	C	B	B	B	B
24. Vantage Hwy - Number 81 Rd to Buckskin Ln	C	B	B	B	B
25. W Bender Rd - Reecer Creek Rd to Ellensburg City boundary	D	B	B	B	B
26. Thorp Highway - Wheeler Rd to 3753 Thorpe Hwy S	C	B	B	B	B
27. Thorp Highway - 5941 Thorpe Hwy S to 8267 Thorpe Hwy S	C	B	B	B	B
28. Thorp Highway - 1st St, Thorpe to E Taneum Rd	C	B	B	B	B
29. Umptanum Rd - Canyon Rd, Ellensburg to Anderson Rd	C	B	B	B	B
30. Umptanum Rd - Anderson Rd to Manastash Rd	C	B	B	B	C
31. Manastash Rd - Umptanum Rd to Cove Rd	C	B	B	B	B
32. Cove Rd - Manastash Rd to Thorpe Hwy S	C	B	B	B	B
33. Thrall Rd - I-90 ramp to Emerson Rd	C	B	B	B	B
34. Thrall Rd - Cleman Rd to Upper Badger Pocket Rd	C	B	B	B	B
35. Fairview Rd - Brick Mill Rd to Lyons Rd	C	B	B	B	B
36. Fairview Rd - Vantage Hwy to Kittitas Hwy	C	B	B	B	B
37. Denmark Rd - Tjossem Rd to Thrall Rd	C	B	B	B	B
38. I-90 - W Kittitas Co boundary to Tree Farm Rd, Easton	C	B	B	B	B
39. I-90 - Tree Farm Rd, Easton to Golf Course Rd, Nelson	C	C	C	C	C
40. I-90 - Golf Course Rd, Nelson to 1st St, Cle Elum	C	B	B	B	B
41. I-90 - 1st St, Cle Elum to Thorpe Hwy, Thorpe	D	B	B	C	C
42. I-90 - University Way to Canyon Rd, Ellensburg	C	B	B	C	C
43. I-90 - Canyon Rd, Ellensburg to Main St, Kittitas	C	B	B	B	B
44. I-90 - Main St, Kittitas to Ryegrass Safety Rest Area	C	B	B	B	B
45. I-90 - Ryegrass Safety Rest Area to Main St, Vantage	C	B	B	B	B

Note: July LOS represents a high seasonal volume reflective of recreational use
Source: Fehr and Peers, 2018

Travel Forecasting

Forecasting future roadway volumes requires knowledge of the current state of the transportation system and best estimates of future population and employment. Modeling software is then used to understand where new vehicle trips will be distributed on the road network. For a more detailed explanation of the travel forecasting used in this plan see the ‘Kittitas County Travel Demand Forecasting’ box below.

Kittitas County Travel Demand Forecasting

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. A description of the travel demand modeling process is provided below with more detail about land use assumptions in **Appendix C**.

The Tool. As a part of previous planning efforts, Kittitas County created a travel model with the Visum software package. This model forecasts traffic volumes during the evening commute hour (4-6pm) along key streets and intersections. This tool provides a reasonable foundation for developing year 2038 forecasts, as the underlying land use assumptions have been updated to match the land use forecasts for the current Comprehensive Plan.

- **Estimate Land Use Growth.** As a part of the Comprehensive Plan update, the County is planning for expected growth in population and employment over the next 20 years through 2038. 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 allocates the growth throughout the region based on adopted zoning, observed development patterns, and other county policies.
- **Capture Regional Growth Patterns.** Other communities throughout the region are going through this very same process. Since travel does not stop at a jurisdiction’s borders, it is important to capture how regional growth could influence travel patterns throughout the County.
- **Translating Land Uses into Trips.** The next step is evaluating how the regional growth assumptions described above translate into walking, biking, transit, and auto trips. The travel model represents the number of housing units and employees in spatial units called traffic analysis zones (TAZs). TAZs can be as small as a few street blocks to as large as an entire neighborhood. They provide a simplified means to represent trip making rather than modeling individual parcels. The travel model estimates trips generated from each TAZ (both inside and outside of the Cities) using established relationships between different land use types with trip making. These trips are then assigned onto the roadway network to estimate how much traffic would be on each street during the evening commute hour.

2.2 OPPORTUNITIES AND CHALLENGES

Kittitas County has several important challenges to face over the next 20 years to offer a functional transportation system that provides safe mobility and accommodates both local and regional growth.

NETWORK CONNECTIVITY

Barriers to Mobility

Kittitas County faces several barriers that increase congestion and can lead to chokepoints in the transportation network. These barriers include the low number of alternative routes across the county, limited railroad and stream crossings, and areas where terrain hinders the creation of new network connections. This plan seeks to **support commerce and recreation through efficient connections**. Projects that add route options, aid in emergency response and evacuation, and reduce chokepoints/barriers to mobility should be prioritized.

Pedestrian and Bicycle Infrastructure

Sidewalks are generally available in Central Ellensburg, Cle Elum, and Roslyn, although there are some missing links and often no sidewalks in outlying areas. Ellensburg also has an existing bicycle network; however, the network does not provide much in the way of separation between modes and has missing links. The unincorporated towns and more rural areas are missing sidewalks and bicycle facilities, which can inhibit the mobility of citizens and lead to increased vehicle use when a walking or biking trip would otherwise be preferable. The project list should include projects that **accommodate safe and enjoyable travel by those choosing to walk or bike, including recreational users**.

Transit

Since population centers are distant from one another, enhanced bus service could provide significant mobility. The County coordinates with and encourages transit usage and service to help residents, employees, and visitors reach their destinations. The County is looking to **integrate transit into the regional transportation network**. Its goal is to accommodate and complement fixed route networks outside of the UGAs as opportunities

present themselves. Service that is coordinated amongst the cities, as well as more frequent service with a larger coverage area could increase usage of the transit system and improve mobility.

REGIONAL GROWTH

Regional development will play a role in the growing demands on Kittitas County's transportation network by 2038. The County is expected to continue adding residents and jobs. This growth will add traffic to Kittitas County's roads and could impact quality of life for county residents. Limited water availability on buildable lands limits growth to areas that already have development, which further concentrates traffic in developed areas. To improve mobility and connectivity to the rest of the region, the County should **facilitate active partnerships** with regional partners and stakeholders, such as WSDOT, QUADCO, and the cities. This coordination will ensure that Kittitas County residents, employees, and visitors continue to have a good experience on the transportation network.

SAFETY

Between 2011 and 2015, Kittitas County had five traffic collision fatalities and twenty-one serious injury collisions¹². While this is comparable to injury rates on other public roads in the state, there is always room for improvement in safety. Ensuring that there are safe routes for evacuation and emergency response vehicles is also extremely important.

This plan includes as its number one goal to **provide safe connections for all users**. Implementation of countermeasures should be considered, as appropriate, at locations with high incidence of more severe collisions, and at locations that improve emergency response.

FUNDING

Kittitas County, as with all jurisdictions, faces issues with how to fund improvements to the transportation network. Alternative sources of funding, such as grants and private dollars, should be explored to augment system funds and increase investment in transportation infrastructure. Moreover, this plan includes a goal to **reliably fund**

¹² Kittitas County Road Safety Plan 2017

system maintenance and preservation. Capital project expenditures should consider projects' full lifecycle costs and also be balanced with the need to maintain the current system.

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.

GOAL 1 – SAFE

Create a transportation network that can be shared safely by all users and provides sufficient access for emergency response.

- 1a. Require new development to provide multiple access points that are designed to support emergency access and evacuation.
- 1b. 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.
- 1c. Develop and maintain a safe, efficient and environmentally sound multi-modal transportation system in accordance with local, state, and federal requirements.
- 1d. Provide all weather, all-season use of the road system for the movement of goods and services.
- 1e. Develop road standards that incorporate traffic calming techniques that are appropriate for the roadway and surrounding land use.
- 1f. Implement safety improvements in areas with high accident locations.
- 1g. Seek program funds for implementing investments identified in the countywide safety plan.

- 1h. Encourage new development to provide for safe transportation alternatives.

GOAL 2 – 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.

- 2a. Ensure an efficient regional system of roads that is functional, safe, accommodates evacuation, and is consistent with adopted County policy and local comprehensive plans.
- 2b. Encourage the development and implementation of transportation demand management programs appropriate for the various communities in the County.
- 2c. Develop and implement a concurrency management system, which identifies existing deficiencies and funded improvements to maintain adopted level of service standards.
- 2d. Build and maintain a modern transportation network that expands and grows with the needs of its growing population.
- 2e. 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.
- 2f. 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:

- 2g. Provide a transportation system with a hierarchy of roads, with distinct purposes, forming a complete network.
- 2h. Encourage a grid system in the Urban Growth Areas (UGAs) where practical.
- 2i. Evaluate and plan for regional facility improvements that may impact the County road system.

Land use:

- 2j. 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.
- 2k. Provide a transportation system that corresponds to and is consistent with patterns of land development and which provides access to and from population centers identified in the comprehensive plans in accordance with adopted land use plans.
- 2l. Encourage land use development patterns and investments which reduce the demands on the roadway network.

Farm to Market:

- 2m. Encourage opportunities for the county to explore rail transportation.
- 2n. Identify, designate, and protect agriculture transportation corridors that facilitate farm use.

Wildlife:

- 2o. Consider refinements to roadway plans and design standards to minimize impacts to wildlife.

- 2p. Where appropriate, new roadways should consider incorporating wildlife friendly design features.

GOAL 3 – 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.

- 3a. 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.
- 3b. Develop a variety of performance measurements to evaluate the multi-modal transportation system and prioritize improvements.
- 3c. 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:

- 3d. Identify high priority non-motorized corridors and evaluate the highest priority improvements.

- 3e. Encourage the expansion and use of non-motorized transportation by constructing and maintaining safe, efficient, and pleasant streets for pedestrian and bicycle use.

Recreation:




- 3f. Promote and support recreational activities throughout the County by providing adequate access.

- 3g. Coordinate with other entities to identify viable options and projects for connection to the John Wayne Pioneer Trail within Kittitas County and to adjacent counties.

- 3h. Support the construction of parking facilities at identified locations known for recreational and multi-modal use.

Transit:

- 3i. Support efforts to provide public transportation services to the general population.
- 3j. 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 following table summarizes this Plan’s standard:

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.

GOAL 4 – 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:

- 4a. Identify, review, and resolve interjurisdictional transportation concerns within or affecting Kittitas County.
- 4b. Work with WSDOT, QuadCo RTPo, cities and neighboring counties to develop and maintain a system of arterials, collectors and local access roads.
- 4c. 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.

- 4d. 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.
- 4e. Actively participate on selected state, regional and local transportation committees.
- 4f. Ensure County plans and policies are consistent with other plans and policies within the region.
- 4g. Identify stakeholders and include them in the decision-making process, and jointly develop a process for resolving conflicts between jurisdictions.
- 4h. Promote public information and communication with businesses, organizations, and individual citizens as part of the transportation planning and decision-making process.

Airports/Airfields:

- 4i. 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.
- 4j. Recognize air transport and airports as an important mode of the transportation system and coordinate with FAA and WSDOT Aviation Division.
- 4k. Maintain up-to-date maps of airport overlays and make available to the general public.

GOAL 5 – 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:

- 5a. 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.
- 5b. Maximize local funds by pursuing outside funding sources for all transportation improvement projects.
- 5c. 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.
- 5d. Encourage efforts to reduce the costs associated with administration of transportation improvement projects by identifying opportunities to consolidate or coordinate administration responsibilities.
- 5e. 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

- 5f. Prioritize projects and expenditures of transportation funds that have multiple benefits.

- 5g. Prioritize arterial improvements and maintenance activities based on traffic volumes and identified safety concerns.
- 5h. 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.
- 5i. 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:

- 5j. Provide scheduled preservation and maintenance of valuable roadway assets.
- 5k. Consider the traffic volumes, type of use, adjacent land uses, and maintenance costs before approving any new county-maintained gravel roads.
- 5l. Maintain and operate transportation infrastructure according to industry standards.
- 5m. Encourage and initiate Road Improvement Districts to bring all roads up to County standards.
- 5n. Protect at-risk roads by imposing seasonal weight restrictions as appropriate.

4

MAINTAINING OUR SYSTEM

The capital plan (**Chapter 6**) of this element presents the future transportation infrastructure investments that are recommended to achieve the County's mobility goals. However, the vast majority of the County's future transportation system is already on the ground today and needs to be operated, maintained, and preserved over the life of this plan. The critical importance of adequately funding ongoing programmatic expenditures is emphasized in Goal 5 of this plan: Sustainably Funded and Maintains What We Have.

This chapter discusses conditions and trends in programmatic expenditures related to the County's existing roads and bridges.

4.1 EXISTING SYSTEM

The County road inventory consists of a total of 562 miles of roads and 268 county-owned bridges. This inventory does not include State Routes or city streets, which are maintained and operated by the State and city agencies, respectively. Rural roads form the majority of the system (539 miles). A total of 64 miles of county roadways were unpaved in 2017.

To keep this system functioning, the County makes the following types of investments, which are described in further detail below:

- **Maintenance.** Routine and ongoing activities to ensure facility utility, e.g. pothole repair and snow and ice control.
- **Preservation.** More substantive improvements to extend the useful life of assets, like pavement repair and chip seals.
- **Administration and Operations.** Public works transportation administration and support; engineering and planning services that support transportation projects.
- **Other Roadway Operations.** Roadway elements, buildings and maintenance facilities that support the transportation program.

- **Construction.** Roadway improvements, safety and preservation projects, and parks and recreation construction.

MAINTENANCE

The County performs regular maintenance on its roadway system. Maintenance is considered a routine activity associated with repairing a physical asset or keeping the physical asset functional during its useful life. The major maintenance activities conducted by the county include:

- Pavement crack sealing and pothole repair
- Gravel road maintenance
- Shoulder maintenance
- Roadside maintenance
- Road storm drainage facility maintenance
- Bridge/Culvert repair and maintenance
- Guardrail repair and maintenance
- Signing and striping

PRESERVATION

Preservation is the replacement or repair of an asset to keep it in service at its lowest life cycle cost. Examples of preservation are replacing a bridge or repaving a roadway. There is a strong relationship between maintenance and preservation, in that if the County's roadways are well maintained, it will maximize their useful life and minimize the cost of keeping the roadways functional when it comes time to repair/replace them.

The following activities are examples of preservation:

- Pavement repair followed by
 - Chip Sealing
 - Hot Mix Asphalt overlay
- Bridge rehabilitation/replacement

To monitor pavement maintenance and preservation needs, Kittitas County maintains a Pavement Management (PM) program that regularly collects data and rates pavement conditions for all paved roadways under the County's jurisdiction. The ratings are the result of field assessments of the percentage of roadway surface experiencing conditions like alligator cracking, longitudinal

cracking, patching, asphalt raveling, and transverse cracking in a given length of roadway. From these observations, the Pavement Surface Condition (PSC) rating is calculated. The rating is a scale of 0 to 100 (Figure 16).

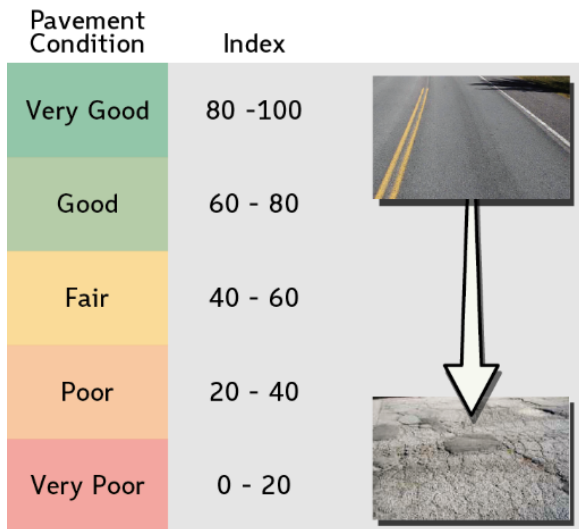


Figure 16
PSC Rating Scale

These ratings are used to evaluate treatment strategies, assess overall management of the roadway surface network, and inform future funding needs.

As Figure 17 shows, pavement degrades in a non-linear fashion. Once pavement falls into the fair/poor categories, its condition rapidly degrades without maintenance intervention. The cost to bring a road into good condition or maintain it at this level escalates quickly as the roadway degrades. A road in good condition can be maintained with simple patching and sealing, whereas roads in fair condition may require an overlay, and very poor condition roads often require full reconstruction.

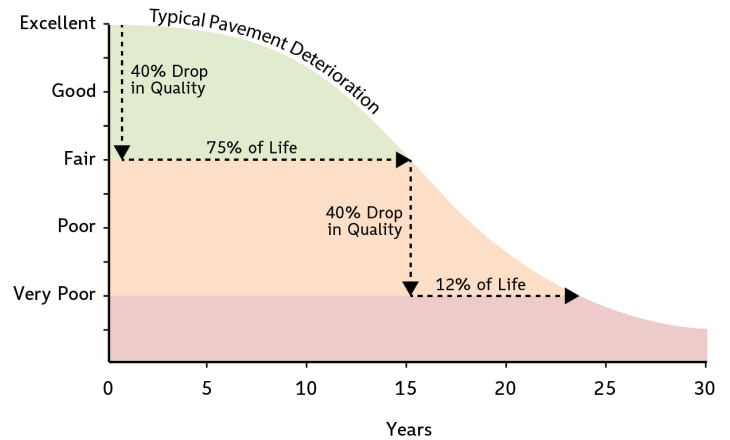


Figure 17
National Standard Deterioration Curve for Pavement

In addition to roadways, the other major asset that the County is responsible for is bridges. The state mandates a biannual review of all bridges to determine their condition. The result of this analysis is a rating of bridges to determine the condition of the structure and if they are functionally obsolete or structurally deficient. Of the 268 bridges under the county's jurisdiction, 60 have only timber railing or no railing at all, while several other structures require deck rehabilitation, scour repairs, railing improvements, painting, or structural concrete repairs.

ADMINISTRATION AND OPERATIONS

Another critical component to keeping the County's transportation system functioning are the public works staff that administer and support the system by responding to emergencies, conducting maintenance activities, administering permits, and providing planning and engineering improvements to the system.

OTHER ROADWAY OPERATIONS

Other roadway operations include the roadway elements such as traffic control and street lighting that keep the network operating efficiently. There are many other elements of County roads including shoulders, drainage features, walls, guardrail, signage, traffic signals and streetlights. Most of these elements have not had a systematic method of evaluating condition over time, with elements of the

system replaced only when they fail or fall out of compliance.

It is a federal requirement that signs be replaced when the visibility of the sign at night falls below a prescribed visibility. To comply with this mandate, the County must determine when signs need to be replaced based on the average visibility of a sign. Different sign material fades at different rates.

Support infrastructure for the transportation system, such as snowplows, street cleaners, maintenance shops, and other heavy machinery that are owned and maintained by the County keep the transportation system functioning year round. Operations for flood control and extraordinary circumstances are also a critical part of anticipating transportation needs.

CONSTRUCTION

Last but not least, construction activities to advance the transportation network include new roadway improvements, major preservation construction, construction for safety improvements, and park and recreation expenditures.

The following table (**Table 4**) shows programmatic expenditures over the past 10 years.



Some bridges may not show visible signs of wear but proper maintenance is necessary to keep them in good repair.



An example of maintenance needs on County roads.

Table 4. Historical Programmatic Expenditures, 2008-2017

Year	Preservation	Maintenance	Administration & Facility Operations	Other Roadway Operations	Construction	Total Programmatic Expenditures
2008	\$1,030,873	\$1,331,278	\$1,618,412	\$1,197,092	\$379,167	\$5,556,822
2009	\$908,043	\$1,110,413	\$1,357,628	\$2,245,337	\$1,841,087	\$7,462,508
2010	\$636,055	\$1,691,907	\$1,408,552	\$1,314,180	\$266,207	\$5,316,900
2011	\$1,220,289	\$1,289,751	\$1,313,792	\$1,028,462	\$1,190,795	\$6,043,089
2012	\$1,571,058	\$1,470,901	\$1,250,802	\$1,783,937	\$3,786,182	\$9,862,880
2013	\$936,956	\$1,496,694	\$1,577,708	\$1,242,386	\$4,902,848	\$10,156,593
2014	\$2,378,123	\$1,714,519	\$1,578,224	\$1,397,912	\$1,042,050	\$8,110,828
2015	\$1,908,838	\$1,678,933	\$1,484,871	\$1,281,822	\$9,281,580	\$15,636,045
2016	\$1,906,515	\$1,887,672	\$1,638,202	\$1,542,586	\$3,141,937	\$10,116,911
2017	\$2,203,655	\$2,113,768	\$1,717,284	\$1,681,642	\$2,320,566	\$10,036,915
TOTAL	\$14,700,405	\$15,785,836	\$14,945,475	\$14,715,356	\$28,152,419	\$88,299,491

Source: Kittitas County Public Works, 2018

4.2 BUDGETING FOR GOOD STATE OF REPAIR

The County evaluated its transportation system inventory and likely maintenance and preservation needs over the next 20 years. Below, each element of the County's inventory is described with annual expenditure needs summarized at the end.

PAVEMENT

The primary type of paved roadway under Kittitas County's jurisdiction is Bituminous Surface Treated Road. Bituminous surface treatment (BST), also known as chip seal, is a lower-cost treatment that has a short design life of approximately 7 years. The county currently has 498-centerline miles of BST paved roadways that are in fair to very good condition (PSC more than 40). Performing an overlay of a BST roadway is approximately \$30,000 per centerline mile.

Table 5, below, summarizes the annual investment need for pavement preservation based on this inventory. 75 miles of paved roadway are chip sealed each year under the current maintenance schedule. With a total of 498 miles of roadway this means that the entire network is maintained every 7 years, which is the design life of a chip seal treatment. Consistent with Goal 5 of Sustainably Funded and Maintains What We Have, this plan recommends continuing the current maintenance schedule and associated expenditures to keep the roadways in good repair.

GRAVEL ROADS

While paved roads make up the majority of the County road network, Kittitas County also maintains 64 miles of gravel roads. While gravel is less expensive than chip sealing, gravel roads only have a design life of one year and must be maintained more frequently. Historically the County has budgeted enough to perform the necessary annual maintenance to keep all of the gravel roads in good repair and it is recommended that this maintenance plan continue.

OTHER SUPPORTING INFRASTRUCTURE

While pavement preservation is the primary cost related to County roads, there are other important elements to consider, including shoulders, culverts

and drainage features, pedestrian facilities, guardrail, concrete barriers, signals and signage.

Table 5 summarizes costs associated with these and other maintenance preservation activities over the life of this plan.

OPERATIONAL EXPENDITURES

There are a variety of regular operations that must take place to keep the transportation network in good repair. These include vegetation control, snow and ice control, and the operations associated with pedestrian crossings, paths and trails, and litter clean up.

BRIDGES

As described earlier, there are 268 bridges under Kittitas County's jurisdiction and ten are considered functionally obsolete or structurally deficient. To protect the safety and continued mobility of Kittitas County residents and businesses, this Plan recommends continuing the current practice of rehabilitating one bridge each year. It is assumed that the cost to rehabilitate a bridge is approximately \$2 million, a conservative estimate to ensure that enough funds are available to cover all project costs and any unforeseen costs. Currently the majority of this cost is being borne by the County, so assuming no outside funding the cost to the County of retrofitting these bridges would be approximately \$20 million over the next 10 years.

In addition to the 10 identified deficient bridges, 97 bridges on the County's inventory will meet or exceed their 75-year design life within the 20-year horizon of this document. Continuing to prioritize and budget \$2 million annually after addressing the 10 deficient bridges provides enough money based on currently estimated costs to make substantial progress on these additional bridges as repairs are needed. The cost for bridge replacement is included in the project list in **Table 11** (page 53).

MAJOR FINDINGS

It is worthwhile to note that this analysis suggests that the County's historical investments in preservation, maintenance, and related operations are not sufficient to cover the expected operational costs for the next 20 years. The County will need to potentially consider additional funding sources for transportation in order to meet the operational

needs over the 20-year planning horizon. The final chapter of this Plan considers ways to increase transportation revenues, such as a transportation benefit district with vehicle license fee, sales and use tax, and a levy lid lift, all of which could fund both operational and capital expenses.

Table 5. Recommended Maintenance and Preservation Expenditures

Element	Conditions PSC	Qualitative Condition	Inventory	Unit	Design Life (years)	Unit cost (\$)	Annual Investment
Paved County Roads							
Paved Roads	PSC ≥ 40	Fair to Very Good	498	Center line (CL) miles	7	\$30,000 per CL mile	\$2,250,000
Gravel County Roads							
Gravel Roads			64	CL miles	1	\$7,000 per CL mile	\$450,000
Other Supporting Infrastructure (Signs, Guardrail, Striping)							
Maintain and Replace				Lump Sum Historic Cost	1	\$350,000	\$350,000
Vegetation Control (Brushing, Mowing, Herbicide and Sterilant)							
Operational Expenditure				Lump Sum Historic Cost	1	\$350,000	\$350,000
Snow and Ice Control (Plowing, Sanding, De-icer, clean up)							
Operational Expenditure				Lump Sum Historic Cost	1	\$750,000	\$750,000
Other Maintenance (Sidewalks, Path and Trails, Fence, Litter, Livestock Crossings, Lightening)							
Operational Expenditure				Lump Sum Historic Cost	1	\$40,000	\$40,000
Maintain and Replace				Lump Sum Historic Cost	1	\$600,000	\$600,000
Bridge Maintenance and Repair							
Super/Sub Structure Annual Repairs				Lump Sum Historic Cost	1	\$60,000	\$60,000
Annual Cost							\$4,850,000
Full Cost for All Elements (Years 1-20)							\$97,000,000

Source: Fehr and Peers, 2018; Kittitas County Public Works, 2017

4-3 POLICIES TO SUPPORT A GOOD STATE OF REPAIR

The following policies are recommended to enhance Kittitas County's ability to preserve its existing system over the course of this Plan. Many of these policies have been applied in other jurisdictions.

PRIORITIZE SYSTEM MAINTENANCE OVER SYSTEM EXPANSION

The cost-effective preservation of the existing and future transportation system should be a funding priority ahead of expanding the system. This Plan recommends continuing the current maintenance schedule to ensure the network stays in good repair.

IDENTIFY NEW SOURCES OF FUNDING THAT CAN PAY FOR MAINTENANCE AND PRESERVATION

The County should look for ways to increase the amount of annual funding available for system maintenance and preservation activities. In considering new sources of funding, those that can fund maintenance and system preservation activities should be prioritized.

MAINTAIN THE COUNTY'S TRANSPORTATION SYSTEM AT LOWEST LIFECYCLE COST

To maximize the County's funding resources, transportation assets should be replaced or rehabilitated at the point of lowest cost in the lifecycle of the asset.

ENHANCE THE PAVEMENT MANAGEMENT SYSTEM TO CONSIDER MORE COMPREHENSIVE INVENTORY OF ASSETS

A comprehensive asset management system for all road assets is a key strategy for being able to accomplish the goal of lowest life-cycle cost for these assets. The County's Pavement Management system is an excellent step in the right direction, although the system could be expanded to monitor

the condition of a comprehensive list of roadway assets, such as guardrail, signs, and concrete barriers. A comprehensive asset management system includes the following elements:

- Setting level of service goals
- Developing and maintaining a complete inventory of assets
- Regularly collecting asset condition and usage data
- Tracking costs
- Developing a method for evaluating risk
- Developing a method for evaluating when and how to replace or refurbish the asset
- Adopting performance measures that provide information to best manage the resources used to manage the asset.

Once all of these elements of a system are in place to manage an asset, County staff can justify and allocate the resources needed to effectively preserve the assets.

MAINTAIN A RESERVE FUND TO ADDRESS UNFUNDED PROGRAMMATIC AND UNANTICIPATED EVENTS

In recent years, the County has seen an uptick in system failures related to weather, environmental regulations, and aging infrastructure. While the County currently has a reserve fund to address unanticipated events, it is swiftly being depleted. The County should prioritize maintaining their reserve fund at no less than \$4.5-5 million dollars to ensure that they have the resources to counteract emergency situations. The types of expenditures that might be covered by this sort of account include:

- Bridge Repairs
- Culvert Replacement
- Guardrail Infill
- ADA Compliant Needs
- Slope/Wall Stabilization
- Hazardous Tree Removal
- Increase in Regulatory Mandates
- Emergency Funding

5 TRANSPORTATION VISION

Kittitas County envisions a future transportation system that serves all users and modes of travel by offering a safe and robust network of walkways, bicycle facilities, roadways, and complementary transit options. This transportation system is well linked with the built environment, since the way people travel is greatly influenced by the key destinations where people live, work, shop, and recreate.

This chapter describes Kittitas County’s vision for its future transportation network and establishes how to identify infrastructure improvements that will get the County there (described in **Chapter 6**).

As identified in this plan, most of the improvements are focused on the development of a ‘layered’ transportation network, which focuses on providing complete accommodation for all modes of travel. While some of the projects identified in this Transportation Element are needed to meet the County’s vehicular level of service (LOS) standard, many of the future improvements focus on bringing roadways up to modern County standards, providing safer and more complete facilities for walking and cycling, and preserving existing roads and bridges

5.1 INTRODUCTION TO THE LAYERED NETWORK

It can be a challenge for a single roadway to meet the demands and expectations of all modes at any given time. This is also generally not desirable from a user or a planning perspective.

In response to this challenge, Kittitas County has adopted a layered network approach that focuses on how the County’s transportation network can function as a system to meet the needs of all users. In such a system, different facilities are identified for different travel needs to ensure that everyone has complete accommodation throughout the overall network. **Figure 18** illustrates the concept of a layered network.

The County will implement this layered network through a system of modal networks that define each street’s user priorities and associated infrastructure needs.

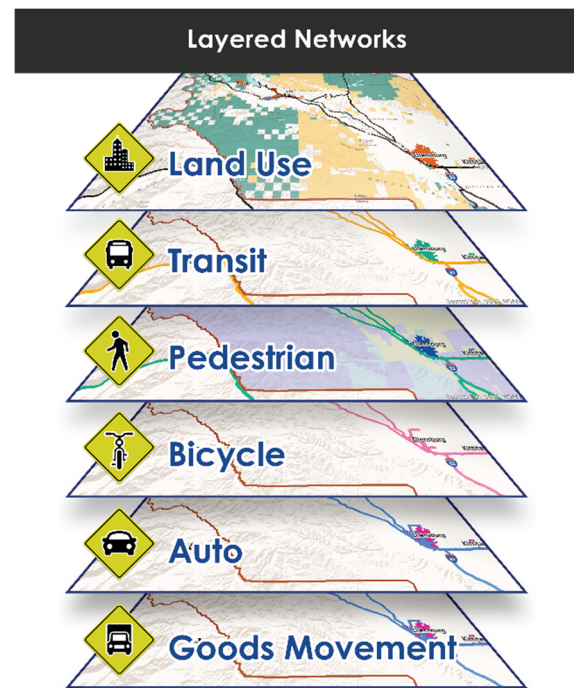


Figure 18
Layered Network

5.2 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.

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 destinations in close proximity in rural areas, arterials and collectors in the UGAs and LAMIRDS may warrant dedicated pedestrian infrastructure. Dense areas with commercial land uses and roadways that serve schools, parks, and churches are particularly important as they support more pedestrians and may have a larger portion of vulnerable users than other roadways. Measures such as increased separation from moving vehicles, marked crosswalks, bulb-out curbing, and sidewalks at crossings can keep pedestrians safer.

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 6 and **Table 7** establish guidance in terms of the level of accommodation that the County wishes to provide for pedestrians. **Table 6** applies to the UGA and LAMIRD areas, where pedestrian demands warrant special attention.

The highest level of accommodation for walking, indicated in the green row, would provide improved pedestrian facilities such as trails and separated facilities that are ADA accessible and have wayfinding signage and milepost markers. The yellow level of accommodation would make strong progress in maintaining the existing sidewalk and pedestrian network and building out the network by filling sidewalk gaps or pedestrian shoulders to ensure that a pedestrian facility is provided on at least one side of the roadway. Incomplete or missing pedestrian facilities would fall into the red category and not satisfy the County's goals for accommodating pedestrians.

Table 6. 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.

Table 7 applies to unincorporated areas outside of the UGA and LAMIRD areas, where pedestrian demands are considerably lower. The highest level of accommodation for walking, indicated in the green row, would provide enhanced pedestrian facilities relative to what exists today. These types of improvements could be provision of trails, wayfinding signage, or sidewalks or wide shoulders on at least one side of the roadway. The yellow level of accommodation would include maintaining what exists today. Allowing facilities to fall into disrepair would fall into the red category.

Table 7. 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.

BICYCLING

The City of Ellensburg already offers recreational bicycling options on the multiple trails spanning its length such as the Coal Mine Trail and 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.

Kittitas County can strive for the green level of accommodation for bicycling by installing bicycle facilities that offer more separation from vehicle traffic. At a minimum, maintaining its existing bicycle infrastructure including shoulders along County roads and supporting city and regional entities in implementing bike projects will achieve the yellow level of accommodation. Removal or degradation of existing bicycle facilities would not meet the County's desired level of accommodation as shown in **Table 8**.

Table 8. 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.

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 9 provides guidance for the County's level of accommodation for Transit.

Table 9. 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.

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.

Figures 7 to 9 (pages 20 to 22) call 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 figures also show potential future road extensions, which may be completed over time as development occurs.

Figure 13 (page 29) 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.

Appendix B of this element summarizes existing and future forecast delay along key roadway segments in the County. The capital list provided in the next chapter includes future roadway projects that would maintain the County's LOS standard through 2038. The LOS analysis found that only one road segment will not meet the County's standards with the currently predicted level of growth (E Bowers Road from the Ellensburg city boundary to Piper Road). However, the planned extension of E Bowers Road to connect with Look Road would bring this road segment back into compliance.



Kittitas County's roadways provide access to jobs and services throughout the region.



An urban street faces different needs than a rural one.



Interstates facilitate goods movement and regional tripsmaking.

6 CAPITAL PLANS

This chapter presents the capital program that forms the basis of this Transportation Plan. Collectively, this program adds up to \$127 million in transportation improvements to be constructed over the next twenty years as seen in **Table 10**.

Funding to support this program will come from a number of sources including the County’s general funds, gas taxes, property taxes, as well as federal and state grants. Since the County’s ability to attract outside funding sources is unknown, this project list may reach beyond the 20-year time horizon.

The program was developed to create a transportation system that realizes Kittitas County’s goal: 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 Plan:

1. Safe
2. Efficient and Accommodates Growth, but Respects Rural Character
3. Complete, Multimodal, and Accommodates Outdoor Recreation
4. Leveraged by Active Partnerships
5. Sustainably Funded and Maintains What We Have

With these goals in mind, as well as completing the layered networks described in the previous chapter, the project list was developed.

Table 11 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. They were scored based on their ability to meet the goals outlined in Chapter 4 – Transportation Goals and Policies. A full list of scoring criteria is included in **Appendix D**

Table 10. Costs of Kittitas County Transportation Plan (20+ years)

<i>Project Needs</i>	<i>Description</i>	<i>Total Cost</i>
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
	Total	\$127.4

Note: Costs denoted in millions
Source: Fehr and Peers, 2018

Table 11. Twenty Year Project List

Project		Cost	Score
Road Projects to Accommodate Growth		\$2,400,000	
1	Bowers Road to Look Road Connector	\$2,400,000	10
Roadway Investments		\$19,571,184	
1	Bender Road - Widening and Pedestrian Improvements	\$3,300,000	22
2	Manastash Road Creek Bank Stabilization and Snow Park Improvements Milepost 10.65 to 11.01	\$2,400,000	18
3	Fairview Road Widening & Coleman Creek Structures, Brick Mill Road to Rader Road Milepost 5.03-6.05	\$2,250,000	17
4	Manastash Road Bridge Milepost 10.567 - 10.633 (State Funding Secured)	\$2,500,000	16
5	Reecer Creek Road - advanced warning signs Milepost 0.26 - 0.312	\$20,000	16
6	Reecer Creek Road - curves that need advanced warning signs, chevrons Milepost 4.80-6.68	\$20,000	16
7	Denmark Road Safety Improvements - railing Milepost 0.50-3.08, countermeasures Milepost 3.08-4.35	\$385,684	16
8	Brick Mill Road Bridge over Naneum Creek Milepost 0.10 East Naneum Road	\$1,500,000	15
9	Fairview Road Bridge over Coleman Creek Milepost 0.23 North of Brickmill Road	\$2,500,000	15
10	Bowers Road Extension	\$1,675,000	13
11	Bender Road to Dry Creek Road Connector	\$1,500,000	10
12	Brick Mill Road & Wilson Creek Road - four way stop controlled intersection	\$20,500	2
13	Kittitas Highway & Number 6 Road - four way stop controlled intersection	\$750,000	2
14	Vantage Highway & Number 6 Road - four way stop controlled intersection	\$750,000	2
Nonmotorized Projects		\$4,900,000	
1	Canyon Road on road bike trail - City Limits to SR 821 (No Widening)	\$500,000	17
2	Reecer Creek Road on road bike trail - University Way to Bowers Road (No Widening)	\$125,000	17
3	Hansen Pits Park Master Plan - West of Tjossem Road / Canyon Road intersection	\$25,000	14
4	Cle Elum Pedestrian Bridge - S. Cle Elum Bridge Vicinity	\$1,250,000	14
5	Ellensburg Greenway John Wayne Trail Reconnection	\$1,000,000	14
6	River to Rodeo Trail	\$2,000,000	14
7	McCabe Ringer Loop		14
8	Reecer Creek Trail		14
9	City Parks Trail		14
10	Bureau of Reclamation (BOR) Trail		14
11	Spray Fields Trail		14
12	Hanson Pits Trail		14
13	Wetlands Trail		14
14	River Walk Trail		14

15	Yakima River Canyon Scenic Byway Trails		14
Evacuation Routes		\$10,000,000	
1	Middle Fork Teanaway Road to Salmon La Sac Road Connector	\$10,000,000	16
Bridge Replacement		\$61,648,820	
1	Replacement of Structurally Deficient/Obsolete Bridges: <ul style="list-style-type: none"> • Manastash Road over Manastash Creek (Milepost 7.09) • Naneum Road over Hiline Canal (Milepost 0.14) • North Fork Teanaway Road over North Fork Teanaway River (Milepost 2.85) • Old Highway 10 over Currier Creek (Milepost 0.72) • Durr Road over Umptanum Creek (Milepost 4.05) • Hayward Road over Hiline Canal (Milepost 0.78) • Cooke Can Road over Cooke Creek (Milepost 2.54) • Ross Road over Turbine Canal (Milepost 1.03) • Cove Road over Manastash Creek (Milepost 0.37) • N Thorp Highway over Mill Ditch (Milepost 0.51) 	\$20,000,000	17
2	Bridges past useful life (+75 years) within the 20 year planning horizon (97 total)	\$41,648,820	12
Necessary Maintenance/Rehabilitation		\$28,788,731	
1	Teanaway Road Hydraulic Improvements Milepost 6.91 – West Fork Teanaway Road Milepost 8.64	\$2,336,000	13
2	Thorp Cemetery Road - inadequate railing and curves that need delineators/signs Milepost 0.00-3.02	\$585,150	13
3	Bridge Rail Improvements Phase 1 - 19 structures in Maintenance Districts A-F	\$559,914	13
4	Bridge Rail Improvements Phase 2 - 21 structures in Maintenance Districts G-I	\$524,418	13
5	Bridge Rail Improvements Phase 3 - 20 structures in Maintenance Districts J-L	\$597,233	13
6	Clear Zone Inventory - data collection, database creation, scoping level mitigation opportunities identified	\$75,000	13
7	Bridge Rail Improvements Code 2 Phase 1 - 6 structures in Maintenance Districts A-D	\$766,927	13
8	Bridge Rail Improvements Code 2 Phase 2 - 16 structures in Maintenance District E	\$948,625	13
9	Bridge Rail Improvements Code 2 Phase 3 - 17 structures in Maintenance District F	\$974,967	13
10	Bridge Rail Improvements Code 2 Phase 4 - 21 structures in Maintenance District G	\$1,032,990	13
11	Bridge Rail Improvements Code 2 Phase 5 - 14 structures in Maintenance Districts H-I	\$875,433	13
12	Bridge Rail Improvements Code 2 Phase 6 - 14 structures in Maintenance District J-K	\$754,201	13
13	Bridge Rail Improvements Code 2 Phase 7 - 12 structures in Maintenance Districts L	\$548,920	13
14	Bridge Rail Improvements Code 1 Phase 1 - 2 structures in Maintenance Districts A-D	\$389,540	13
15	Bridge Rail Improvements Code 1 Phase 2 - 1 structures in Maintenance District E	\$938,840	13
16	Bridge Rail Improvements Code 1 Phase 3 - 17 structures in Maintenance District F-L	\$429,573	13
17	Airport Road Cle Elum - replace irrigation culverts crossing road Milepost 0.23-1.50	\$1,876,000	12
18	Hungry Junction Road Bridge over Cascade Creek Milepost 0.02 West Kerr Road	\$750,000	12
19	Lyons Road Bridge over Naneum Creek Milepost 0.38 West Naneum Road	\$750,000	12
20	Lyons Road Bridge over Creek Milepost 0.96 East Naneum Road	\$750,000	12
21	Lyons Road Bridge over Naneum Creek Milepost 0.83 East Wilson Creek Road	\$750,000	12

22	Naneum Road Culvert Replacement - Fish Passage	\$730,000	11
24	McManamy Road Bridge over Dry Creek Milepost 0.21 SR 97	\$1,900,000	10
25	Number 6 Road Irrigation Bridge over Town Ditch Milepost 0.63	\$685,000	10
26	Thrall Road at bridges, canals, and fills Milepost 0.00 - 5.30	\$300,000	10
27	Lambert Road Bridge Milepost 0.67 - 7.00	\$250,000	10
28	Reecer Creek Road & Robbins Road intersection	\$500,000	10
29	Kachess Lake Road - Culvert Replacement Milepost 2.5	\$660,000	6
30	Mohar Road - Settlement Reconstruction Milepost 1.75 - 2.01	\$545,000	6
31	University Way Bridge Repairs over BNSF RR Milepost 1.61	\$175,000	6
32	Wiehl Road Improvement District	\$650,000	6
33	Yellowstone Road Culvert Replacement Milepost 0.70	\$1,000,000	6
34	N Thorp Highway Bridge over Yakima River - Joint Repair	\$180,000	4
35	N Thorp Highway Bridge over Yakima River - Painting Project	\$4,000,000	4
Planning Projects		\$100,000	
1	ADA Transition Plan	\$100,000	20
GRAND TOTAL:		\$127,408,735	

Source: Fehr and Peers, 2018

6.1 REGIONAL COLLABORATION

As stated earlier, 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, and USFS to ensure regional travel patterns do not impact quality of life in Kittitas County.

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.

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. Envisioned improvements include:

- Adding a northeast route stretching east to Pfenning Road and north to Bender Road
- Adding a west route traveling out to Dolarway Road and University Way
- Development of a transit center

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 will also connect residents to the intercity Yakima Commuter route that travels between Ellensburg and Yakima during the week.

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.

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.

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.

7 IMPLEMENTING THE TRANSPORTATION PLAN

This chapter considers Kittitas County’s funding picture over the next 20 years and provides strategies to support implementation of the recommendations made as part of this Transportation Element.

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.

Any funding strategy must balance stated goals against developing sustainable revenue sources that are feasible for the County to implement. This is even more pressing given the limited means counties have at their disposal for raising revenue. Washington’s counties are different from cities and special service districts in fundamental ways. These differences are brought into stark relief by considering the interplay of four factors:

- Counties face strict limits on their taxing authority.
- Counties are heavily reliant on property taxes.
- Counties face a long list of regional service obligations that are mandated by the state.
- Counties have a complex set of relationships with multiple constituencies:
 - They collect *regional taxes* and provide *regional services* for all constituents in the county.
 - They collect *local taxes* and provide *local services* to unincorporated areas.

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.

Kittitas County has a long list of service obligations with few options for securing new revenue streams. 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.

7.1 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. Detailed revenue and expenditure calculations can be found in **Appendix E**.

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.

Funding and financing strategies should fund capital investments that are currently needed, as well as help the County sustainably fund future capital needs.

DECREASE EXPENSES

Prioritization

Project prioritization is needed to help identify when best to fund and implement the projects since

funding is limited. Criteria were established to help prioritize the projects and implementation¹³.

Using these criteria, the recommended projects were evaluated and ranked based on how well each could meet the criteria. High priority projects for Kittitas County are those that meet multiple criteria in terms of effectiveness, benefit to the community, and ability to be implemented. As the current 20-year project list is expected to exceed the County's revenue, these criteria can be used to evaluate both current and future projects.

Level of Service maintenance

Current operating expenditures incorporate additional costs needed to bring locations failing LOS standards back into compliance. Going forward, expenditures will maintain existing levels of service, which may not be as capital intensive.

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

FUTURE FUNDING STRATEGIES

Given the limited ability of the County to further reduce expenditures, the following list of potential funding options was compiled to help address future funding needs:

- Increase Revenues through Funding Tools:
 - \$20 Vehicle Licensing Fee levied via a Transportation Benefit District
 - 0.2% Sales and Use Tax levied via a Transportation Benefit District
 - County Road Property Tax Levy Lid Lift
 - Transportation Impact Fees
 - General Fund Allocations
 - Reclaiming Diverted County Road Levy Property Tax Capacity
 - Property Tax Levy Lid Lift – County General Expense Levy
 - Sale of Existing Capital Assets
 - Real Estate Excise Tax 2

- Increase Revenues through New Financing Tools:
 - Limited Tax General Obligation (LTGO) Bonds
 - Unlimited Tax General Obligation (UTGO) Bond

Each of these options has its own challenges, and there is no easy solution to balancing revenues and 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 12 summarizes these tools and their potential for revenue.

¹³ See Appendix E for a detailed description for how each project was evaluated and scored relative to the transportation goals using a scoring matrix.

Table 12. Opportunities to Increase Revenues through Funding and Financing Tools

Tool	Description	Eligible Expenditures		Voter Approval Required?	Who Pays?	Additional Revenues Order of Magnitude
		Programmatic	Capital			
Recommended Funding Tools						
\$20 Vehicle Licensing Fee levied via a Transportation Benefit District	<i>Independent taxing districts created through ordinance can impose a vehicle fee, without voter approval, of up to \$20; \$40 if a \$20 fee has been in effect for at least 24 months; and \$50 if a \$40 fee has been in effect for at least 24 months. Vehicle license fees can be as much as \$100 with voter approval</i>	X	X	No, up to \$50. Yes, above \$50 and up to \$100.	Vehicle Owners	\$\$-\$\$\$
0.2% Sales and Use Tax levied via a Transportation Benefit District	<i>Independent taxing districts created through ordinance can impose additional sales and use tax of up to 0.2%</i>	X	X	Yes	Consumers	\$\$
County Road property tax levy lid lift	<i>Increase property taxes in taxing districts without banked capacity beyond the 1% limit for six years up to a rate equal to or less than the statutory maximum rate</i>	X	X	Yes	Property Owners	\$\$\$
Transportation Impact Fees	<i>Fees charged to developers to fund impacts related to development as established by a rate study or levied as part of SEPA mitigation.(single family homes exempt)</i>		X	No	Developers	\$\$
Other Funding and Financing Tools deemed unfeasible at this time						
Reclaiming Diverted County Road Levy Property Tax Capacity	<i>Reclaiming funds diverted for other County purposes</i>	X	X	No	Other County Programs	\$
Property Tax Levy Lid Lift – County General Expense Levy	<i>Increase property taxes in taxing districts without banked capacity beyond the 1% limit – revenues would remain in the general fund</i>	X	X	Yes	Property Owners	\$
General Fund Allocations	<i>Dependent on excess General Fund capacity</i>	X	X	No	Other County Programs	\$
Sale of Existing Capital Assets	<i>Sale of surplus existing capital assets</i>		X	No	N/A	\$
Real Estate Excise Tax 2	<i>Levy of an additional 0.25% tax on the full sales price of real estate</i>		X	No	Property Sellers	\$
Limited Tax General Obligation (LTGO) Bonds	<i>Councilmanic bonds (debt) that must be repaid through County revenues</i>		X	No	Property Owners	\$\$\$
Unlimited Tax General Obligation (UTGO) Bond	<i>Voted bonds (debt) that include the levying of an additional property tax to repay them</i>		X	Yes	Property Owners	\$\$\$

Note: Additional Revenue Order of Magnitude values are conservative estimates only and represent the estimated annual revenue.

\$ - less than \$250,000

\$\$ - \$250,000-\$1,000,000

\$\$\$ - greater than \$1,000,000

Source: BERK Consulting and Fehr & Peers, 2018

Over the course of the 20-year planning horizon, it is estimated that these four recommended funding tools could cover the deficit that the County is anticipating. **Table 13** details the potential revenue from these funding strategies over the 20-year planning horizon.

Table 13. 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
Total	\$39,450,000	\$27,160,000	\$66,620,000	\$65,550,000	\$132,170,000

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.

BOARD OF COUNTY COMMISSIONERS
COUNTY OF KITTITAS
STATE OF WASHINGTON

RESOLUTION NO. 2022 - 224

ADOPTING THE 2022 AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION PLAN

WHEREAS: The Americans with Disabilities Act of 1990 is a civil rights law that prohibits discrimination against individuals on the basis of disability; and

WHEREAS: Title II of the ADA (28 CFR Part 35) requires state and local government to conduct a self-evaluation of services, policies, and practices as it relates to individuals with disabilities and develop a Transition Plan to outline modifications and efforts that must be made to correct findings of non-compliance with ADA Standards; and

WHEREAS: Public Works has prepared a draft ADA Transition Plan addressing public right-of-way has been developed and a self-evaluation completed looking at facilities such as crosswalks and sidewalks; and

WHEREAS: Public Works has conducted public outreach collecting public comment on the draft plan through two open houses and applicable comments are incorporated into the final ADA Transition Plan; and

WHEREAS: The Board of County Commissioners did conduct an open public hearing duly advertised on December 6, 2022, on the proposed final draft of the 2022 ADA Transition Plan.

NOW, THEREFORE BE IT RESOLVED that the Board of County Commissioners, in the best interest of the public, does hereby adopt the 2022 Kittitas County Americans with Disabilities (ADA) Transition Plan specific to public right-of-way.

DATED this 6th day of December 2022, at Ellensburg, Washington.



Attest:

Clerk of the Board- Julie Kjorsvik

Deputy Clerk of the Board- Mandy Buchholz

Erin Smith

BOARD OF COUNTY COMMISSIONERS
KITTITAS COUNTY, WASHINGTON

[Signature]
Laura Osiadacz, Chairman

[Signature]
Cory Wright, Vice-Chairman

[Signature]
Brett Wachsmith, Commissioner

2022

Kittitas County Americans with Disabilities Act (ADA) Transition Plan



Kittitas County Public Works

Kittitas County

10/10/2022

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Introduction

1.1 Purpose

Kittitas County's American Disabilities Act (ADA) Transition Plan has been initiated to fulfill the requirements of American Disabilities Act (ADA of 1990). The purpose of the ADA Transition Plan is to guide accessibility improvements throughout the County in regard to public right-of-way. Through the assessment of current inventory and accessibility standards, we are able to identify barriers and deficiencies and start working towards improving them. The ADA Transition Plan requires a self-evaluation by the County. The self-evaluation process and results may help identify gaps in service. Afterward, an implementation plan for barrier corrections and improvements can be suggested.

1.2 Plan Overview

The Transition Plan is focused on creating and maintaining an inventory of County owned facilities, and identifying construction improvements, if necessary, to improve pedestrian accessibility in the County right-of-way. Pedestrian accessibility for this plan includes, but is not limited to, facilities serving pedestrians, anyone in a wheelchair, the blind and anyone using crutches or similar assistance devices. Providing accessibility should be with consistent with Washington State Department of Transportation (WSDOT) ADA Sidewalk Requirements such as sidewalk width (minimum 36 inches or 3 feet), curb ramp and sidewalk surface texture and trip hazards (i.e. firm, stable, slip-resistant, lifted sidewalks), sidewalk slope and presence of properly constructed curb ramps. Additionally, architectural barriers limiting access or use of public serving facilities and buildings such as stairs, curbs, uneven surfaces, doors, furnishings, and fixtures should be assessed.

Plan items per [Title II Part 34, Subpart D- Program Accessibility § 35.150 \(d\)\(3\)](#) include:

- ✓ Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;
- ✓ Describe in detail the methods that will be used to make the facilities accessible;
- ✓ Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period; and
- ✓ Indicate the official responsible for implementation of the plan

Responsibilities:

- ✓ Identification of Kittitas County's critical areas regarding public right-of-way accessing government offices, medical facilities, downtown core areas, school zones, residential areas, et al., rest areas, parks, shared use trails, and access to public buildings.

- ✓ Inventory (and details) of facilities where structural modifications are needed to make facilities accessible to persons with disabilities.
- ✓ Identify methods for correcting or improving barriers.
- ✓ Maintain in file/available for public inspection for three years from date of completion.

1.3 ADA Transition Plan Requirements

- ✓ Identify physical obstacles.
- ✓ Identify potential committee member to represent the disabled community to help identify priorities and recommendations.
- ✓ Describe the methods to make facilities accessible, if not already.
- ✓ Specify the schedule for achieving completion.
- ✓ Identify official responsible for implementation of the plan.
- ✓ Estimate cost of each modification.
- ✓ Prepare a 5-10 year plan.
- ✓ Include the agency's grievance process and the individual that will follow through with the plan.

2.0 Facility Self -Evaluation

The facility self-evaluation shall include:

- ✓ Identification of barriers in programs and activities that prevent persons with disabilities from access including evaluation of policies/practices.
- ✓ Identification of barriers within public right-of-way: curbs, sidewalks, pedestrian crossings (crosswalks), driveway accesses, and County owned facilities.
- ✓ Statement of agency commitment of funding, staff resources, and level of service.
- ✓ Methods for field inspections/surveys by form/checklist, GIS by recording inventories of facilities and infrastructure and their locations and associated attributes.

3.0 Accessibility Improvements - Prioritization Method

Accessibility can vary, and any deficiencies and barriers should ultimately be corrected. Limiting factors such as funding and timing are causes for constructing all project improvements not one at a time, but in a phased approach, resulting in the need to prioritize projects. In an attempt to keep a consistent countywide system for assessing accessibility, Kittitas County is following the City of Ellensburg's methods for rating, identifying, and prioritizing ADA barriers. The prioritization method includes scoring proposed projects by factoring a barrier condition rating (BCR). In addition to barrier condition rating, many transition plans use an accessibility demand rating (ADR) to prioritize barriers in need of correction. This ADR process was *not* completed as part of this plan due to the locations of Kittitas County owned curb ramps – directly outside the City of Ellensburg limits (circled in red), where ADR in the City of Ellensburg – ADA Transition

Plan for Public Right-of-Way defines the area as the lowest pedestrian activity, thus the lowest priority for correction. (Figure 1)

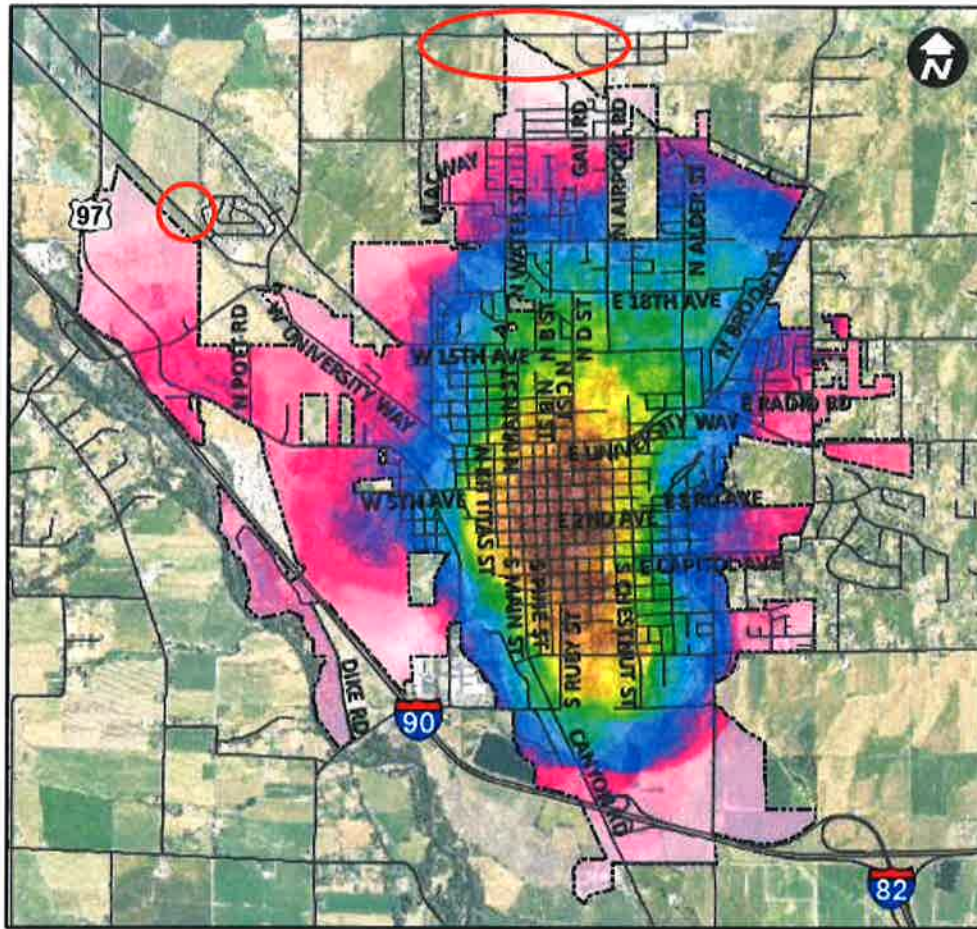


Figure 1. City of Ellensburg's Pedestrian Activity Levels and Pedestrian Priority Locations. Kittitas County owned sidewalks, curb ramps and driveway accesses are in areas circled in red. (Source: City of Ellensburg – ADA Transition Plan for Public-Right-of-Way)

3.1 Barrier Condition Rating

The barrier condition rating (BCR) rates compliant ramps and the severity of the non-compliant ramps as follows:

- A) Fully Compliant
- B) Nearly Compliant: Passable but minor difficulty for some.
- C) Some Compliance: Passable but moderately difficult for some.
- D) Low Compliance: Passable but difficult for most.
- E) No Compliance: Varying levels of non-compliance, even if minor
- F) Significant Barrier: Has a significant barrier that is unpassable by most or all.

Conditions used for this analysis include the following measurements: ramp cross slope (%) and ramp running slope (%). Kittitas County sidewalks meet the requirements for accessibility with the exception of spot locations where sidewalks are raised or buckled (Appendix C). The locations of those barriers are included in the areas where the County has prioritized sidewalk repairs and improvements (Airport Rd., Bowers Rd., and Bowers Business Loop). Methods for conducting measurements for each location included the use of inspection forms (sidewalk and curb ramp [Appendix B]), taking GPS points for GIS mapping, and taking physical measurements for lengths and widths (feet), slope (percent), as well as visual identification of locations where gaps, cracks, and buckling have occurred (Appendix C).

3.2 Accessibility Demand Rating

As previously mentioned, the accessibility demand rating (ADR) is typically used to rate the frequency of use, or relative “importance”, of areas where ramps exist. The City of Ellensburg’s 2018 Pedestrian Activity Level analysis (Figure 1) assigns a relatively low importance for pedestrian use, and thus accessibility and prioritization, at the City/County boundaries. For that reason, ADR was not assessed for each of the County’s locations and a baseline value indicating low usage was assigned as a default for each location. Below is a table of BCR results for area including sidewalks and their curb ramps.

Table 1. BCR for each sidewalk area from most severe to least severe.

Barrier Condition Rating	Community/City	Road Name	Beginning Milepost	End Milepost	Type	Side of Road	Type of Curb
E	S. Cle Elum	S. Cle Elum Way	0.37	0.44	sidewalk	east	perpendicular curb
C	Thorp	Thorp Hwy	6.61	6.71	sidewalk	south	no curb
B	Ellensburg	Bowers Rd.	1	1.94	sidewalk	north	perpendicular curb
B	Ellensburg	Airport Rd.	1	1.25	sidewalk	west	perpendicular curb
B	Ellensburg	Bowers Business Loop	0	0.26	sidewalk	south/west	rolled curb
B	Ellensburg	Dry Creek Rd.	1.12	1.31	sidewalk	south	perpendicular curb

Table 2: BCR for each curb ramp from most severe to least severe.

Barrier Condition Rating	Community/City	Road Name	Milepost	Type	Side of Road	Type of Curb
D	S. Cle Elum	S. Cle Elum Way	0.37	curb ramp	east	perpendicular curb
D	S. Cle Elum	S. Cle Elum Way	0.44	curb ramp	east	no curb
C	Ellensburg	Airport Rd.	1	curb ramp	west	perpendicular curb
C	Ellensburg	Bowers Business Loop	0	curb ramp	west	perpendicular curb
C	Ellensburg	Dry Creek Rd.	1.31	curb ramp	south	rolled curb
C	Ellensburg	Bowers Rd.	1	curb ramp	north	perpendicular curb
B	Ellensburg	Bowers Rd.	1.25	curb ramp	north	perpendicular curb
A	Ellensburg	Airport Rd.	1.25	curb ramp	west	perpendicular curb
A	Ellensburg	Bowers Business Loop	0.26	curb ramp	north	perpendicular curb
A	Ellensburg	Bowers Rd.	1.5	curb ramp	north	perpendicular curb

3.3 Total Prioritization Scores

To prioritize projects for correction or improvements, we used the Barrier Condition Rating (BCR) system. This rating system is found in many plans including the City of Ellensburg's ADA Transition Plan for Right-of-Way regarding the accessibility of ADA facilities. For the County, using this BCR system as others do, is intended to keep a consistent method of identifying barriers and prioritizing corrections and improvements throughout the cities and county. Prioritization scores are the same as the BCR severity table organization.

4.0 Public Involvement

Public involvement is a requirement of Title II of the ADA. Kittitas County Public Works hosted two open houses; one on September 12, 2022, in the upper county and one on September 13, 2022, in the Kittitas County Public Works conference room. The purpose of the open houses is to give the community an opportunity to identify areas of concern and deficiencies, suggest priorities for improvement or correction, and give any plan content feedback. The County encourages the community to continue providing feedback as needed. Additionally, any grievances with public facilities accessibility are encouraged by the public.

5.0 Accessibility Improvements and Schedule

Facilities were inventoried and evaluated allowing for specific project areas to be identified. After identification, projects were prioritized and a schedule for improvements, corrections, and implementation was established.

5.1 Budgets and Costs for Barrier Removal/Correction

Kittitas County Public Works allocates road funds, which is received from a percentage of (0.8%) the annual motor vehicle funds, to pedestrian paths and trails. The funds are defined as a line item of pedestrian paths and trails and historically have averaged approximately \$17,000/year. Funds can be built up for a maximum duration of ten years. Each year Public Works staff considers each project eligible for pedestrian paths and trails funds and prioritizes expenditure. Public Works currently has \$30,000 allocated for expenditure on pedestrian paths and trails within the County (Upper and Lower). Repairs on Bowers Road are also programmed by line item.

5.2 Proposed Accessibility Improvement Projects and Schedule

The County has relatively few curb ramps and sidewalks which are presumed to support low activity due to locations. All the curb ramps and sidewalks are within the Urban Growth Area and are anticipated to be annexed to the city in the future. With that said, the County does currently have sidewalk improvements to N. Airport Rd. on the adopted Transportation Improvement Plan. The work is anticipated to cost \$78,000 and is scheduled to occur in

2022/23 as identified as a “necessary maintenance/rehabilitation” in Kittitas County Public Works’ 10-Year Transportation Asset Management Plan (TAMP). Grant funding is also being sought for a pathway in upper county.

6.0 Implementation

Once deficiencies have been identified and prioritized (Table 1), the County is prepared to go about creating a plan for implementation. As stated in the previous section, the County is already poised to make improvements to the majority of the sidewalks and curb ramps in the current inventory, thus making an implementation plan relatively simple. Those priorities not identified in the implementation of repairs and improvements are: one curb ramp near the City of Ellensburg’s housing development off Dry Creek Rd. which is low priority due to being nearly compliant, and ramps or approaches at the S. Cle Elum Way bridge over the Yakima River. Implementation is planned as follows. Items in bold are currently being addressed:

- ✓ S. Cle Elum Way Curb Ramps: Not yet scheduled.
- ✓ **Thorp Hwy.: The Thorp School District plans on modifying the sidewalk and curb ramp to fit their users’ needs best.**
- ✓ **Bowers Rd.: Scheduled for improvements in 2022/23.**
- ✓ **Airport Rd.: Scheduled for improvements in 2022/23.**
- ✓ **Bowers Business Loop: Scheduled for improvements in 2022/23.**
- ✓ Dry Creek Rd.: Not yet scheduled.

7.0 Inventories

7.1 Pedestrian Facility Inventory

Sidewalks and Crosswalks

Kittitas County has conducted an updated inventory review of sidewalks, crosswalks, and facilities and parking lots owned or operated by the County. This inventory should be updated as the community grows and develops, and annexations occur. Table 2 lists sidewalks and crosswalks, while Table 3 lists maintenance shops, storage facilities, and parking lots. Inventory maps are also included in Appendix A.

Table 3. Locations of Sidewalks and Crosswalks owned by Kittitas County.

Community /City	Road Name	Beginning Milepost	End Milepost	Type	Side of Road	Type of Curb
Easton	1st St	0.21		crosswalk		
Thorp	Thorp Hwy	6.61	6.71	sidewalk	south	no curb
Thorp	Thorp Hwy	6.61		crosswalk		
Thorp	Thorp Hwy	6.66		crosswalk		
Thorp	Thorp Hwy	6.71		crosswalk		
Thorp	Thorp Hwy	6.77		crosswalk		
S. Cle Elum	S. Cle Elum Way	0.37	0.44	sidewalk	east	perpendicular
Ellensburg	Bowers B. Loop	0.00	0.26	sidewalk	south	rolled curb
Ellensburg	Bowers Rd.	1.00	1.94	sidewalk	north	perpendicular
Ellensburg	Airport Rd.	1.0	1.25	sidewalk	west	perpendicular
Ellensburg	Dry Creek Rd.	1.12	1.31	sidewalk	south	perpendicular

7.2 County Owned/Operated Public Facilities

Maintenance Shops, Storage Facilities, and Parking Lots

In addition to sidewalks and curb ramps, Kittitas County owns and/or operates public facilities. Table 3 includes an inventory of facilities, which County department is responsible for the facility, type of facility and size. Public Works is responsible for maintenance shops accessed by employees of the County and some parking areas. These inventories can also be found in the [Kittitas County Comprehensive Plan](#).

These facilities were not assessed with the same criteria and metrics as the sidewalks and curb ramps due to incompatible comparisons. If the public finds any of these facilities to be inaccessible a grievance can be directed to the ADA Coordinator and Director of Human Resources at Kittitas County:

Jeanne Killgore
 205 W. 5th Avenue, Suite 107
 Ellensburg, WA 98926
 (509) 962-7084
hr@co.kittitas.wa.us

Table 4. Existing Public Facilities and Services - Kittitas County Maintenance Shop, Storage, and Parking Lots.

Facility	Department	Description	Size
Lower County PWD Heavy Equipment Storage West Shed	Public Works	15 th & Okanogan, built 1951	4,875 sq. ft.
Lower County PWD Heavy Equipment Storage East Shed	Public Works	15 th & Okanogan, built 1951	4,875 sq. ft.
Lower County PWD Main Heavy Equipment Shop	Public Works	15 th & Okanogan, built 1951	6,240 sq. ft.
Sheriff Central Storage	Sheriff	307 Umptanum Rd., built 2009	2,160 sq. ft.
Upper County PWD Repair Shop	Public Works	Third & Short, Cle Elum, built in 1951, remodeled in 2011	3,200 sq. ft.
Upper County PWD Heavy Equipment Storage	Public Works	Third & Short, Cle Elum, built in 1990, remodeled in 2010	2,800 sq. ft.
Vantage Boat Launch Parking Lot	Public Works	Vantage Boat Launch built approx. 1990. Includes large stalls for boats	62 stalls
Armory Parking Lot	Ext, Weed, & Event Ctr	Gravel parking area, not striped	20 stalls
S Courthouse Parking Lot	Courthouse Offices	Off-street parking adjacent to Courthouse	21 stalls
W Courthouse Parking Lot	Courthouse Offices	Off-street parking adjacent to Courthouse	7 stalls
SW 6 th Ave. & Water Street	Courthouse Offices	Improved parking lot	44 stalls
NW 6 th Ave. & Water Street	Courthouse Offices	Improved parking lot in 2010	58 stalls
NE 6 th Ave. & Water Street	Courthouse Offices	Semi-improved parking lot	18 stalls
N Permit Center	Public Works	Improved off-street parking next to bldg.	14 stalls

Facility	Department	Description	Size
S Permit Center	CDS	Improved off-street parking next to bldg.	10 stalls
Sheriff Administration Office Parking Lot	Sheriff and Prosecutors	Improved off-street parking next to bldg.	51 stalls
SW Sorenson Building Parking Lot	Public Health	Improved off-street parking next to bldg.	24 stalls
W Upper District Court Building Parking Lot	Upper District Court	Improved off-street parking next to bldg., 700 1 st St., Cle Elum	22 (shared)
Cle Elum Centennial Center - Parking Lot for Public Health services by appointment	Public Health	Improved off-street parking next to bldg., 719 E. 3 rd St, Cle Elum. Building space and parking are provided for Upper County Public Health services	30 (shared)
Suncadia / Upper County Sheriff Office Parking Lot	Sheriff	Improved off-street parking next to bldg., 4240 Bullfrog Rd, Suite 1, Cle Elum	22 (shared)
Kittitas Valley Event Center/Fairgrounds Parking Lots	KV Event Center	Does not include the unimproved parking areas used for large events	136
Lower County PWD Shop Parking Lot	Public Works	Unimproved off-street parking next to bldg.	20(approx.)
E UPS Store	Courthouse	Improved off-street parking	35

Appendix A:

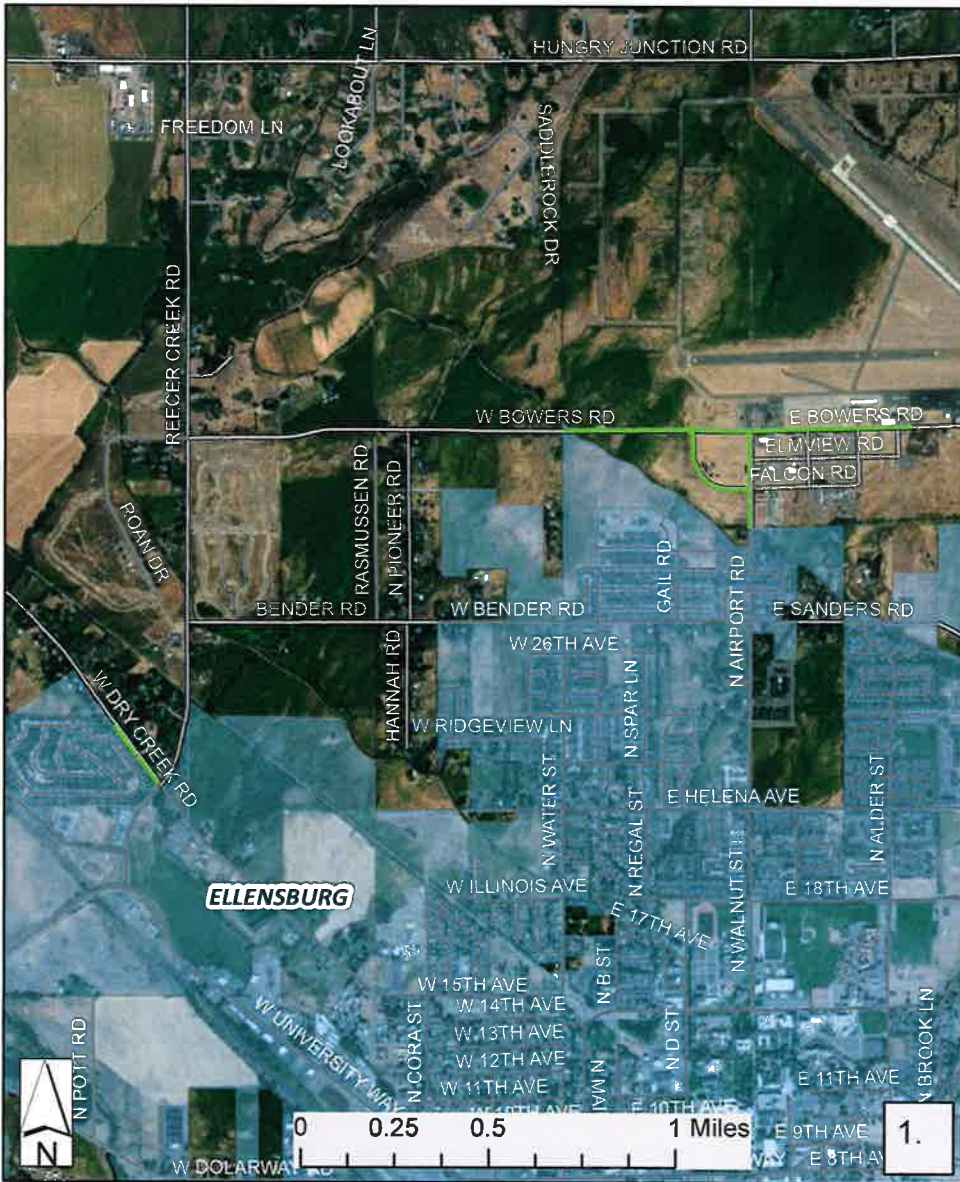
Sidewalk Inventory

Crosswalk Inventory

Driveway Entrances Inventory

Ramp Cross Slope (%) for BCR

Ramp Running Slope (%) for BCR



**Kittitas County Public Works
Sidewalk Inventory:**

- 1. Lower County/Ellensburg Area**
- 2. Lower County/Thorp Area**
- 3. Upper County/Cle Elum Area**

Road_Name	BMP	EMP	Side_of_Road	Type_of_Curb
S. Cle Elum Way	0.54	0.62	east on bridge	
N. Airport Rd.	1.0	1.26	west	perpendicular curb
Bowers Business Loop	0	0.26	west	rolled curb
Dry Creek Rd.	1.12	1.31	south	perpendicular curb
Thorp Hwy.	6.61	6.7	south	
Bowers Rd.	1.0	1.92	north	perpendicular curb

Legend	
	Sidewalks
	CLE ELUM
	ELLENSBURG
	KITTITAS
	ROSLYN
	SOUTH CLE ELUM



**Kittitas County Public Works
Crosswalk Inventory:**

- 1. All County owned crosswalks
- 2. Lower County/Thorp Area
- 3. Upper County/Roslyn Area

Road_Name	BMP	Type
N. Thorp Hwy	6.67	crosswalk
N. Thorp Hwy	6.77	crosswalk
N. Thorp Hwy	6.74	crosswalk
N. Thorp Hwy	6.72	crosswalk
1st Street	0.21	crosswalk

Legend

- Crosswalks
- CLE ELUM
- ELLENSBURG
- KITTITAS
- ROSLYN
- SOUTH CLE ELUM



Legend

● ADA_Driveway Entrances

Cities

- CLE ELUM
- ELLENSBURG
- KITTTITAS
- ROSLYN
- SOUTH CLE ELUM

Urban Growth Area

UGA_NAME

- CLE ELUM
- ELLENSBURG
- SOUTH CLE E



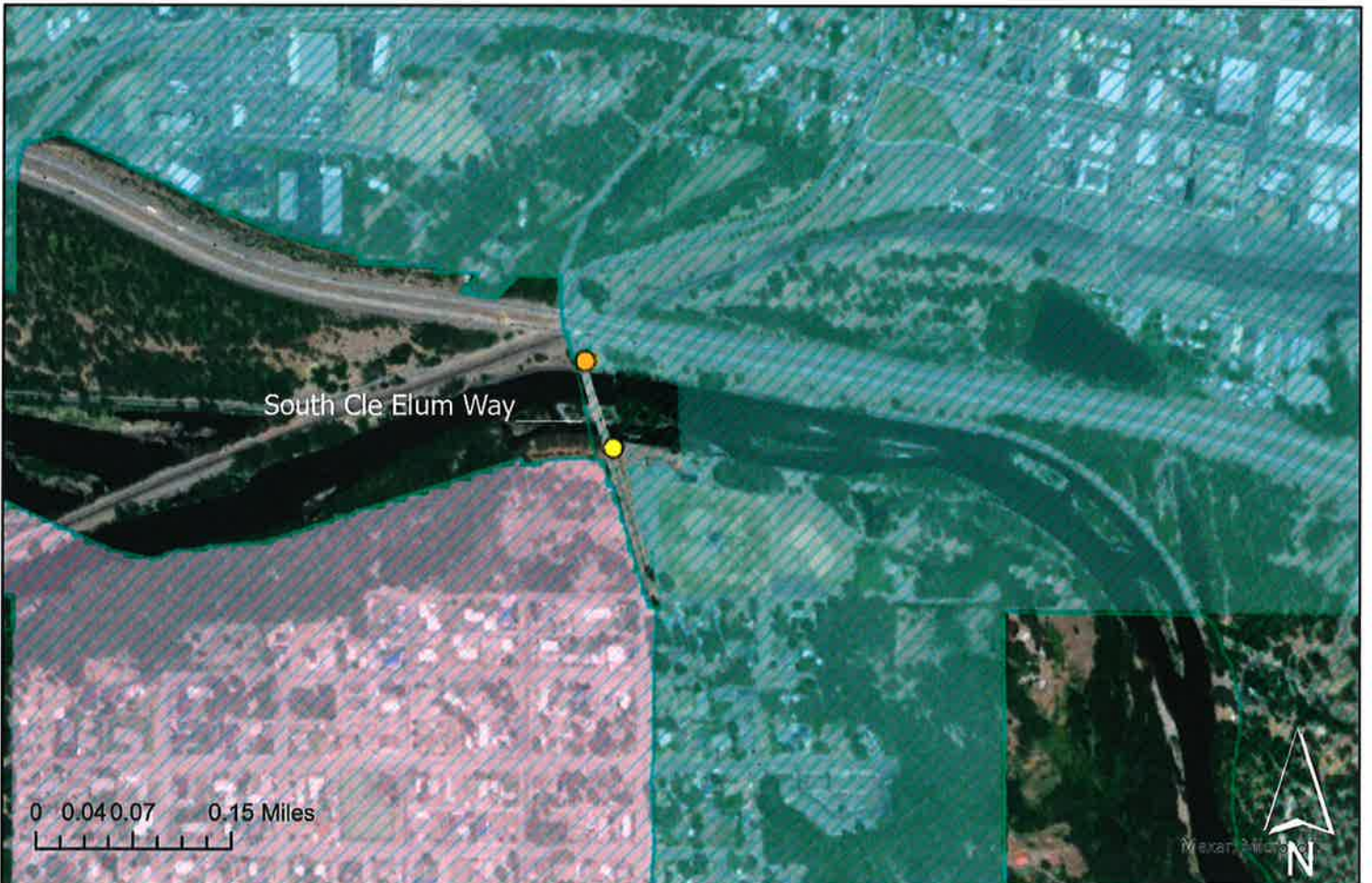
Bender Rd.

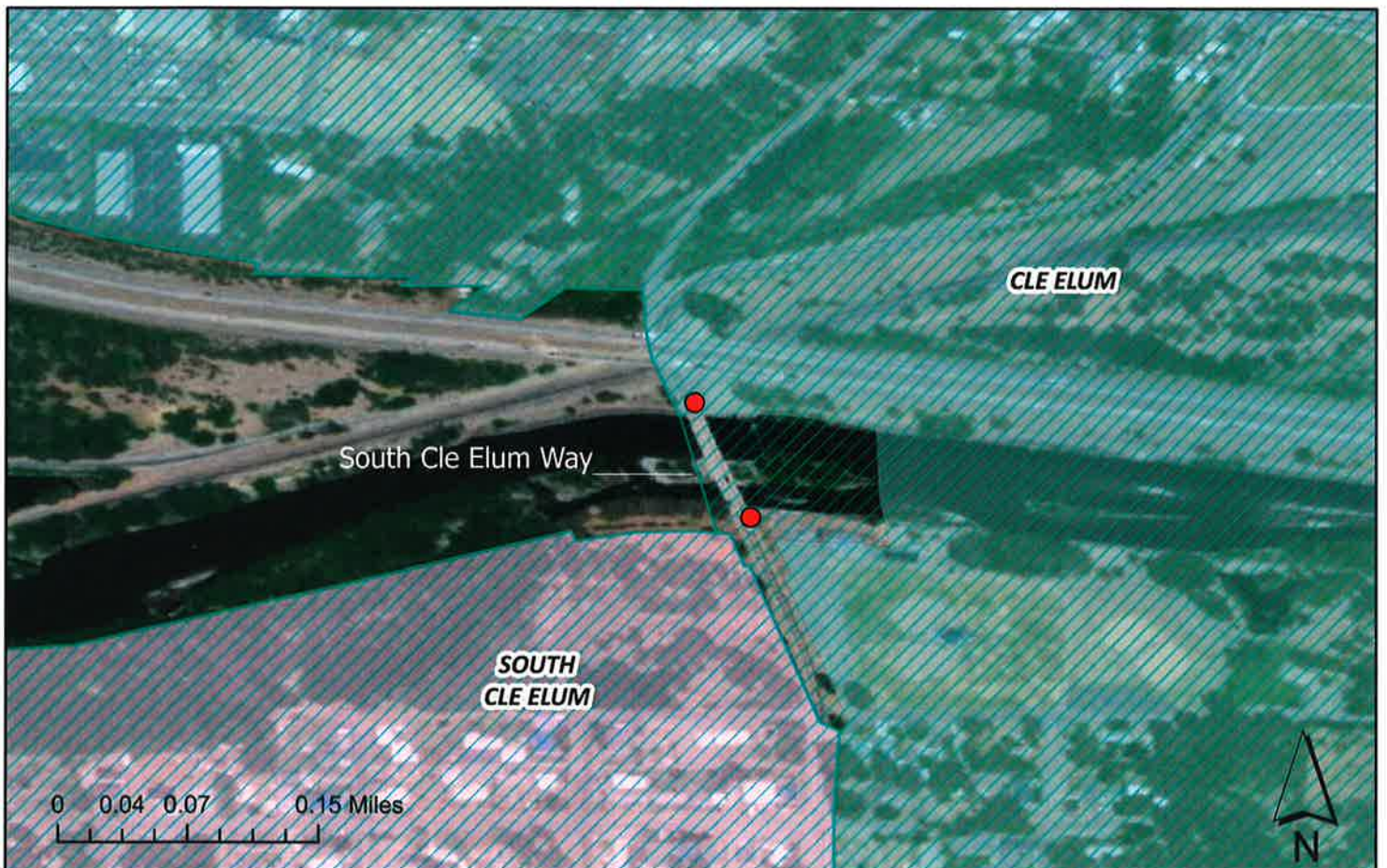
Airport Rd.

0 0.07 0.15 0.3 Miles

Driveway Entrances Inventory







Appendix B:

Sidewalk Inspection Form

Curb Ramp Inspection Form



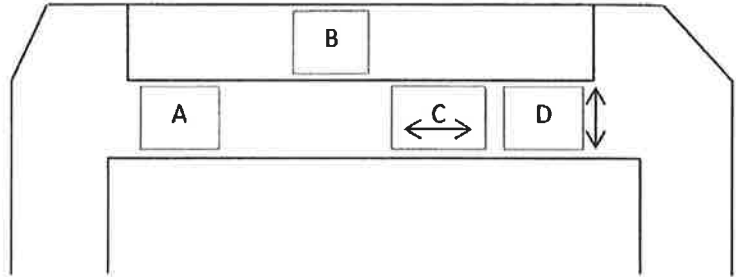
KITTITAS COUNTY DEPARTMENT OF PUBLIC WORKS

Sidewalk Inspection Form

Road Name : _____ Mile Post: _____
 Cross Street: _____ Side of Street (N, S, E, W): _____
 Corner (NW, SW, SE, NE): _____

Surface Material Type Mark with 'X'
 Asphalt: _____
 Concrete: _____
 Other: _____

Type of Curb
 No Curb: _____
 Rolling Curb: _____
 Vertical Curb: _____



(A) Sidewalk Width? _____
 (B) Planter Strip? Yes / No
 If yes:
 Planter Strip Width: _____
 Does Planter Strip Extend
 Length of Sidewalk: Yes / No

A=Width of Sidewalk
 B = Planter Width and Length
 C = Running Slope
 D = Cross Slope

(C) Running Slope: _____ (D) Cross Slope: _____

Other Conditions: _____

Curb cut needed/unavailable: _____

Inspected/Measured by (print name): _____ Date: _____

Appendix C:

Photos



Figures 1 and 2. Examples of spot locations of barriers at Airport Rd.



Figures 3 and 4. Examples of fully compliant (BCR: A) curb ramps at Bowers Business Loop and Bowers Rd.



Figures 5 and 6. Examples of nearly compliant (BCR: B) curb ramps at Dry Creek Rd. and Bowers Rd.



Figures 7 and 8. Examples of Some Compliance (BCR: C) curb ramps at Airport Rd. and Bowers Rd.



Figures 9 and 10. Examples of Low Compliance (BCR: D) curb ramps at north and south ends of S. Cle Elum Way.

MEMORANDUM

September 23, 2025

To: Chad Bala, Kittitas Community Development Director,
Jeremy Johnston, Kittitas Long Range Planner
Kittitas County, Washington

From: Heidi Rous
Climate Director, Kimley-Horn

RE: SUMMARY OF POTENTIAL CLIMATE IMPACTS/RISKS/VULNERABILITIES & POTENTIAL OPPORTUNITIES, CLIMATE ELEMENT AND RESILIENCY SUB-ELEMENT 2025 COMPREHENSIVE PLAN UPDATE, KITTITAS COUNTY

Background

Under HB 1181 (2021), the Growth Management Act (GMA) requires the County to adopt a climate and a resiliency sub element which shall address the following:

- Identify, protect, and enhance community resiliency to climate change impacts, including social, economic, and built environment factors, that support adaptation to climate impacts consistent with environmental justice; and
- Address natural hazards created or aggravated by climate change, including sea level rise, landslides, flooding, drought, heat, smoke, wildfire, and other effects of changes to temperature and precipitation patterns; and
- Identify, protect, and enhance natural areas to enhance resiliency to climate impacts, as well as areas of vital habitat for safe passage and species migration.

The analysis used in determining climate impacts and climate-exacerbated hazards must be the best available science and scientifically credible climate projections and impact scenarios ([RCW 36.70A.070\(9\)\(e\)\(i\)](#)).

Definitions

Asset: People, resources, ecosystems, infrastructure, and the services they provide. Assets are the tangible and intangible things that people or communities value. ([US Climate Resilience Toolkit](#))

Climate-exacerbated Hazard: A hazard where future climate conditions will increase severity of the hazard such as increased temperature and length of heat waves or higher water levels in floods.

Exposure: Where assets and hazards overlap ([US Climate Toolkit](#))

Hazard: An event or condition that may cause injury, illness, or death to people or damage to assets. Examples include drought, wildfires, flooding, and extreme heat.

Sensitivity: The degree to which a system, population, or resource is or might be affected by hazards. ([US Climate Resilience Toolkit](#))

Adaptive Capacity: The ability of a person, asset, or system to adjust to a hazard, take advantage of new opportunities, or cope with change. ([US Climate Resilience Toolkit](#))

Vulnerability: The propensity or predisposition of assets to be adversely affected by hazards. Vulnerability encompasses exposure, sensitivity, potential impacts, and adaptive capacity. ([US Climate Resilience Toolkit](#))

Magnitude: The measure of consequences — for example, high, medium, or low — for an asset that is impacted by a climate-exacerbated hazard. ([US Climate Resilience Toolkit](#))

Risk: The potential for negative consequences where something of value is at stake. In the context of the assessment of climate impacts, the term risk is often used to refer to the potential for adverse consequences of a climate-related hazard. Risk can be assessed by multiplying the probability of a hazard by the magnitude of the negative consequence or loss. ([US Climate Resilience Toolkit](#))

Purpose

This memorandum summarizes potential impacts of climate-exacerbated hazards on Kittitas County assets, prioritizing assets owned or operated by the County, identifies policy gaps or opportunities in existing plans to address climate impacts, and assesses County assets' vulnerable to climate-exacerbated hazards. The memorandum further informs the new Climate Element and Resiliency Sub-Element, consistent with GMA.

Scope

This scope of this memo is to summarize the methodology and findings from work undertaken to analyze climate-exacerbated hazard's impact on County Assets. Assets are people, resources, ecosystems, infrastructure, and the services they provide located within Kittitas County. Assets evaluated in this assessment are derived from County plans and local staff and community input and assessed for vulnerability and risk to prioritize climate hazards (see "Analysis" section below). The analysis first looks at what hazards most frequently impact Kittitas County followed by what assets are impacted by those hazards. The analysis then characterizes the exposure of each asset to a climate hazard ("sensitivity") along with how frequent the hazard will occur ("probability") to determine the vulnerability of the asset, how adaptive the asset is to disturbances ("adaptive capacity"), and how significant functional and physical costs would be ("magnitude"). This memorandum strives to describe the findings and provides a basis for developing goals and policies that make up the Climate Element and Resiliency Sub-Element.

Identifying local assets owned or managed by non-County entities provides an opportunity to coordinate with responsible agencies and protect critical facilities and communities against climate hazards.

Methodology

Guidance from the Washington State Department of Commerce’s Intermediate Planning Guidance and Climate Element Workbook in completing is shown in the following steps:

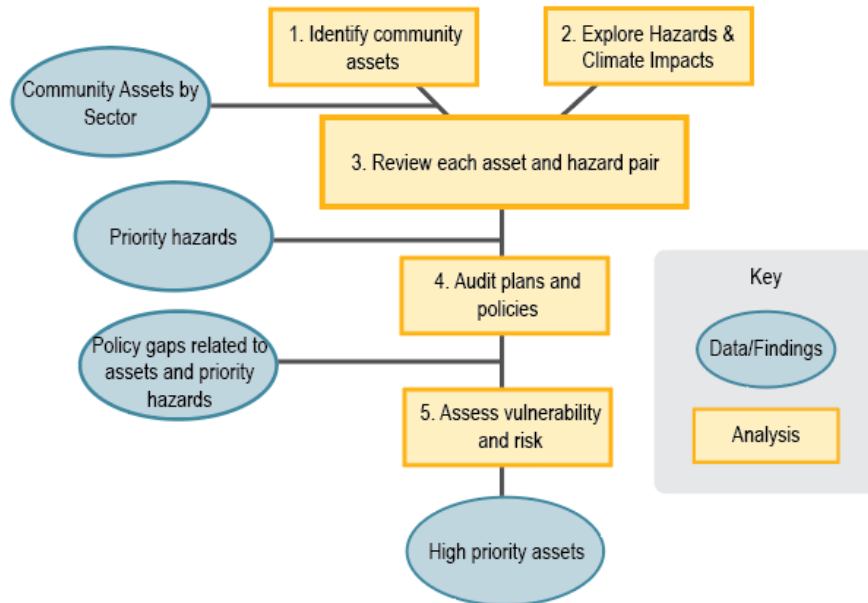


Figure 1. Climate and Resilience Element Existing Conditions Methodology

1. Step 1: Inventory County Assets (Workbook S2 1.2)

List social, economic, and environmental assets that County or community values and wants to protect. In this context, the term "asset" is defined under “Definitions.”

- (i) Existing reports, documents, and the County Website were used to gather relevant data pertaining to each hazard and identify community assets. Existing reports and documents include, but are not limited to:

List 1. Data and Documents

- a. 2019 Hazard Mitigation Plan
- b. 2024 Draft Hazard Mitigation Plan
- c. 2021 Kittitas County Comprehensive Plan
- d. USDA NWCC model on historical snowpack reductions
- e. Kittitas PUD Wildfire Mitigation Plan
- f. Kittitas County Code
- g. CMRW Tool (UW Climate impacts Group)
- h. 2022 Transportation Management Plan
- i. Yakima River Corridor Plan
- j. 2018 Countywide Planning Policies
- k. FEMA National Flood Layer (GIS)
- l. USFS Wildfire Exposure and Burn Probability Model (GIS)
- m. 2016 PROS Plan
- n. 2014 USGS Report on the Upper Yakima River Basin
- o. 2021 Kittitas County Recreation and Tourism Plan

2. Step 2: Explore Climate Impacts & Hazards

Review available, relevant data and climate projections under RCP8.5 climate scenario to understand the frequency, magnitude, and location of climate-exacerbated natural hazards and what assets they impact.

3. Step 3: Pair Assets and Hazards

Pair every asset identified in step 1 with each climate-influenced hazard that could affect it identified in step 2.

4. Step 4: Audit Plan and Policies

Using the data and documents in step 1, Kimley-Horn reviewed existing County plans to understand how current hazards are mitigated, how assets are being protected, and the degree existing policies address the threats of climate-exacerbated hazards. Identify opportunities to strengthen policies and/or improve implementation.

5. Step 5: Assess Vulnerability and Risk

- b. Assess sensitivity – assess the degree of sensitivity of assets to the hazards they are impacted by (step 3).
- c. Assess adaptive capacity – assess the existing ability of the assets to respond to the hazard in a manner that mitigates the hazard’s impacts.
- d. Characterize vulnerability – Using the exposure (step 2), sensitivity, and adaptive capacity attributes, determine the overall vulnerability of the asset to a given hazard. Parameters for characterizing vulnerability is provided below.
 - (i) Using data and documents in step 1, the sensitivity and adaptive capacity for each asset-hazard pair were determined based on a low, medium, and high rating according to the appropriate indicators. In accordance with DOE guidance, indicators are identified to qualitatively rank the sensitivity and adaptive capacity of each asset. **Table 1: Sensitivity and Adaptive Capacity Definitions** describes examples of key indicators that exhibit low, medium, and high sensitivity and adaptive capacity.

Table 1 Sensitivity and Adaptive Capacity Definitions

Example Key Indicators of “Sensitivity”		Example Key Indicators of “Adaptive Capacity”	
Low	<ul style="list-style-type: none"> • Minor repairs and accommodations required. • Slight inconveniences and temporary loss of services. • Minor disruption to business continuity and minimal loss of revenue and wages. • Little to no increase in costs and demands to respond to emergency events. 	Low	<ul style="list-style-type: none"> • Adaptive solutions are innovative but costly. • Adaptive solutions may require coordination with multiple agencies to implement, leading to disruptions in service and longer implementation times. • Solutions require a change in lifestyle or changes in political decisions. • Ability to avoid damage is limited.
Medium	<ul style="list-style-type: none"> • Temporary loss of food production, transportation, and distribution. • Temporary loss of functionality and operations closure of emergency response services. • Moderate repairs and replacements required. • Moderate increase in costs and demands to respond to emergency events. 	Medium	<ul style="list-style-type: none"> • Impacts can be reduced or mitigated to a certain extent; however, adaptive solutions are only feasible for limited assets. • Some assets may face difficulties in adapting in terms of cost and implementation. • Coordination with third party agencies may be necessary for adaptivity measures.

			<ul style="list-style-type: none"> Solutions require some change in systematic operations but are somewhat executable.
High	<ul style="list-style-type: none"> Significant impact requiring reconstruction of parts or an entirety of an asset. Extensive rehabilitation of assets resulting in long-term or permanent loss of functionality or operations closure. Significant impact to vulnerable populations due to flooding and extreme precipitation-related deaths and illnesses, population displacement, or migration. Permanent loss of species not able to adapt to weather events exacerbated by climate change. 	High	<ul style="list-style-type: none"> Assets can adapt with little to no difficulty. Direct influence on the implementation of strategies or solutions for the asset is apparent. Adaptive solutions are highly feasible for most, if not all assets with affordable costs. Solutions are implemented immediately and face little to no resistance.
<p>Sources: Orange County Transportation Authority; Kimley Horn 2023.</p>			

- e. Characterize risk – Consider the likelihood of the hazard occurring and impacting the asset (step 2) and the overall magnitude the hazard will impact the asset with to determine the asset’s risk.
 - (i) Similar to the Vulnerability Characterization described above, the same resources were used to determine the probability and magnitude ratings for each asset-hazard pair. The definitions for a low, medium, and high probability and magnitude rating are shown in **Table 2: Probability and Magnitude Definitions**.

Table 2 Probability and Magnitude Definitions¹

Probability		Magnitude	
Low	Very limited historic events recorded. Frequency of hazardous events to occur is periodic with likelihood of future events to occur episodically. For example, the likelihood of hazardous event(s) to occur once in 20 years.	Low	Minimal destruction to applicable assets with adequate functionality. In addition, minimal injuries, and functionality to daily livelihood. Applicable assets may be easily repaired with available resources within a short duration of time without complications.
Medium	Limited, but some available historic events recorded. Frequency of hazardous events to occur is somewhat periodic. For example, likelihood of hazardous event(s) to occur once in 5 to 20 years.	Medium	Moderate destruction to applicable assets with decreased functionality. Injuries and functionality to daily livelihood are moderately heightened. Applicable assets may have increased difficulty for repair and functionality due to increased restoration times and complications. Health concerns are also a higher likelihood with strong suggestions for evacuation plans.
High	Recent, multiple historic events recorded. Hazardous events occur frequently. For example, the	High	Extreme destruction to applicable assets with little to no functionality. Injuries and functionality to daily livelihood are extremely heightened.

	likelihood of hazardous event(s) to occur within 5 years.	Applicable assets will have significant challenges for repair and elongated periods of construction before functionality can be resumed. Health concerns are at an extreme likelihood with strong coercion for evacuation plans.
<p>¹ Definitions for low, medium, and high probability and magnitude were derived from the U.S. Climate Resilience Toolkit, https://toolkit.climate.gov/steps-to-resilience/assess-vulnerability-risk. Accessed July 2024.</p>		

DRAFT

Analysis

Step 1. Identify Community Assets

191 assets were identified through review of data and documents listed in the methodology and through coordination with County staff. All 191 assets were assigned a sector or category that best represents the asset’s position in economic or industry sectors. Identifying sector for assets will assist in reviewing potential policy impacts in the community. Commerce encourages jurisdictions to assign sectors to any identified assets to help ensure that any new policies established provide mutual benefits across sectors¹.

The 11 sectors listed below were provided by the Department of Commerce and the assets were categorized according to Commerce guidance.

Sectors	Assets
Agriculture & Food	Farms
Buildings and Energy	County administrative buildings, Electric facilities (i.e., substations, transmission lines), Wind farm, Natural gas pipelines
Cultural Resources & Practices	Exhibits (i.e., libraries, historical museums, Armory), Nature preserve (community forest), Farms
Economic Development	Event centers (i.e., Armory), Resorts, Railway, Farms, Military facility
Ecosystems	Parks
Emergency Management	Police stations, Fire stations and houses, Dams/Levees, Radio towers
Health and Well-being	Parks, Hospitals/clinics (i.e., urgent care facilities)
Transportation	Roads (i.e., signs), Bridges, Maintenance facilities (i.e, shops, storage, parking lots), Airports, Transit
Water Management	Solid waste facilities (i.e., transfer stations, dump stations)
Water Resources	Water systems (i.e., supply, distribution pipes, pump stations), Wastewater treatment facilities, Stormwater devices (i.e., culverts), Irrigation facilities
Zoning and Development	Schools, Urban developments, Fiber optic/wireless

Steps 2 & 3. Explore Climate Impacts: Asset Exposure and Frequency Results

Steps 2 and 3 utilize the RCP8.5 “business-as-usual” scenario from the Climate Mapping for Resilient Washington (CMRW) tool, in addition to Federal and State scientific sources to determine the climate-exacerbated hazards affecting Kittitas County. Exposure of assets to the seven main hazards were determined by combining these models and research with a list of County assets and anecdotal data from the 2024 Draft HMP. **This analysis yielded 91 asset-hazard pairs.** The asset hazard pair indicates that the asset is exposed to its hazard pair, non-climate stressors that may exacerbate climate impacts, and past/future consequences of previous factors that are specific to the County asset.

The following summarizes climate projections under RCP8.5 scenarios through mid-century:

- Drought/Reduced snowpack, flooding, extreme precipitation, extreme heat, and wildfires were the most recurring hazards when paired with assets. These constitute the priority hazards which are assessed in **Table 3**.
- Extreme precipitation events from large storms are projected to increase in frequency.
- Flooding due to peak stream flows are anticipated to increase overall.

¹ Washington Department of Commerce, Intermediate Planning Guidance, 2024

- Urban and rural development and the assets within them along the Yakima River north of the unincorporated community of Thrall are exposed to flooding. These areas are projected to experience an increase in frequency and magnitude over the next 25 years.
- Critical facilities such as water and wastewater treatment plants, landfills, stormwater infrastructure, etc. are located on flood plains/landslide prone hazard areas and are more likely to experience a significant loss of operations and physical damage to the structures.
- Drought occurs as snowpack droughts (reduced snowpack) or rainfall droughts, with the former typically occurring during winter months and the latter in the summer. The USDA's snowpack monitors within the county have shown a 20-30% decrease over the past 70 years². and are anticipated to further decrease, thus impacting reservoir levels and water supply countywide.
- Wildfire is the hazard with the largest number of exposed assets, as expressed by asset-hazard pairs. Assets in the wildland urban interface (WUI) are especially exposed to wildfires as they are located in areas where urban development overlaps with high burn probability. Smoke and low air quality are secondary effects of wildfire affecting areas across the County.

After review of climate data provided by the CMRW tool against assets that may be exposed to the seven hazards, 6 priority hazards were identified:

- Extreme Heat
- Extreme precipitation
- Flooding
- Wildfire
- Drought/reduced snowpack

The Climate & Resilience Element is required to have one (1) goal and supportive policy for each climate-exacerbated hazard which is relevant to the County, as required by FEMA and [HB 1181](#). Recommendations include new measures that enhance beneficial opportunities among the eleven sectors which are not typically included in a FEMA-approved hazard mitigation plan.

Step 4. Policy Gaps and Opportunities

Kimley-horn reviewed the data and documents listed in the methodology noted which climate-related policies address hazards and impacts and where existing policies appeared insufficient in adequately mitigation or adapting from climate-related impacts. Additionally, Kimley-horn identified policies and practices that could worsen community vulnerability to climate change, for example, development patterns that placed neighborhoods in wildfire-prone areas or created obstacles to implementing future resilience strategies. As part of the analysis, Kimley-Horn identified where within the comprehensive plan it would be most appropriate to integrate new goals and policies focused on climate resilience. These documents were reviewed for applicable goals, objectives, strategies, actions, and recommended projects that could be adapted or incorporated into the updated comprehensive plan.

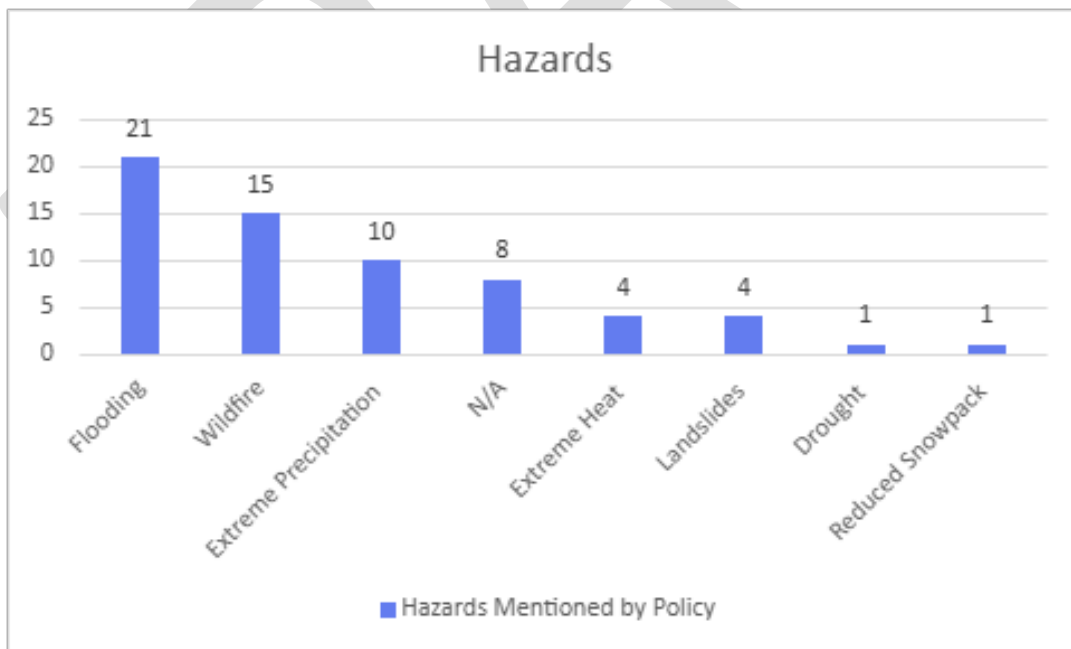
A total of 58 potential policies were identified that may contribute to the overall resilience for Kittitas County or can be revised to help address mitigation and adaptation from potential climate-related hazards. From the Comprehensive Plan, 35 policies were identified.

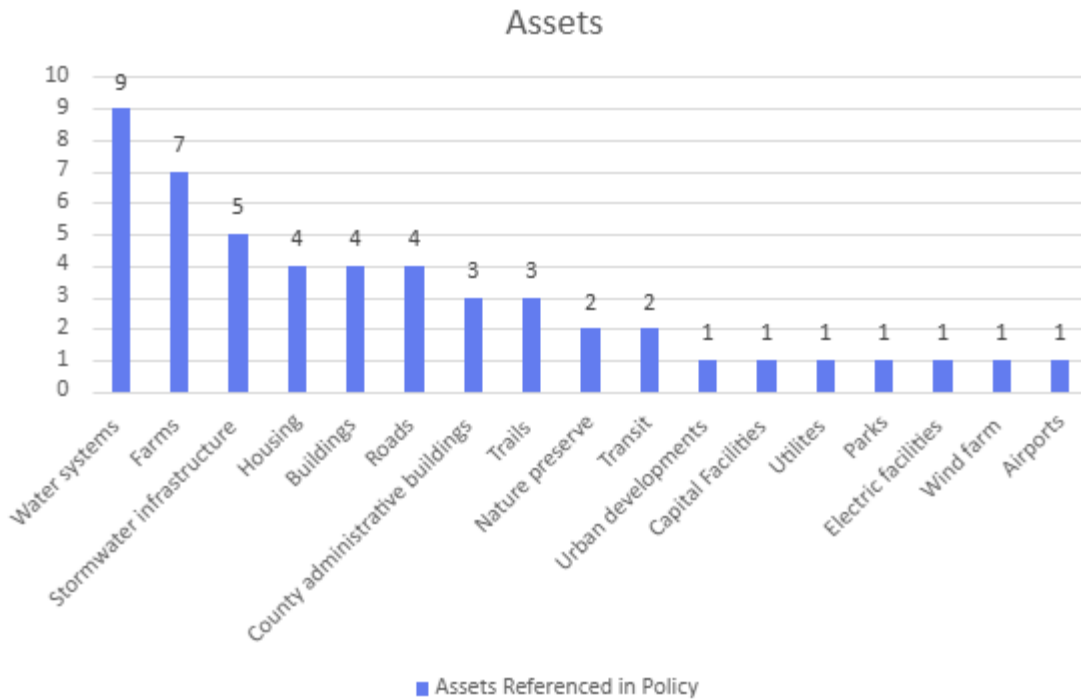
These policies provide a starting point of establishing policies where existing actions or progress toward climate-resilience have already been made. New policies may be introduced through the plan drafting phase as the County continues to coordinate with local stakeholders, Planning Commissioners, state and regional agencies, and the Board of County Commissioners.

² USDA, 2025. <https://nwcc-apps.sc.egov.usda.gov/imap/> <https://nwcc-apps.sc.egov.usda.gov/imap/>

Table 4 Comprehensive Plan Policies Related to Hazards and Assets

Comprehensive Plan Element	Number of Policies Identified	Topics from identified policies
Land Use	6	Improve diverse uses, renewable energy resources, protection or resource lands and limitation of urban sprawl and urban densities.
Housing	0	
Transportation	5	Promote multi-modal transportation to increase community resilience and provide more opportunities to vulnerable population. Improve transportation data collection.
Capital Facilities	3	Evaluation of and funding for existing County facilities which may be vulnerable to climate-exacerbated hazards.
Utilities	1	Electric and natural gas energy facilities.
Rural & Resource Lands	12	Protection of shorelines and critical areas, protection of residential development from flooding and other hazards, promote proper stewardship of natural resource land including forest lands.
Recreation, Parks, Open Space, and Natural Environment	8	Protection of natural habitat, geologic hazard mitigation, and environmental data collection





Policy Gaps

The largest gaps identified in this analysis were policies addressing drought and reduced snowpack. Because the County’s larger economic industries are agriculture and recreation, seeking new policies to start building resilience to impacts from these hazards will be critical to prevent economic losses for the Community.

Policy Opportunities

The County has extensive policies relating to the protection of rural lands, natural resource lands, habitat and critical areas. All of these policies contribute to the “enhancing natural areas” required under the Growth Management Act as part of the new Climate Element. Using existing policies already in place can reduce strain on County staff and focus resources on large more critical gaps identified in this analysis or identified by the Community.

Additional Policies to Consider

When considering adding and developing new policies, the Washington State Department of Commerce has supplied jurisdictions with the Climate Menu of Measures to help guide the development of the Climate Element and Resilience Sub Element.

The policies listed below can provide a starting point to review potential implementation and feasibility of these policies with County departments and stakeholders.

Drought/Reduced Snowpack

Identify and plan for climate impacts to valued community assets such as parks and recreation facilities, including relocation or replacement.

Work with stakeholders to evaluate impacts of reduced snowpack on winter tourism and recreation and identify potential strategies.

Engage with agricultural stakeholders to identify adaptation strategies to mitigate impacts from drought and reduced snowpack.

Identify opportunities to expand habitat protection and improve habitat quality and connectivity to foster climate resilience using conservation area designations, buffers, and open space corridors.

Identify and protect agricultural and forested lands that provide climate resilience benefits from conversion to more developed land use types.

Support the local agricultural sector's efforts to adapt to changing climate conditions and capitalize on sustainable business opportunities.

Choose native drought- and pest-resistant trees, shrubs, and grasses in restoration efforts to support climate resilience.

Prioritize urban forestry planning resources and funding for frontline communities that are hurt first and worst by climate change.

Extreme Precipitation

Support research and access to technical assistance to meet increasing demands around climate adaptation within the agricultural sector.

Map transportation infrastructure that is vulnerable to repeated floods, landslides, and other natural hazards, and designate alternative travel routes for critical transportation corridors when roads must be closed.

Reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development.

Extreme Heat

Establish development regulations that incorporate best practices for reducing the risk of wildfire, extreme heat, flooding, and other climate-exacerbated hazards.

Establish overlays, special zoning districts, design standards, or other strategies to increase resilience to climate hazards.

Explore opportunities to lower impervious surfaces in urban growth areas to limit the impacts of extreme heat.

Ensure that tree species selection and planting guidance are updated to be resilient to climate change.

Work with energy utilities to improve the safety and reliability of infrastructure replace with during extreme heat events.

Flooding

Consider climate change, including sea-level rise, extreme precipitation, increased winter streamflow, and other impacts, in floodplain management planning.

Evaluate the use of beavers as an adaptation strategy for addressing climate change impacts on water quality, streamflow volume, and riparian habitat, and work with partners to develop recommendations on how and where beavers can be incorporated strategically.

Establish land use patterns that increase the resilience of the built environment, ecosystems, and communities to climate change.

Ensure that the local transportation system — including infrastructure, routes, and travel modes — is able to withstand and recover quickly from the impacts of extreme weather events and other hazards exacerbated by climate change.

Ensure no net loss of ecosystem composition, structure, and functions, especially in Priority Habitats and Critical Areas, and strive for net ecological gain to enhance climate resilience.

Require the use of green infrastructure and low-impact development to address increased storm intensities and stormwater runoff.

In areas with significant vulnerability to climate hazards, facilitate and support long-term community visioning including consideration relocating high-intensity land uses away from floodplains.

Protect significant historic sites prone to floods or other hazards worsened by climate change.

Support enhanced data collection for hazard events in greater magnitude than today, to increase preparedness.

Wildfire

Identify and implement strategies for reducing residential development pressure in the wildland-urban interface.

Encourage private forest landowners to increase the climate resilience of forests and streams on their lands.

Enhance emergency preparedness, response, and recovery efforts to mitigate risks and impacts associated with extreme weather and other hazards worsened by climate change.

Create evacuation plans and outreach materials to help residents plan and practice actions that make evacuation quicker and safer.

Analyze how the municipal water system maintains adequate pressure during a major wildfire event (e.g., multiple structures burning) and how it will look under current and projected drought conditions.

Incorporate post-wildfire debris flow and flooding hazard information into critical area delineation in fire-prone communities.

Step 5. Vulnerability Assessment Results

A total of 91 asset-hazard pairs from steps 2 and 3 were analyzed for sensitivity and adaptive capacity using a qualitative rating system (Low, Medium, and High). Ratings were determined based on indicators such as age, asset condition, physical design, social assets, economic costs, etc. Based on the sensitivity and adaptive ratings, a vulnerability risk rating (Low, Medium, High) was determined. For example, low sensitivity and low adaptive capacity resulted in medium vulnerability for an asset-hazard pair. Of those 91 asset-hazard pairs, 43 received a medium or high vulnerability rating. These pairs were analyzed for future risks, which are the probability of hazard occurrence and the magnitude of potential losses/consequences. Risk was determined using a low, medium, and high rating were based on indicators such as location, impact to social services, potential revenue loss, operational disruptions, and community safety. Although certain assets may not be exposed to a particular climate hazard, they may be affected by secondary climate hazards such as landslides and mudflows resulting from bank destabilization following wildfires and large precipitation events. Secondary hazards have been considered for each asset-hazard pair during the vulnerability and risk assessment.

The final composite risk rating was determined by combining probability and magnitude ratings. Based on the composite risk rating, a decision of "Take Action" or "Accept Risk" was identified for each asset-hazard pair. For example, a high probability with a medium magnitude for an asset would indicate a high composite risk rating; thus, a "Take Action" decision was indicated. "Take Action" varies and means coordinating with other agencies, including programs in future capital improvement plans, and/or creating or modifying policies, goals, or ordinances. Implementation is typically tailored to the jurisdiction depending on existing programs and is further developed during the drafting of the climate element process.

Table 5 Asset Vulnerability and Climate Hazards Risks summarizes the findings from step 5, showing the risk rating for community assets for each of the four priority hazards. An asset-hazard pair which received a composite risk rating of medium or high are denoted with color scales associated with low (yellow), medium (orange), and high (red) ratings. Composite risk is comprised of an asset’s level of vulnerability to a climate hazard and the probability and magnitude of impact to the asset from a climate hazard. Thus, asset-hazard pairs with a red rating suggest the highest levels of risk and are recommended to the County for immediate action. A summary of asset vulnerability and climate hazard risks to critical infrastructure within the County is further provided below. Additional details can be found in **Appendix A**.

	Assets	Priority Climate Hazards			
		Flooding	Drought/Reduced Snowpack	Wildfire	Extreme Heat
Community Assets	Farms	Grey	Orange	Yellow	Yellow
	County Administrative Buildings	Orange	Grey	Yellow	Yellow
	Electric Facilities	Grey	Yellow	Orange	Yellow
	Resorts	Orange	Red	Yellow	Grey
	Roads	Red	Grey	Grey	Orange
	Bridges	Yellow	Grey	Yellow	Grey
	Water Systems	Yellow	Red	Grey	Grey
	Stormwater Devices	Yellow	Grey	Yellow	Grey
	Irrigation Facilities	Yellow	Red	Grey	Grey
	Urban Developments	Yellow	Grey	Grey	Orange
	Police/Fire Stations	Grey	Grey	Red	Grey
	Hospitals	Grey	Grey	Orange	Orange
	Parks	Grey	Yellow	Yellow	Orange
	Railways	Grey	Yellow	Grey	Grey
	Kittitas Event Center	Yellow	Grey	Grey	Grey
	Nature Preserves	Grey	Yellow	Orange	Grey
Airports	Yellow	Grey	Grey	Grey	
Forests	Grey	Yellow	Red	Grey	

1. Composite risk ratings are based on a low (yellow), medium (orange), and high (red). Boxes that are grey were not analyzed because of a low or lack of data and/or non-variable data from the CMRW tool.

Vulnerability

- **Sensitivity:** Events from primary climate hazards such as extreme precipitation, flooding, drought & reduced snowpack, extreme heat, and wildfire are anticipated to increase in severity and intensity by mid-century throughout the County. Remote and rural households with mobility challenges, pre-existing health challenges, low-income, lack of access to private vehicles, and language barriers are most sensitive to climate hazards.
 - *Extreme Precipitation:* Places with exceptional sensitivity to extreme precipitation include areas with steep slopes where landslides become more likely during extreme precipitation events. Burn scars increase sensitivity as slope stabilizing vegetation is removed. Stormwater systems are vulnerable to extreme precipitation if the storm magnitude is beyond their design capacity.
 - *Flooding:* The majority of County administrative buildings and other essential public facilities such as museums are located in downtown Ellensburg within the 0.2% probability, or 500-year floodplain (as

defined by FEMA)³. As the frequency of extreme precipitation increases, surface water along rivers is anticipated to experience higher stream flows that increases the chances of large flood events. Floods of this magnitude are expected to increase in frequency over the next century⁴, putting assets at risk of damage and loss of functionality. Assets that are located along the Yakima River and larger tributaries are exposed to 100-year and 500-year flood zones. Existing soil conditions, building design standards, and existing flood mitigation measures also contribute to an asset's level of sensitivity.

- **Drought & Reduced Snowpack:** In Kittitas County, drought occurs as snowpack droughts (reduced snowpack) or rainfall droughts, with the former typically occurring during winter months and the latter in the summer. Agricultural sectors such as farms, tourism, and ecological habitats are most exposed to changes in drought conditions. Factors influencing the degree of sensitivity for farms include the type or crop of livestock produced, workforce, size of farm and/or company size, and access to water. The County has already begun to see the impacts of reduced snowpack. Tourism revenue from snow-parks and resorts who depend on annual snowpack for tourism and recreation have high sensitivity to reduced snowpack as it will lead to lower capacity to host winter recreation activities.
- **Extreme Heat:** Severity of heat waves vary based on location (elevation), weather conditions (e.g., temperature, humidity, cloud cover), and time of year⁵. Exceptionally sensitive populations include individuals with cardiovascular disease, elderly populations, and/or youth, and those living in buildings with limited HVAC capabilities. Assets where outdoor activities are common such as parks, maintenance facilities, and farms where outdoor work is necessary, and schools place populations using those assets at higher risk from health complications due to heat⁶. Furthermore, infrastructure such as roads can become damaged during heat waves, with the type of pavement influencing the sensitivity of the asset to heat⁷.
- **Wildfire:** The chances of more frequent and severe wildfire events occurring are anticipated to increase. Wildfire smoke is also anticipated to increase, impacting anyone outdoors or in spaces with poor ventilation, with those having pre-existing cardiovascular and lung conditions most impacted. Existing conditions for burn probability have the largest impact on sensitivity where areas with large amount of fuels and poor forest management are more likely to burn. Assets located in the WUI are most sensitive to wildfire impacts.
- **Adaptive Capacity:** The County utilizes land use controls such as zoning codes, development standards, and specific area plans to address adaptive capacity of assets. Memorandums, agreements, contracts, and programs are also utilized to engage with special districts, consortiums, non-profits, and private landowners on site-specific adaptation. Examples of adaptive capacity in Kittitas County include:
 - Kittitas PUD's Wildfire Mitigation Plan provides electrical facilities with planning and inventory for exposed facilities. It also details a concentrated effort to reduce and mitigate against the ignition of wildfires caused by the utility district. This plan gives the PUD's facilities adaptive capacity as they are inspected for areas where wildfires are more likely to ignite and maintenance is prioritized in those areas. Furthermore, the plan's monitoring and metrics section provides information on how effective the PUD is at preventing wildfire ignitions and adapting its infrastructure to wildfire hazards.
 - Kittitas County's 2018 Community Wildfire Protection Plan provides policies and measures to reduce the chance of wildfires in the county and provides adaptation measures for the community. The plan outlines

³ FEMA, 2025. <https://msc.fema.gov/nfhl> (Accessed via ESRI ArcGIS Pro)

⁴ Climate Mapping for a Resilient Washington (CMRW). University of Washington. Accessed in February 2025 at <https://cig.uw.edu/resources/analysis-tools/climate-mapping-for-a-resilient-washington/>.

⁵ 2024 HMP. <https://www.co.kittitas.wa.us/uploads/documents/public-works/hazard-mitigation-plan/2024%20hazard%20mitigation%20plan/Vol%201%202024%20Kittitas%20County%20Hazard%20Mitigation%20Plan.pdf>

⁶ CDC, APA. ND. https://www.cdc.gov/climate-health/media/pdfs/EXTREME-HEAT-Final_508.pdf

⁷ McQuate, University of Washington. 2024 <https://www.washington.edu/news/2024/07/16/climate-change-roads-asphalt-concrete-uw-professors-research/>

how residents can be prepared before, during, and after wildfires. It also proposes resilience measures and identifies officials who are integral to implementing resilience measures.

- Due to the high percentage of land in Kittitas County owned by other entities, mitigation plans developed by those entities provide a degree of adaptive capacity to their assets. These include the Washington DNR Wildfire Strategic Plan, and the Bureau of Reclamation's Yakima River Basin Integrated Water Resource Management Plan.
- In 2020, FEMA selected Kittitas County's Ellensburg Transfer Station for relocation out of the existing regulatory floodplain⁸. This project provided adaptive capacity against flooding for the facility and all waste processes depending on it.
- The Kittitas County Flood Control Zone District maintains a 6-year capital facility plan to maintain and improve existing flood mitigation infrastructure, thus increasing the adaptive capacity of infrastructure in floodplains⁹.

Composite Risk Characterization

- **Probability:** The severity of priority climate hazards is anticipated to increase and become more extreme within the next 20 years.
 - Drought events have occurred approximately every three (3) years since 2013 including an ongoing multi-year drought. The median summer rainfall is expected to decrease an average of 12.5% by mid-century, increasing the probability of droughts. Kittitas County is expected to see an increase in consecutive days without precipitation and a decrease in total precipitation during this same period. There has already been a documented decrease in snowpack over the past 30 years, a trend which is projected to continue and even accelerate by mid-century¹⁰.
 - The maximum amount of rainfall in 24-hours from a 2-year storm is expected to increase by 9%, and in 24-hours for a 25-year storm by 13%^{11,12}. Precipitation severity is expected to increase the most in lower Yakima basin¹³.
 - Flooding events from annual maximum stream flows are projected to increase by 10 to 30%¹⁴. As a result, peak stream flows for FEMA 100-year and 500-year floodplains are anticipated to increase overall.
 - Extreme heat is represented as heat index (ambient temperatures + humidity) and has a high likelihood of occurring each year. The current median summer temperature of 85°F is expected to increase an average of 5.2°F, a figure which varies by elevation and underlying climate. Future extreme heat events like the 2021 heat dome are anticipated to become more frequent and intense¹⁵.
 - Wildfire likelihood is anticipated to increase in severity and duration. The conditions which increase the probability of wildfire occurring are expected to be exacerbated by more intense summer drought and lower surface and groundwater levels due to reduced snowpack.

⁸ FEMA, Kittitas County, 2018, 2020: https://www.co.kittitas.wa.us/uploads/documents/solid-waste/Final-Site-Selection-Report-Kittitas_082118.pdf

⁹ Kittitas County, 2022: https://www.co.kittitas.wa.us/uploads/documents/public-works/flood/FCZD_6_Year_Work_Plan_2023_2028.pdf

¹⁰ CMRW tool. Accessed February 2025.

¹¹ WSDOT, 2006. <https://www.wsdot.wa.gov/research/reports/fullreports/640-1.pdf>.

¹² University of Washington, Climate Impacts Group. 2022.

https://public.tableau.com/app/profile/univ.of.washington.climate.impacts.group/viz/Observation_Visualization_3_26_21_163709_45503090/Dashboard1. Accessed on February 2025.

¹³ CMRW tool. Accessed February 2025.

¹⁴ Ibid.

¹⁵ <https://www.climatehubs.usda.gov/hubs/northwest/topic/2021-northwest-heat-dome-causes-impacts-and-future-outlook>

- **Magnitude:** Assets facing medium to high magnitude impacts, as defined in Table 2, from climate-exacerbated are more likely to experience more substantial physical and economic damage. Listed below are examples of these potential hazard occurrences:
 - Drought has a severe impact on irrigation systems in the County. Record-setting heat wave and drought conditions in summer 2021 impacted availability of water, while the 2015 snowpack drought led to irrigation cuts, affecting farms countywide¹⁶. The 2015 drought forced the Kittitas Reclamation District to shut off water entirely and the State had to provide aid to the County to assist in recovery of both natural (fish habitat) and human (irrigation) water systems. With droughts expected to increase in severity and duration (up to 70% snowpack reduction by 2059), the County will need to plan for similar and more severe events to occur¹⁷. Future impacts of high magnitude droughts on water and irrigation systems include significant impacts to agricultural production resulting economic losses, cuts to drinking water, and shrinking or elimination of native fish habitat.
 - A decrease in snowpack and snowfall will have considerable impacts on tourism. Snowpack decreases will shorten the winter sport season and lower the quality of snow for activities, leading to less visitors and lower lodging tax revenue.
 - Vulnerable populations are more prone to heat-related illnesses and are anticipated to increase hospitalization rates as heat waves increase in frequency and intensity. The magnitude, in this case temperature, of heat waves in urbanized areas such as Downtown Ellensburg and Cle Elum, is enhanced by the urban heat island effect¹⁸. During heat waves, people in these areas will experience higher temperatures than surrounding areas, leading to higher risk to those living there, especially those without cooling mechanisms.
 - Much of the County's population is located along the Yakima River and its tributaries putting roads serving them at risk of flooding. The magnitude of floods is expected to increase over the next 20 to 50 years and are projected to damage more roads in the absence of mitigation projects. Frequently flooded roadways experience infiltration which damages and shortens the lifespan of roads and utilities¹⁹. Therefore, increased flood magnitude will increase capital costs of maintenance and repair for roads in floodplains.

¹⁶ WA Dept of Ecology. 2016. <https://apps.ecology.wa.gov/publications/documents/1611001.pdf>

¹⁷ Raymond, Rogers. 2022. <https://ciq.uw.edu/resources/analysis-tools/climate-mapping-for-a-resilient-washington/>

¹⁸ EPA, 2025. <https://www.epa.gov/heatislands/learn-about-heat-island-effects>

¹⁹ NOAA, 2024. <https://coastalscience.noaa.gov/news/model-predicts-resilience-of-roads-after-flood-events/#:~:text=Pavements%20are%20highly%20susceptible%20to,shortened%20life%20spans%20for%20roads.>

Recommended Actions

This section is preliminary for discussion purposes only. Recommended actions are based on cumulative factors in the climate hazard analysis and are subject to change based on further discussions with the County and community members.

- Suncadia and much of the County's outdoor recreation and in turn lodging are based on winter sports. Due to the ongoing and expected decrease in snowpack, the County should consider the effects of a long-term drop-in lodging tax revenue as winter recreation becomes increasingly unprofitable and unfeasible. Furthermore, the county may want to pursue strategies or policies encouraging diversification of tourism beyond winter sports.
- Coordinate water system plans between agencies to consider climate change impacts to water storage and supply for irrigation and drinking water.
- Partner with local entities such as Central Washington University and the USFWS/DNR to determine the impacts of drought on local ecosystems, species, and water supplies. Incorporate findings into County plans where applicable.
- Integrate increased costs for road and utility maintenance into capital facilities plans in response to projected increases in flood frequency and extreme heat. Pursue grant funding and/or consider allocating additional funds in capital improvement plans for resilience measures to mitigate future cost increases.
- County Administration buildings are exposed to 500-year flood events. The County should review and consider updating design standards of County-owned buildings and facilities located in the 500-year floodplain. Outcomes in this review include the waterline level on buildings, expected flood damage, inventory of existing building design standards, and resilience measures.
- Partner with public transportation authorities, County departments, funding agencies, and other relevant agencies to provide evacuation services for vulnerable populations such as youth, elderly, lower income, and/or individuals experiencing ambulatory challenges, or anyone who may be at greater risk of isolation during hazard events exacerbated by climate change.
- Update CWPP and other wildfire plans to include policies and mechanisms for responding to and mitigating the increased likelihood and intensity of wildfires over the next century.

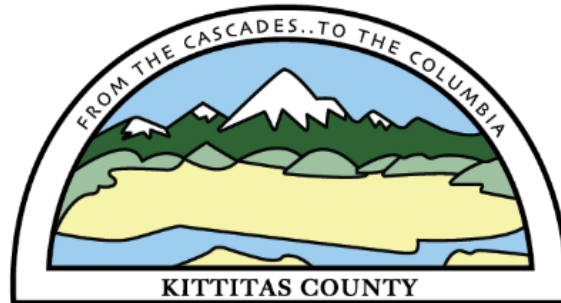
This memo does not attempt to replace the experience and knowledge of the people working and living on the land. Recommended actions are subject to change based on subsequent public input during the planning process. The memo aims to provide scientifically driven data and analyses that guide recommended courses of action. Kimley-Horn looks forward to collaborating with the County to identify potential opportunities to identify priority climate hazard impacts and increase resiliency among all sectors within the community.

Sincerely,

Heidi Rous
Climate Director, Kimley-Horn

Denise Truong
Sam Matterazzo
Climate Planning Analysts, Kimley-Horn

On Behalf of:
County of Kittitas, Washington State



KITTITAS COUNTY 2026 COMPREHENSIVE PLAN PERIODIC UPDATE

March 20, 2025

PUBLIC PARTICIPATION PROGRAM (PPP)

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Project Background

The Washington State Growth Management Act (GMA) requires cities and counties to update Comprehensive Plans and implementing development regulations every 10 years ([RCW 36.70A.130](#)). Comprehensive Plans are 20-year policy documents that guide and plan for growth (population and employment), housing, transportation, capital facilities and utilities, parks, recreation and open space, rural areas, and protection of natural resource lands ([RCW 36.70A.070](#)). Kittitas County will be updating their comprehensive plan by June 30, 2026.

This Public Participation Plan (PPP) outlines how the community will be engaged during the project and given specific opportunities for providing feedback on the plan. Throughout the engagement process, the County and consultant staff will seek to understand the vision, goals and priorities of the community. This feedback from the public will provide staff information necessary to shape policy and standards that reflect the character and values of Kittitas County.

The Public Participation Program (PPP) is required by state law (RCW 36.70A.140), which states:

“Comprehensive plans – Ensure public participation. Each county and city that is required or chooses to plan under RCW 36.70A.040 shall establish and broadly disseminate to the public a public participation program identifying procedures providing for early and continuous public participation in the development and amendment of comprehensive land use plans and development regulations implementing such plans. The procedures shall provide for broad dissemination of proposals and alternatives, opportunity for written comments, public meetings after effective notice, provision for open discussion, communication programs, information services, and consideration of and response to public comments...”

The PPP outlines how the community will be engaged during the project and given specific opportunities for providing feedback on the plan. Throughout the engagement process, the County and consultant staff will seek to understand the vision, goals, and priorities of the community. This feedback from the public will provide staff information necessary to shape policy and standards that reflect the character and values of Kittitas County. Feedback will be collected, reviewed and incorporated into the engagement summaries which will in turn be used for plan updates prior to its presentation before County decision makers for plan adoption. This plan will be used by County staff and consultants to guide engagement during the comprehensive plan update process.

2026 Periodic Update

In 2023, the Growth Management Act was revised to require a “Climate Change and Resiliency Element” be added which will be a new chapter to the Kittitas County Comprehensive Plan. This chapter is often interchangeably called the “Climate Element”. As Kittitas County continues to grow and change, the County's Comprehensive Plan is intended to change to reflect the current needs and vision of the County and into the future. It is important to note that community engagement will be broadly applicable to all elements of the Comprehensive Plan. Specific activities will be added to gather feedback on the climate element, as it represents a new area of focus that has not previously been the subject of public input.

Public Engagement Goals



ENCOURAGING CONTINUOUS & INCLUSIVE PARTICIPATION

Aim to involve a diverse cross-section of the community, ensuring all voices, especially those of underrepresented groups, are heard.

Utilize multiple engagement methods (*e.g., public meetings, online platforms, surveys, workshops*) to reach different demographics.



BUILD TRUST AND TRANSPARENCY

Maintain open and honest communication about goals, processes, and outcomes.



EDUCATE AND INFORM THE COMMUNITY

Ensure that community members understand the issues, plans, and the context around various initiatives.

Offer clear and accessible information through multiple channels to ensure broad understanding.



ADDRESS COMMUNITY NEEDS AND PRIORITIES

Identify and prioritize the actual needs and desires of the community, rather than imposing external agendas.

Conduct thorough assessments and use data-driven approaches to understand community issues.



STRENGTHEN COMMUNITY RELATIONSHIPS

Foster relationships among community members, local organizations, and stakeholders.

Encourage partnerships and collaborations that can enhance community resilience.

Stakeholders

Kittitas County has identified categories of key stakeholders whose participation in the development of Comprehensive Plan update is desired. It is important to note that even with the best intentions of the County to initially identify key stakeholders, that there are inevitably other parties, groups, organizations, members of the public, etc., who are inadvertently not represented on the initial list but whose participation is important. Kittitas County intends to bring these other individuals and parties into the process through a diversified and aggressive citizen participation program.

- Property Owners and Residents
- Builders
- Water Providers
- Kittitas County Farm Bureau
- Orchardists
- Futurewise
- Cattlemen’s Association
- Central Washington Homebuilders
- Forterra
- Kittitas Audubon
- South Central Washington Resource Conservation & Development Council
- Kittitas County Field & Stream
- Kittitas Conservation Trust
- Kittitas County Association of Realtors
- Yakama Nation
- Towns and CDPs in Kittitas County
- School Districts in County & CWU
- Kittitas County Conservation District
- Kittitas County Park and Recreation District No. 1
- Northwest Power and Conservation Council
- Kittitas County Chamber of Commerce
- Kittitas County Habitat for Humanity
- City of Roslyn
- City of Cle Elum
- City of Kittitas
- City of Ellensburg

Public Participation Strategies

This public participation plan utilizes various strategies to best engage the public, stakeholders, elected officials and targeting harder to reach populations and those that traditionally do not participate. This project focuses on the following strategies.

- **Project Website:** Utilizing a project dedicated site to post events, documents, schedule and ongoing project updates for the duration of the project. Materials will be translated as appropriate.
- **E-Newsletters:** Leveraging existing listservs and the project website for additional interested persons, E-Newsletters will act a means of correspondence at key points in the project.
- **Social media:** Collaboration with the County, local jurisdictions, community groups, and more, social media will be used as a means for disseminating information and events.
- **Pop-Up Events:** Staff and the project team will make an effort to use existing community events for advertising the project, colleting emails from interested residents, or distributing any engagement opportunities available at the time.
- **Joint Engagement Partnerships:** Work collaboratively with partners to distribute resources, leverage existing networks and events. This effort specifically targets collaboration with the school districts.

- **Youth/ School Age Engagement:** County mentioned in the call – some ideas for consideration:
 - **Coloring competition:** Host a coloring contest for elementary and middle school students, organized by age groups. The coloring sheet will include details about the Comprehensive Plan update, QR codes, and other resources for parents to get involved. Prizes could be a gift card, parks and recreation pass, or other Kittitas County related experiences.
 - **Photography Contest:** Host a photography contest targeted at high school students. Organize the contest by age groups and have participants submit photos to a designated project email or utilize the hashtag #Kittitas 2046 to submit via Facebook or Instagram. Photos can be utilized in the comprehensive plan and winners displayed in a public space, such as the County Building, Courthouse, or Library.
- **Online Surveys:** The project will have two public surveys tied with in-person engagement events to provide various ways to participate.
 - **Survey 1: Kittitas 2046:** This survey seeks public input to identify key focus areas for the Comprehensive Plan and Climate Element, through visioning and broad policy questions. It includes 10 high-level questions to guide the plan's direction based on community feedback, leading to a second survey focused on the priorities identified in the first.
 - **Survey 2: Community Priorities Survey:** The second survey will refine community priorities gathered from the first survey, focusing on specifics to guide implementation and actions. To encourage broad participation, it will also feature 10 questions or fewer.
- **Stakeholder Interviews (Virtual or In-Person):** We will conduct stakeholder interviews to engage key groups, business owners, stakeholders, and community leaders. While we will reach out to various groups across Kittitas County, special focus will be given to Vantage and Snoqualmie Pass, as these communities will not have in-person Roadshow events. We will identify relevant groups and arrange either virtual calls or small in-person meetings. The goal is to gather feedback that will shape the vision and policies for Kittitas 2046.
- **“Roadshow” Series:** These in-person community open house events are pop-up engagement opportunities in specific communities, spread countywide, to best engage local populations meeting them where they are. There are two key points in the project to participate during these roadshow events.
 1. *Roadshow 1: Crafting Kittitas’ Future:* Paired with survey 1, this roadshow event will focus on engaging the public in high level policy, visioning, and thoughts on the future of Kittitas County. We will utilize the existing conditions data to convey where Kittitas is today and could be tomorrow. We will utilize maps, activity boards, and more to gather information and feedback to inform the plan’s policies.
 2. *Roadshow 2: What we’ve heard and what’s next?* Following the first roadshow and survey results we will refine policies and goals to align with public feedback. Roadshow 2, focuses on community priorities, confirming, denying, or altering through activities, discussions, and mapping exercises.

The following communities will have community focused pop-up events, open houses, or stakeholder interviews at two key points in the project:

- Cle Elum and Ronald (Open House)

- Ellensburg and Thorp (Open House(s))
 - Vantage (Stakeholder Engagement)
 - Snoqualmie (Stakeholder Engagement)
 - Easton (subarea plan)
- **Planning Commission virtual updates:** at key points in the project, we will provide updates to the Planning Commission for discussion and participation. The following key points in the project have been identified:
 - *March 2025:* Kick off with planning commission.
 - *July 2025:* Existing conditions and initial engagement results.
 - *September 2025:* Draft Comprehensive Plan
 - *October 2025:* Draft Climate Element
 - *November 2025:* Draft Easton Subarea Plan
- **Planning Commission Public Workshops:** In addition to the adoption process, this engagement plan seeks to hold public workshops with the Board of County Commissioners at key points in the project.
 - Comprehensive Plan/ Easton Subarea Plan
 - *Workshop 1:* Existing Conditions Data
 - *Workshop 2:* Draft Policies (present 1-2 elements over a few months to provide additional time to the Planning Commission for review)
 - *Workshop 3:* Comprehensive Plan Rollout
 - *Workshop 4:* Easton-Subarea Plan Rollout
 - Climate Element:
 - *Workshop 1:* Draft Climate Policies
 - *Workshop 2:* Climate Element Draft Rollout
- **Board of County Commissioners Public Workshops:** In addition to the adoption process, this engagement plan seeks to hold public workshops with the Board of County Commissioners at key points in the project.
 - Comprehensive Plan/ Easton Subarea Plan
 - *Workshop 1:* Existing Conditions Data
 - *Workshop 2:* Draft Policies
 - *Workshop 3:* Comprehensive Plan Rollout
 - *Workshop 4:* Easton-Subarea Plan Rollout
 - Climate Element:
 - *Workshop 1:* Draft Climate Policies
 - *Workshop 2:* Climate Element Draft Rollout
- **Adoption Process & Public Comment Periods:**
 - 60-Day Review Period
 - Agency & Public Review Comment Period
 - Planning Commission Public Hearing(s)
 - Board of County Commissioner Adoption
- **Project Branding:** The project team will brand outreach materials to look consistent with existing County branding, fonts and general design. For social media and web branding we will utilize “Kittitas 2046.”

Comprehensive Plan Public Participation Process and Schedule

The public participation process will be broken down by phases that correspond to the project steps to produce the revised comprehensive plan.

The Comprehensive Plan Project schedule is broken down by phases that correspond to what the consultant team is working on. The five phases of the project are data collection, review, and analysis, plan drafting, final plan drafting, development regulations, and SEPA. It is important to note that some phases do overlap.

Ongoing engagement will include the project website for informing the public, social media and news outlets for advertising, updates to the Planning Commission and Board of County Commissioners, coordination with agencies.

1. Data Collection, Review, Analysis

- a. Roadshow 1: Vision + Survey 1 to collect early feedback
- b. Stakeholder Engagement
- c. Climate related early engagement
- d. Engage youth
- e. Planning Commission updates

2. Plan Drafting

- a. Roadshow 2: Draft Plan
- b. Survey 2 to collect feedback
- c. Showcase winners of whatever competition or efforts we do
- d. Planning Commission Public Workshops: review draft elements
 - i. Rollout drafts a few elements at a time
- e. Board of County Commissioners Public Workshops

3. Final Plan Drafting

- a. Final plan workshops with County
- b. Hearings process

4. Development Regulations

- a. Public workshops with County
- b. Hearings process

5. SEPA

- a. Adoption procedures

Easton Subarea Plan Public Participation

The Easton subarea plan will follow a unique timeline to accommodate the community's needs with some overlap with the Comprehensive Plan to ensure consistency in vision and policy. The consultant team anticipated the following engagements events for the Easton Subarea Plan.

Engagements Steps/Events

1. Data Collection, Review, Analysis

- a. Visioning Open House – Assess current and future uses, infrastructure needs, design preferences for the area.

2. Plan Drafting

- a. Present What We Heard and Options for the Future – Present possible solutions to what we heard and decide best course of action.
- b. Present Draft Policies – Present draft policies based on course of action.

3. Final Plan Drafting

- a. Present Final Document – Release final document for a comment.

The visioning open house is intended to capture first-hand experiences from residents about strengths and weaknesses of the area, and opportunities or priorities for the future. The consultant team will return during the plan drafting phase to present what we heard and then another time to present draft policies. During the final plan drafting phase, the consultant will provide the full document, intended to be adopted with the final draft Comprehensive Plan. These events may occur in an open house format, formal presentation format, or virtual format depending on the needs of the residents.

Climate Related Public Participation

Climate related engagement will be completed concurrently with the Comprehensive Plan Engagement timeline and will be structured to best support the required analysis set forth in the GMA and further defined in the guidance provided by the Washington Department of Commerce.



Climate Related Engagement Steps/Events

1. Data Collection, Review, Analysis
 - a. Roadshow 1: Vision - Assess first experience about assets, hazards, and impacts from the community.
 - b. Engage with Remote/Disadvantaged Communities – Stakeholder Interviews
2. Plan Drafting
 - a. Prioritize Climate Related Actions
 - b. Draft proposed policies for climate resilience and mitigation of potential climate related hazards.
3. Final Plan Drafting
 - a. Final policy recommendations drafted.

Guiding Questions for Climate-Related Engagement

During the data collection phase of engagement the consultant team will seek to answer the following questions:

- What is the community's recent experience with climate related hazards?
- What climate events are residents most concerned about and why?
- Where are residents experiencing impacts from climate related events?
- What are the most important assets to residents?
- What are early opinions from the community around climate-related policies? How can this be used to promote policies that will receive community buy-in?
- In what ways does the community want to see fair and equitable planning practices to help support disadvantaged communities? This may be working with local organizations, providing incentives, providing financial support.

Media Relations

At times, Kittitas County may use or consult with media platforms and media outlets to inform residents about topics related to the Comprehensive Plan. Some media platforms and outlets include:

- Kittitas County News (<https://www.co.kittitas.wa.us/news>)
- Northern Kittitas County Tribune
- Facebook
- Ellensburg Daily Record

Agency Coordination

The county will coordinate with regional and state agencies throughout the comprehensive plan process. Coordination with agencies ensures consistency between Kittitas County and statewide planning efforts as well as promoting compliance with the Growth Management Act.

Key agencies that Kittitas County will coordinate with include:

- WA Department of Commerce
- WA Department. of Ecology
- WA Department of Fish and Wildlife
- WA Department of Natural Resources
- WA Department of Transportation
- WA State Parks and Recreation

Barriers

Anticipated Barriers to Engagement

Transportation Barrier – For groups with barriers to transportation, engagement will be scheduled at a specific location accessible to the groups we are trying to engage with. Our team can leverage existing services through HopeSource Transportation and Central Transit’s ADA Paratransit Service as a resource for those who have transportation limitations.

Disability Barrier – The County will choose the most accessible in-person locations available to reduce barriers for attending in-person. Online opportunities will also be provided through the survey and most stakeholder meetings will include an online option, if possible.

Computer Literacy Barrier – In-person opportunities to meet with the County will be provided during stakeholder meetings. In-person engagement will be designed without participants accessing a computer to mitigate potential computer literacy barriers.

Digital Access Barrier - In-person opportunities to meet with the County will be provided during stakeholder meetings. In-person engagement will be designed without participants accessing a computer to mitigate potential barriers to digital access.

Language Barrier – For stakeholder groups that require additional language or community services, the County will coordinate public meetings ahead to allow for participation.

Childcare Barrier – By providing diverse opportunities to engage such as different time options, online opportunities, meeting people in their communities or online, provide family-friendly engagement opportunities. Additionally, this public engagement plan seeks to provide activities for children and/or childcare where appropriate at community events so that parents have an opportunity to participate.

Appendix 2A – Engagement Schedule

Inserted on the next page.

Appendix 2B – Anticipated Materials List

Materials for In-Person Events

It is anticipated that the following materials will be provided at most in-person events. This is not exhaustive list and may be subject to change based on the size of the event, the venue, time of year etc.

Open House Materials

- Sign-in Sheet
- Informational Posters
- One-Sheet Handout
- Translated materials will be provided, when needed.
- Tables
- Chairs for those with disabilities.
- Translated materials (created as needed for some public audiences)

Formal Presentation Materials

- PowerPoint
- Memos

Kittitas County 2026 Comprehensive Plan Periodic Update with Climate Element and Resiliency Sub-Element

PC = Planning Commission Update

BOCC = Board of County Commissioners

H = Hearings Process

OH = Open House(s)

		2025												2026								
PHASE	TASKS	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
Kickoff	Task 1 Project Kickoff, Charter, and Project Coordination					PC1/B OCC																
	Task 15: Climate Element Project Kickoff, Charter, and Coordination																					
Community Engagement	Task 2 Public Engagement Plan																					
	Task 16: Climate Element Public Engagement Plan																					
	Task 3: Project website, Community Outreach, Public Meetings/Hearings							OH			OH						H	H	H	H	H	
	Task 17: Climate Element Project Website, Community Outreach, Public Meetings/Hearings							OH			OH						H	H	H	H	H	
Data Collection, Existing Conditions Analysis	Task 4 Best Available Science (BAS) Review and Gap Analysis																					
	Task 5 Plan Audit and Commerce Checklist																					
	Task 6 Land Capacity Analysis (LCA)																					
	Task 7 Housing Affordability and Availability Needs Assessment																					
	Task 18: Climate Impacts Assessment																					
	Task 20: Climate Assess Vulnerabilities and Risks																					
	Task 19: Climate Audit Plans and Policies																					
Plan Drafting	Task 8 Draft Comprehensive Plan (present a couple of draft policies/elements at a time to Planning Commission)								PC2/B OCC			PC3/B OCC		PC4/B OCC								
	Task 9 Draft Easton Sub-area plan																					
	Task 21: Climate Draft Element with Resiliency Sub-Element																					
Final Plan Drafting	Task 12: Final Comprehensive Plan																					
	Task 13: Final Easton Sub-Area Plan																					
	Task 22: Climate Final Element with Resiliency Sub-Element																					
	Task 14: Development Regulations																					
	Task 11: SEPA																					

Kittitas County 2026 Comprehensive Plan Update with Climate Element and Resiliency Sub-Element

PC = Planning Commission

BOCC = Board of County Commissioners

H = Hearings

OH = Open House (Roadshow)

TASKS	2025												2026							
	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Public Engagement Plan																				
Comprehensive Plan Engagement Plan																				
Climate Element Public Engagement Plan																				
Comprehensive Plan Engagement Efforts																				
Project website (ongoing updates)																				
Pop-Up Events (ongoing)																				
Stakeholder Interviews																				
Climate Stakeholder Interviews																				
Survey 1: Crafting Kittitas' Future (Vision/Policy Survey)																				
Climate Survey Questions																				
Roadshow 1: Crafting Kittitas' Future + Climate Engagement																				
Cle Elum																				
Ellensburg																				
*Easton (part of subarea plan)																				
Survey 2: Community Priorities Survey																				
Climate Survey Questions																				
Roadshow 2: What we've heard & what is next for Kittitas + Climate Engagement																				
Cle Elum																				
Ellensburg																				
*Easton (part of subarea plan)																				
Planning Commission Public Meetings (in-person or virtual)																				
Community Engagement Final Report Comprehensive Plan																				
Board of County Commissioner Public Meetings (in-person or virtual)																				
Adoption & Public Hearing Process																				
60-day Commerce Review/ SEPA																				
Planning Commission																				
Board of County Commissioners																				

*Easton (part of subarea plan)																				
--------------------------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Project Team will try to utilize community events as best as possible to reach community members. See below

Notable community events:

Ellensburg:

Bite of the 'Burg on September 23, 2025, Ellensburg - from 2 p.m to 5 p.m

Ellensburg Rodeo - Aug 29-Sept 1

Snoqualmie:

Egg Hunt/ Downtown is Hopping - April 19, 2025

Big Truck Day - June 26, 2025 10-12 noon

Cle Elum/ Roslyn:

Boo-Elum (October 31) Cle Elum

Roslyn Mountain Ale Festival - October 2025 TBD

Kittitas County Comprehensive Plan Public Participation Plan Report

Updated November 2025

Version 2.0

This document will continue to be updated with engagement data until the Comprehensive Plan's final adoption in June 2026.



Continuous Public Participation

It is the goal of Kittitas County to provide continuous public participation to the community.

Visit the Kittitas County Comprehensive Plan Project Website for engagement opportunities and project information.

<https://www.kittitascounty2026.com/>

Email comments to comments@kittitascounty2026.com

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Engagement Overview

This Engagement Report serves as a means of reporting back to the community and stakeholders regarding the outcomes and insights of the engagement efforts initiated as part of the County's Public Participation Program.

The primary purpose of this report is to:

Provide Results: This report summarizes the tactics and results from the public and stakeholder engagement activities conducted throughout the planning process. These results reflect community input and feedback on key issues, priorities, and concerns related to the county's future.

Foster Transparency: The report summarizes how the engagement activities were carried out and what was learned from the community's involvement. This fosters trust and accountability by showing that the public's voice is being heard and considered in shaping the county's long-term planning efforts.

Guide Decision-Making: By sharing the results of the engagement, the report informs the decision-making process. Public and stakeholder feedback helps shape policies, strategies, and actions that will guide the county's development, growth, and future planning.

Goals of Public Participation:

Encourage continued and inclusive participation

Build trust and transparency

Educate and inform the community

Address community needs and priorities

Strengthen community relationships

Summary of Engagement Events

Engagement Strategy	Location	Date	Data Collected	Number of Participants
Joint BOCC/PC Meeting	Ellensburg	December 15, 2025	Aligning BOCC/PC policy priorities with the implementation chapter.	3*
Public Comment Periods August to December 2025	County-Wide	November – December 2025	Allow for open and flexible communication with the community across the County. Provide early opportunity to share concerns regarding preliminary draft policies.	9
Planning Commission Meeting	Ellensburg	November 12, 2025	Discuss preliminary draft policies. Topics: environment, climate, resilience. 30-day comment period for public.	7
Stakeholder Interviews	Ellensburg	October 29, 2025	Discuss potential housing policy barriers and opportunities with key stakeholders.	2
Stakeholder Interviews	Ellensburg	October 29, 2025	Discussion potential climate, resiliency, and natural environment policy barriers and opportunities with key stakeholders.	8
Planning Commission Meeting	Ellensburg	October, 14, 2025	Discuss preliminary draft policies. Topics: transportation, capital facilities, utilities, parks and open space, economic development. 30-day comment period for public.	7
Pop-Up Event	Ellensburg	September 23, 2025	'Bite of the Burg' Event - General feedback from younger populations about future goals for the Community.	115

Planning Commission Meeting	Ellensburg	September 9, 2025	Discuss preliminary draft policies. Topics: land use, rural, housing, resource lands. 30-day comment period for public	7
Pop-Up Event	Easton	May 25, 2025	General feedback on Comprehensive Plan prior to policy drafting.	40
Community Survey	County-Wide	Spring 2025	Topic-specific feedback about the Comprehensive Plan prior to policy drafting.	82
Pop-Up Event	Ellensburg	May 17, 2025	General feedback on Comprehensive Plan prior to policy drafting.	50
Open House	Cle Elum	May 17, 2025	General feedback on Comprehensive Plan prior to policy drafting.	7
Open House	Easton	March 20, 2025	Early feedback about the vision for Easton Subarea Plan.	25
			Total	362*

**Planning Commission is only counted once and not per meeting, adding 7 people to the total.*

**The Board of County Commissioners is only counted once and not per meeting, adding 3 to the total.*

Project Website August to December 2025

Goals

- Provide opportunities for continued public participation
- Provide digital copies of documents from in-person meetings
- Help inform the public on schedule, process, and milestones

Summary

Meeting Date: May to December 2025

Comments submitted through the website: 9

Format: The project website was created to provide a reliable and easy method of continued public participation and project information. Between May to August 2025 the project website was used to outline the schedule, timeline, and background information of the project and also was used to advertise summer engagement opportunities prior to policy development and advertise the community-wide survey.

Between August to December 2025 the website was primarily used to advertise the Planning Commission meetings that were intended to review preliminary draft policies. Copies of the preliminary draft policies were also available for download on the project website and participants could email or fill out an online to submit any comments during this period.

The website was also used to provide preliminary draft copies of the Easton Subarea Plan. Copies of the Easton Subarea Plan were available on the website between November 1st to December 29th, 2025. Public comments on the preliminary draft subarea plan could be emailed to County staff, emailed to the project email, or submitted through the online form on the website.

Screenshots of the Project Website in December 2025

Engagement Opportunities Page

The screenshot shows the website's navigation menu with five items: Project Overview, Engagement Opportunities (highlighted), Climate, Easton Subarea Plan, and Documents. Below the menu is a green header for the 'Engagement Opportunities' section. The main content area includes an introductory paragraph, a 'Plan Drafting Schedule' section with a paragraph of details, a 'Read the Draft Policies' section with a blue header and three links, a 'Kittitas County Board of County Commissioners (BOCC)' section with a paragraph and a link to the BOCC website, and a 'BOCC Facebook Page' link at the bottom.

Kittitas County 2026 Comprehensive Plan

Project Overview | Engagement Opportunities | Climate | Easton Subarea Plan | Documents

Engagement Opportunities

Kittitas County is entering the plan drafting phase of the Comprehensive Plan update, which will take place over the next 4-5 months. Residents are encouraged to participate in upcoming engagement events to provide their input and learn more about the process.

Plan Drafting Schedule

Throughout the drafting phase, policy reviews will be organized by element. In **September**, the focus will be on land use, rural areas, and housing. In **October**, the elements under review will include transportation, parks, capital facilities, utilities, and economic development. Finally, in **November**, the emphasis will shift to environment and climate and resiliency.

Read the Draft Policies

Click the link below to review the draft policy:

- [November 2025 Draft Policy Review - Environment, Climate, and Resilience Element](#)
- [October 2025 Draft Policy Review - Transportation, Parks and Recreation, Capital Facilities, Utilities, and Economic Development Elements](#)
- [September 2025 Draft Policy Review - Land Use, Rural, Resource, Housing Elements](#)

Kittitas County Board of County Commissioners (BOCC)

The project team will present updates to the Board of County Commissioners periodically until the project's estimated close in June 2026. Additional meetings will be scheduled as needed.

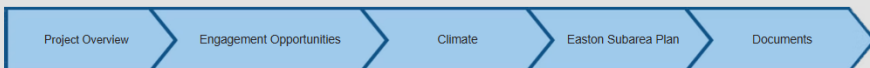
Visit the [Kittitas County BOCC website](#) for agendas and minutes of previous meetings.

[BOCC Facebook Page](#)

Easton Subarea Plan Page



Kittitas County 2026 Comprehensive Plan



Easton Sub Area Plan

Kittitas County and the Easton community are endeavoring to create a new subarea plan. The general boundary for the plan is anticipated to be the commercial land uses around Exit 71 on Highway 90.

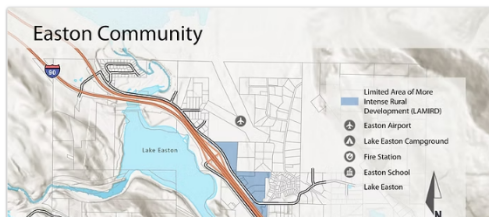
Preliminary Draft Easton Subarea Plan

The County is currently reviewing the Preliminary Draft Easton Subarea Plan. Full drafts of the Kittitas County Comprehensive Plan and Easton Subarea Plan will be released in 2026 with additional opportunities to provide public comment.

[Easton Subarea Plan V1.2.pdf](#)

Easton Subarea Plan Timeline

- **Spring 2025** – Kittitas County will engage with the community regarding the future vision for the area to ensure this plan focuses on a community-based approach to planning. The County will also collect data on existing conditions.
- **Summer 2025** – Kittitas County will review early engagement, data and future trends and establish a draft plan to present to the community for feedback.
- **Fall 2025** – The County will hold several meetings with the Easton community to review the draft plan. This is anticipated to take a few months to give the community time for review and provide feedback.



Documents Page



Kittitas County 2026 Comprehensive Plan

Project Overview Engagement Opportunities Climate Easton Subarea Plan Documents

Documents

Final project documents will be added to this page as they are approved. To provide input on draft documents, email comments@kittitascounty2026.com.

[Public Participation Plan and Project Charter - Approved - March 24, 2025 \(PDF\)](#)

[Housing for All Planning Tool \(HAPT\) Projections 2046 - Approved - April 15, 2025 \(PDF\)](#)

[Spring Engagement Open House Boards - May 2025](#)

[Kittitas County Housing Needs Assessment 2.3](#)

[Kittitas County Land Capacity Analysis 2.0](#)

[Kittitas County Summary of Climate Impacts, Risks, and Vulnerabilities 1.2](#)

Kittitas County Community Development Services
411 N Ruby St, Suite 2
Ellensburg, WA 98926
Main Office: (509) 962-7506
cds@co.kittitas.wa.us

Project Contact:
Jeremy Johnston
Kittitas County Long Range Planner
jeremy.johnston@co.kittitas.wa.us
[Kittitas County Community Development Services Website](#)

Joint BOCC/PC Workshop Meeting - December 15th, 2025

Goals

- Educate the PC, BOCC, and the public on Comprehensive Plan implementation
- Foster conversation between the Board of County Commissioners and the Planning Commission
- Prioritize policies for the implementation chapter of the Comprehensive Plan

Summary

Meeting Date: December 15th, 2025

Attendees: 18

There were 3 Board of County Commissioners present and 7 Planning Commissioners present. 2 County staff members were also present. The Consultant had 3 people present to facilitate the conversation. The meeting was also open to the public.

Format:

The meeting was held at Teanaway Hall in the City of Ellensburg as part of the Planning Commissions regularly scheduled meetings. The consultant team and County staff presented the purpose of including an implementation component to the Comprehensive Plan, focusing on how to achieve the community's goals over the next 10 years and how the County can annually review goals and revise staff direction and budgets as needed.

After the presentation the Planning Commissioners and the Board of County Commissioners were separated into three groups and invited to participate in a brainstorm activity with the project team, reviewing policies and prioritizing them from most important to least important.

Groups reviewed and discussed the goals and policies in the context of community needs and County capacity, then determined whether each policy should be included in the Comprehensive Plan and/or the implementation plan. Goals selected for implementation were prioritized by timeframe: high priority (1–3 years), medium priority (4–6 years), or low priority (7–10 years). Goals not suited for implementation were either placed in the Comprehensive Plan only or excluded entirely.

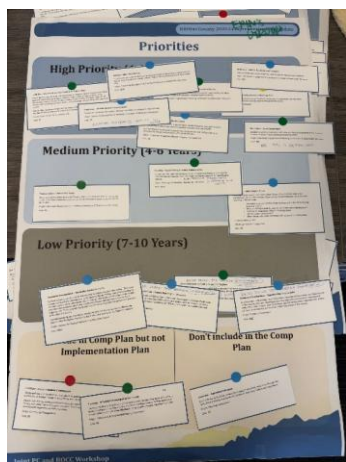
Each group concluded by reporting out their priorities, key discussion points, and any missing or additional considerations. Results from this exercise will inform development of the implementation chapter in the draft 2026 Comprehensive Plan.

Commented [SP1]: ??

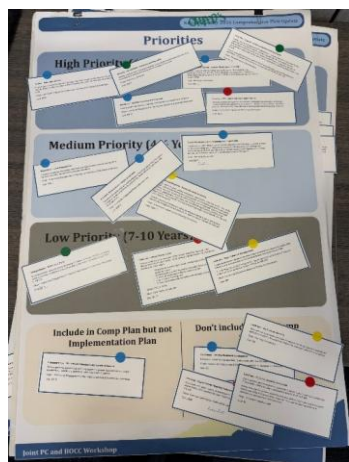
Commented [EO2R1]: Might need to confirm with County.

Insights

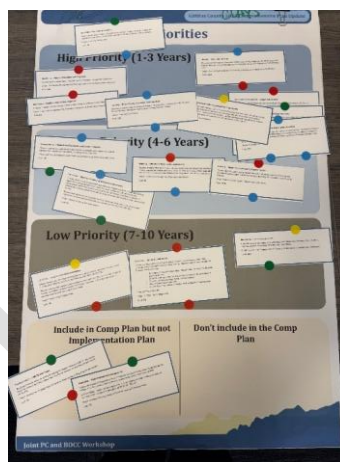
The activity boards provide insight into the priorities of each group.



Board 2



Board 1



Board 3

High Priorities

All three groups identified the following policies as “high priority”

- Properly plan for a permit alternative energy opportunity in appropriate areas across the County. Ensure codes encourage upfront mitigation for project impacts and are properly sited.
- Develop a permit ready Accessory Dwelling Unit (ADU) program in coordination with the cities to provide more affordable housing options throughout the county.
- Expand wildfire awareness, programs, and emergency management initiatives.

One or more groups listed the following “high priorities” listed

- Create policies and development regulations to mitigate impacts of state and federal agencies purchasing land which removes opportunities for jobs and economic development within the county and impacts county finance.
- Require or incentivize fire resistant development within the Wildland Urban Interface.
- Engage and work with the Kittitas County Economic Development, Central Washington University (CWU), and the City of Ellensburg on a strategy plan to attract businesses which align with and support graduates of CWU to grow economic development and support CWU.

Medium Priorities

At least two groups identified the following policies as “medium priority”

- Coordinate with upper county stakeholders for balancing long-term housing and recreation/tourism opportunities and mitigate potential transportation and housing.
- Review potential recreational and other economic growth opportunities and adjust transportation needs and standards, including levels of service.
- Actively build relationships and recruit employers from target job sectors like tourism, recreation, aviation manufacturing and training, timber industry, agriculture, and beverage sector.

Low Priorities

Two or more groups identified the following policies as low priority

- Work with the agricultural community to support and study options to diversify the agricultural economy to proactively respond to changing markets and conditions.
- Develop a study area around each Urban Growth Area that may lead to the development of a Rural Transition Zone overlay.

No Agreement

The following policies did not have strong agreement between two or more groups about the priority level

- Create development regulations to permit Major Industrial Developments (MIDs) within Kittitas County to encourage economic development.
- Economic Development policies:
 - Explore options to grow outdoor recreational opportunities within the county.
 - Complete a study on the opportunities and challenges to encourage jobs and economic development within the county.
- Work with the agricultural community to support and study options to diversify the agricultural economy to proactively respond to changing markets and conditions.
- Major Industrial Developments – explore development regulations to expand opportunities for MIDs.
- Establish a working relationship with state and federal landowners in the County to improve recreation opportunities and planning efforts.
- Study appropriate areas to permit Wheeling All-Terrain Vehicles (WATC) on county roads to connect recreation areas and access to services
- Develop creative strategies to promote and incentivize providing more affordable housing options for people who live and work in Kittitas County. Within rural

areas, ensure options promote more affordable housing while maintaining rural character.

No Priority

Two or more groups expressed that the following policies should not be considered for implementation chapter:

- Create policies and development regulations to permit Fully Contained Communities (FCCs) within Kittitas County.

Demographics

Name	Organization
Cory Wright	County Commissioner – District 1
Laura Osiadacz	County Commissioner – District 2
Brett Wachsmith	County Commissioner – District 3
Warren Taylor	Planning Commissioner – District 1
Joseph Pearson	Planning Commissioner – District 1
Bruce Coe	Planning Commissioner – District 2
Pat Deneen	Planning Commissioner – District 2
Scott Carlson	Planning Commissioner – District 3
Judith Jackson	Planning Commissioner – District 3
Bill Hinkle	Planning Commissioner – At-Large

Stakeholder Interviews: Agricultural Group

Goals

- Gather feedback from stakeholders to better inform the Comprehensive Plan
- Collect general feedback about existing conditions in the County

Summary

Meeting Date: December 10th, 2025

Attendees: 6

The County had 1 person present and the Consultant had two people present to help facilitate the conversation.

Comments received:

Format:

The Consultant posed questions to stakeholders about Kittitas' 20-year vision, their topic specific questions, and climate and resiliency. These questions were strategically used to spark conversation among stakeholders and gather insightful information.

These questions are as follows:

20-Year Vision Questions

1. What does your vision look like for Kittitas County in 20 years?
2. Based on your local knowledge, what are the biggest obstacles or barriers facing the County over the next 20 years?

Top-Specific Questions

The questions varied based on how the conversation progressed. Example questions are:

1. What does agriculture in Kittitas County currently look like?
2. Going beyond agriculture at this point, what are specific issues with housing or transportation that may play a factor in the next 20 years?
3. What are successful ways that you have seen these concerns get addressed?

Climate Resiliency Questions

1. As a representative in your organization, how would you characterize the risk your community faces to hazards exacerbated by climate change?

2. As a resident of the county, do you have thoughts on the climate exacerbated hazards?
3. What are the barriers you see facing agriculture?

Insights

20-Year Vision Themes

- Water availability and security are the most significant long-term barriers, exacerbated by prolonged drought, reduced snowpack, and uncertainty around water rights.
- Urban sprawl and development pressure on agricultural lands threaten farming and ranching viability, increase traffic conflicts, and strain infrastructure.
- Aging infrastructure (roads, bridges, culverts, water conveyance, power) is insufficient to support growth, agricultural operations, and heavier equipment.

Major Barriers

- Loss of reliance on senior water rights and increasing regulatory uncertainty from the State complicate long-term agricultural planning.
- Housing growth without adequate water planning poses risks to irrigation districts and future water supply.
- Power costs and availability are barriers, particularly for conservation practices like sprinkler irrigation.
- Transportation system limitations, including county roads and the I-90/106 interchange, are not designed for current or projected growth.

Pressing Issues

- Severe drought over the last three years has directly harmed agricultural production.
- Immediate need for increased water storage and groundwater recharge to capture floodwaters and stabilize supply.
- Traffic safety and road capacity issues, especially for agricultural equipment sharing roads with residential and commercial traffic.
- Rising taxes and costs (fuel, hay storage, water, power) impacting farm and ranch operations.
- State and federal forest management failures, contributing to wildfires, smoke, watershed degradation, and loss of affordable grazing leases.

Climate & Resiliency Concerns

- Extreme heat is reducing crop viability and may require long-term crop shifts.
- Drought and water scarcity threaten agriculture, fisheries, and compliance with endangered species regulations.
- Wildfire smoke degrades crop quality, especially hay, and impacts marketability.

- Flooding events produce water that cannot currently be captured or reused, highlighting inadequate infrastructure.

Successes & Opportunities

- Voluntary Stewardship Program (VSP) is viewed positively, with goals and benchmarks met or exceeded and strong stewardship outcomes.
- Agricultural clustering is widely supported as a key tool to preserve farmland while allowing limited, strategic development.
- Opportunity to expand water storage and groundwater recharge systems as a long-term resilience strategy.
- Growing recognition of water challenges across jurisdictions creates momentum for coordinated action.
- Potential tax relief or incentives (property, fuel, water, power) to support agricultural preservation and reduce pressure to sell land.
- County Comprehensive Plan seen as a key tool to build partnerships, coordinate solutions, and guide long-term agricultural and infrastructure planning.

Demographics

The table below shows who attended the meeting and the organization they represent.

Name	Organization
Keith Winter	Cattleman's Association
Brad Haberman	Rancher, Farmer, and life-long resident
Mark Hansen	City of Kittitas
Mark Charlton	Rancher, Farmer, Kittitas County Farm Bureau

2025 Preliminary Policy Review – Public Comments

Goals

- Allow for open and flexible communication with the community across the County.
- Provide early opportunity to share concerns regarding preliminary draft policies.

Summary

Format: Between September 2025 and December 2025, the project website posted preliminary draft policies once a month and provided anyone the opportunity to submit a comment online via the website portal or email comments into the project team at comments@kittitascounty2026.com.



Insights

The following comments were received from the online website form:

Comment #1: The commenter mentioned that the map used for the Easton open houses showed a pink dashed line around their property and requested clarification as to its meaning. The commenter expressed concern around labeling Exit 70 incorrectly as Exist 71. Finally, the commenter expressed strong interest in keeping properties zoned R5.

Comment #2: The commenter mentioned that the LAMIRD designations shown on the Easton Subarea Plan map were incorrect and requested clarification on the dashed lines depicted around their property. The commenter expressed concern about the plan's general boundary description, noting that Exit 71 was referenced incorrectly and that the LAMIRD area near Exit 70 should not be excluded. Finally, the commenter expressed strong interest in keeping properties zoned R5 and emphasized the need for the subarea plan to include the full Easton 98925 area and more detailed mapping of surrounding land uses and recreational assets.

Comment #3: The commenter mentioned that frequent winter road closures, caused by vehicles blocking all lanes, prevent emergency services from accessing the community and expressed concern that growth should not occur without fully disclosing this issue. The commenter expressed concern about the local school's long-term low performance, noting limited course offerings and lack of state accountability due to small class sizes. Finally, the commenter expressed strong interest in ensuring these issues are clearly disclosed and addressed in future planning.

Comment #4: The commenter mentioned that outreach for the Easton Subarea Plan should include a wider range of residents, noting that prior community meetings did not represent the full population. The commenter expressed concern about proposals for a public restroom in Downtown Easton, stating that such a facility is unnecessary, unsupported by many residents, and better suited to an area outside of town. Finally, the commenter expressed strong interest in addressing major issues such as winter freeway backups and associated EMS barriers, the suitability of certain land uses given Easton's heavy snowfall, avoiding taxpayer-funded sewer expansion, and correcting errors in the draft plan.

Comment #5: The commenter recommended school-related needs for the Kittitas County 20-year comprehensive plan, with a focus on the Upper County needs. The needs are broken up into categories, they are as follows:

1. Early Learning & Childcare Infrastructure

Upper County has limited licensed childcare capacity despite rapid residential growth. The plan should identify and zone for early learning facilities, incentivize childcare development, support

school–county partnerships for a future Early Learning Center, and treat childcare deserts as a school readiness and workforce issue.

2. Healthcare Access & Medicaid Services

Upper County lacks Medicaid-accepting providers, and the local clinic is significantly backlogged. The plan should prioritize recruitment of Medicaid providers, support development of a school-based or community clinic with mental health services, expand mobile/telehealth infrastructure, and address healthcare shortages as an equity gap.

3. Transportation & Mobility Services

There is minimal public transportation for families, youth, or seniors. This affects school attendance, activities, CTE internship access, and parent engagement. The plan should expand transit routes into Upper County, increase access to Ellensburg services, add transportation equity goals, and support school–county collaboration for youth mobility.

4. Safe Routes to School & Transportation Safety

Upper County schools sit near a major freeway with growing traffic. Safe routes are inadequate. The plan should expand school-zone boundaries, add speed controls, create ADA-compliant pedestrian pathways, improve crossings and lighting, and require traffic impact studies for new developments affecting school transportation.

5. Emergency Response & Safety Infrastructure

Development growth increases pressure on emergency response systems that also serve schools. The plan should improve emergency management coordination with schools, ensure adequate evacuation routes, and address wildfire response planning for school sites and outdoor activities. We anticipate the schools to be an emergency shelter, yet we have no materials or organization by the county or the sheriff.

6. Growth Management, Impact Fees, and Mitigation Requirements

New development is adding enrollment pressure without mechanisms to support school capacity. The county currently lacks impact fee or mitigation structures. The plan should adopt school impact fees, require meaningful developer mitigation, plan long-term for school capacity and land needs, and formally include the district in development review.

7. Housing Affordability & Workforce Stability

High housing costs undermine teacher and staff recruitment. The plan should encourage workforce housing near schools, mixed-income developments, affordable rental options, and public–private partnerships to support educator housing.

8. Community Recreation & Youth Services

Upper County has limited youth recreation infrastructure. The plan should support development of community recreation spaces, expand access to fields and gyms, and integrate school recreation needs into county recreation planning. Or, partner with the District to help put in the infrastructure to support youth and adult recreation.

9. Communications & Public Engagement in Upper County

Upper County has historically been underrepresented in county processes. The plan should include rural engagement strategies, ensure Upper County participation in annual reviews, and consider forming an advisory group for school-related impacts. Avoid continued E'burg meetings and commit to moving county meetings occasionally here, or, have county officials work to get onto the District board meetings and be more engaged in the work of schools trying to solve the job shortage, and econmice vitality of the region.

10. County–School District Collaboration Requirements

The plan should formalize strong county–school coordination on enrollment projections tied to development, transportation modeling near schools, land-use decisions affecting safety or capacity, and emergency preparedness (including wildfire, winter storms, and reunification planning). We should be combining on hard to find employees like, mechanics, transportation directors, tech directors, Safety leads, so we each do not have to hire them, we partner on these expensive employees.

DRAFT

November Planning Commission

Summary is in progress and will be added to the next version of the engagement report.

Goals

-

Summary

Meeting Date:

Attendees:

Comments received:

Format:

Insights

DRAFT



Stakeholder Interviews: Housing Group

Goals

- Gather feedback from stakeholders to better inform the Comprehensive Plan
- Collect general feedback about existing conditions in the County

Summary of Meeting #1

Attendees: 2

The County and the Consultant had 2 staff each present as well.

Format:

Hybrid (in-person and WebEx)

The Consultant posed questions to stakeholders about Kittitas' 20-year vision, their topic specific questions, and climate and resiliency. These questions were strategically used to spark conversation among stakeholders and gather insightful information.

These questions are as follows:

20-Year Vision Questions

2. What does your vision look like for Kittitas County in 20 years?
3. Based on your local knowledge, what are the biggest obstacles or barriers facing the County over the next 20 years?

Top-Specific Questions

The questions varied based on how the conversation progressed. Example questions are:

2. What housing program or services are you currently offering?
3. What are the most pressing housing concerns within the county?
4. What are successful ways that you have seen these concerns get addressed?

Climate Resiliency Questions

2. As a representative in your organization, how would you characterize the risk your community faces to hazards exacerbated by climate change?
3. As a resident of the county, do you have thoughts on the climate exacerbated hazards?
4. What are the barriers you see facing housing?

Insights

20-Year Vision Themes

- Address mismatch between housing types and affordability; aging population needs suitable options.
- More social amenities for youth and families
- Preserve historic spaces for community identity.
- Integrate sustainability planning and climate policy evaluations
- Encourage renewable energy adoption (solar, potentially wind)
- Adjust transit centers near higher-density housing
- Address transportation gaps in the Upper and Eastern County
- Restore senior transit options.

Major Barriers

- Limited state resources for land and funding
- Infrastructure not keeping pace with growth
- Rising energy costs during climate events leading to evictions
- Lack of dedicated grant writer for housing and resiliency projects
- Market pressures driving up agricultural land values and housing costs

Pressing Issues

- Affordable housing development hindered by permitting and resource constraints
- Manufactured homes and trailers needed
- Balancing historic preservation with new development
- Transportation gaps affecting access to housing and services
- Climate hazards (wildfire smoke, extreme heat) impacting livability and energy affordability

Climate & Resiliency Concerns

- Increased smoke days and extreme heat affecting health and recreation
- Flooding risk countywide; need larger culverts for resiliency
- Energy burden during climate vents; limited assistance programs

- Weatherization support available but limited to certain home components

Successes & Opportunities

- Ellensburg advancing Housing Action Plan goals through small and medium projects
- HopeSource delivering large-scale housing projects
- Strong community interest in historic preservation and sustainability
- Potential for interagency collaboration and leveraging state resources
- Renewable energy partnerships and climate adaptation strategies emerging

Demographics

The table below shows who attended the meeting and the organization they represent.

Name	Organization
Lily Fry	City of Ellensburg – Housing
Susan Grindle	HopeSource

Summary of Meeting #2

Attendees:

Comments received:

Format:

Insights

Stakeholder Interviews: Natural Resources, Climate and Resiliency Group

Goals

- Gather feedback from stakeholders to better inform the Comprehensive Plan
- Collect general feedback about existing conditions in the County

Summary

Attendees: 6

The County and the Consultant had 2 staff each present as well.

Format:

Hybrid (in-person and WebEx)

The Consultant posed questions to stakeholders about Kittitas' 20-year vision, their topic specific questions, and climate and resiliency. These questions were strategically used to spark conversation among stakeholders and gather insightful information.

These questions are as follows:

20-Year Vision Questions

1. What does your vision look like for Kittitas County in 20years?
2. Based on your local knowledge, what are the biggest obstacles or barriers facing the County over the next 20 years?

Top-Specific Questions

The questions varied based on how the conversation progressed. Example questions are:

1. What are the more pressing housing concerns as it relates to habitat conservation?
2. What's the highest concern for the community and of these hazards what are the impacts you are worried about?
3. What are successful ways that you have seen these concerns get addressed?

Climate Resiliency Questions

1. As a representative in your organization, how would you characterize the risk your community faces to hazards exacerbated by climate change?

2. As a resident of the county, do you have thoughts on the climate exacerbated hazards?
3. Is there an understanding of climate and the impacts to habitats? Have there been success stories?
4. What are the barriers you see facing climate resiliency?

Insights

20-Year Vision Themes

- Balance growth with habitat conservation, avoid sprawl
- Restore salmon and whitefish in the Yakima River
- Walkable communities connected to outdoor corridors
- Protect tribal rights and water resources.
- Maintain agricultural viability for environmental and economic benefits
- Improve interagency communication

Major Barriers

- Limited capacity for basic services and climate disaster response
- Wildfire risk in Upper County, development pressures in WUI zones
- Water scarcity and rights complexity
- Transportation congestion (I-90) and wildlife crossing needs

Pressing Issues

- Housing expansion into wildfire-prone zones
- Floodplain management to prevent incompatible development
- Green zone buildability and water availability
- Agricultural land fragmentation; orchard crop impacts
- Transportation: wildlife crossings, emergency access, low EV infrastructure

Climate & Resiliency Concerns

- Flood events: need larger culverts/bridges: habitat reconnection
- Wildfire: drought-stressed forests; need proactive emergency resources
- Extreme heat impacts on ecosystems.

- Drought: incentivize water banking, turf alternatives
- Invasive grasses increasing fire risk
- Coordination with Yakama Nation for climate adaptation

Successes & Opportunities

- County praised for flood improvements
- Strong community support for mitigation actions
- Need for climate education and dedicated grant writer
- Potential to mix traditional knowledge with science for adaptation strategies.

Demographics

The table below shows who attended the meeting and the organization they represent.

Name	Organization
John Marvin	Yakima Nation
Reese Lolley	Resource Conservation and Development Council
Anna Lael	Conservation District
Nicki Pasi	Mountain to Greenway Trust
Mitch Long	Kittitas Conservation Trust
Scott	WDFW

October Planning Commission

Goals

- Discuss preliminary draft policies about:
 - Transportation
 - Utilities
 - Capital Facilities
 - Parks, Recreation, Open Space
 - Economic Development

Summary

Attendees: 7 (Planning Commissioners)

Format: The Planning Commission held their regularly scheduled meeting to discuss preliminary draft policies for transportation, parks and recreation, capital facilities, utilities, and economic development elements. The project team submitted a memo to summarize discussion questions, a PowerPoint, and an exhibit of preliminary draft policies.

Each month, the same week of the Planning Commission meetings, Kittitas County announced a 30-day comment period for anyone from the public to review the preliminary drafts online. To share comments community members were able to go to the Planning Commission meeting in-person, email comments, or submit comments online through the project website.

Insights

Utilities

Commissioners expressed interest in developing policies and then regulations for Micro nuclear siting. Siting requires approval from regulatory bodies like the Nuclear Regulatory Commission (nrc.gov), which is developing new regulations for these new technologies. Explore getting ahead of this technology in terms of policy/code.

Transportation

Discussion regarding the allowance for wheeled all-terrain vehicles (WATVs) on some county roads. This is allowed under RCW 46.09.457 when a county has adopted an ordinance.

The Kittitas County Connector is run through HopeSource. The Planning Commission mentioned connections to Kittitas/Ellensburg.

Collaborate with the Public Works Department to review and refine multimodal transportation policies, ensuring they are appropriately scaled and primarily focused on Urban Growth Areas (UGAs). Explore opportunities to align these policies with recreational objectives, particularly those related to trail development. Additionally, consider integrating this requirement with proactive county policies to create a cohesive and forward-looking approach.

Economic Development

Consider goals around working with CWU and possibly Ellensburg and Economic Development groups to better develop programs which link CWU programs with industry and job opportunities. Are there ways to attract businesses which could utilize CWU students.

Fire Prevention and Fire Mitigation

Planning Commissioner written comment about including goals and policies for Fire Prevention which mentioned:

Reduce Wildfire Ignition & Structure Vulnerability

- Update WUI maps and hazard ratings.
- Require ignition-resistant construction and defensible space.
- Offer expedited permits and fee reductions for wildfire retrofits.
- Expand fuels mitigation programs and promote Firewise standards.

Improve Fire Protection & Emergency Response

- Coordinate with fire districts to improve Public Protection Classification (PPC) scores.
- Require adequate fire flow or alternatives in rural areas.
- Adopt access/egress standards for new development.
- Integrate evacuation planning and support mutual aid agreements.

Align Land Use & Capital Facilities with Wildfire Resilience

- Use hazard mapping to guide land use and densities.
- Incorporate fuels-reduction corridors and buffers.
- Fund water supply and emergency access projects.
- Encourage compact development patterns and require maintenance agreements.

Support Insurance Availability & Affordability

- Maintain a public dashboard tracking mitigation activities.

- Publish homeowner guidance on insurer-recognized mitigation.
- Encourage Firewise districts and advocate for incentives.

Ensure Equitable Risk Reduction & Preparedness

- Provide outreach to vulnerable communities.
- Target incentives and coordinate evacuation assistance.
- Integrate schools, hospitals, and employers into planning.
- Establish feedback loops to measure participation and adapt strategies.

Establish Localized Fire Water Transportation in Rural Communities

- Pilot programs for fire water lines in rural areas.
- Coordinate with Ecology for high-capacity wells.
- Pursue grants and partnerships for infrastructure.

Support Aerial Firefighting Capability

- Identify and enhance water-dipping sites for aerial firefighting.
- Prioritize sites near high-hazard zones.
- Set standards for impoundments and pursue funding.

Establish a Permanent Fire Insurance & Risk Reduction Committee

- Create a standing committee for strategic coordination.
- Committee to review effectiveness, pursue funding, and align planning with insurance and fire districts.

Recreation Element

The Planning Commission submitted written comments about enhanced goals and policies for the parks, recreation, and open space element which mentioned the following goals:

Access and Infrastructure for Diverse Recreation

- Develop and maintain a comprehensive, multi-modal recreational infrastructure system
- Ensure safe and equitable access for all residents and visitors
- Focus on self-directed and unstructured activities

Stewardship and Conservation of Natural Recreation Assets

- Protect and conserve the county's natural environment and critical areas
- Maintain aesthetic quality
- Ensure recreational activities are safe and ecologically compatible
- Preserve the rural character of Kittitas County

Promote Recreation-Based Economic Vitality

- Foster economic growth through recreation and tourism
- Utilize unique natural amenities
- Strengthen public and private partnerships
- Support a vision for an all-season, multi-option recreational destination

Recreational Short-Term Housing and Visitor Accommodation

- Provide regulatory framework for seasonal housing and resort accommodations
- Expand infrastructure capacity for short-term housing
- Recognize the importance of seasonal residences and destination resorts to the rural economy

Foster Health, Culture, and Community Connection

- Promote recreational areas and programs
- Enhance quality of life, health, and social connectivity
- Incorporate natural, environmental, cultural resources, and diverse interest

Create County Recreational Zones

- Establish various recreation “zones” throughout the county
- Focus types of recreation into appropriate zones (river, desert, agriculture, foothills, mid-mountain, high mountain)
- Create a Minimum of One Off-Road Vehicle Park
- Address increasing demand for off-road vehicle use

Meet the needs of both community and out-of-county visitors

- Establish Recreation Committee Coordination
- Form a committee to coordinate recreational planning and activities
- Collaborate with federal and state agencies (e.g., US Forest Service, Washington State Department of Natural Resources)

Demographics

No demographics were collected. Planning Commission members are residents in Kittitas County.

'Bite of the Burg' Pop-Up Event in Ellensburg

Goals

- Educate residents on the Comprehensive Plan process
- Collect general feedback about existing conditions in the County
- Advertise the community-wide survey
- Speak face-to-face with County staff and answer questions

Summary



Exhibit 1 Bite of Burg Community Development Tent

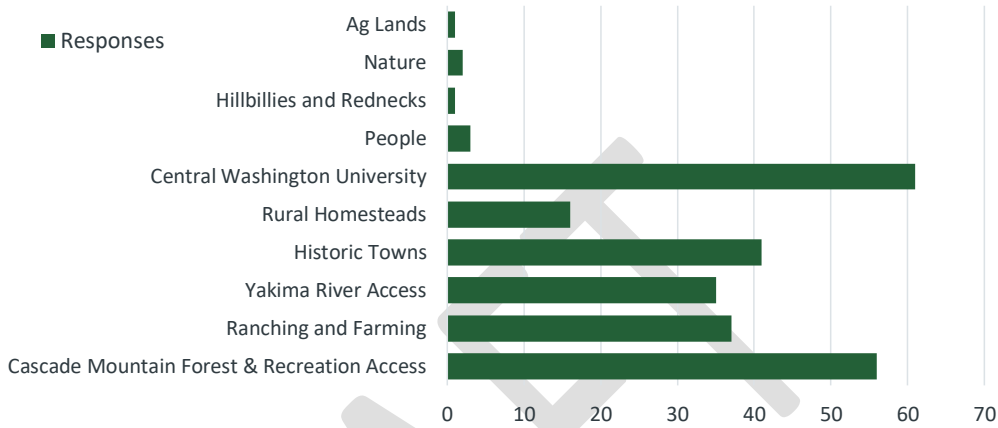
Attendees: 115

Comments received: 80 (approximate)

Format: Pop-up events are informal opportunities to educate the public and advertise the start of the periodic update process. Staff attended the event with posters and sticky notes to collect feedback.

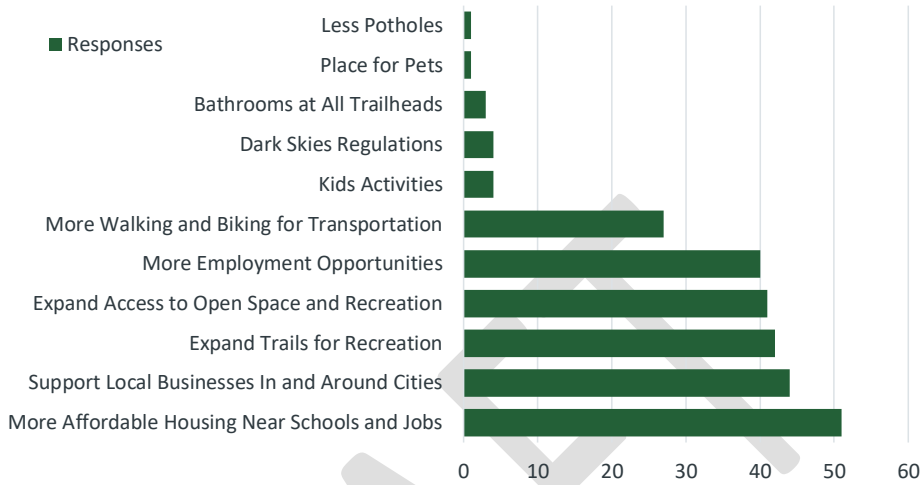
Insights

What makes Kittitas County Special?



Category	Responses
Central Washington University	61
Cascade Mountain Forest & Recreation Access	56
Historic towns	41
Ranching and Farming	37
Yakima River Access	35
Rural Homesteads	16
People	3
Hillbillies and Rednecks (Write in response)	1
Nature	2
Ag Lands	1

What would you like to see in Kittitas County in the future?



Category	Responses
<i>More Affordable Housing Near Schools and Jobs</i>	51
<i>Support Local Businesses In and Around Cities</i>	44
<i>Expand Trails for Recreation</i>	42
<i>Expand Access to Open Space and Recreation</i>	41
<i>More Employment Opportunities</i>	10
<i>More Walking and Biking for Transportation</i>	27
<i>Kids Activities (write in)</i>	4
<i>Dark Skies Regulations (write in)</i>	4
<i>Bathrooms at All Trailheads (write in)</i>	3
<i>Place for Pets (write in)</i>	1
<i>Less Potholes (write in)</i>	1

Demographics

Attendees were residents of the Ellensburg area with a high volume of college students from Central Washington University. No formal demographic data was collected.

September Planning Commission

Goals

- Discuss preliminary draft policies about:
 - Land Use
 - Rural
 - Resources Lands
 - Housing

Summary

Attendees: 7 (Planning Commissioners)

Format: The Planning Commission held their regularly scheduled meetings to discuss preliminary draft policies for land use, rural, resource lands, and housing elements. The project team submitted a memo to summarize discussion questions, a PowerPoint, and an exhibit of preliminary draft policies.

Each month, the same week of the Planning Commission meetings, Kittitas County announced a 30-day comment period for anyone from the public to review the preliminary drafts online. To share comments community members were able to go to the Planning Commission meeting in-person, email comments, or submit comments online through the project website.

Insights

Land Use

Coordinate with the Hospital District to ensure that medical services align with growth. This could include coordination with other cities and possibly expand to non-hospital medical services. Zoning and land use regulations should support the provision of medical services for the community.

Focus on providing greater job diversity for people living in the county, which can help offset housing costs.

Encourage light industrial jobs. Note that this might also apply to the rural element. Develop goals and policies for both elements, given that the types of jobs would differ.

Explore opportunities in policy for Major Industrial Developments (MIDs). MIDs must be consistent with Countywide Planning Policies.

Link goals and policies to other goals related to job diversification.

Include a goal or policy under another goal that promotes child care uses near where people work and live. Add language about incentives and review the code for opportunities.

Explore strategies to implement goals, including:

- Incentives for jobs

- Partnerships to build

- Studies to determine economic options for jobs, identifying opportunities and barriers

- Zoning and regulations to encourage new industries

Housing

Address Housing Costs in Upper County

Develop comprehensive policy options aimed at increasing access to living-wage housing for county residents, both for purchase and rental. These efforts may require strategic partnerships with municipalities in the upper county.

Promote Housing Affordability

Establish goals and policies that support housing affordability. Evaluate and implement measures that encourage the development of affordable housing, particularly within Urban Growth Areas (UGAs).

Advance Accessory Dwelling Unit (ADU) Programs

Consider adopting a goal to implement a Permit-Ready ADU program. Initial policies should explore collaboration with cities to replicate successful models, such as the Kitsap program, which streamlined time and cost efficiencies.

Policies should define program objectives, benefits, partnership development, funding strategies, and implementation steps. Additionally, review opportunities to reduce upfront costs for ADU development, including impact fees and utility connection charges, to ensure affordability.

Support Fee Simple Subdivisions

If not already addressed, incorporate policies that enable fee simple subdivisions as a means to promote homeownership. This approach is commonly applied to attached housing, which tends to be more affordable. Policy language should clearly link subdivision practices to affordability goals.

Rural Lands

Concerns that are mentioned in the land use and housing sections should be considered for potential impacts to rural areas or possible implementation opportunities in rural areas.

Demographics

No demographics were collected. Planning Commission members are residents in Kittitas County.

DRAFT



Easton Memorial Day Parade Pop-Up Event May 25, 2025

Goals

- Educate residents on the Comprehensive Plan process
- Collect general feedback about existing conditions in the County
- Advertise the community-wide survey
- Speak face-to-face with County staff and answer questions



Exhibit 2 Screenshot of event advertising from www.eastonmemorialdaycelebration.com

Summary

Attendees: 50 (approximate)

Comments received: Pop-event was educational

Format: Pop-up events are informal opportunities to educate the public and advertise the start of the periodic update process. Staff attended the event with posters and sticky notes to collect feedback. Staff encouraged residents to participate in the Community-wide survey.

Insights

Several conversations with community members focused on the importance of maintaining the small town feel of Easton and encouraging development that compliments this characteristic. A group of residents also stressed how Kittitas County should focus on lowering barriers to development, both in permit timeframes and costs.

Demographics

Attendees were residents of the Easton area. No formal demographic data was collected.

Community Side Survey May-July 2025

Goals

- Gather quantitative data from residents on current conditions in the County
- Understand future needs of the community

Summary

Responses: 88 (approximate)

Format: An online and paper community-wide survey was posted on the project website and advertised at the Ellensburg Farmers Market, Easton Memorial Day Parade, and Cle Elum Open House. All survey questions were optional, total responses to survey questions vary.

Survey Questions

Question #1 What do you value most about living and/or working in Kittitas County today? Ranking: 1 = most important, 6 = least important

Natural environment (forest, rivers, lakes)

Access to outdoor recreation

Diverse employment opportunities

Educational opportunities

Affordability

Rural and small-town lifestyle

Proximity to family and friends

Question #2 What should be the County's most important and least important priorities as the County grows over the next 20 years? 1= most important 6 = least important

Protecting natural resource lands (agricultural, mining, forest)

Protecting against natural hazards (drought, flooding, wildfire)

Supporting outdoor recreation and tourism

Supporting road and utility improvements

Expanding affordable housing options

Expanding job opportunities in rural areas

Question #3 As the County grows over the next 20 years, how important do you think each of the following is when planning for new housing?

- Protecting rural lands
- Making sure homes have access to nature
- Keeping housing affordable
- Offering different types of homes (like duplexes, triplexes, and apartments)
- Building homes in different areas across the County

Question #4 How important are the following environmental issues as the County plans for the future?

- Conservation of natural resources (water, wildlife, forests)
- Climate change mitigation to drought, wildfire, and other hazards
- Waste management and recycling
- Renewable energy sources (solar, wind, etc.)
- Protection of water quality in rivers, lakes, and streams

Question #5 What transportation improvements should be prioritized in the county's future plans?

- Expanding public transportation services in rural areas (buses, shuttles, etc.)
- Improving road maintenance and expansion
- Increasing bike lanes and pedestrian pathways
- Enhancing infrastructure for electric vehicles (charging stations, etc.)

Question #6 Which economic industries do you believe are the most important for the County's future job growth and economic strength?

- Farming and agriculture
- Outdoor recreation and tourism
- Education and public services
- Forestry and timber products
- Healthcare and social services
- Renewable energy (wind, solar, bioenergy)

- Technology and remote work opportunities
- Mining and natural resource extraction
- Retail and commercial services

Question #7 What community services should be prioritized in the county’s future plans? (Select all that apply)

- Hospitals and clinics
- Schools and libraries
- Public parks and recreation facilities
- Support for elderly and low-income
- Arts and cultural activities
- Other (please specify)

Question #8 How concerned are you about any of the following natural hazards impacting you or others in Kittitas County?

- Flooding
- Drought
- Reduced Snowpack
- Wildfire
- Extreme Heat

Question #9 Thinking about potential hazards in Kittitas County, how concerned are you about damage or impacts to the following community features?

- Housing stock
- Natural environment (forest, rivers, lakes)
- Employment centers
- Key industries (tourism and agriculture)
- Community culture and history
- Infrastructure (roads and utilities)

Question #10 How do you envision Kittitas County in 20 years? (Open Response)



Question #11 Do you have any additional comments or ideas to share that could help shape the future of Kittitas County? (Open Response)

Question #12 Age Group (Select one):

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+
- Prefer not to answer

Question #13 Where do you live in Kittitas County? (Open response)

Question #14 How long have you lived in Kittitas County?

- Less than 1 year
- 1-5 years
- 6-10 years
- 10+ years
- Prefer not to answer

Question #15 Gender

- Male
- Female
- Prefer not to answer
- Other (please specify)

Question #16 What is your annual household income?

- \$0 to \$19,999
- \$20,000-\$49,999
- \$50,000-\$89,999
- \$90,000-\$129,999

\$130,000-\$149,000

\$150,000+

Prefer not to answer

Insights

Insights have been summarized by survey questions. All survey questions were optional, total responses to survey questions vary.

See the appendix for all write-in responses, and open-ended questions.

Survey Question 1

What do you value most about living and/or working in Kittitas County today?

Ranking: 1 = most important, 6 = least important

Response: Survey participants identified the natural environment as the most valued aspect of living in Kittitas County. Survey respondents ranked the natural environment as the most important aspect of living in Kittitas County. The rural and small-town lifestyle was identified as the second most valued feature, followed by access to outdoor recreation, affordability, and educational opportunities. Diverse employment opportunities were ranked as the least important factor.

Question listed 1-6 from most important to least important, but the question offered 7 options in total which may have changed some results.

Survey Question 2

What should be the County's most important and least important priorities as the County grows over the next 20 years? 1= most important 6 = least important.

Response: When asked about the county's highest priorities for the next 20 years, survey participants ranked the protection of natural resource lands as the top concern. This was followed by protecting against natural hazards, supporting outdoor recreation, improving roads, and expanding affordable housing options. Expanding job opportunities in rural areas was ranked as the lowest priority.

Survey Question 3

As the County grows over the next 20 years, how important do you think each of the following is when planning for new housing?

Response: When planning for new housing, survey participants ranked the protection of rural lands as the most important area of focus, with 47 respondents rating it as "very important." Ensuring that homes have access to nature was primarily rated as

“important” by 29 participants. This emphasis on nature was also reflected in responses related to housing affordability. Offering a variety of housing types was considered “very important” by most respondents. However, when asked about building homes in different areas across the county, the majority of participants expressed a neutral stance, with 22 selecting “neutral.”

Survey Question 4

How important are the following environmental issues as the County plans for the future?

Response: Conservation of natural resources was ranked as “very important” by 52 participants. Similarly, the protection of water quality in rivers, lakes, and streams was widely viewed as very important. Climate change mitigation—particularly in relation to droughts, wildfires, and other natural disasters—also received strong support, with 64% ranking it as “important” or “very important”. Waste management and recycling were generally considered “important,” by 34 participants. In contrast, renewable energy sources received mixed responses, with 58% of participants ranking them as “neutral,” “somewhat important,” or “not important at all.”

Survey Question 5

What transportation improvements should be prioritized in the county’s future plans?

Response: Road maintenance and expansion were ranked as “important” by the majority of survey participants. Expanding public transportation had mixed support, with 27 participants ranking it as “important.” In contrast, opinions were more divided regarding bike lanes and pedestrian infrastructure, with 43% of participants rating them as either “somewhat important” or “not important at all.” Additionally, enhancing infrastructure for electric vehicles was viewed as a low priority, with 50% of respondents ranking it as “not important at all.”

Survey Question 6

Which economic industries do you believe are the most important for the County’s future job growth and economic strength?

Response: Survey participants identified several industries as “very important” to the county’s future, including farming and agriculture, outdoor recreation and tourism, education and public services, and forestry and timber products. Retail and commercial services, healthcare, and technology/remote work were generally ranked as “important.” In contrast, mining and natural resource extraction, along with renewable energy, were viewed as lower priorities, with most participants rating them as either “not important at all” or “somewhat important.”

Survey Question 7

**What community services should be prioritized in the county's future plans?
(Select all that apply)**

Response: When asked to prioritize community services, hospitals and clinics were ranked the highest by 67% of respondents. Schools and public libraries, public parks and recreation facilities and support for the elderly and low-income were also highly ranked.

Participants were also invited to suggest additional priorities for consideration. These included:

- Support for diverse, equitable, and inclusive policies.
- Home energy audits and water usage audits.
- Email (internet service)
- Emergency services (fire, EMS, law enforcement)
- Youth centers
- Recreational facilities
- Historic preservation and interpretation
- Transparency in local government
- Retail stores for increased economic development
- Hunting and fishing opportunities

Survey Question 8

How concerned are you about any of the following natural hazards impacting you or others in Kittitas County?

Response: Wildfire was ranked as highest in concern, with 61% stating they are “very concerned. Participants also indicated they were “very concerned” about drought and reduced snowpack. Most participants indicated they were “somewhat concerned” about Flooding and extreme heat.

Survey Question 9

Thinking about potential hazards in Kittitas County, how concerned are you about damage or impacts to the following community features?

Response: When thinking about potential damage to community features in Kittitas County, most participants are “very concerned” about any impact on the natural environment. Most participants “neutral” about the housing stock, impacts on employment centers, and community culture/history. Respondents feel “somewhat concerned” about key industries such as tourism and agriculture and infrastructure such as roads and utilities.

Survey Question 10

How do you envision Kittitas County in 20 years?

Response: Respondents expressed concern about the loss of Kittitas County’s rural and small-town character, often comparing current development trends to those seen in King County and resort communities. Many comments identified increasing population, traffic, and housing pressures as threats to the county’s identity and natural resources.

Environmental protection was a recurring theme, with calls for stronger enforcement and sustainable growth. Participants envisioned expanded services such as healthcare, affordable housing, and support for local businesses. There was also interest in improving bike and pedestrian infrastructure and increasing housing options to meet future needs.

Overall, the community’s vision reflects a desire for balanced development that preserves the county’s heritage while enhancing livability and resilience.

Survey Question 11

Do you have any additional comments or ideas to share that could help shape the future of Kittitas County?

Response: A variety of responses highlighted a strong desire to preserve Kittitas County’s rural and small-town character. Many participants emphasized the need for diverse and affordable housing options, with some advocating for increased density within urban growth areas and others supporting walkable communities with multi-modal transportation infrastructure. Recreation development, community centers, and education were also frequently mentioned as priorities.

Specific concerns included the need for infrastructure and affordable housing in Easton, as well as access to grocery stores in both Easton and Cle Elum. Wildfire preparedness was a major issue, with respondents citing limited evacuation routes in upper Kittitas County and increased traffic on Highway 903 as potential challenges. Participants expressed a clear interest in proactive mitigation efforts to address these risks.

Demographics

Demographic data was optional as part of the community-wide survey, see results below.

Age Group (Select one):

Most survey participants were aged 65 and older. Most survey participation came from individuals 45 years and older, with 67% of responses coming from this age group. There were no survey responses from those aged 18-24.

Where do you live in Kittitas County?

- Ellensburg
- Cle Elum
- Kachess Lake

- Easton
- Roslyn
- Kittitas
- Snoqualmie Pass
- Badger Pocket

How long have you lived in Kittitas County?

Most participants (74%) indicated they have lived in Kittitas County for more than 10 years. Only 15% of respondents have lived in the county for 1-5 years.

Gender:

55% of participants identified themselves as female and 39% identified as male.

What is your annual household income?

Most survey respondents reported their income to be between \$90,000 to \$129,000. Only 25% of responses came from participants who reported household incomes below \$90,000.

Ellensburg Farmers Market Pop-Up Event May 17, 2025

Goals

- Educate residents on the Comprehensive Plan process
- Collect general feedback about existing conditions in the County
- Advertise the community-wide survey
- Speak face-to-face with County staff and answer questions





Summary

Attendees: 60

Comments Received: 80 (approximate)

Format: Informational boards and activities were available for residents to learn at their own pace. County staff were available to answer questions.

Station #1 Preservation

What parts of your community are important to protect as the County grows with more homes and jobs?

Station #2 Resources and Infrastructure

What resources, infrastructure, or services should be prioritized as the County grows over the next 20 years?

Station #3 Community Vision

What is your vision of the County or your community over the next 20 years?

Station #4 Climate and Resiliency

Are you concerned about wildfire or flooding impacting your community? What impacts are you concerned about?

Insights

Question 1

What parts of your community are important to protect as the County grows with more homes and jobs?

Response: Residents of Ellensburg often showed interest in protecting the agricultural industry by supporting farmers and "real agriculture". Housing also was often mentioned regarding low-income individuals and increased density. Residents have shown an increased interest in protecting environmental aspects of the community, including air and water quality, light pollution, and wildlife. Additionally, residents have expressed the importance of protecting local businesses, infrastructure for both bicycles and cars, and education.

Comments

- Air quality
- Infrastructure (Roads, water quality, affordable energy)
- Population increase means higher demand on grocery stores.
- Protect real agriculture.
- Protect dark skies and make people use smart lighting.
- Housing for low-income individuals.
- More dense housing.
- Central Washington University.
- Fund the schools.
- Wildlife resilience.
- The store Evolve.
- Bike paths connecting communities.
- Keep rural character by supporting the farmers.
- Community events.

Question 2

What resources, infrastructure, or services should be prioritized as the County grows over the next 20 years?

Summary: Of the 22 responses received, 8 referenced a desire to increase available recreational activities. Healthcare was also mentioned by residents, relating to mental health services and overall accessibility. Additionally, residents wrote about environmental protections, including camping regulations, and audits on existing interchanges for light pollution. Infrastructure accounted for 4 responses, communicating a want for a walkable downtown, public transit, and bike infrastructure.

Comments

- More walking trails and parks similar to judge Ronald/Rogers Park.
- Wildlife + natural resource protection and education.
- Mental health services.
- Prioritize healthcare system. Closer hospitals/healthcare accessibility.
- Supportive housing (PSH for mental health).
- Do a light audit of the west interchange to improve visibility and reduce light pollution.
- Bicycle friendly routes and pathways countywide.
- Walkable grocery and bike paths/routes through downtown neighborhoods.
- Healthcare, DEI, resources for those who are financially disadvantaged.
- Ice skating rink.
- Public transit (dog friendly).
- More minigolf near Ellensburg.
- Kids activities more than just parks.
- Senior recreation.
- Activities for teens.
- Safe bicycling in the canyon.
- Forest services coordination.
- Salmon LaSac Rd- intense usage and trash from campers. How to better regulate camping? Balance camping with natural resource needs. How to keep accessible with mitigating camping impacts (for Cabin Creek especially).
- More bike lanes
- Ninja warrior course.

Splash pad.

Family activities, field trips, classes for youth regarding our community. Also family activities, water park? Additional outdoor activities. We need to keep our families. Give them something for entertainment + wholesome activities.

Question 3

What is your vision of the County or your community over the next 20 years?

Summary: Residents communicated a want for increased density in housing and a welcoming of population growth. Additionally, residents mentioned increasing economic development and supporting local businesses. Bike paths and accessible infrastructure were also mentioned, along with an increase in recreational activities and development. Protections for agricultural land and drivability were also discussed. Lastly, residents have mentioned a vision that includes an increasingly welcoming culture that embraces diversity.

Comments

Bike path with connectivity to Yakima Canyon and all the parks.

More ADA parking spaces.

Welcoming community that emphasizes belonging for diverse people.

Family events: skating rink, outdoor ice skating in lower County. Rec center, outdoor waterpark, new pool, bowling, etc. Support families.

More parks/spaces for teens.

More dense housing and sidewalks.

Appropriate impact fees for development.

Growth is healthy.

Protect Ag lands.

High density housing.

Make parks green and inviting.

More kid accessible programs + recreation (gaming rooms, courts, etc.) Somewhere for kids to hang out.

Baseball fields, Infrastructure and sports complex.

Local businesses.

Farm to table, rural feel, no big box stores.

Drivable.

Economic development to offset property tax burden.

Question 4

Are you concerned about wildfire or flooding impacting your community? What impacts are you concerned about?

Summary: Residents communicated a concern for flooding risk by Wilson Creek and Manastash Canyon. This coincided with a concern about litter along waterways which worsens pollution during flooding events. Residents in their responses mainly shared a concern for wildfires, including air quality and safety concerns in the summer months. Building code updates for developing fire-resilient homes was a suggested action, as well as classes for youth to increase awareness in preparation efforts.

Comments

Wilson Creek flooding in neighborhoods.

Pollution.

Smoke/air quality.

Fires making it difficult or unsafe to be outside during the summer/fall.

Flooding and fire in Manastash Canyon.

Classes for teen/youth to engage with wildlife and natural resources. Award system for involvement (free punch cards or something for trash pickup or other involvement).

Fire resilient homes (building codes?).

Wildfires hurt residents and animals alike.

Trash along waterways. Create a community wide cleanup weekend for kids, youth, and families to have fun, cleanup and be involved in land and wildlife awareness.

Demographics

Attendees were largely residents of the greater Ellensburg and unincorporated area around the city boundary. No formal demographic data was collected.

Cle Elum Open House May 17, 2025

Goals

- Educate residents on the Comprehensive Plan process
- Collect general feedback about existing conditions in the County
- Advertise the community-wide survey
- Speak face-to-face with County staff and answer questions



Summary

Attendees: 3

Comments Received: 15 (approximate)

Format: The open house was designed to both inform the community and gather input on future growth and development. Attendees learned about planning requirements under the Growth Management Act and about the periodic update process. Informational boards were available for attendees to read at their own pace, and County staff were available to speak face-to-face and answer questions. No formal presentation was provided attendees had the opportunity to review informational boards and ask questions to staff.

Station #1 Preservation

What parts of your community are important to protect as the County grows with more homes and jobs?

Station #2 Resources and Infrastructure

What resources, infrastructure, or services should be prioritized as the County grows over the next 20 years?

Station #3 Community Vision

What is your vision of the County or your community over the next 20 years?

Station #4 Climate and Resiliency

Are you concerned about wildfire or flooding impacting your community? What impacts are you concerned about?

Insights

Question 1

What parts of your community are important to protect as the County grows with more homes and jobs?

Summary: Participants communicated a desire for infrastructure improvements to accommodate "inevitable" growth in the area. Protection for affordable housing was mentioned in reference to multi-family developments and accessory dwelling units. Participants also mentioned protections for open spaces and public land.

Comments

Infrastructure- Growth is inevitable, but infrastructure needs to be in place before growth is approved.

Affordable housing (less than 500K) duplex, 4-plex, adu's.

Open land public spaces.

Question 2

What resources, infrastructure, or services should be prioritized as the County grows over the next 20 years?

Summary: Participants mentioned prioritizing the development of schools and grocery stores. Prioritizing pedestrian infrastructure was also communicated.

Comments

Schools, grocery stores, safe walking paths- Bullfrog Rd/903.

Question 3

What is your vision of the County or your community over the next 20 years?

Summary: Residents mentioned a want to limit growth within the area and keep the "small town rural feel". An increase in local businesses and education opportunities was also mentioned. Additionally, participants shared a desire for environmental protection, including visitation fees for surrounding lakes.

Comments

Grocery stores, school and education opportunities.

Path from Roslyn through Ronald to lake.

Visitation fees for lake to help clean up trash.

Keep small town rural feel, growth is difficult.

Question 4

Are you concerned about wildfire or flooding impacting your community? What impacts are you concerned about?

Summary: Participants expressed concern about flooding and wildfires in their community.

Comments

Yes, Realtor Association is working with OIC to find solutions.

Demographics

No formal demographic survey data was collected. Attendees were residents of Kittitas County.

Easton Open House March 20, 2025

The Easton open house is intended to capture first-hand experiences from residents about strengths and weaknesses of the area, and opportunities or priorities for the future.

Goals

- Educate on the process and purpose of a subarea plan
- Educate on the connection to comprehensive plan update and the Growth Management Act (GMA)
- Gather input to better understand the community desires and vision for growth





Summary

Attendees: 15

Comments Received: 40 (approximate)

Format: The open house for the Easton subarea plan was designed to both inform the community and gather input on future growth and development. Attendees learned about planning requirements under the Growth Management Act, shared their priorities for land use and community character, and contributed ideas for how Easton should evolve over time. The event helped shape a shared vision by combining technical planning information with local values and aspirations. No formal presentation was provided attendees had the opportunity to review informational boards and ask questions to staff.

Station #1: Project Background

Provide an overview of GMA, the subarea plan requirements and how it will function in Easton

Station #2: Use and compatibility

Current zoning and uses in Easton, gather comments and feedback about future uses

Station #3: Community character

Gather feedback on what the community values and how that should guide growth

Station #4: Community vision

Gather feedback on opportunities for growth and infrastructure improvements

Insights

At the open house staff collected the following feedback:

- There is some disagreement about what makes up the community of Easton and where the subarea plan “boundary” / study area should be.
- There is a desire for investment and economic development along Railroad Street.
- Many participants feel that pen space/outdoor recreation makes Easton unique.
- Infrastructure constraints around septic primarily are restricting growth.
- 1-90 is a physical separator that divides the community. There is a desire to overcome this divide but also utilize the interstate to drive in a negative way and also wanting to economic development.
- Want growth but also to preserve rural character of Easton with that growth.
- There may be additional capacity needed within certain services like fire/emergency response.
- There is a need for additional housing attainable at multiple affordability levels.

Public comments focused on preserving Easton’s rural character and natural resources while addressing key infrastructure and development needs.

Community priorities include: protecting affordability, recreational accessibility, and maintaining historic landmarks and creating a local-focused Main Street.

Significant needs identified include: improved septic systems, fire and emergency services, and building public amenities like restrooms.

The vision for Easton involves encouraging modest growth that balances local resident needs with recreation tourism, supporting small businesses, and building essential services and infrastructure. Long-term, the community wants to enhance economic vitality while maintaining Easton’s rural character.

Board #3 Comments

Protect affordability, water supply, ATV/dirtbike accessibility

Protect in Easton; Forest, water, rural culture, back country access, State Park, Railroad St (historic)

Important Landmarks – Easton State Park, Palouse to Cascade St. Park Trail

Landmarks – Historic Downtown Easton, Palouse to Cascade Trail

Preserve rural character with low-density housing, parks, recreational sport areas

Important landmarks are mostly gone

A quiet, quaint, modest, local-focused Main street. The historical buildings should not be neglected. Maintain them safely or demo. Find a safer-prettier way to remember the legacy

Development focused on Easton's outdoor resources- not just for Easton but also for the surrounding areas

R-5 Zoning

Board #4 Comments

Need a large scale septic system to move Easton forward

Need a sound buffer between I-90 and Easton

Need a public restroom in Easton Downtown Area

Need to re-do Rustic Villa Trailer Park for low income families

Non-connected roads on either side of freeway. Dangerous when freeway is jammed up. EMS cant get access

No boxes currently available at the Post Office. Need a new location

Need affordable single family homes in Easton to connect young, first time buyers to the school and community.

Develop a revitalization plan for Easton. What businesses will survive? How can we attract new business that meet our vision? Identify economic drivers, Build for recreational use-restrooms/ day park

I think this process of meetings are a real plus for Easton. Thank you

LAMIRD classification that supports the Easton vision of Rural/Recreation

A map with more detail

Missing Services – Seage disposal, police/fire/emergency services, water sources

Bike lane on Main street through Easton

Are there tax credits we can offer to attract businesses to Easton

Downtown- cottage industries, mom and pop shops, coffee shops, hair salon

A hub for recreational purposes. The “town” able to support and thrive from such

Next 20 years: Locals and long term residents. Less trash (literally @ recreation and on highways). No explosive tourism or 2nd/3rd home residents who don't love and care for the community.

How do we confirm housing stock and census data w/HAPT

Identify water needs

Identify where we can build affordable housing

Lets get Railroad St up and running...businesses, flowers, paint, etc. Railroad St could use a public restroom

Fire Station and Heli pad in North Easton

How much land is there for bringing in a manufacturing company to our area?

Expand fire and emergency services on north side of I-90

We lack fire services. How can we add that to the plan?

Growth in recreational businesses

Policy and regulations that support the Snoqualmie Pass sub area plan – Housing, lodging, services

Commercial land use policy that ensures the infrastructure is available. i.e. water and water rights

Designated walkable pedestrian trails

Hair salon, coffee shops, mom and pop shops, grocery store, restaurants

Pedestrian overpass from State Park to businesses on the north side of I-90.

Provide safe crossing and access

Next 20 years: A local road from Easton to Cle Elum to bypass summer traffic for basic needs access or clear traffic through Easton effectively

Demographics

Attendees were residents of the Easton area. No formal demographic information was collected.

Appendices

Photo Gallery

Photos of the boards used as public events to demonstrate public comments collected.

Community-Wide Survey May-July 2025

Full PDF of results and write-in responses.

Cle-Elum Open House Sign-In Sheet

Scanned PDF

Easton Open House May 2025 Sign-In Sheet

Scanned PDF

Easton Public Comments Submitted via Email

PDF

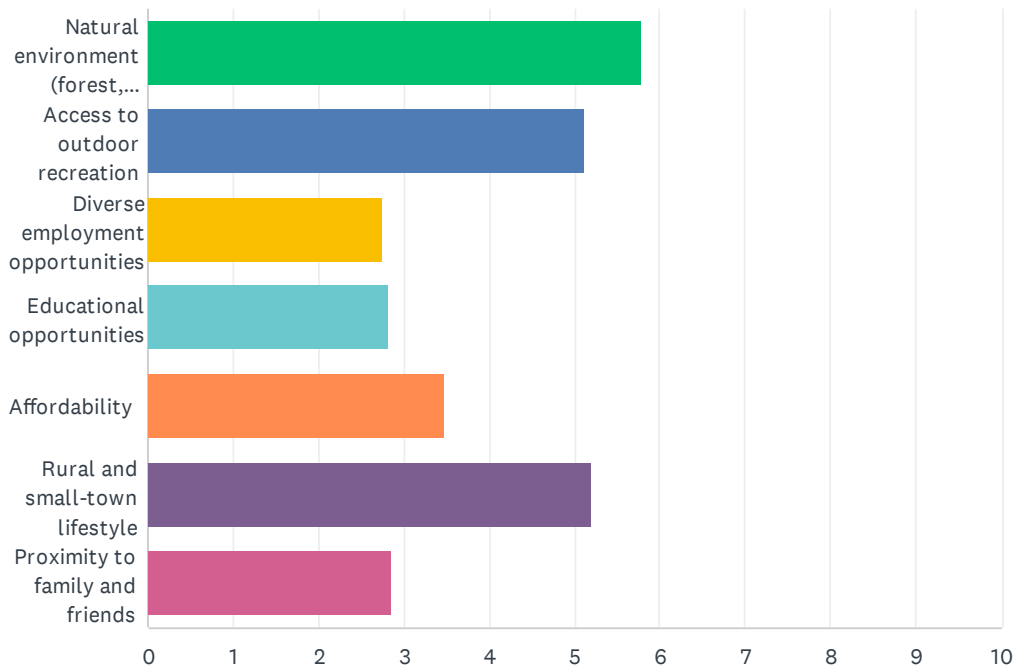
Public Comments Submitted via Website Form

PDF - Excel

DRAFT

Q1 What do you value most about living and/or working in Kittitas County today? Ranking: 1 = most important, 6 = least important

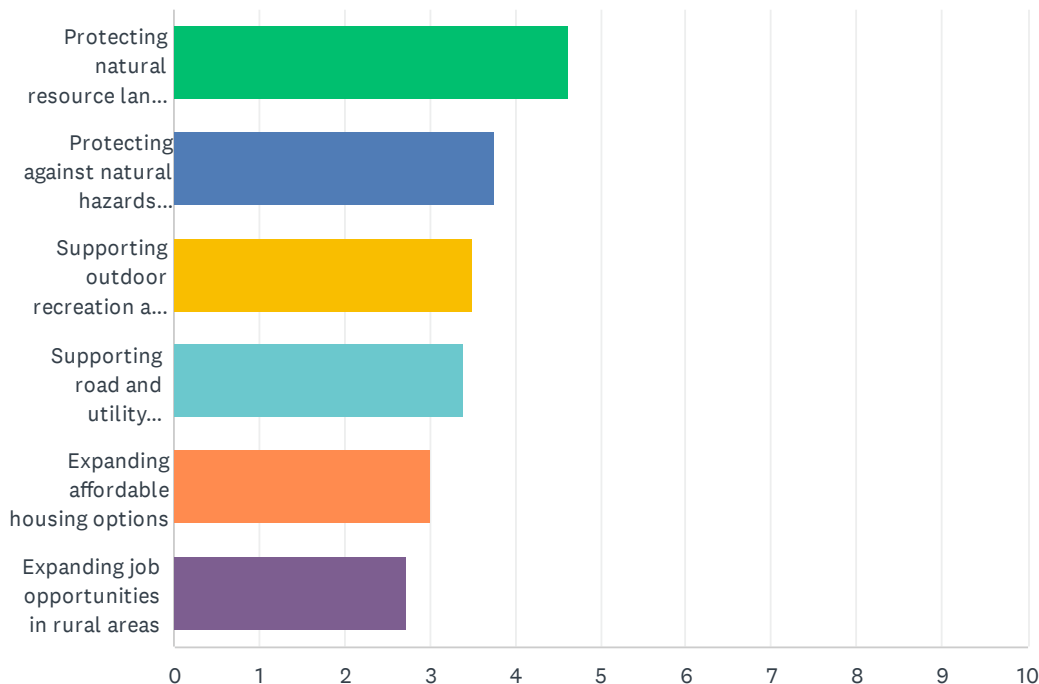
Answered: 88 Skipped: 0



	1	2	3	4	5	6	7	TOTAL	SCORE
Natural environment (forest, rivers, lakes)	39.77% 35	29.55% 26	11.36% 10	10.23% 9	6.82% 6	1.14% 1	1.14% 1	88	5.77
Access to outdoor recreation	15.91% 14	35.23% 31	19.32% 17	10.23% 9	12.50% 11	6.82% 6	0.00% 0	88	5.11
Diverse employment opportunities	1.14% 1	2.27% 2	12.50% 11	11.36% 10	21.59% 19	30.68% 27	20.45% 18	88	2.76
Educational opportunities	0.00% 0	3.41% 3	4.55% 4	27.27% 24	20.45% 18	23.86% 21	20.45% 18	88	2.82
Affordability	6.82% 6	9.09% 8	14.77% 13	18.18% 16	14.77% 13	18.18% 16	18.18% 16	88	3.48
Rural and small-town lifestyle	31.82% 28	14.77% 13	26.14% 23	10.23% 9	6.82% 6	6.82% 6	3.41% 3	88	5.20
Proximity to family and friends	4.55% 4	5.68% 5	11.36% 10	12.50% 11	17.05% 15	12.50% 11	36.36% 32	88	2.85

Q2 What should be the County's most important and least important priorities as the County grows over the next 20 years? 1= most important 6 = least important

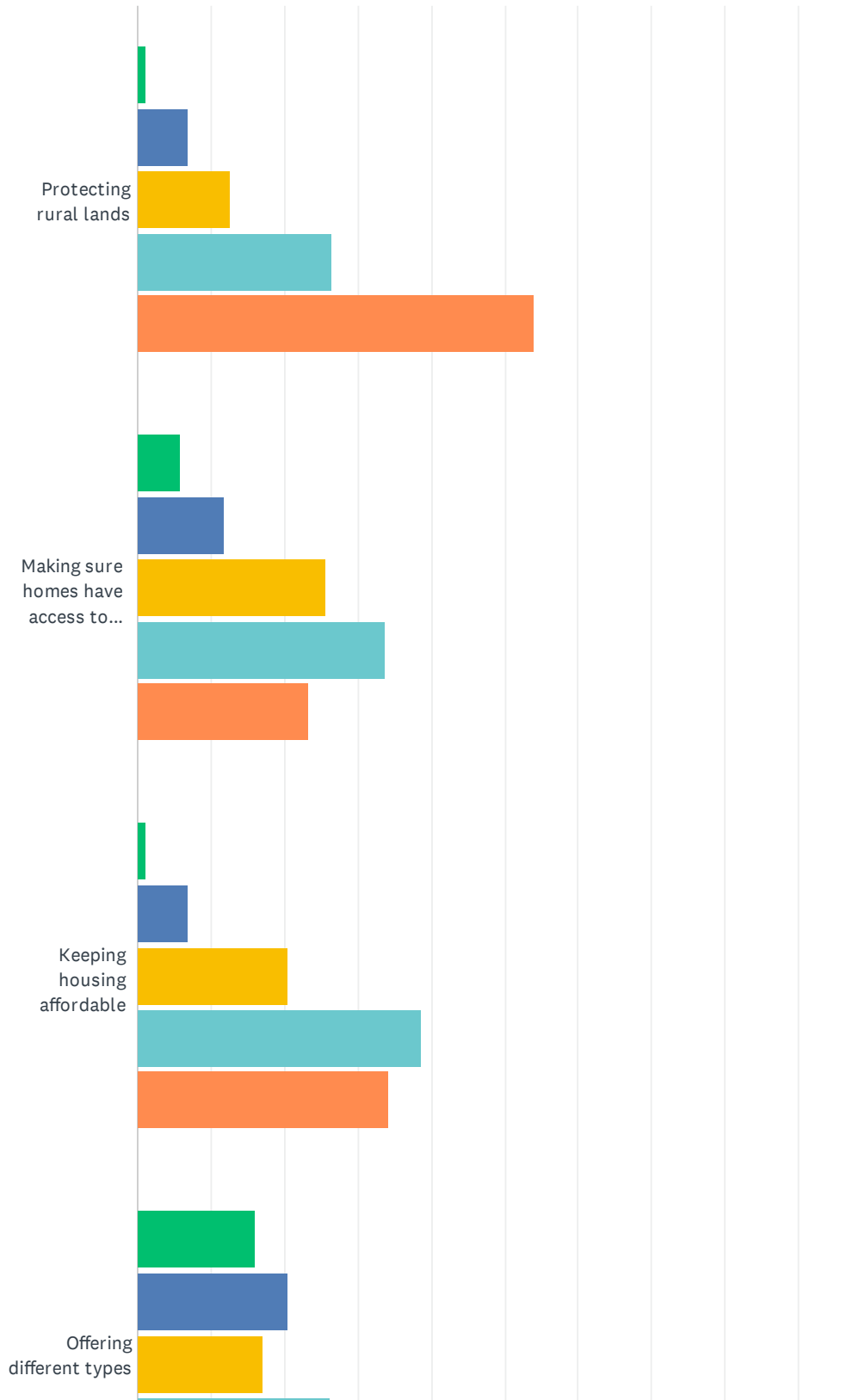
Answered: 87 Skipped: 1



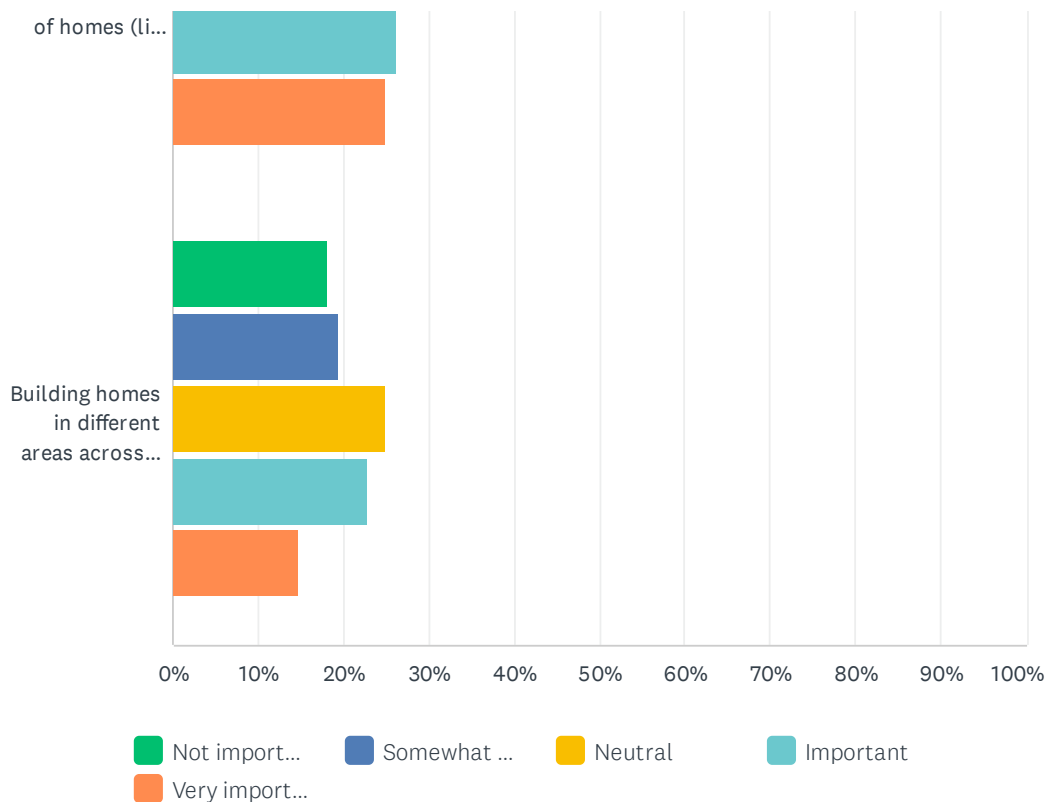
	1	2	3	4	5	6	TOTAL	SCORE
Protecting natural resource lands (agricultural, mining, forest)	44.83% 39	14.94% 13	17.24% 15	8.05% 7	10.34% 9	4.60% 4	87	4.62
Protecting against natural hazards (drought, flooding, wildfire)	17.24% 15	21.84% 19	17.24% 15	17.24% 15	14.94% 13	11.49% 10	87	3.75
Supporting outdoor recreation and tourism	4.60% 4	24.14% 21	27.59% 24	16.09% 14	14.94% 13	12.64% 11	87	3.49
Supporting road and utility improvements	10.34% 9	13.79% 12	21.84% 19	24.14% 21	19.54% 17	10.34% 9	87	3.40
Expanding affordable housing options	11.49% 10	17.24% 15	4.60% 4	20.69% 18	19.54% 17	26.44% 23	87	3.01
Expanding job opportunities in rural areas	11.49% 10	8.05% 7	11.49% 10	13.79% 12	20.69% 18	34.48% 30	87	2.72

Q3 As the County grows over the next 20 years, how important do you think each of the following is when planning for new housing?

Answered: 88 Skipped: 0



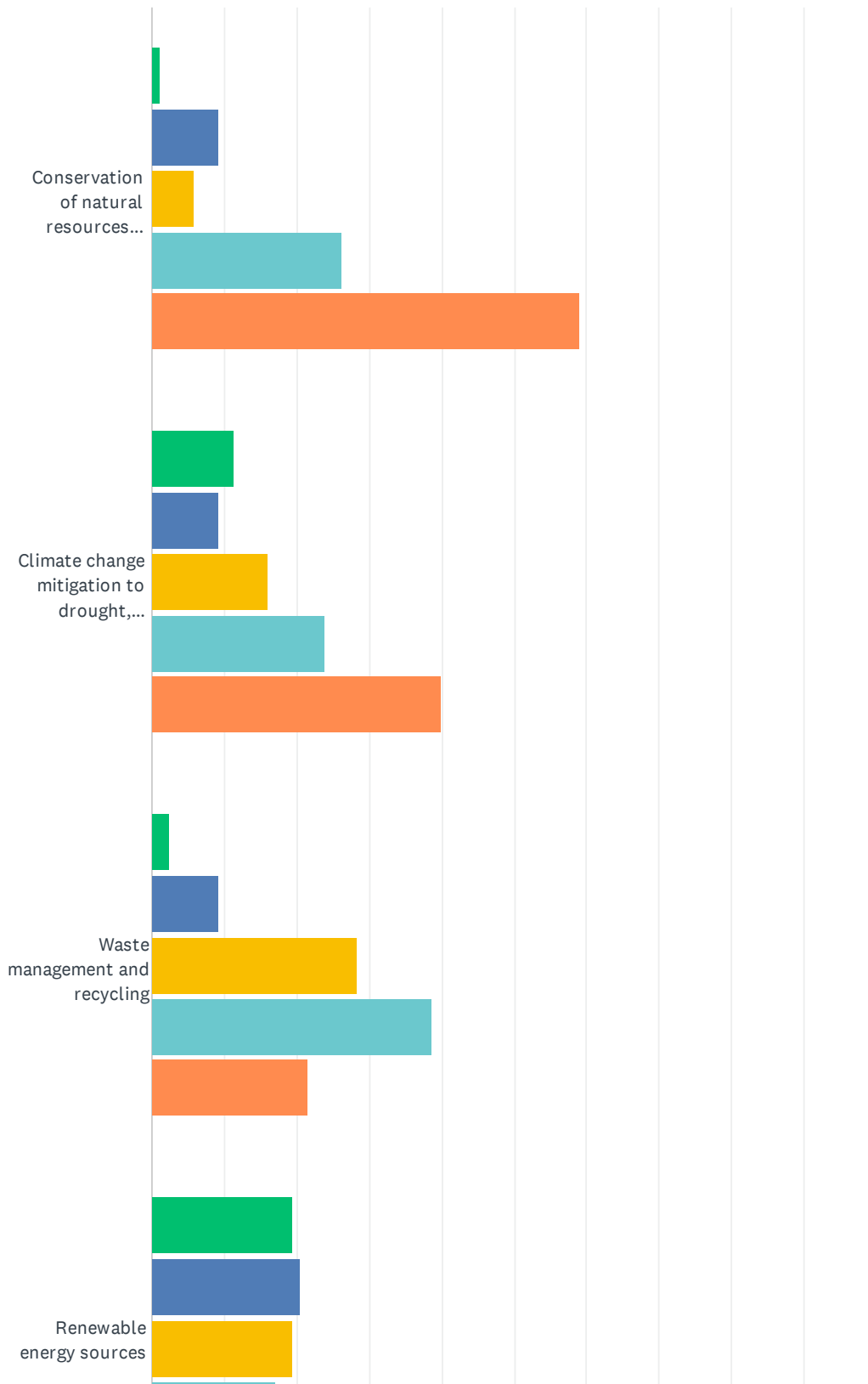
Survey 1: Crafting Kittitas' Future



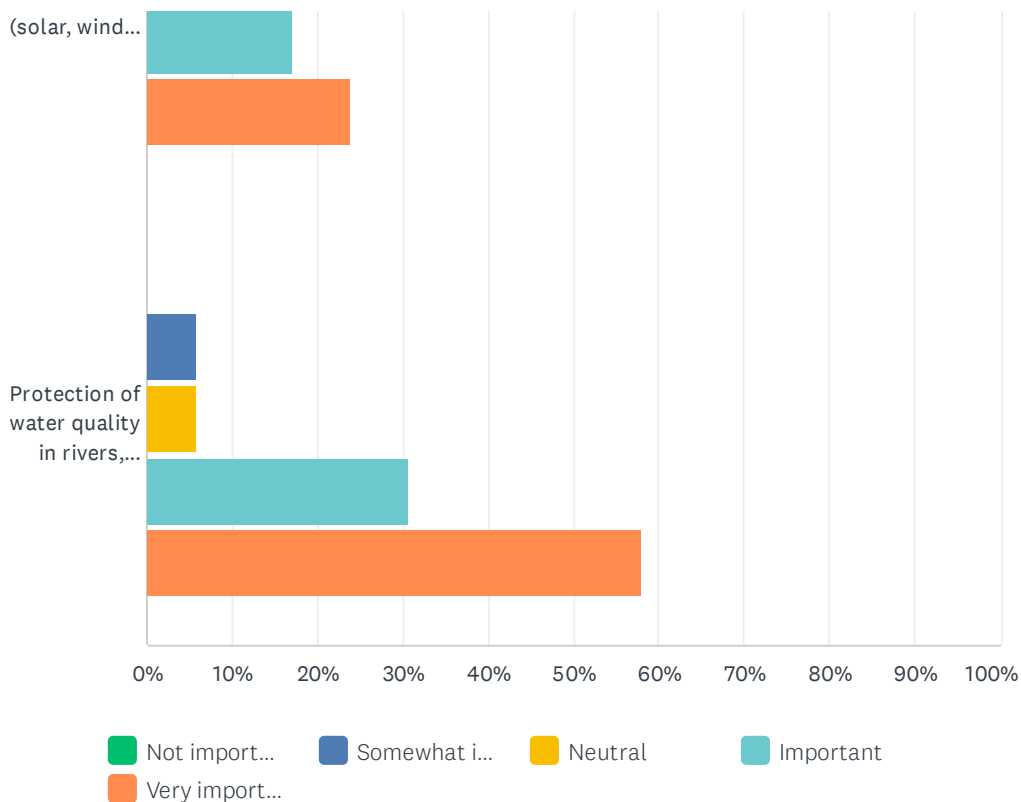
	NOT IMPORTANT AT ALL	SOMEWHAT UNIMPORTANT	NEUTRAL	IMPORTANT	VERY IMPORTANT	TOTAL RESPONDENTS
Protecting rural lands	1.15% 1	6.90% 6	12.64% 11	26.44% 23	54.02% 47	87
Making sure homes have access to nature	5.81% 5	11.63% 10	25.58% 22	33.72% 29	23.26% 20	86
Keeping housing affordable	1.14% 1	6.82% 6	20.45% 18	38.64% 34	34.09% 30	88
Offering different types of homes (like duplexes, triplexes, and apartments)	15.91% 14	20.45% 18	17.05% 15	26.14% 23	25.00% 22	88
Building homes in different areas across the County	18.18% 16	19.32% 17	25.00% 22	22.73% 20	14.77% 13	88

Q4 How important are the following environmental issues as the County plans for the future?

Answered: 88 Skipped: 0



Survey 1: Crafting Kittitas' Future



	NOT IMPORTANT AT ALL	SOMEWHAT IMPORTANT	NEUTRAL	IMPORTANT	VERY IMPORTANT	TOTAL RESPONDENTS
Conservation of natural resources (water, wildlife, forests)	1.14% 1	9.09% 8	5.68% 5	26.14% 23	59.09% 52	88
Climate change mitigation to drought, wildfire, and other hazards	11.36% 10	9.09% 8	15.91% 14	23.86% 21	39.77% 35	88
Waste management and recycling	2.27% 2	9.09% 8	28.41% 25	38.64% 34	21.59% 19	88
Renewable energy sources (solar, wind, etc.)	19.32% 17	20.45% 18	19.32% 17	17.05% 15	23.86% 21	88
Protection of water quality in rivers, lakes, and streams	0.00% 0	5.68% 5	5.68% 5	30.68% 27	57.95% 51	88

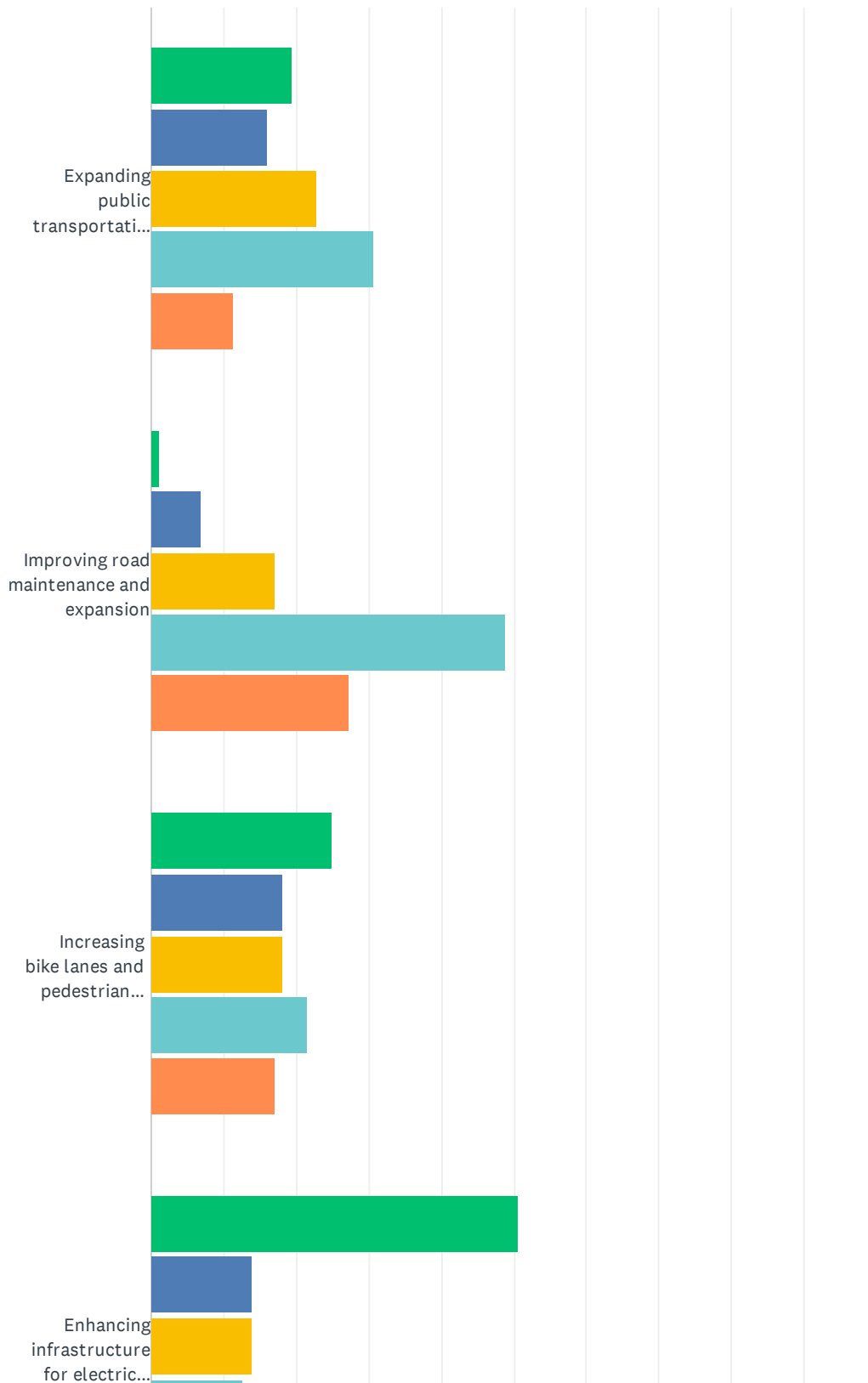
#	OTHER (PLEASE SPECIFY)	DATE
1	ecosystem and biodiversity preservation is essential; environmental pollution and poisoning is extremely harmful and causing both an unprecedented occurrence of cancers, like colon and breast cancers at early ages, with an epidemic from under 40's Yr olds. The healthcare system in the US is not prepared for this early onset cancer epidemic. Kit Cty is sorely underserved for mental and physical wellness.	6/24/2025 3:45 PM
2	I have trouble finding these questions to be in good faith. For example I strongly support protecting water quality, but I do not support the restricting well use, etc.	6/19/2025 8:23 AM
3	I think there should be a moratorium on development to protect our groundwater levels, keep our forests green and keep the arid climate at Bay.	6/7/2025 1:13 PM
4	Protect property owners rights	5/24/2025 6:37 PM

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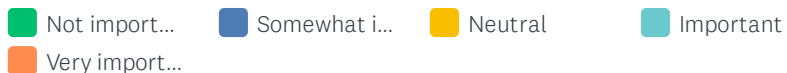
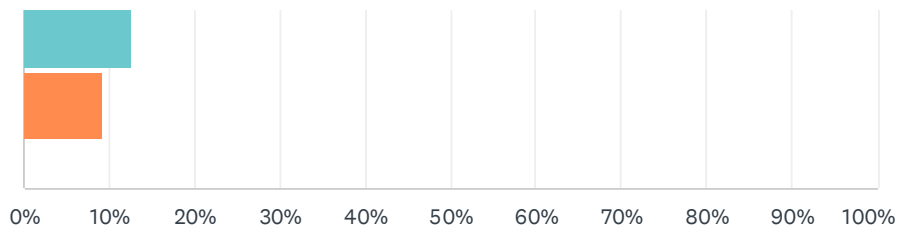
5	maintaining open space for farming, ag and forest work	5/19/2025 4:29 PM
6	Forests resilient to fire and pest complexes	5/16/2025 9:53 PM
7	Curb truck stops areas which are a drain on our community and resources	5/15/2025 8:19 AM
8	Preserving a viable agricultural economy and resource lands	5/14/2025 9:06 PM
9	Letting the community speak and actually hear them. Giving the county a voice, not just the city residents	5/14/2025 6:56 PM

Q5 What transportation improvements should be prioritized in the county's future plans?

Answered: 88 Skipped: 0



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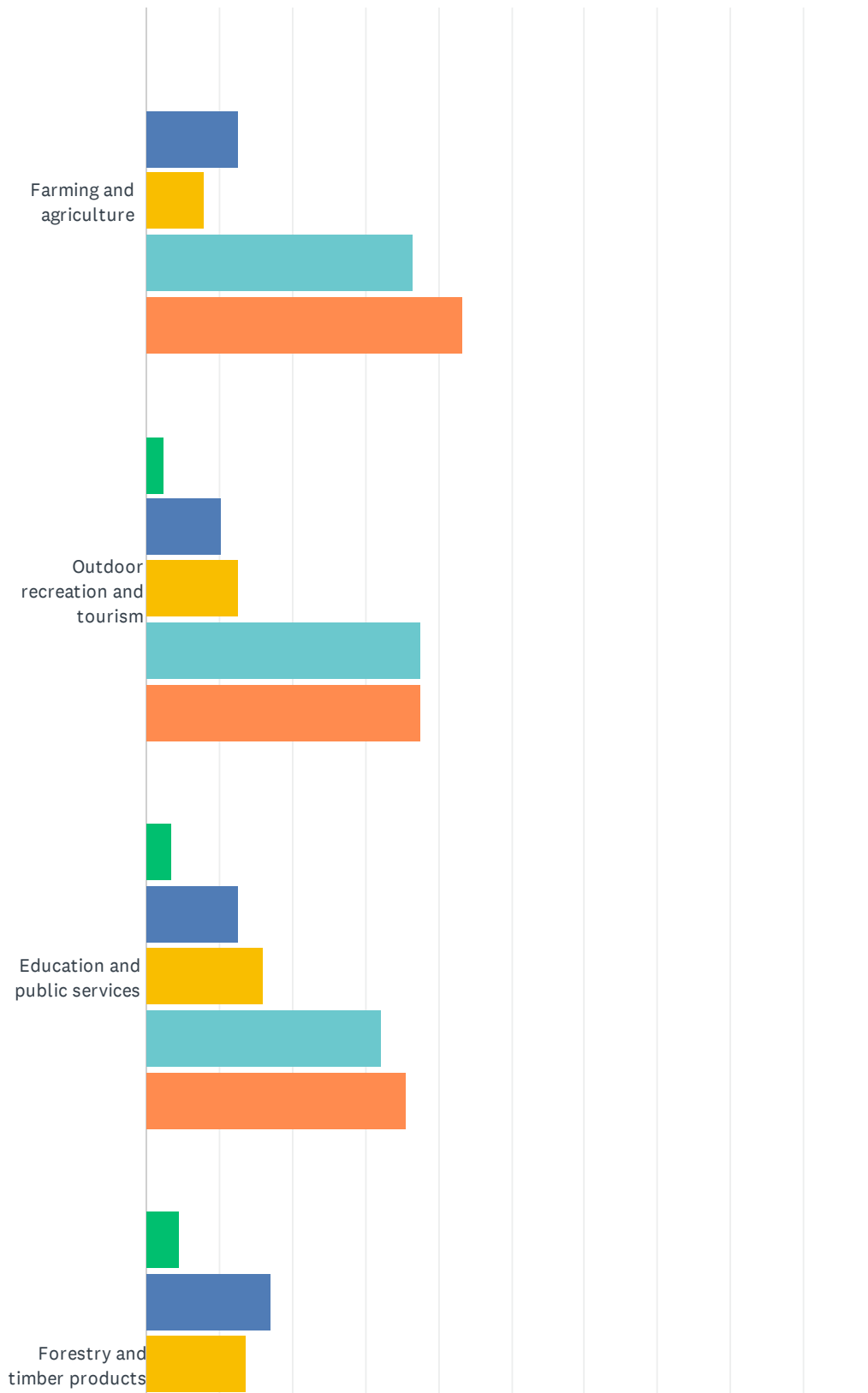


	NOT IMPORTANT AT ALL	SOMEWHAT IMPORTANT	NEUTRAL	IMPORTANT	VERY IMPORTANT	TOTAL RESPONDENTS
Expanding public transportation services in rural areas (buses, shuttles, etc.)	19.32% 17	15.91% 14	22.73% 20	30.68% 27	11.36% 10	88
Improving road maintenance and expansion	1.14% 1	6.82% 6	17.05% 15	48.86% 43	27.27% 24	88
Increasing bike lanes and pedestrian pathways	25.00% 22	18.18% 16	18.18% 16	21.59% 19	17.05% 15	88
Enhancing infrastructure for electric vehicles (charging stations, etc.)	50.57% 44	13.79% 12	13.79% 12	12.64% 11	9.20% 8	87

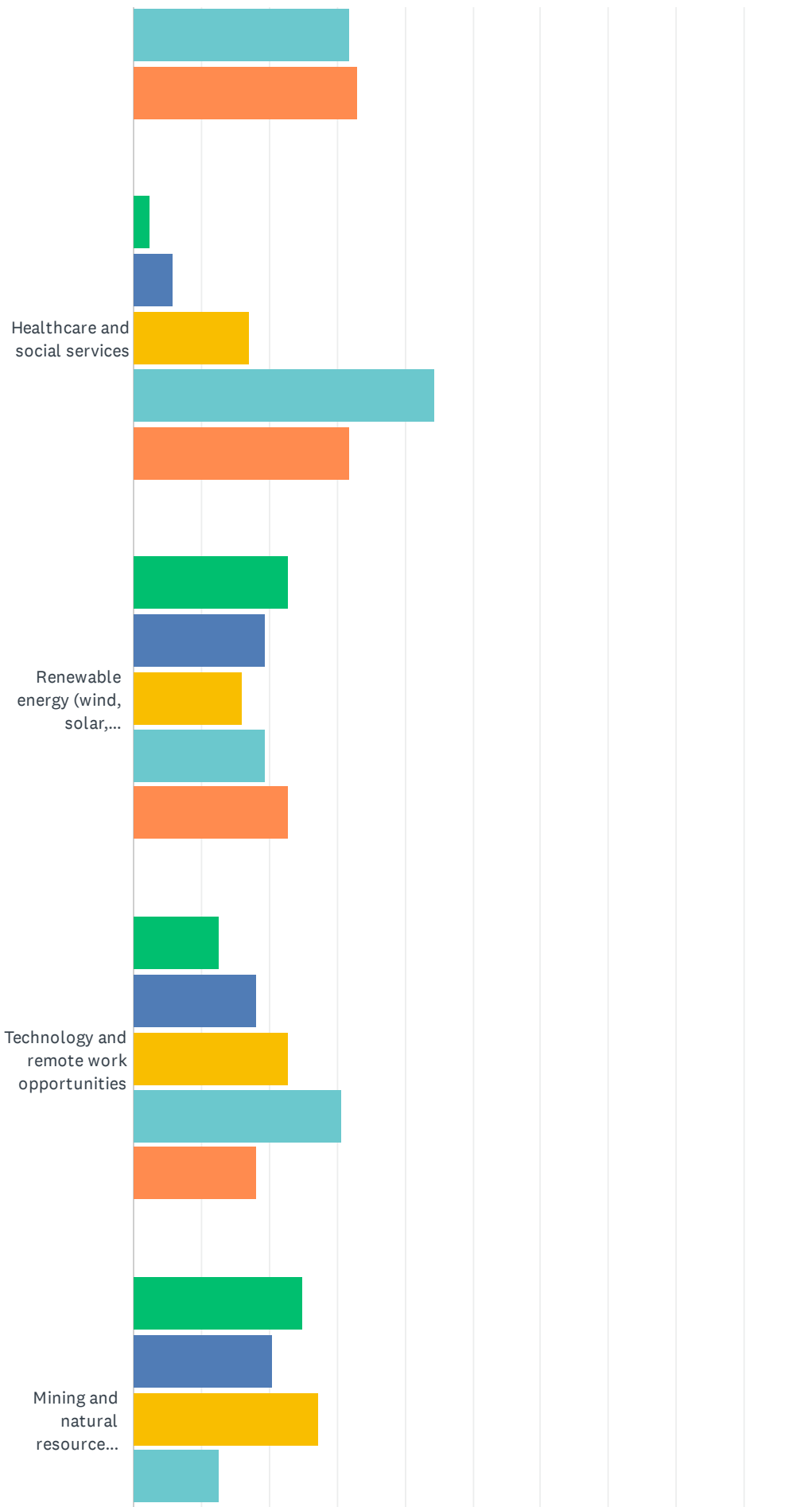
#	OTHER (PLEASE SPECIFY)	DATE
1	ride share, so important and EASY along I90 corridor, in particular. Vehicles and fuel at all time highs. Much better off road opportunities to go on bikes between towns;	6/24/2025 3:45 PM
2	I would like to see a bike business loops through each town off of the john wayne/iron horse trail. But I don't want to turn into a road bike haven	6/19/2025 8:23 AM
3	I think in our small town community we should expand on our bicycle and environmentally friendly modes of transportation. We should protect our bicyclists and encourage the children and able-bodied people to use their bicycles and environmentally safe and friendly vehicles.	6/7/2025 1:13 PM
4	Stop wasting tax dollars on "social and DEI" efforts	5/19/2025 1:30 PM
5	Repair and maintenance of existing bike/ped lanes	5/19/2025 8:14 AM
6	Improving downtown parking	5/18/2025 11:50 PM
7	rail to puget sound	5/15/2025 3:15 PM
8	Downtown parking!	5/14/2025 6:56 PM

Q6 Which economic industries do you believe are the most important for the County's future job growth and economic strength?

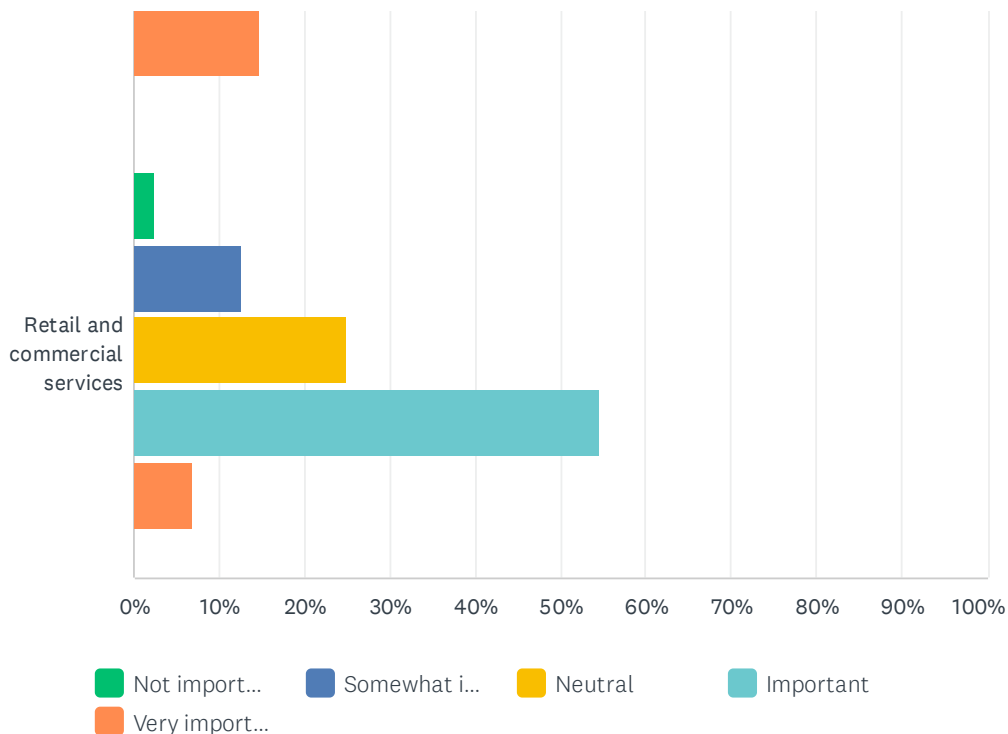
Answered: 88 Skipped: 0



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	NOT IMPORTANT AT ALL	SOMEWHAT IMPORTANT	NEUTRAL	IMPORTANT	VERY IMPORTANT	TOTAL RESPONDENTS
Farming and agriculture	0.00% 0	12.50% 11	7.95% 7	36.36% 32	43.18% 38	88
Outdoor recreation and tourism	2.27% 2	10.23% 9	12.50% 11	37.50% 33	37.50% 33	88
Education and public services	3.45% 3	12.64% 11	16.09% 14	32.18% 28	35.63% 31	87
Forestry and timber products	4.55% 4	17.05% 15	13.64% 12	31.82% 28	32.95% 29	88
Healthcare and social services	2.27% 2	5.68% 5	17.05% 15	44.32% 39	31.82% 28	88
Renewable energy (wind, solar, bioenergy)	22.73% 20	19.32% 17	15.91% 14	19.32% 17	22.73% 20	88
Technology and remote work opportunities	12.50% 11	18.18% 16	22.73% 20	30.68% 27	18.18% 16	88
Mining and natural resource extraction	25.00% 22	20.45% 18	27.27% 24	12.50% 11	14.77% 13	88
Retail and commercial services	2.27% 2	12.50% 11	25.00% 22	54.55% 48	6.82% 6	88

#	OTHER (PLEASE SPECIFY)	DATE
1	Remote workers bring resources to our state and county funds. :)	6/24/2025 3:45 PM
2	I don't want excess central planning from the county in this area beyond current zoning rules	6/19/2025 8:23 AM
3	Keep other big box stores out.	6/12/2025 12:46 PM
4	This community would do well to encourage remote job opportunities. The housing industry is far too expensive for our restaurant service jobs and hospitality jobs. If we are to how is our	6/7/2025 1:13 PM

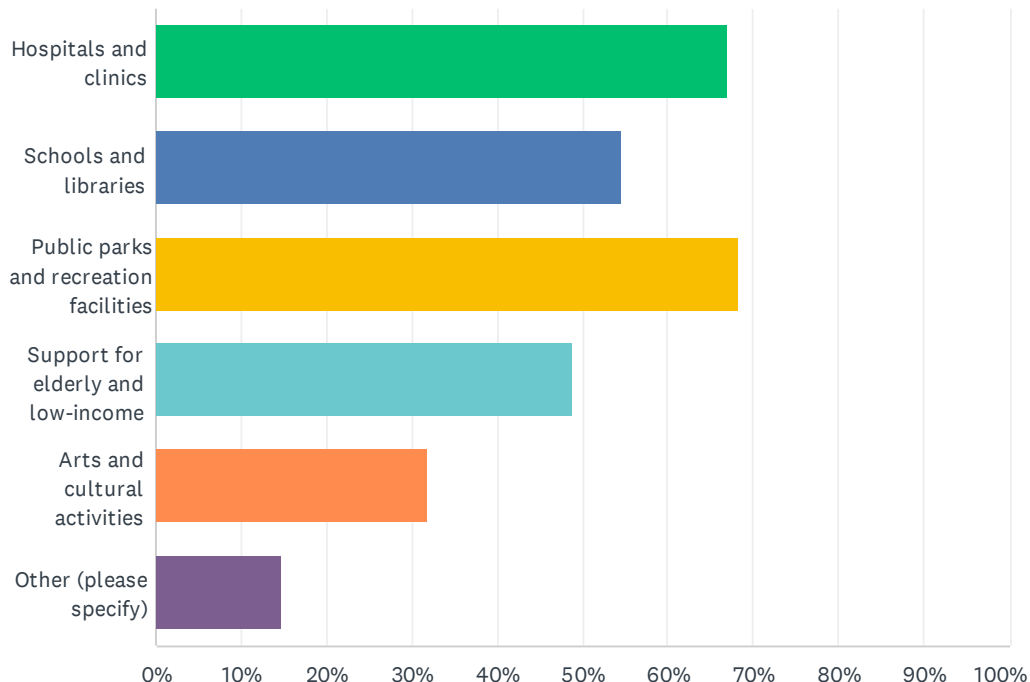
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people, we either have to encourage better paying jobs, or lower cost housing.

5	I do not think Education and public services should have been put in same category. Educating children or young adults vastly different than feeding drug attic hobos.	5/24/2025 6:37 PM
6	Bioenrgy from forest biomass	5/16/2025 9:53 PM
7	consolidate small schools	5/15/2025 3:15 PM
8	Trucking and intra-/inter-state transportation	5/14/2025 9:06 PM
9	People like our county because we are small and support small businesses	5/14/2025 6:56 PM

Q7 What community services should be prioritized in the county's future plans? (Select all that apply)

Answered: 88 Skipped: 0



ANSWER CHOICES	RESPONSES
Hospitals and clinics	67.05% 59
Schools and libraries	54.55% 48
Public parks and recreation facilities	68.18% 60
Support for elderly and low-income	48.86% 43
Arts and cultural activities	31.82% 28
Other (please specify)	14.77% 13
Total Respondents: 88	

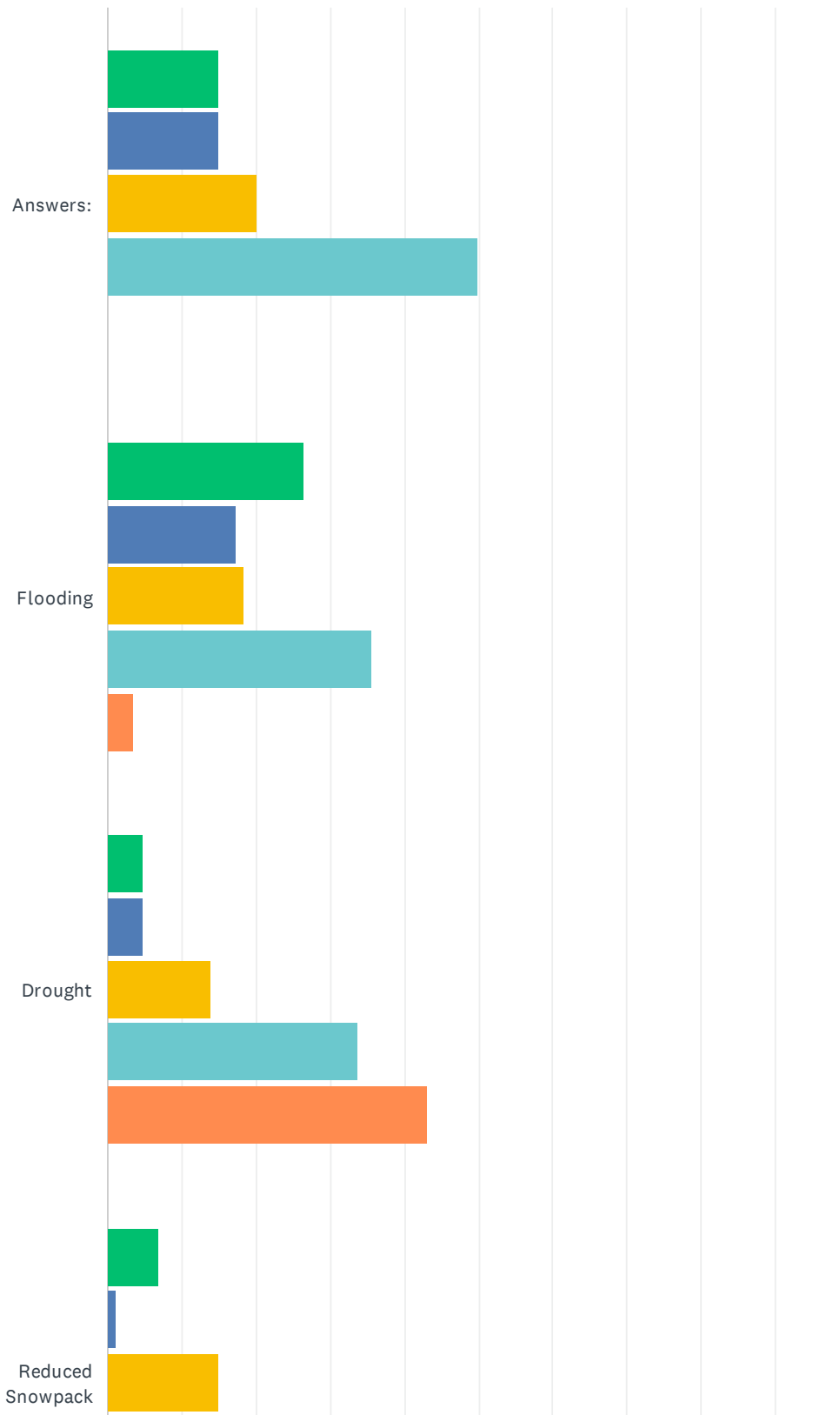
#	OTHER (PLEASE SPECIFY)	DATE
1	wellness opportunities, not needing to go out of county for therapists that are needed to keep you alive through long-term illnesses, like cancer, and cptds from domestic abuse	6/24/2025 3:45 PM
2	The county needs to earn the trust of the people before it builds a perfect future	6/19/2025 8:23 AM
3	Maybe this comes under "cultural activites": support for diverse, equitable, and inclusive policies.	6/12/2025 12:46 PM
4	Home energy audits & water usage audits to optimize draw on system	6/9/2025 11:20 AM
5	Email and fire.	5/24/2025 6:37 PM

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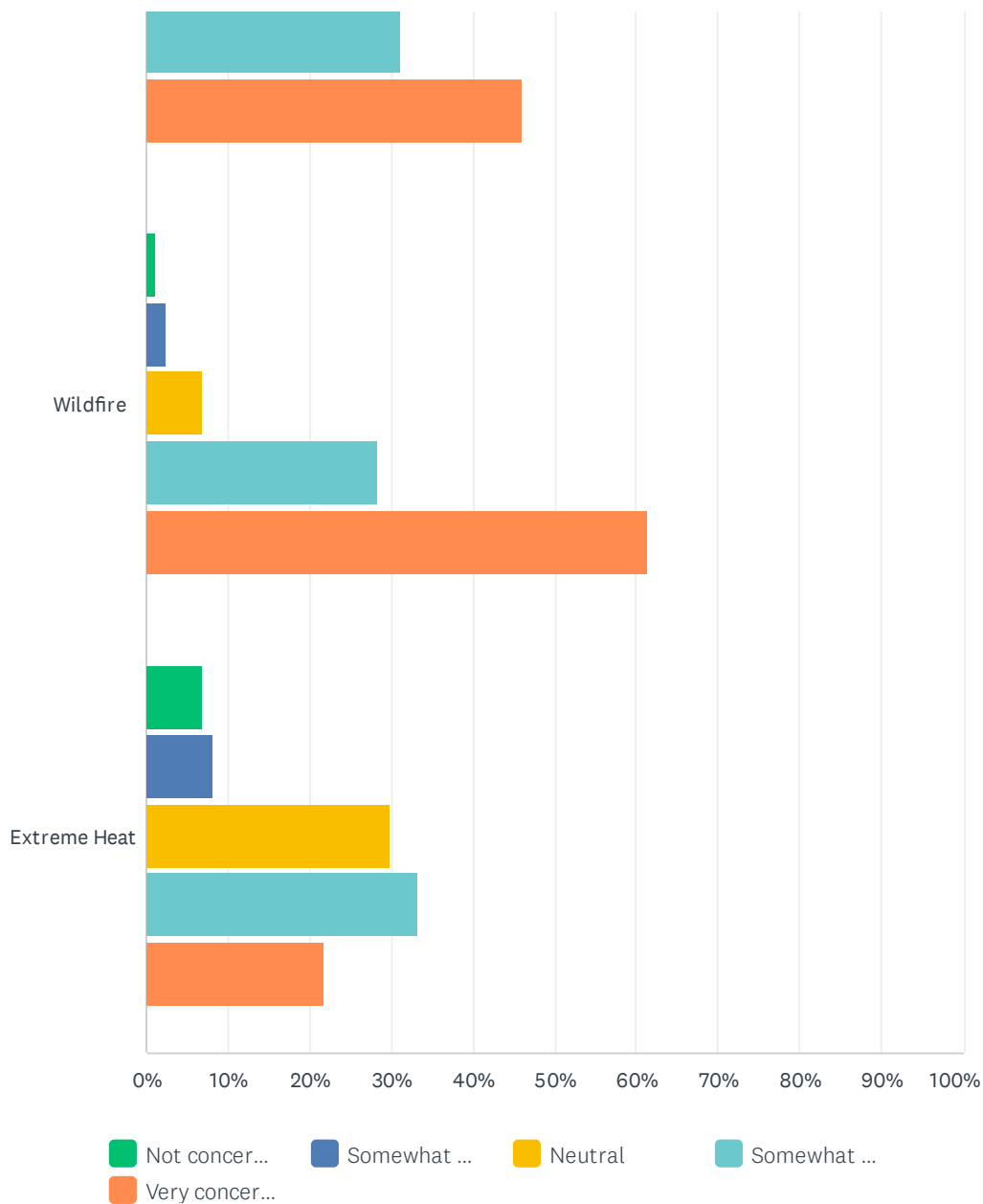
6	Emergency services: Fire, EMS, law enforcement	5/16/2025 9:53 PM
7	youth centers	5/15/2025 3:15 PM
8	Activities for kids	5/15/2025 4:15 AM
9	Historic preservation and interpretation	5/14/2025 9:06 PM
10	If knowing where our money is going towards	5/14/2025 7:02 PM
11	Clean up of low income trailer courts, NO homeless housing.	5/14/2025 6:56 PM
12	Retail stores for more jobs and taxes for the county	5/14/2025 3:51 PM
13	Hunting and fishing opportunities	5/14/2025 3:29 PM

Q8 How concerned are you about any of the following natural hazards impacting you or others in Kittitas County?

Answered: 88 Skipped: 0



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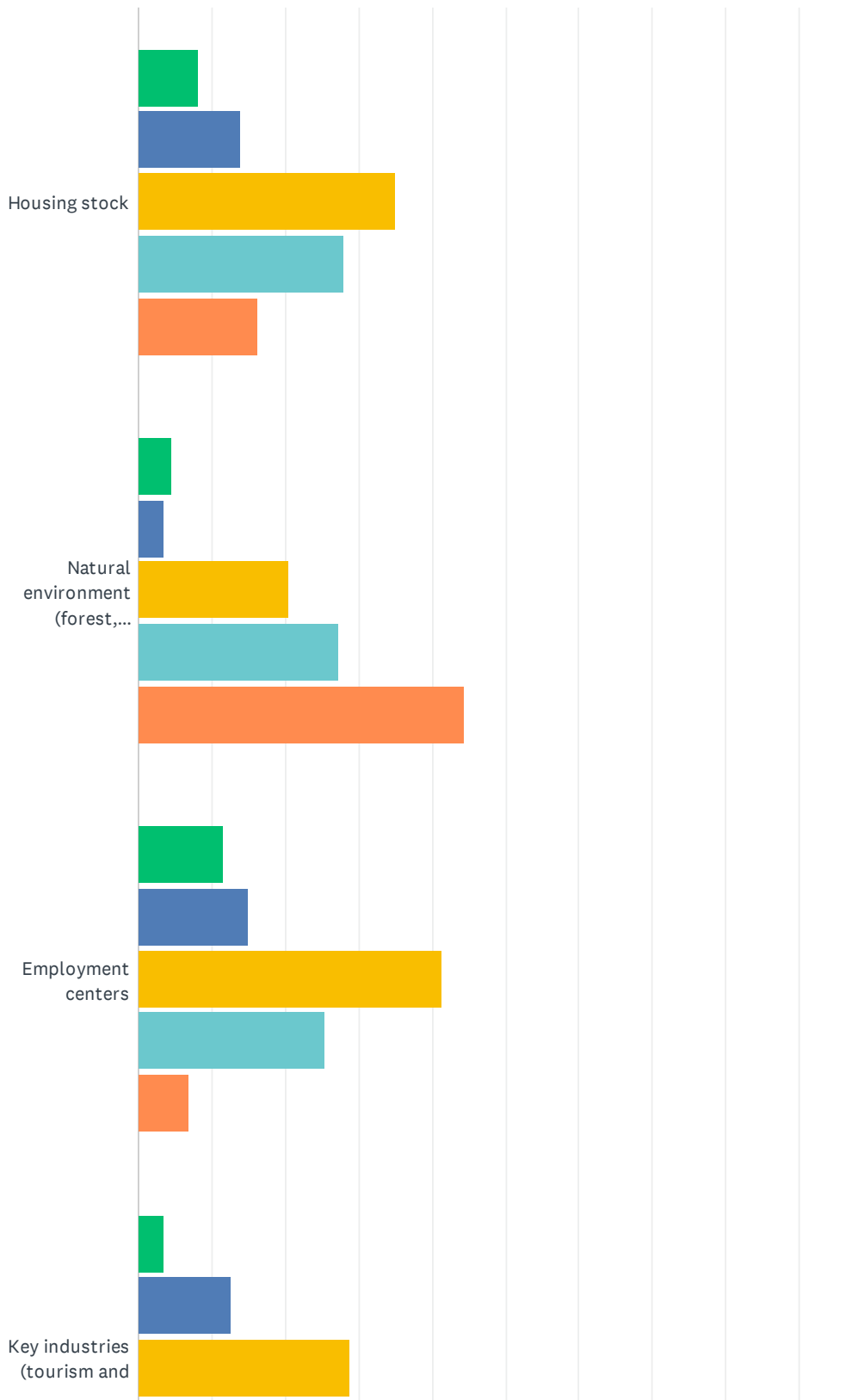
	NOT CONCERNED AT ALL	SOMEWHAT NOT CONCERNED	NEUTRAL	SOMEWHAT CONCERNED	VERY CONCERNED	TOTAL RESPONDENTS
Answers:	15.00% 3	15.00% 3	20.00% 4	50.00% 10	0.00% 0	20
Flooding	26.44% 23	17.24% 15	18.39% 16	35.63% 31	3.45% 3	87
Drought	4.65% 4	4.65% 4	13.95% 12	33.72% 29	43.02% 37	86
Reduced Snowpack	6.90% 6	1.15% 1	14.94% 13	31.03% 27	45.98% 40	87
Wildfire	1.14% 1	2.27% 2	6.82% 6	28.41% 25	61.36% 54	88
Extreme Heat	6.90% 6	8.05% 7	29.89% 26	33.33% 29	21.84% 19	87

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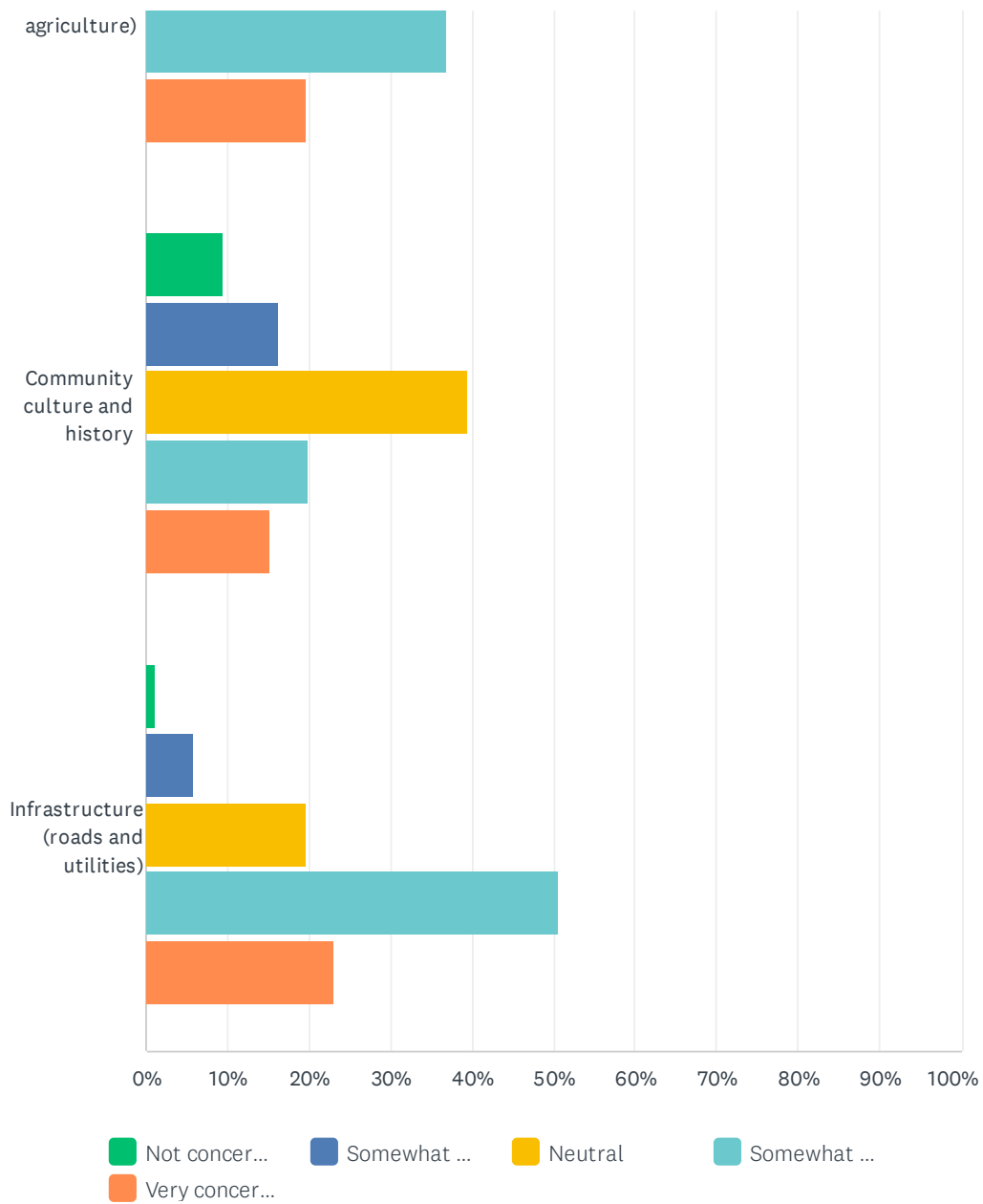
#	OTHER (PLEASE SPECIFY)	DATE
1	Pollution from degrading tires; Catastrophic loss of other species like birds and insects	6/24/2025 3:45 PM
2	These risks a always present. There is no downward trend in snowpack. https://blogger.googleusercontent.com/img/b/R29vZ2xl/AVvXsEhFAv4PovYiicKifJnfwil02c2boqLhkjLjtb-xKVyq2VYqZ_dVrvbK3qLeEgU6x6lCABOTnFiLVtVkn9pbe8e_cQKWkdNdcM-jY1sG50pbgmWYCps7GMF3xD-KbnsVYGiO0Hj7WYzXy4M/s640/swe.pnw.april.1984-2020.trend.png	6/19/2025 8:23 AM
3	I don't want our county to become overdeveloped, encouraging massive wildfires like Southern California. I think we should put a moratorium on permitting more development in the upper Kittitas County to protect our environment and stabilize the impact we're having on our natural environment.	6/7/2025 1:13 PM
4	Smoke	5/19/2025 5:50 PM
5	We are in the highest category for wildfire risk due to crushing the logging & mining industries. The Spotted Owl conspiracy destroyed our area and has put our unmanaged forests (overgrown) at EXTREME wildfire risk. Just like Paradise, CA...one road in and one road out with NO EMERGENCY EVACUATION PLANNING OR ROUTES! Now we are totally dependent on tourism. Now we are forced to sell our precious land to developers to destroy the ecosystem, wildlife and native lands.	5/19/2025 1:30 PM
6	Reduced snowpack? What are you going to do??	5/15/2025 11:18 AM
7	Falling groundwater table - very concerned; Influx from Puget Sound Region - very concerned	5/14/2025 9:06 PM
8	Neighborhoods taking away irrigation water needed for farms.	5/14/2025 6:56 PM
9	Stop Spraying our skies with poison calling it climate change!	5/14/2025 3:40 PM

Q9 Thinking about potential hazards in Kittitas County, how concerned are you about damage or impacts to the following community features?

Answered: 88 Skipped: 0



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	NOT CONCERNED AT ALL	SOMEWHAT NOT CONCERNED	NEUTRAL	SOMEWHAT CONCERNED	VERY CONCERNED	TOTAL RESPONDENTS
Housing stock	8.14% 7	13.95% 12	34.88% 30	27.91% 24	16.28% 14	86
Natural environment (forest, rivers, lakes)	4.55% 4	3.41% 3	20.45% 18	27.27% 24	44.32% 39	88
Employment centers	11.49% 10	14.94% 13	41.38% 36	25.29% 22	6.90% 6	87
Key industries (tourism and agriculture)	3.45% 3	12.64% 11	28.74% 25	36.78% 32	19.54% 17	87
Community culture and history	9.30% 8	16.28% 14	39.53% 34	19.77% 17	15.12% 13	86
Infrastructure (roads and utilities)	1.15% 1	5.75% 5	19.54% 17	50.57% 44	22.99% 20	87

#	OTHER (PLEASE SPECIFY)	DATE
1	community and fish health severally impacted from PFAS, degrading tire chemicals, etc. We need to stop allowing these chemicals to exist in our country, and county.	6/24/2025 3:45 PM
2	Agriculture, human health	5/19/2025 5:50 PM
3	This is a poorly worded question. Most of these are not "natural hazards"	5/15/2025 11:18 AM
4	Left Housing stock blank as I don't know what that means.	5/15/2025 12:12 AM
5	This question was not phrased in a meaningful manner	5/14/2025 9:06 PM
6	Culture and history are not the same. Preserve Ellensburg History.	5/14/2025 6:56 PM

Q10 How do you envision Kittitas County in 20 years?

Answered: 72 Skipped: 16

#	RESPONSES	DATE
1	I'm hoping that the rural nature will be preserved, with growth focused in concentrated areas. I'd like the county to prioritize protection of lands and natural resources. I think that the demand for renewable energy projects in the county will increase. I'd like to see the solar zoning plan be revisited. The current zoning prioritizes protecting ranching and agricultural lands on the valley floor, and this is causing projects like the Schnebly Coulee project to be proposed and approved on key shrub steppe land. I'd like to see renewable energy projects expand in the county, but not at the expense of key habitat that once we lose it is gone. Projects on land already used for agriculture/ranching could be used for solar and returned to its current use in the the future.	8/3/2025 3:26 PM
2	Kittitas County needs more for it's residents to do. Why are we not letting other stores in here or fun activities for kids? Keep our local dollars here and bring in a costco, walmart, winco, bowling alley, water park, splash pads.	7/16/2025 2:24 PM
3	I'd like to see the county retain it's rural character but modernize in a way that allows for residents to have economic opportunities and a good quality of life. Our public lands and natural areas are one of our greatest assets. I hope that we will invest in growing and managing our outdoor recreation economy to provide more recreation opportunities and also to protect these areas. We need more investment in and support of outdoor recreation planning and management.	7/16/2025 12:37 PM
4	Smart growth minimizing housing in agricultural zones. Better access and infrastructure to public lands and recreation. More formal camping areas to reduce pressure and damaged in dispersed areas. More funding to maintain those facilities.	7/8/2025 12:08 PM
5	I envision Kittitas County as a thriving, balanced community that has successfully maintained its robust agricultural economy while thoughtfully managing growth. The county continues to be a regional leader in agricultural production, with working farms and ranches providing essential jobs, food security, and a deep connection to our heritage. Strategic planning and strong land-use policies have slowed or halted development in the rural areas surrounding Ellensburg and Kittitas, protecting critical farmland and open spaces from urban sprawl. By preserving these agricultural lands, Kittitas County has safeguarded not only its economy but also its identity—ensuring future generations can continue to farm, raise livestock, and steward the land. Our community has invested in local food systems, agricultural education, and water conservation practices, reinforcing a resilient rural way of life that respects both tradition and innovation.	6/26/2025 9:07 AM
6	Leader in the Snow sports lifestyle evolution, due to world class terrain and top athletes. And, the new CWU program that keeps talent local while training them for careers in the Snow sports industry. Small, historical towns persist, with addition of thoughtful longterm additional housing. No more unhoused primary and secondary students in Kit Cty. No more I90 delays due to volume issues, a network of high speed electric trains will modernize us. (Milwaukee Road, revisited lol?!)	6/24/2025 3:45 PM
7	University town and also an agricultural center with ranching and hay growing being maintained. Upper County I see as a bedroom community for Seattle but also providing access to recreational activities such as skiing, hiking, climbing, fishing, etc	6/20/2025 4:53 PM
8	I would hope to see a county that largely leaves people alone and lets the towns and residents make the future. If the county wants to loosen water restrictions, loosen zoning, stop shaking down new builds for fees, and maybe widen some shoulders on the road - that would be great. I would also envision the county split into separate Upper and Lower Kittitas county. Maybe plow the roads.	6/19/2025 8:23 AM
9	I would like to see Kittitas County move to renewable energy sources and grid enhancement that can provide enough clean energy for moderate growth. Clean air and water and rich soil would be high priorities. Regenerative and hydroponic farming would be greatly increased. The county would have effective policies for reducing climate fires. Stricter regulations during fire	6/12/2025 12:46 PM

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season may be necessary. People would be able to find decent, affordable housing. Down town areas would prosper without more chains and big box stores. Accessible and affordable educational and health opportunities would increase. Music and art would flourish. This may sound Utopian, but this is what I would like to see.

10	A County that protects natural resources and supports all of its residents. Energy independent through renewables.	6/9/2025 11:54 AM
11	A vision for Kittitas County of the future could be a thriving, inclusive, and sustainable space where everyone has opportunities to flourish. This includes a focus on social equity, environmental responsibility, and technological advancements that benefit all members and recognizes that climate migration from other places will put more strain on Kittitas County.	6/9/2025 11:20 AM
12	25% increase in population with 100% of energy & transportation from renewable sources; exponential increase in bike, e-bike & public transportation; full reservoirs and exponential increase in regenerative agriculture practices and hydroponic farming year around	6/8/2025 7:02 PM
13	I think we should put a halt to development at this time. This place is becoming inundated by developers, impacting our natural groundwater, making it more arid by cutting all the trees, and people are encroaching on our natural wildlife. All these things are going to end up harming our community ultimately unless we recognize limits to development.	6/7/2025 1:13 PM
14	wish it would not have to absorb king county population, but if it must, expand development areas, don't just focus on Bullfrog => North (Roslyn to Salmon la Sac) Focus on Easton, Snoq Pass	6/1/2025 8:19 PM
15	Hopefully we have designed the expansion of housing well. Retain livestock ranches, farms & keep open spaces. Utilize property in downtown areas for apartments to revitalize the areas. Hopefully Cle Elum & Roslyn maintain the small town feel. Easton needs to be a focus! It is a dying area.	5/25/2025 3:10 PM
16	Upper country recreational opportunities and water conservation and lake protection (no lowering of water level) will be a critically important way to secure future attraction of people to both visit and live in the county.	5/24/2025 10:37 PM
17	A libertarian paradise where the government sticks to the core functions of keeping a modern society running. They do not promote social change or meddling in the fabrics of society that are none of their damn business	5/24/2025 6:37 PM
18	Suburbia	5/23/2025 12:26 PM
19	I hope that the county is able to manage growth to become a more complex economy while maintaining the natural resources and recreation access that make it special. Population and tourism pressures will require more active management and creativity.	5/21/2025 1:03 PM
20	As a place for options with regards to employment and shopping that don't require leaving the County.	5/20/2025 12:01 PM
21	Crowded with high property taxes	5/19/2025 8:29 PM
22	Ideally? Pretty similar to today, but with greater protection in place for open space, affordable housing/solutions to homelessness, and greater retention of healthcare providers.	5/19/2025 5:50 PM
23	Too crowded	5/19/2025 4:29 PM
24	No comment	5/19/2025 3:43 PM
25	Root development toward existing communities. Large lot low density sprawl, including ranchettes on the outskirts of town, is not a sustainable land development pattern.	5/19/2025 1:52 PM
26	We need more housing options for all different income levels. We need to open up the rural areas to build more than 1 home per lot like all the middle housing types and let the market dictate where the growth happens based on jobs, employment, retail, Healthcare and etc.	5/19/2025 1:34 PM
27	Over developed. The playground for the rich! Looking like Aspen, Colorado where the elite are the only ones who can afford to live here, they destroy the environment with their carbon footprint (cars, boats, battery charging stations, private jets, lack of respect for native lands, wildlife, conservation of resources and greed). THE SERVICE INDUSTRY WILL NOT EXIST DUE TO COST OF HOUSING!	5/19/2025 1:30 PM

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28	If light rail gets extended from King County to Ellensburg, I believe the influx of tax base, new housing, and "suburb mindset" will create both huge growth and loads of conflict, but ultimately it would be so amazingly awesome for the I-90 corridor and the entire county. If light rail doesn't make it here, I believe the communities that embrace tourism and infrastructure for retirees will thrive, and those that resist change will lose tax base and fail.	5/19/2025 8:14 AM
29	I hope that it is still a small town feel, agriculture and farms abound and are supported and easily passed down to future generations and not sold to other countries. Great police force (cars and equipment, and training) and fire fighter support(trucks,equipment, and training), and the hospital taken care of(ambulance, helicopter, good qualified doctors. Roads paved and snow removal working at top performance, good working order and current infrastructure, fire protection (good up keep of clearing deadwood, irrigation, water reservoirs, fire helicopters, trucks, etc). Keeping the tradition of the rodeo and small business. Keeping electricity and water standards working at peak performance.	5/18/2025 11:50 PM
30	Too many people and time to find a replacement for Cle Elum and why we came 30 years ago.	5/18/2025 10:23 AM
31	Happy, healthy, and well cared for with good planning of proper of infrastructure, etc.	5/18/2025 8:15 AM
32	Protecting the farm lands and protecting cattle farmers and their land. Less housing development	5/17/2025 7:50 PM
33	Very much the same as a t is now with more population/housing in the cities/UGA.	5/17/2025 7:45 PM
34	If we dont get affordable housing, there wont be jobs. People can't afford the homes now. Too many overpriced housing	5/17/2025 7:15 PM
35	Thank you for asking about the arts!	5/17/2025 11:11 AM
36	Many of the issues that have over run much of Yakima (gang activity, homelessness, etc.) have begun taking a foothold in Ellensburg. If focus on placement of the homeless rather than addressing the cause continues, I believe Ellensburg will be unrecognizable from the community I was raised and want to raise my children	5/17/2025 11:00 AM
37	Floundering due to leadership unable to let go of "small-town" Kittitas County while population rises and infrastructure is unable to keep up.	5/17/2025 6:38 AM
38	I believe we should consolidate land use planning jurisdictions and hire an expert firm to	5/16/2025 9:53 PM
39	Growth in all regiona	5/15/2025 10:55 PM
40	bedroom community to Seattle	5/15/2025 3:15 PM
41	Totally different from how it is now. In the 15 years I have lived in kittitas county the change has been staggering. I don't see it slowing down anytime soon. Growth is inevitable. I just hope we can grow in a way that keeps our way of life.	5/15/2025 12:52 PM
42	More European from a landuse perspective. Tighter density and preserved open space. We all live here for the open space.	5/15/2025 11:18 AM
43	I sure hope it does not look like Issaquah or North Bend, but I'm afraid we are headed that direction.	5/15/2025 9:34 AM
44	Kittitas county has the opportunity to expand resources in an innovative way by encouraging businesses to our area, increasing cottage businesses not more resort type building projects. I envision more outdoor type businesses, more oversight to protect our current residents. Increasing the number of apartments and affordable housing including work force housing to the area. We need to plan and encourage a larger industry or two coming to the area to support the aging tax base. More enforcement protection of our natural resources, lakes, rivers, land. This is lacking at this time. A more welcoming environment than the "generational" attitudes which currently exist.	5/15/2025 8:19 AM
45	I hope it continues to remain a small town, rural environment but has better resources where residents can stay within the county when it comes to spending and activities for kids... like Wenatchee.	5/15/2025 4:15 AM
46	Going back to its roots and traditions. More of a close knit town.	5/15/2025 2:22 AM
47	Slightly bigger though hoping it's going to level out.	5/15/2025 12:12 AM
48	Unfortunately upper county will be overrun with McMansions and second homes and people	5/14/2025 9:47 PM

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won't be able to afford to live here.

49	I am disappointed that Kittitas County's best days are behind us if we do not protect our rural lands. The influx of persons and wealth from Puget Sound is destroying our most valuable resources and rural character, and pricing out the long-term committed stewards of the county. This is not a place I will want to call home or even live in in 20 years if this rapid change continues	5/14/2025 9:06 PM
50	I would like to see the county safe our rural, small town feel but offer more things for teens, families and children in our area. Preserving our outdoor areas are key!	5/14/2025 8:15 PM
51	Preservation of rural life and outdoor recreation.	5/14/2025 7:59 PM
52	No water left in upper kittitas county	5/14/2025 7:45 PM
53	Not big enough to support all the people flooding in right now.	5/14/2025 7:18 PM
54	We need to strengthen our roads and infrastructure to support tourism. Ellensburg needs tourism in order to keep this small town financially viable. We need to provide tourist activities to bring in outsiders who will enjoy themselves and support our town. I'd like us to be a other Leavenworth.	5/14/2025 7:17 PM
55	I see us becoming Seattle, and that is frustrating! Keep the homeless and drugs away from Kittitas County. Stop letting homes be built on farming land.	5/14/2025 7:02 PM
56	I would like it to stay the same, small town close knit, small businesses, I grew up here. But it's changing, our liberal college has a huge impact as well as the DEI forcing everyone to be "equal." It's just making things terrible for everyone. People need to earn their place and earn respect - don't just give it to them. Because then it means nothing and then they expect everything.	5/14/2025 6:56 PM
57	Dying	5/14/2025 6:43 PM
58	I would like it to remain a rural and family area with protection for our natural resources. I would like to see retail services available for our community as well as tourists.	5/14/2025 5:18 PM
59	A safe community, clean streets and parks, neighborly people, thriving small town	5/14/2025 4:50 PM
60	A shit show of west side idiots ruining our county.	5/14/2025 3:51 PM
61	Over populated and lost rural lifestyle	5/14/2025 3:45 PM
62	It will likely be a wreck due to mismanagement and poor leadership. RINOs taking King County bribe money to allow liberal idiots to drive our future instead of listening to the residents.	5/14/2025 3:40 PM
63	Growth needs to slow to maintain the small town feel. Growth also needs to slow - where is all the water coming from? With droughts every year we're running out of water to support everyone	5/14/2025 3:37 PM
64	Becoming more affordable and continuing to grow reasonably	5/14/2025 3:32 PM
65	Return to its agricultural roots. Prioritize the small town community. No "west side" ideologies.	5/14/2025 3:29 PM
66	Not Seattle	5/14/2025 3:22 PM
67	I do not want this, but this county will become more of a welfare homeless destination. Sadly. Left wing city council.	5/14/2025 2:53 PM
68	Better roads, utilities, options for fire insurance. Access for everyone to the woods, which includes motorsports. It's inevitable that we must grow, but it needs to be at a healthy pace.	5/14/2025 9:11 AM
69	A recreational hot spot	5/10/2025 11:21 AM
70	Population and traffic increase as people are priced out of King County and move to a more affordable location.	5/10/2025 6:08 AM
71	Crowded, but a great place to live. Infrastructure and services healthy.	5/9/2025 1:45 PM
72	I would like to see the county return to its rural identity and not turn into a westside metropolis.	5/9/2025 9:08 AM

Q11 Do you have any additional comments or ideas to share that could help shape the future of Kittitas County?

Answered: 55 Skipped: 33

#	RESPONSES	DATE
1	Kittitas County is not just a tourist town. We need more for our residents that are here and work here.	7/16/2025 2:24 PM
2	Allow the use of lodging tax funds (I know we have, and continue to generate, a lot) to fund the development and management of more recreation opportunities in the county. Building a greater outdoor recreation economy is critical to a future where we both retain the character of our area and provide jobs, opportunities, and a better quality of life for our residents.	7/16/2025 12:37 PM
3	etter access and infrastructure to public lands and recreation. More formal camping areas to reduce pressure and damaged in dispersed areas. More funding to maintain those facilities.	7/8/2025 12:08 PM
4	Ensure that those who move to or visit Kittitas County contribute their fair share toward the costs of their environmental and infrastructure impacts, so that the financial burden does not fall on local taxpayers.	6/26/2025 9:07 AM
5	Kittitas County really needs to have more healthcare and wellness opportunities available, It is brutal and almost impossible to find actual providers, let alone ones taking new clients. Easton would be an excellent location for a non profit facility dedicated to arts, etc. like Bainbridge ISland's BARN: Bainbridge Artistic Resource Network https://bainbridgebarn.org/ Incredible resource that bridges major gaps in our current Kit Cty community. Thanks for keeping the future bright.	6/24/2025 3:45 PM
6	Preserve our rural areas with agriculture and outdoor activities and ranching being supported as well as the University. Don't become a Yakima sprawling everywhere. Have planned growth. Light industry not big distribution center. Not Moses Lske or Yakima.	6/20/2025 4:53 PM
7	The first two sections of this survey force respondents to rank items that they might consider equally important. The one about protecting resources includes mining. I am generally not in favor of mining. And do we have much mining anyway?	6/12/2025 12:46 PM
8	Keep the County rural. Housing and industries should be confined to urban growth areas.	6/9/2025 11:54 AM
9	Diverse housing types and increase housing density near public transportation or bike lanes will go a long way to improve affordability and stretch infrastructure investments.	6/9/2025 11:20 AM
10	Housing shortage improved by reducing number of unoccupied homes (i.e. disincentivize vacation homes) and increase high density walkable neighborhoods	6/8/2025 7:02 PM
11	I think we should get that community Center built because all these little developments have their own pools but most of the people who live in this community do not have access to a cool pool. I think we should consider limiting the recreation center to a swimming pool facility, rather than an elaborate expensive recreation facility that people won't vote for because it cost too much.	6/7/2025 1:13 PM
12	Insane to insert more high density housing along Hwy 903, the ONE road out in the event of forrest fire	6/1/2025 8:19 PM
13	Tap into the coal miner theme & expand on it! Add more history signs & expand Roslyn museum! The cemetery there is fascinating. Need an ice rink, ymca in the plan. I would love to volunteer.	5/25/2025 3:10 PM
14	Hi Jeremy: we met at Easton's Memorial Day parade, thanks for being there. I'm a year round resident of Easton, but am not a developer or downtown Easton land owner. Just someone who would like the town to come to life. Perhaps this planning process can facilitate that. To me, Easton is a dying town, and perhaps the issues which affect Easton could apply to other areas in Kittitas. Currently, Easton has almost no infrastructure which could support a population. No grocery store, one restaurant trying to start up, a single gas station, a dead Main Street. How	5/24/2025 9:32 PM

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to change that? My suggestion would be affordable housing. If Downtown Easton, on either side of the freeway, was zoned for high-ish density housing (say town houses), then the grocery stores, restaurants and other amenities would follow. And because of the location of the school, any restaurants need to be 500 feet away to get a liquor license, so maybe toward the end of the "downtown" close to exit 70 could be zoned for restaurants and bars. Property owners in town have been holding onto property for decades, and maybe this rezoning would make their properties worth enough to sell. A win-win for the owner and developer. My vision for Easton would be Roslyn: a thriving downtown with a fly fishing shop, mountain bike shop, brewpub, restaurants, book store, etc. Easton has the advantage of being the west-most town in the county, so affordable housing could attract workers from snoqualmie, north bend, issaquah, etc. But to me it seems we need to first get people into the town, hence the priority on affordable housing. Cops, teachers, construction workers all need somewhere to live, why not Easton. Gordon Brandt gbrandt@comcast.net

15	I am like a lot of my Easton neighbors, a political refugee from the west side of the state. I came here to get away from the nonsense. Central Washington should stand against the bureaucratic overreach of small minded petty functionaries that want to run other peoples life's.	5/24/2025 6:37 PM
16	I think increasing density is an important tool to maintain and improve quality of life	5/21/2025 1:03 PM
17	Do away with full-time County Commissioners and move back to a model that would include a County manager and part-time volunteer commissioners to help weed out corruption and better represent the people of Kittitas County.	5/20/2025 12:01 PM
18	There are places in the county that have a strong emotional value as well as serving as open space, wildlife habitat and migration corridors, and sometimes flood retention. When those lands are privately held, it is absolutely within the rights of the landowner to seek the greatest financial return on their investment, which will nearly always be development. In order to preserve these lands for public benefit, we (county residents and government) need to be prepared to purchase the land or the development rights. I know there are concerns about lost tax revenue, but I think those can be balanced against the loss of the other values of the land.	5/19/2025 5:50 PM
19	No comment	5/19/2025 3:43 PM
20	See item 10	5/19/2025 1:34 PM
21	<p>We have the opportunity and responsibility to prevent "Paradise 2.0" I am a concerned citizen who has lived and owned property in the Cle Elum area for 20 years. I lost a home to the Taylor Bridge Fire, which has intensified my commitment and involvement in helping to build a better future design for our community. Let's plan to avoid being Paradise 2.0!</p> <p>https://www.theguardian.com/environment/2018/dec/20/last-day-in-paradise-california-deadliest-fire-untold-story-survivors My goal with this letter is to encourage strategic, cutting-edge, comprehensive, sustainable and integrated planning to create a safe, healthy Upper Kittitas County specifically related to Growth Management. It is incumbent on our leadership to ensure that our community is safe and stable enough for the unprecedented growth the experts are predicting for Upper Kittitas County. According to the local experts, we are currently maxed out and "at risk" in each of the following infrastructure categories when facing a quadrupling our population over the next 10 years: • Water • Sewer • Fire • EMS/Hospital • Police • Road systems (Upper Kittitas County is a tragedy waiting to happen! There are no emergency (secondary) evacuation routes for the existing upper county developments from Suncadia northward to Salmon Le Sac. And yet, 4 new developers are near construction phase for an estimated build-out count of an additional 2500 units with no emergency evacuation routes. Recommendation: We need coordinated community planning to help us avoid a serious tragedy like Paradise, CA. Planning Coordination to design and ensure a healthy, safe community in all the following areas: Regional fire services—development essential Regional planning council—elected to serve the community for current and future generations specific to: Road systems—multiple evacuation routes & wide enough for fire equipment Fire services—enough equipment & infrastructure and staff to support population forecast EMS—enough equipment and staff to support population forecast Valuable Lessons Learned from: Paradise California "Camp Fire" 2018 Here's how Paradise ignored warnings and became a deathtrap: Paradise Fire: Warnings and predictions ignored A Los Angeles Times investigation found that Paradise ignored repeated warnings of the risk its residents faced, crafted no plan to evacuate the area all at once, entrusted public alerts to a system vulnerable to fire, and did not sound citywide orders to In the aftermath of the Camp fire — 86 dead, more than 13,900 homes destroyed, and Paradise decimated — local and state officials said the tragedy was unforeseen and unavoidable, an "unprecedented" monster of fire. Paradise "Camp Fire" was predicted by early planners but ultimately allowed by aggressive developers</p>	5/19/2025 1:30 PM

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Paradise mobile home park post Camp Fire 2018 video The 2005 state fire management plan for the ridge, developed in consultation with some of those same Paradise planners: “Heavy fuel loads, steep terrain, poor access and light flashy fuels create severe fire hazards. The increased population in this area creates a high potential for catastrophic life and property loss.” Coordinated Planning could have prevented Paradise tragedy: Developers started with what had been gold mine trails and then apple orchard roads to pave a street system that maximized buildable space the way blood vessels branch into capillaries. In the aftermath of the Camp fire — 86 dead, more than 13,900 homes destroyed, and Paradise decimated — local and state officials said the tragedy was unforeseen and unavoidable, an “unprecedented” monster of fire. In truth, the destruction was utterly predictable, and the community’s struggles to deal with the fire were the result of lessons forgotten and warnings ignored. Summary: Forest fire is an impending threat for Cle Elum, WA with the similarities it has to Paradise, CA. • Dead end road system • Dry (desert) climate • Mainly volunteer fire departments in Upper County • Hi-density residential developments in overgrown and unmanaged forests Solutions to minimize risk: Develop and implement Upper County Emergency Evacuation Plan/System Secondary road evacuation routes (mandatory prior to each new development approval) Coordinate planning that utilized all lessons learned from similar Paradise, CA that was predicted 20 years prior to 2018 tragedy. Effectively manage new community development that meets needs and takes into consideration the risks of the Cle Elum area Thank you for taking my experience and personal comments into consideration as you make city planning recommendations for our community.

22	Kittitas must invest in electric vehicle charging (and hydrogen if that takes off), as well as multi-use pathways, bike/ped infrastructure, and parks to attract new residents. This includes quality skateboard parks, paved pump tracks, mountain bike trails with parking, and other features that will attract families.	5/19/2025 8:14 AM
23	DEI should not be apart of any chapter, plan, or wording in this comprehensive plan. This will affect the care of all of our federally funded roads, infrastructure and services. Equal opportunity laws and Civil Rights Act helps safe guard us.	5/18/2025 11:50 PM
24	Take note when a box is already full. There is such a thing as maximum capacity.	5/18/2025 10:23 AM
25	Stop allowing King County to influence the choices the council makes for our community. Take the voice of the people seriously and listen to the people who put you in office and remember that you're there because of them.	5/17/2025 7:50 PM
26	Insurance stability, infrastructure development and affordable housing via ADU and multi-family living (density) is going to be the basis to help Kittitas County thrive.	5/17/2025 7:45 PM
27	We need better infrastructure, we need another grocery store around Cle Elum.	5/17/2025 7:15 PM
28	Thank you for asking about addressing climate change.	5/17/2025 11:11 AM
29	Improving our parks and county facilities improves tourism opportunities. The county can better support cities/townships in their efforts to improve parks/facilities.	5/17/2025 6:38 AM
30	Upper County needs a master plan to shape our future land use planning. We are boxed in with ridges to the north and south, Easton Hill to the west and Elk Heights to the east, with 3 rivers, a RR, and a interstate— we don't have a lot of choices and it's time to transition from developer driven land use planning. We do not have the option to build any new roads— future development has to be consistent with existing routes. And we must stop approving development without secondary access! Cle Elum Ridge at build out, for example, will be a nightmare during level 3 Evac notice. Fire is inevitable on Cle Elum Ridge.	5/16/2025 9:53 PM
31	We need to focus on infrastructure and limit the amount of housing going in until it is in place.	5/16/2025 6:47 AM
32	Managing Snoqualmie pass roads, taxes, recreational spaces as well as services for the massive amounts of people that come in the winter is really needed. Folks come to be outside in the snow but the community can't handle it and the resort is not accountable for its impact while taking profits.	5/15/2025 10:55 PM
33	create living wage jobs, schools with less than 15 graduates should be consolidated with larger schools to provide equal learning opportunities, such as Easton	5/15/2025 3:15 PM
34	Children are the future so I hope we will keep them in mind as we prepare for growth.	5/15/2025 12:52 PM
35	Act as one county. Get over the lower/upper issues.	5/15/2025 11:18 AM

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36	Diversify housing stock but keep it "neighborhood" friendly. Walkable streets/sidewalks, green space, etc.	5/15/2025 9:34 AM
37	Kittitas County is doing the best they (commissioners, staff, community advocates) can with the resources they currently have at their disposal. There needs to be a more integrated approach with service leaders, economic leaders and the community to all head in one direction. We are very sperate in our communication and understanding of issues and how they affect different areas of the county. This is especially true in different areas of the county, which have vastly different areas of pain. Example: lower county issues compared to upper county and the Pass. I would like to see the structure of the commissioners change, where they all take responsibility for the whole county and take on areas that suit their respective backgrounds. More objective decisions to help the area as a whole. More of an innovative approach to issues vs this is always the way it has been done. That attitude is only going to stifle growth of the area and depress our economy further. We need to increase revenue, either by taxes, industry incentives and stop encouraging large development for the wealthy. Ederra's marketing material states that they are bringing middle class home prices to the area...\$800K. That is not middle class prices. If the county wants to encouraging that type of development then recognize that this area is a resort community and start charging taxes, fees and monitoring the area as such. I would like to see the economic development group have resources and teeth. Pair down the group and move forward. If these changes aren't made now this area is certainly going to be a resort town like Jackson Hole, Sun Valley and the like with very few full time residence and a completely different look and vibe, not in twenty years but five, ten years. It is already happening. Kittitas county is a wonderful place, with a diverse landscape but our leaders (and residence) need to recognize the opportunities and stop trying to "wish" for the old days.	5/15/2025 8:19 AM
38	Stop approving mega developments locals can't afford homes in. We need homes local people can afford, not millionaires vacation homes	5/14/2025 9:47 PM
39	Kittitas County is not adequately protecting the farmlands and agricultural base. Turning our scenic views and prime farmland over to electrical generation is impairing our future.	5/14/2025 9:06 PM
40	Please don't turn us in to an electric hub in the state. Keep our land and area how it's always been.	5/14/2025 8:15 PM
41	None	5/14/2025 7:59 PM
42	No	5/14/2025 7:45 PM
43	How will we support all these people moving into the county? Town is constantly busy. It takes forever now to get through town and trying to pull out of any business on Main Street takes forever. There are no places to shop for affordable clothing for children and adults. With all the taxes and housing prices my children will not be able to afford to live here which is sad for me as I was born and raised in this valley and my family has been here since the 1950's.	5/14/2025 7:18 PM
44	Disband DEI and close down Helen house. These things foster racism and exclusivity. They are not helpful here in our town nor wanted. Before these things appeared - before 2020- things were great. Get rid of the wokeism in our school. Actually give the public school children a proper education like they used to receive.	5/14/2025 6:56 PM
45	no revenue. Therefore never improve. Levies will kill it. Need wealth tax. Too many pie in sky ideas.	5/14/2025 6:43 PM
46	Manage and prioritize tax payer funds properly and stop adding new taxes or levys	5/14/2025 4:50 PM
47	No	5/14/2025 3:51 PM
48	Listen to your neighbors! Stop trying to impress Olympia and implement the will of the people who elected you! Stop Spraying our skies with poison and calling it climate change. Stand for your community like we elected you to do!	5/14/2025 3:40 PM
49	Remove DEI from the comprehensive plan. Stop building low income housing and then moving in people from out of the area. Slow building growth to focus on resource conservation.	5/14/2025 3:37 PM
50	build more parks and add parking downtown. Also, keep up with road maintenance	5/14/2025 3:32 PM
51	Have balls. Say no to Olympia	5/14/2025 3:22 PM
52	Industrial and commercial activities need TJ have the ability to increase/thrive in the rural area	5/10/2025 11:21 AM

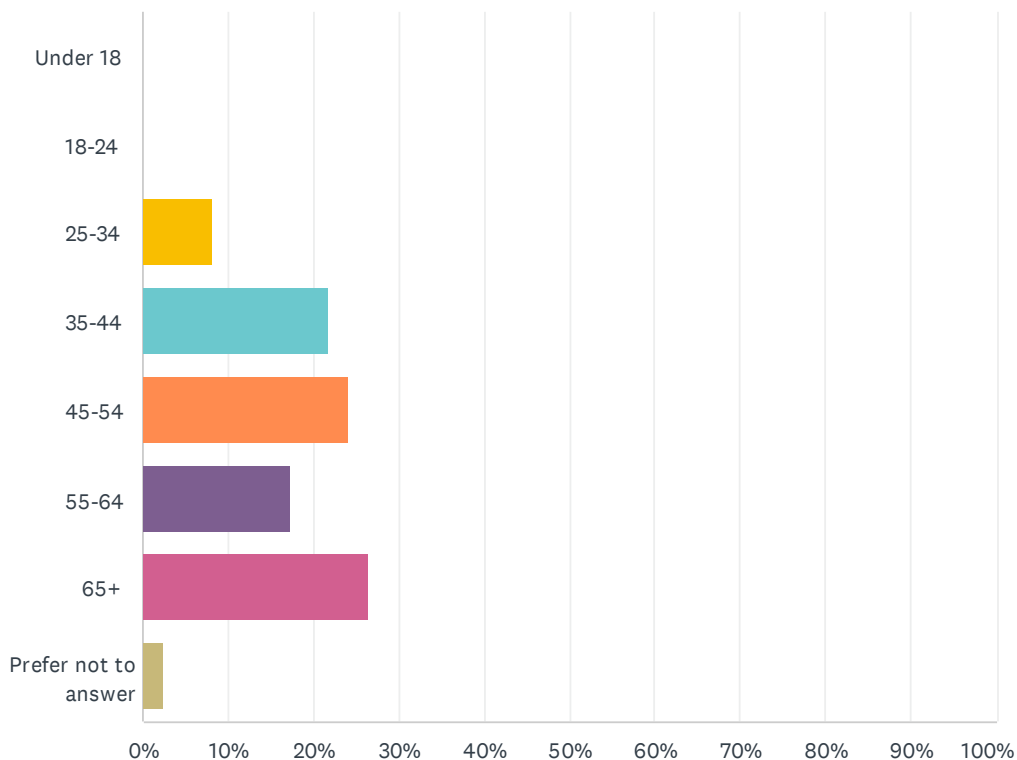
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even though GMA may limit it. Highway interchanges need to be assessed and zoned appropriately. 2. The understanding that over 70% of Kittitas county is in public land ownership along with topography therefore reducing actual developable land. This requires a review of lands in the individual valleys where development can be achieved along with natural resources protected.

53	Easton needs a sewer system if it is to grow. We can not expand commercially with septic systems only.	5/10/2025 6:08 AM
54	Community is more important than autonomy. We need to be a welcoming community that cares for all.	5/9/2025 1:45 PM
55	No	5/9/2025 9:08 AM

Q12 Age Group (Select one):

Answered: 87 Skipped: 1



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	0.00%	0
25-34	8.05%	7
35-44	21.84%	19
45-54	24.14%	21
55-64	17.24%	15
65+	26.44%	23
Prefer not to answer	2.30%	2
TOTAL		87

Q13 Where do you live in Kittitas County?

Answered: 86 Skipped: 2

#	RESPONSES	DATE
1	Ellensburg	8/3/2025 3:26 PM
2	Ellensburg	7/16/2025 2:25 PM
3	Ellensburg	7/16/2025 12:37 PM
4	West of Ellensburg - Hwy 97	6/26/2025 9:07 AM
5	Hyak	6/24/2025 3:46 PM
6	In the county; rural area	6/20/2025 4:54 PM
7	Upper	6/19/2025 8:23 AM
8	Ellensburg	6/12/2025 12:47 PM
9	Downtown Ellensburg	6/9/2025 11:56 AM
10	Cle Elum	6/9/2025 11:20 AM
11	Cle Elum	6/8/2025 7:14 PM
12	Cle Elum	6/8/2025 7:02 PM
13	Cle Elum	6/7/2025 1:14 PM
14	Upper County	6/1/2025 8:20 PM
15	Exit 62	5/25/2025 3:10 PM
16	Lake Kachess	5/24/2025 10:38 PM
17	Easton	5/24/2025 9:33 PM
18	Easton	5/24/2025 6:37 PM
19	98926	5/23/2025 12:26 PM
20	Ellensburg	5/21/2025 1:03 PM
21	Ellensburg	5/21/2025 12:39 PM
22	Near the airport	5/20/2025 12:02 PM
23	West side	5/19/2025 8:30 PM
24	North of Ellensburg	5/19/2025 5:51 PM
25	Ellensburg	5/19/2025 5:14 PM
26	Upper County	5/19/2025 4:30 PM
27	Cle Elum	5/19/2025 3:44 PM
28	Ellensburg	5/19/2025 3:03 PM
29	Near the college	5/19/2025 2:47 PM
30	Ellensburg	5/19/2025 2:32 PM
31	Ellensburg	5/19/2025 1:52 PM
32	County	5/19/2025 1:47 PM
33	Roslyn	5/19/2025 1:35 PM

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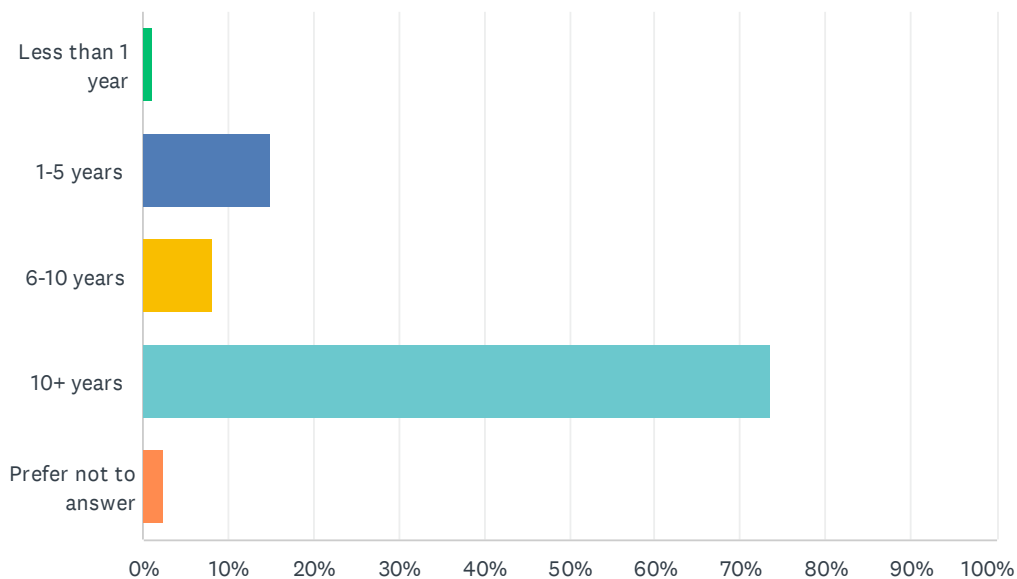
34	Cle Elum	5/19/2025 1:31 PM
35	Ellensburg	5/19/2025 8:15 AM
36	Ellensburg, city limits	5/18/2025 11:51 PM
37	Upper county hoping to move.	5/18/2025 10:24 AM
38	Cle Elum	5/18/2025 8:16 AM
39	Kittitas	5/17/2025 9:04 PM
40	Lower County	5/17/2025 7:50 PM
41	Nelson Siding	5/17/2025 7:45 PM
42	EASTON	5/17/2025 7:15 PM
43	Edge of town	5/17/2025 11:11 AM
44	Ellensburg	5/17/2025 11:01 AM
45	Ellensburg	5/17/2025 6:39 AM
46	Cle Elum	5/16/2025 9:54 PM
47	Ellensburg	5/16/2025 6:48 AM
48	Snoqualmie Pass	5/15/2025 10:55 PM
49	County	5/15/2025 6:19 PM
50	EASTON	5/15/2025 3:16 PM
51	Snoqualmie Pass	5/15/2025 12:53 PM
52	Roslyn	5/15/2025 11:18 AM
53	Ellensburg	5/15/2025 9:35 AM
54	upper county	5/15/2025 8:19 AM
55	Near Ellensburg (outside city limits)	5/15/2025 4:16 AM
56	Snoqualmie Pass	5/15/2025 3:08 AM
57	About 10 miles out of town	5/15/2025 2:23 AM
58	North East	5/15/2025 12:13 AM
59	Easton	5/14/2025 9:47 PM
60	Badger Pocket	5/14/2025 9:07 PM
61	Ellensburg	5/14/2025 8:16 PM
62	Kittitas	5/14/2025 8:01 PM
63	Easton	5/14/2025 7:47 PM
64	Snoqualmie pass	5/14/2025 7:46 PM
65	Vantage Hwy east of Kittitas	5/14/2025 7:19 PM
66	North of town	5/14/2025 7:18 PM
67	Roslyn	5/14/2025 7:13 PM
68	Off of number 6 rd	5/14/2025 7:03 PM
69	Badger Pocket	5/14/2025 6:57 PM
70	Eburg	5/14/2025 6:44 PM
71	Easton	5/14/2025 5:19 PM

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72	Ellensburg	5/14/2025 4:50 PM
73	House	5/14/2025 3:51 PM
74	East	5/14/2025 3:46 PM
75	UKC	5/14/2025 3:41 PM
76	Ellensburg	5/14/2025 3:37 PM
77	Ellensburg outskirts	5/14/2025 3:33 PM
78	Ellensburg	5/14/2025 3:33 PM
79	Kittitas	5/14/2025 3:22 PM
80	Ellensburg	5/14/2025 2:53 PM
81	Easton	5/14/2025 9:59 AM
82	Cle elum	5/14/2025 9:12 AM
83	Rural area of Kittitas County	5/10/2025 11:22 AM
84	Easton	5/10/2025 6:09 AM
85	Ellensburg	5/9/2025 1:45 PM
86	Ellensburg	5/9/2025 9:09 AM

Q14 How long have you lived in Kittitas County?

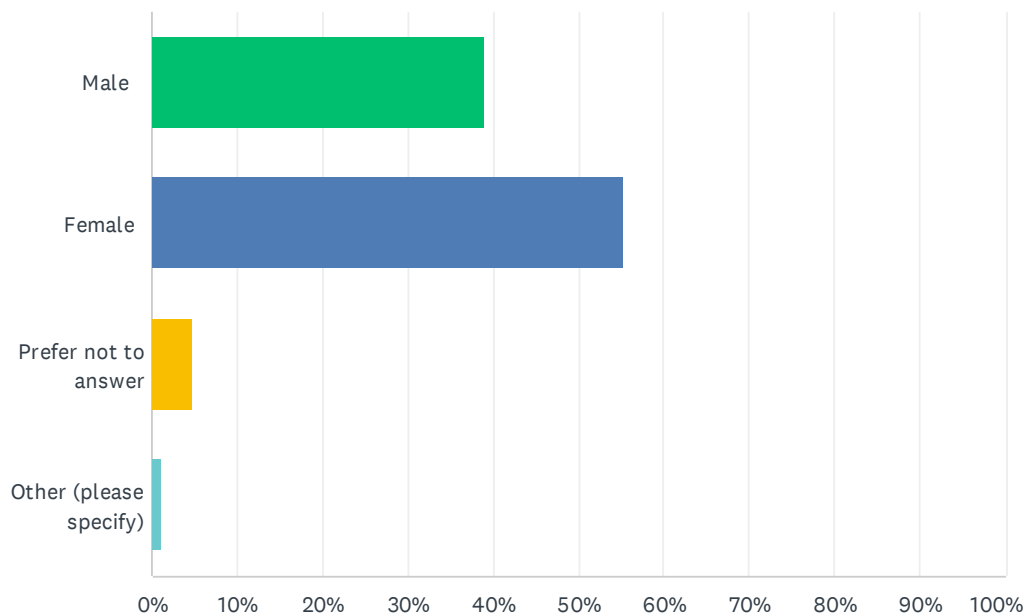
Answered: 87 Skipped: 1



ANSWER CHOICES	RESPONSES
Less than 1 year	1.15% 1
1-5 years	14.94% 13
6-10 years	8.05% 7
10+ years	73.56% 64
Prefer not to answer	2.30% 2
TOTAL	87

Q15 Gender

Answered: 87 Skipped: 1

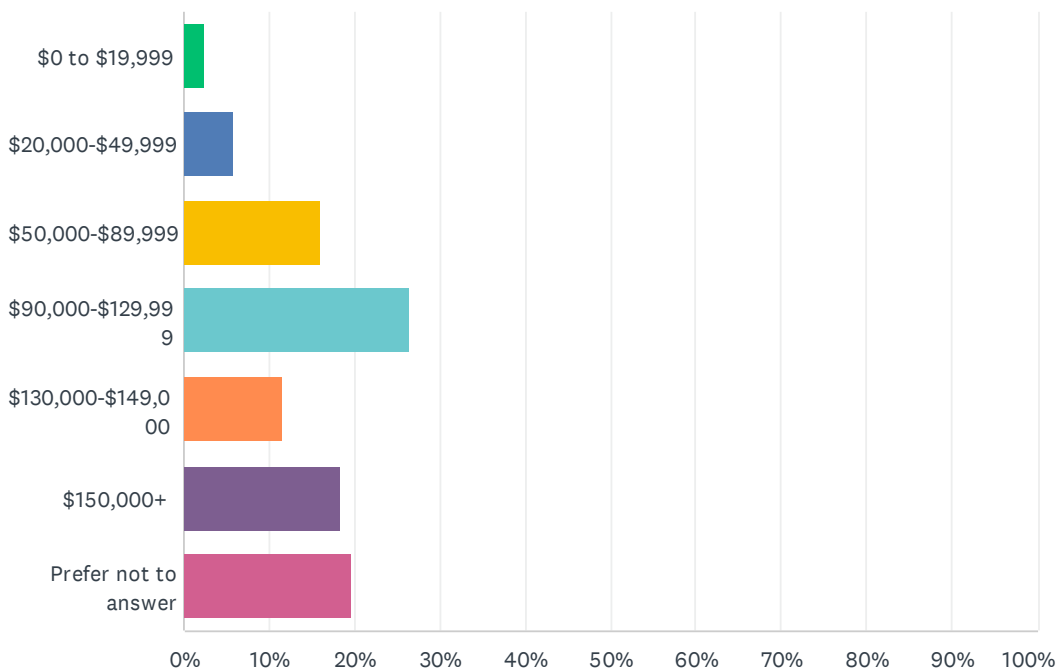


ANSWER CHOICES	RESPONSES	
Male	39.08%	34
Female	55.17%	48
Prefer not to answer	4.60%	4
Other (please specify)	1.15%	1
TOTAL		87

#	OTHER (PLEASE SPECIFY)	DATE
1	Sorry, don't say anymore due to all the data hacking out there. It's an unnecessary data point.	6/24/2025 3:46 PM

Q16 What is your annual household income?

Answered: 87 Skipped: 1



ANSWER CHOICES	RESPONSES	
\$0 to \$19,999	2.30%	2
\$20,000-\$49,999	5.75%	5
\$50,000-\$89,999	16.09%	14
\$90,000-\$129,999	26.44%	23
\$130,000-\$149,000	11.49%	10
\$150,000+	18.39%	16
Prefer not to answer	19.54%	17
TOTAL		87

Kittitas County Comprehensive Plan Periodic Update

Stakeholder Meeting Agenda and Questionnaire

Kittitas County is hosting discussions with stakeholders to focus on specific issues around housing, agriculture, climate resiliency, and recreation.

Meetings will be held virtually and in-person based on availability and scheduling.

We encourage participants to provide written responses to the questions in this document and email to Kittitas County. All responses to questions are optional, only answer questions you feel are applicable to you and your organization. See the full list of questions at the end of this document.

Interview Agenda

1. Introductions

Participants will be asked to introduce the organization they are representing.

2. 20-Year Vision Discussion

Example questions:

- a. What does your vision look like for Kittitas County in 20 years?
- b. Based on your local knowledge, what are the biggest obstacles or barriers facing the County over the next 20 years?

3. Topic – Specific Questions

Participants will be asked questions based on their organization's unique perspective, see the full list of questions below. Not all questions will be asked to each participant. Participants may direct the conversation to topics they are most concerned about or interested in.

4. Climate and Resiliency Questions

Example questions:

- a. What successes and challenges has your organization faced while adapting to issues such as heat waves, flooding, and drought?
- b. As a representative in your organization, how would you characterize the risk your community faces to hazards exacerbated by climate change?
- c. How prepared is your organization/agency/community in addressing the impacts from climate change?

Information to Gather:

Kittitas County is trying to collect the following information from various stakeholders.

- Conditions and future vision relating to housing supply.
- Conditions and future vision relating to resilience across all sectors.
- Condition and feedback from agricultural groups relating to agricultural lands analysis.
- Existing/future projects that interact with the County's existing/future projects.
- Potential opportunities to improve implementation of policies: timelines, funding, partnerships, etc.

Resources

To read the current Kittitas County Comprehensive Plan [click here](#).

For more information about the project please go to:

<https://www.kittitascounty2026.com/>

Project Overview

Purpose/Introduction:

The Comprehensive Plan is a long-term policy document for Kittitas County that guides future development. It covers topics such as land use, transportation, housing, and economic development. The purpose of this interview is to collect feedback from Kittitas stakeholders on how the county can improve as the county goes into the 2046 Comprehensive Plan Update.

The estimated time to complete the project is June 2026.

Climate and Resiliency

In addition to the previous topics covered in the Comprehensive Plan that certain groups may be familiar with, all jurisdictions are now required to include a new element about climate and resilience. The main requirements are to address natural hazards worsened by climate change, enhance natural areas to improve resilience, and enhance community resilience to climate-related impacts.

The County is uniquely positioned to expect severe impacts from:

- Flooding
- Extreme precipitation
- Drought/Reduced Snowpack
- Wildfire

- Extreme Heat

Kittitas County is trying to establish policies which protect the community from the impacts from these hazards and also protect community assets like buildings, housing, farms, water supply, and outdoor recreation.

This plan focuses on the lands and assets under the County's jurisdiction and the Cities in Kittitas County will have their own climate and resiliency mitigation and adaptation strategies.

Discussion Questions

The following questions are to help guide discussion, but not all of these questions will be asked during the interview. If you would like to provide written responses to these questions you can email the facilitator after the meeting.

Questions for Everyone

1. What does your vision look like for Kittitas County in 20 years?
2. Are there certain services you want to see in 20 years?
3. What are things you like the least and want to change?
4. Based on your local knowledge, what are the biggest obstacles or barriers facing the County over the next 20 years?

Housing/Historic Preservation

1. What housing program or services are you currently offering?
2. What are the most pressing housing concerns within the county?
3. What are some ways to better address these concerns?

Agriculture

1. How are you currently supporting the agricultural community?
2. What are the most pressing agricultural concerns within the county?
 - What are some ways to address these concerns?

Transportation

1. What transportation corridors in Kittitas County need improvement?
2. Are there plans to accommodate all modes of transportation?
3. Are there areas that are underserved and lacking reliable transportation?

Capital Facilities

1. What is the current capacity of ____ facilities?

2. What are your projections for enrollment over the next 20 years?
3. What will districts need to accommodate both growth and decline?

Parks and Recreation

1. What is the current demand for parks and recreational facilities?
2. How will this demand shift in the future?
 - Are there areas of Kittitas County that are underserved by parks and recreational facilities?
 - Based on your local knowledge, where are the most desirable recreation opportunities in the County? Do you expect this to change over the next 20 years?

Utilities/Natural Resources

1. What is the current capacity of existing infrastructure?
2. Are there areas within Kittitas County that are underserved?
3. How do you think demand for utilities will change in 20 years?

Climate and Resiliency

1. Based on your position at your organization/agency, what successes and challenges have you met with adapting to issues like heat waves, flooding, and drought?
2. As a representative in your organization, how would you characterize the risk your community faces to hazards exacerbated by climate change?
3. How prepared is your organization/agency/community in addressing the impacts from climate change?
4. What aspect of your organization/agency/community is most important or relevant to consider when addressing resiliency?
5. Kittitas County is expected to see more intense drought from reduced snowpack and decreased median summer rainfall. How might this impact your organization/agency/community and the work that you do?
6. It is anticipated that flood events will intensify in the next 20 to 50 years – how might this impact your organization/agency/community and the work that you do?
7. There has been a documented decrease in snowpack over the past 30 years. A decrease in total precipitation is anticipated to occur with more consecutive days without precipitation, thus intensifying drought conditions. How might this impact your organization/agency/community and the work that you do?
8. More intense summer drought events are anticipated to increase the conditions and likelihood of wildfire events occurring. How might this impact your organization/agency/community and the work that you do?
9. Precipitation severity is expected to increase the most in the lower Yakima basin. This can result in an increase in the risk of flooding and landslides. How would this impact your organization/agency/community and the work that you do?

10. The County has experienced intense heat waves in the past such as the 2021 summer heat dome that broke several records and hospitalized 157 people throughout the state¹. The heat wave was long-lasting and unprecedented with future heat waves expected to become more frequent and intense. How might this impact your organization/agency/community and the work that you do?
11. What do you think the County should consider when planning for infrastructure and community resilience to climate change impacts?
12. One of the goals outlined for the new climate resiliency element is to implement actions for communities that have disproportionately suffered from compounding environmental impacts (RCW 36.70a.070). Do you think this issue is being adequately addressed by the County?
13. If not, what suggestions would you propose to meet this goal? This can include partnerships, participation in existing programs, recommendation of new programs or policies, and such.
14. In what ways can the County and Planning Team partner and assist your organization/agency/community in implementing the goal mentioned above?