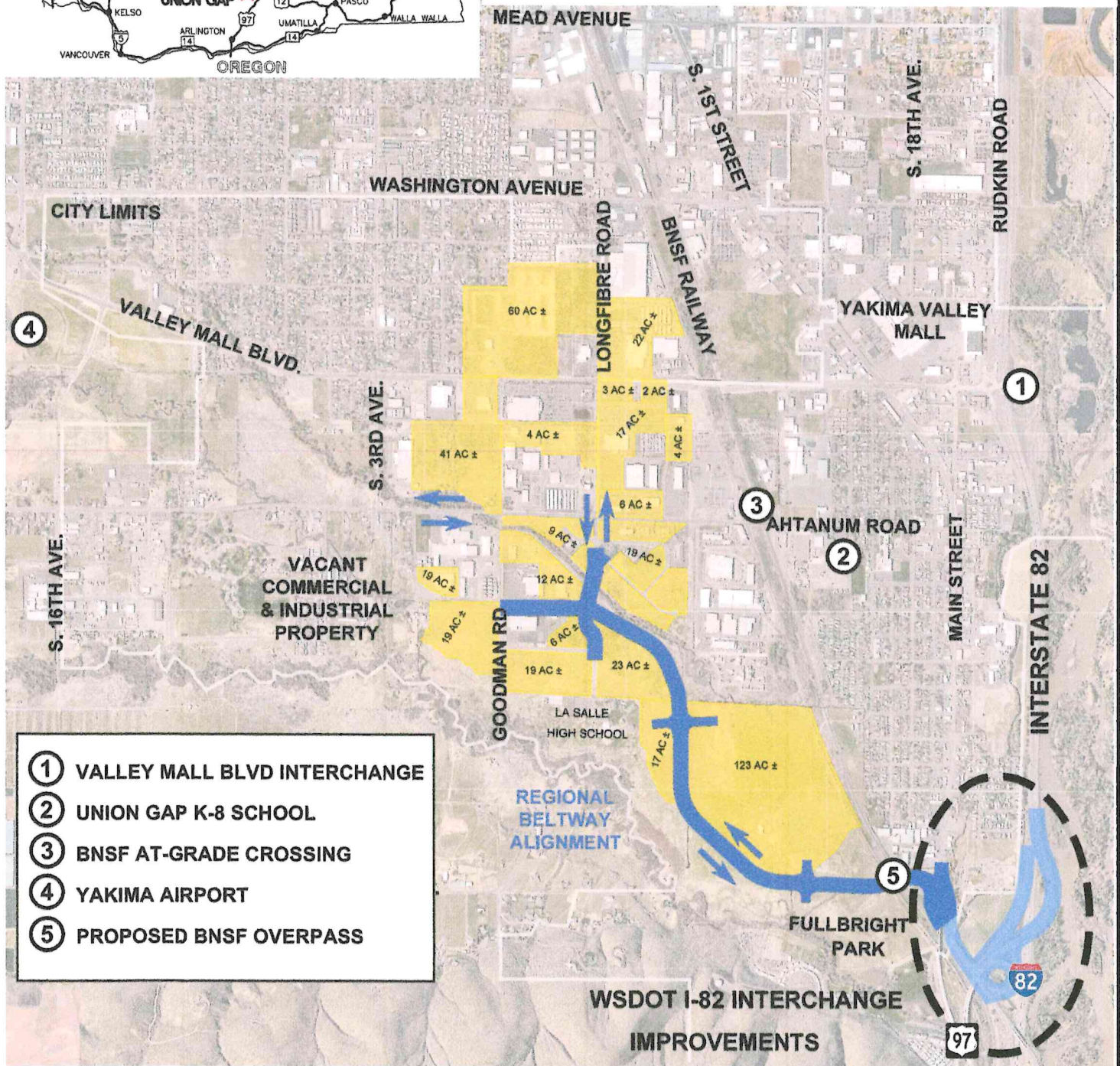


# Regional Beltway Connector Phase 2B - Final Link

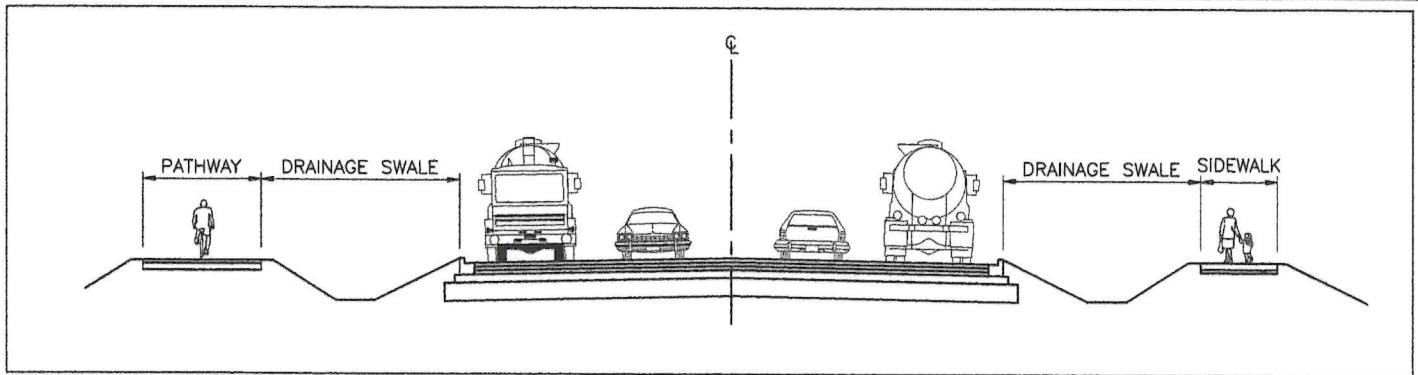
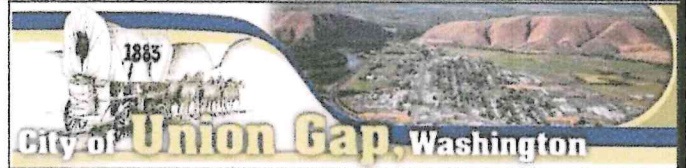


The Regional Beltway Connector Project Stage 2B is the last phase of a multi-component corridor project that connects Ahtanum Road to the newly improved South Union Gap I-82 / US97 Interchange. The Beltway allows freight traffic to route around the downtown commercial areas reducing truck traffic at the Valley Mall Boulevard Interchange, the Union Gap K-8 School zone and the Ahtanum Rd. / BNSF at-grade crossing. Once complete stage 2B concludes project activities.



- ① VALLEY MALL BLVD INTERCHANGE
- ② UNION GAP K-8 SCHOOL
- ③ BNSF AT-GRADE CROSSING
- ④ YAKIMA AIRPORT
- ⑤ PROPOSED BNSF OVERPASS

# Regional Beltway Connector Phase 2B - Final Link

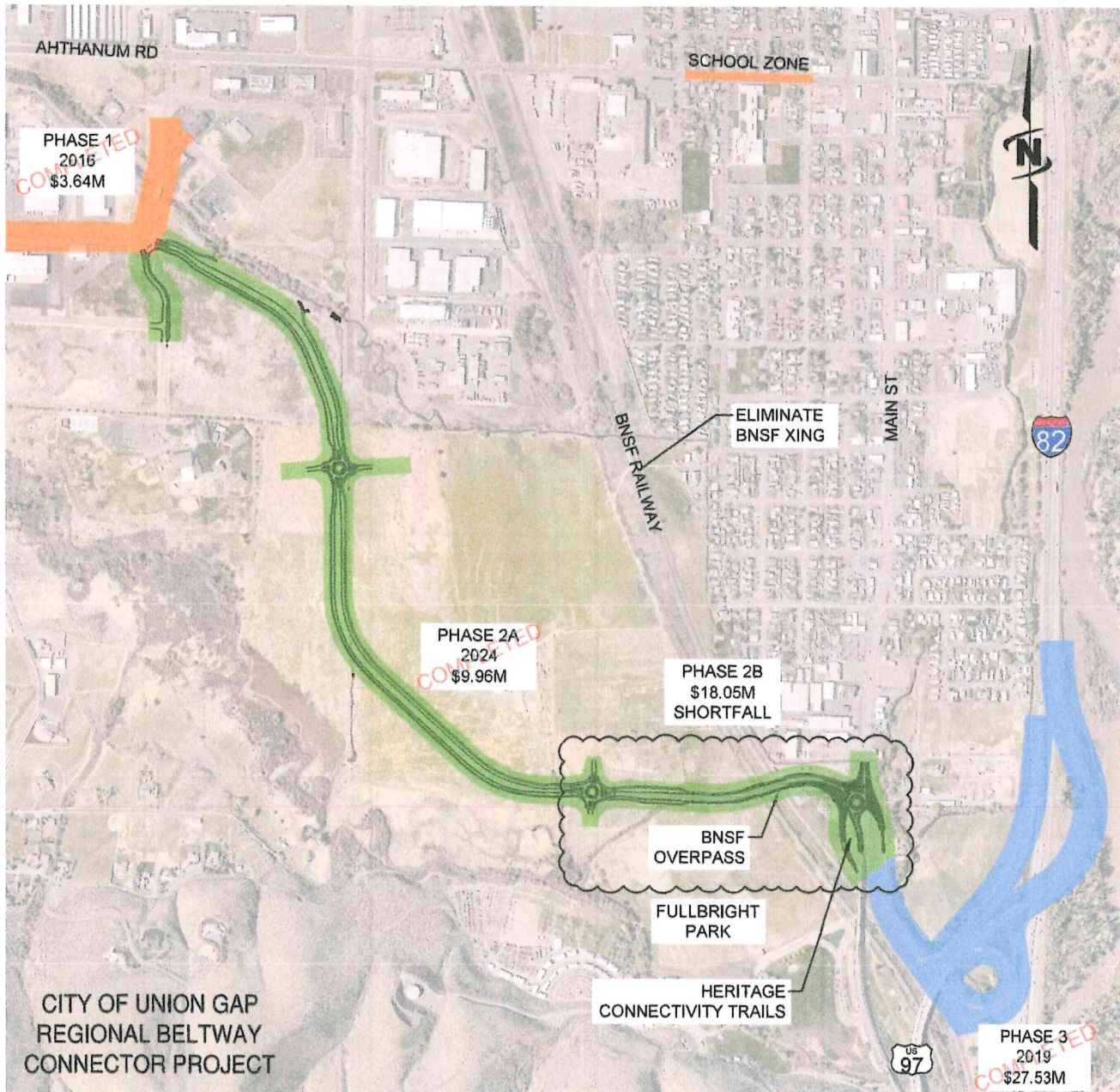
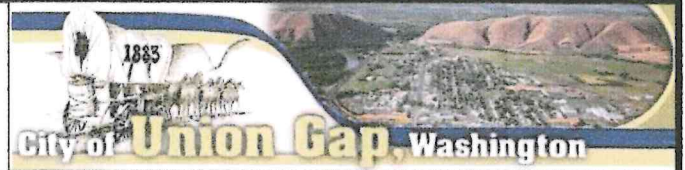


The Regional Beltway Connector (RBC) is federally classified and eligible for federal funding. All necessary planning, and preliminary engineering (PE) for the National Environmental Policy Act (NEPA) requirements have been completed. A Categorical Exclusion for this Project was approved by FHWA on June 22, 2022.

Traffic modeling projections estimate 3620 daily vehicle crossing will be eliminated at the existing Ahtanum Road at-grade railroad crossing, a large percentage will be freight trucks.

All of the right-of-way to date has been secured through binding site plans submitted by the property owners and approved by the City. The only portion of remaining right-of-way and easements to secure is for the BNSF overpass crossing, and property needed for the roundabout connection with Main Street (US97) with ramp access to I-82.

# Regional Beltway Connector Phase 2B - Final Link



The Regional Beltway Connector is a multi-phased corridor. Project components consists of 3 phases as shown above.

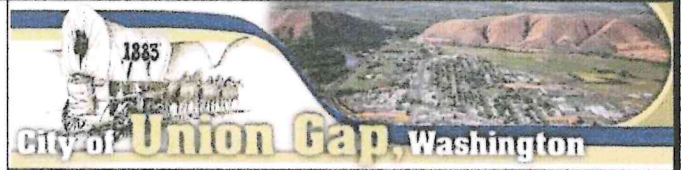
**Phase No. 1**, completed in 2016 for \$3.64M constructed a bridge crossing Wide Hollow Creek and extended Longfibre Road to undeveloped industrial property.

**Phase No. 3**, completed in 2019 added ramps to the South Union Gap I-82 / US97 Interchange in order to provide full access for RBC. This \$27.53M Design-Build project was funded through Connecting Washington state legislation.

**Phase No. 2**, is split into two stages. Stage 2A is a \$9.96M project which began construction in 2023 and will be completed in 2024. This will leave Phase 2 Stage 2B as the missing link to completion of the RBC connecting Phase 1 and Phase 3 projects.

Total expenditures to date is \$41.13M.

# Regional Beltway Connector Phase 2B - Final Link



## Project Benefits

**Quality of Life;** Enhances quality of life by providing the only pedestrian access to the 234-acre Fullbright Park and Central Washington Agricultural Museum by adding 1.9 miles of 8' wide pedestrian sidewalk and 1.2 miles of 12' wide offset pathways so people can ride bikes or walk to their jobs, shop, visit family or recreate safely,

**Connecting Communities;** The Union Gap Regional Beltway Connector (RBC) links the communities of the lower Yakima Valley, within the Yakama Nation land, and the upper Yakima Valley communities. WSDOT, working with the Yakama Nation, was awarded a \$1 million Federal RAISE grant to complete a feasibility study, preliminary design and environmental review for the Heritage Connectivity Trails (HCT) project. US 97 has a high pedestrian fatality rate in the state of Washington. The RBC will be the upper valley trailhead for the HCT providing active transportation opportunity for an area of Historically Disadvantaged Communities.

**Safety;** Provides a safer and more direct route for emergency response between the upper and lower Yakima Valleys, provides freight route for trucks traveling from I-82 / US 97 to western portions of the Upper Yakima Valley, Yakima Airport and West Yakima County.

**Economic Vitality;** Connects over 380 acres of currently undeveloped vacant Opportunity Zone Program land for commercial and/or industrial uses or may be proposed as mixed-use developments.

**Other Benefits:** The RBC promotes active transportation opportunity with both multi-use pathways and sidewalks. RBC will reduce at-grade railroad crossing exposure to vehicles, pedestrian and bicycles, by eliminating a railroad crossing at White Road and reducing vehicle trips at the existing at-grade railroad crossings on Ahtanum Road. The rural RBC project is within designated Areas of Persistent Poverty and Historically Disadvantaged Community census tracts.

### PHASE 2B PROJECT FUNDING

**Total Project Cost** **\$19,368,000**

#### SOURCES

National Highway Freight Program	\$814,000
Congestion Mitigation and Air Quality	\$500,000

**Funding Shortfall** **\$18,054,000**

### FUNDING SOURCES:

INFRA Grant - Federal	\$6.66M
NHFP - Federal	\$1.99M
STPU - Federal	\$629K
CMAQ -Federal	\$500K
Connecting WA. WSDOT	\$27.5M
Dedicated Right-of-Way	\$1.61M
Yakima Co. SIED Grant	\$500K
Local	\$3.61M

**Total \$43.0M Funded All Phases**

### UNSUCCESSFUL FUNDING APPLICATIONS

FMSIB 2016  
FASTLANE 2016  
FASTLANE 2017  
INFRA 2017  
BUILD 2018  
CRISI 2022  
RAISE 2023

The \$18.05M funding needed to complete this final link of the RBC will be used to complete the Right-of-Way and Construction activities. The final design for Stage 2B is nearly complete and is completely funded. Stage 2B completion will open the new east-west corridor to efficiently move traffic and freight between the I-82 South Union Gap Interchange and Ahtanum Road and to improve travel to and from the western areas of the rural community of Union Gap and the Upper Yakima Valley.

### FOR ADDITIONAL INFORMATION PLEASE CONTACT:

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