



SELAH CITY COUNCIL

Regular Meeting

January 28, 2025

5:30 p.m.: Regular Scheduled Meeting

Significant items on the Agenda – such as Consent Agenda Items, Public Hearings, Ordinances and Resolutions
– will have an explanatory Agenda Item Sheet (AIS)

A yellow AIS cover page indicates an action item.

A blue AIS cover page indicates an informational/non-action item.



Selah City Council
Meeting Date: January 28, 2025
5:30 p.m.: Regular Meeting

Mayor:
Mayor Pro Tempore
and Councilmember:
Councilmembers:

Roger Bell

Kevin Wickenhagen
Jared Iverson
Elizabeth Marquis
Clifford Peterson
William Longmire
Michael Costello
David Monaghan

Rich Huebner
Rob Case
Courtney McGarity

City of Selah
115 W. Naches Ave.
Selah, WA 98942

City Administrator:
City Attorney:
City Clerk

AGENDA

- 1) **Call to Order – Mayor Bell**
- 2) **Roll Call**
- 3) **Registering in record of councilmember absence(s) as excused absence(s), per SMC 1.06.070**
- 4) **Pledge of Allegiance**
- 5) **Invocation with Aaron Crumrine of Selah Covenant Church**
- 6) **Announcement of changes, if any, from previously-published Agenda**
- 7) **Getting to know local businesses, agencies and/or people (up to 5 minutes total)**
- 8) **Comments from the public (up to 30 minutes total)**

The City of Selah is a non-charter code city and we are presently conducting a regular meeting between the Mayor and City Council. A maximum of thirty minutes will be allotted for public comments.

Common-sense standards of decorum apply. Comments must be respectful; no profanity or insults are allowed. Comments pertaining to City business and official actions are the most valued, but comments pertaining to City officials' ability to fulfill their job duties due to events, actions, or activities that occurred outside the scope of their duties as a City official may also be offered. Constructive criticism of City officials is allowed including constructive criticism specifically mentioning City officials or employees by name as to official actions, but defamation, personal attacks and impertinent assertions are not allowed.

Commenters are limited to one comment per meeting and each comment is subject to a duration limit. City staff may disallow or modify any received written comment that exceeds its duration limit or that is deemed inappropriate, and the Mayor or Presiding Officer may turn off the podium microphone or otherwise silence any in-person comment that exceeds its duration limit or is deemed inappropriate.

These standards are subject to revision and will be updated whenever necessary in order to comply with constitutional requirements.

A. Pre-arranged oral comments (up to 5 minutes each):

- Pattie Graffe – SDA

B. Reading of received written comments (up to 2 minutes each): None

C. Oral comments by people in attendance (up to 2 minutes each):

9) **Proclamations/Announcements**

A. Community Pride Award – Selah School District – Daphne Templet

10) **Consent Agenda**

Consent Agenda items are listed with an asterisk (). Those items are considered routine and will be addressed via a joint motion, without any discussion or debate. However, upon the request of any Councilmember an item will be removed from the Consent Agenda, will be addressed separately, and will be subject to discussion and debate.*

- | | | |
|----|-------------------|--|
| A. | Courtney McGarity | * Approval of Minutes from January 14, 2024 Council Meeting |
| B. | Kimberly Grimm | * Approval of Claims & Payroll |
| C. | Jennifer Leslie | * Approval of Minutes from August 6, 2024 Planning Commission Meeting |
| D. | Rocky Wallace | * Resolution Authorizing the Mayor or Public Works Director to Sign and Submit a Rebuilding America Infrastructure with Sustainability and Equity (RAISE) 2025 Funding Application to the U.S. Department of Transportation, for a Suite of Transportation Studies Focusing on State Route 823 and Southern Avenue and also a Possible Extension of Naches Avenue to Interstate 82 |

11) **Public Hearings** – None

12) **General Business**

A. New Business

The following Informational Items are First Presentations. Final action will be sought at a later date.

- | | | |
|------|----------|--|
| 12.1 | Rob Case | Ordinance Repealing Preexisting Selah Municipal Code Chapter 9.06 and Enacting a New Selah Municipal Coded Chapter 12.03 |
| 12.2 | Rob Case | Ordinance Enacting a New Selah Municipal Coded Chapter 12.04 |
| 12.3 | Rob Case | Ordinance Enacting a New Selah Municipal Coded Chapter 12.05 |

B. Old Business – None

13) **Resolutions** – None

14) **Ordinances**

A. Steve Zetz Hilltop Investment Group Annexation - Ordinance Annexing
Certain Real Property by the City of Selah, Washington;
Incorporating the Same Within the City's Corporal Limits; and
Zoning the Same as Residential Low Density (R1)

15) **Reports/Announcements**

- A. Departments
- B. Councilmembers, personally and on behalf of committees and boards
- C. City Attorney
- D. City Administrator
- E. Mayor or Presiding Officer, personally and on behalf of committees and board

16) **Closed Session** – None

17) **Executive Session** – None

18) **Adjournment**

Next Regular Meeting: February 11, 2025

Next Study Session: February 11, 2025



Selah City Council
Regular Meeting
AGENDA ITEM SUMMARY

Meeting Date: 1/28/2025

Agenda Number: 10A

Action Item

Title: Approval of Meeting Minutes from January 14, 2025 Council Meeting

From: Courtney McGarity, City Clerk

Action Requested: Approval

Staff Recommendation: Approval

Board/Commission Recommendation: N/A

Fiscal Impact: N/A

Funding Source: N/A

Background/Findings/Facts: N/A

Recommended Motion: I move to approve the Consent Agenda in the form presented (This item is part of the consent agenda).

Record of all prior actions taken by the City Council and/or City Board, City Committee, Planning Commission, or the Hearing Examiner (if not applicable, please state none).

Date: **Action Taken: None**

City of Selah City Council
Regular Meeting Minutes
January 14, 2025

Call to Order

Mayor Bell called the meeting to order at 5:30 p.m.

Roll Call

Councilmembers Present: William Longmire, Jared Iverson, Clifford Peterson, Kevin Wickenhagen, Michael Costello, David Monaghan, Elizabeth Marquis

Staff Present: Rich Huebner, City Administrator; Rob Case, City Attorney; Dustin Soptich, Police Chief; Rocky Wallace, Public Works Director; Steve Zetz, Community Development Supervisor; Kimberly Grimm, Finance Director; Courtney McGarity, City Clerk

Staff Absent: Jim Lange, Fire Chief; Zack Schab, Recreation + Tourism Manager

Pledge of Allegiance was said by all in attendance

Invocation

Mark Williams of Selah United Methodist Church provided prayer.

Announcement of Changes

Pre-Arranged Oral Comments from the Public

- Pattie Graffe — Update from Selah Downtown Association

Oral Comments by People in Attendance (up to 2 minutes each)

- Terry Keenman – Spoke on the seasonal closure of Selah High School tennis courts
- Tony Courcy– Spoke on his water right claims
- David Zanolli – Spoke on his water bill issues
- Barb Petrea – Provided an update on Selah Community Days

Proclamations/Announcements

- A. Introduction of Steve Zetz, Community Development Supervisor
- B. Introduction of Danae Merritt, Court Clerk

Consent Agenda (all items listed with an asterisk (*) are considered part of the consent agenda and are enacted in one motion).

Mayor Bell presented the stipulations of the Consent Agenda.

Approved Consent Agenda

- | | | |
|----|-------------------|---|
| A. | Courtney McGarity | * Approval of Minutes from December 10, 2024 Council Meeting |
| B. | Kimberly Grimm | * Approval of Claims & Payroll |
| C. | Roger Bell | * Resolution Appointing Members of Lodging Tax Advisory Committee (LTAC) for Year of 2025 |
| D. | Rocky Wallace | * Resolution Declaring the City's 2024 Crack Seal Project to be Complete and Accepting the Work and Materials |
| E. | Rocky Wallace | * Resolution Authorizing the Mayor to Sign "Task Order No. 2025-01" with HLA Engineering and Land Surveying, Inc., for Professional Services Related to the City's 3 rd Street Resurfacing Project |
| F. | Rocky Wallace | * Resolution Declaring the Lyle Avenue Water Main and PRV Improvements Project to be Complete and Accepting the Work and Materials |
| G. | Rocky Wallace | * Resolution Authorizing Public Works to Purchase One Snow Plow and One Sander |

Councilmember Peterson moved to approve the Consent Agenda. Councilmember Monaghan seconded. Mayor Bell asked council for discussion. Hearing none, Mayor Bell requested a voice vote to approve the motion and approve the Consent Agenda. Motion carries by voice vote.

Resolutions – None

Ordinances – None

Staff Reports/Announcements

The following staff members provided a department report:

- Kimberly Grimm, Finance Director
- Police Chief, Dustin Soptich
- Rocky Wallace, Public Works Director

Councilmember Reports

- Councilmember Peterson – Report from SPRSA December 2024 meeting; Selah Aquatic Center will open pool rental reservations for Selah Residents on 5/1/2025 under the 2024 rates; pool rental reservations for those who live outside of Selah will open Memorial Day under new 2025 rates; registration for swim lessons will open in mid-March.

City Attorney Report

No Report

City Administrator Report

Recreation + Tourism Report

Basketball season games have started; Civic Center renovations are underway and staff are appreciative of the community support in providing temporary spaces to groups who typically meet at the Civic Center; Hot Rods planning is in full swing; Baby Schab #3 is due to make her appearance in June 2025.

Fire Department Report

Multiple Fire Department staff are out sick; the department has begun gathering information and preparing to submit annual grant applications; beginning to work on the 2025 Capital Projects list; Annual Report will be provided soon.

City Council Annual Workshop is tentatively scheduled for 3/4/2025 with a plan and agenda to be provided soon. The City hosted a Staff Appreciation Holiday Breakfast on 12/18/2024 during work hours which had a great turnout. Steve Zetz was hosted for a City tour upon his acceptance of employment, and later met with HLA staff to download multiple planning projects. LTAC applications are open. We have submitted Capital Budget Requests to the City in alignment with the legislative priorities passed at the previous City Council meeting; requests include a new Police Station/City Hall and Phase II of the Civic Center renovation. Rocky Wallace and our consultant at HLA are working to finalize the application for the new wastewater treatment plant. Courtney McGarity is scheduling legislative appointments in February for City Action Days in Olympia

Mayor's Report

Announcement of Committee Assignments

Councilmember Costello nominated Councilmember Wickenhagen as Mayor Pro Tempore, seconded by Councilmember Monaghan. Mayor Bell asked council for discussion. Hearing none, Mayor Bell requested a voice vote to approve the motion. Motion carries by voice vote.

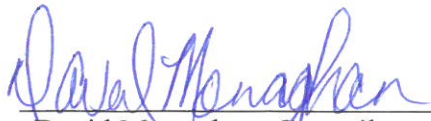
Members from the SDA, Chamber of Commerce and City of Selah were judges for Christmas lights around town and the six winning homes/business were included on the Selah Christmas Light Tours. Snacks and beverages were provided for the tours, and the response was positive with hopes to continue in the coming years.

Executive Session – None

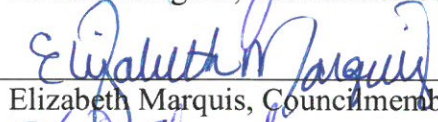
Adjournment

Councilmember Monaghan moved to adjourn the meeting. Councilmember Peterson seconded. Mayor Bell adjourned.

Meeting ended at 6:29 p.m.



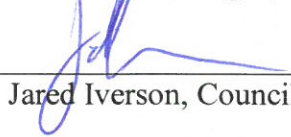
David Monaghan, Councilmember



Elizabeth Marquis, Councilmember



Kevin Wickenhagen, Councilmember

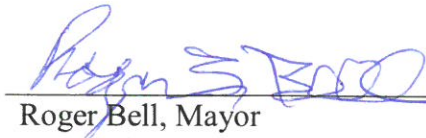


Jared Iverson, Councilmember

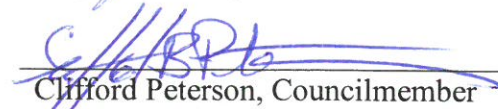
ATTEST:



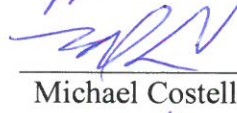
Courtney McGarity, City Clerk



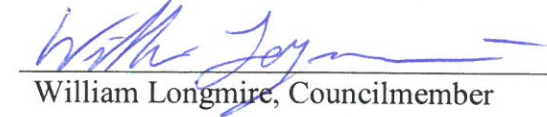
Roger Bell, Mayor



Clifford Peterson, Councilmember



Michael Costello, Councilmember



William Longmire, Councilmember



Selah City Council
Regular Meeting
AGENDA ITEM SUMMARY

Meeting Date: 1/28/2025

Agenda Number: 10B

Action Item

Title: Approval of Claims and Payroll

From: Kimberly Grimm, City Clerk/Treasurer

Action Requested: Approval

Staff Recommendation: Approval

Board/Commission Recommendation: N/A

Fiscal Impact: See attached payroll and claims directories

Funding Source: N/A

Background/Findings/Facts: N/A

Recommended Motion: I move to approve the Consent Agenda in the form presented (This item is part of the consent agenda).

Record of all prior actions taken by the City Council and/or City Board, City Committee, Planning Commission, or the Hearing Examiner (if not applicable, please state none).

Date: **Action Taken:** None

ACCOUNTS PAYABLE

City Of Selah

As Of: 01/28/2025

Time: 12:56:30 Date: 01/23/2025

Page: 1

Accts Pay #	Received	Date Due	Vendor	Amount	Memo
2965	01/22/2025	01/28/2025 1606	Abadan	202.13	Invoice #AR302009
2999	01/23/2025	01/28/2025 1606	Abadan	198.96	Invoice #AR302760
3001	01/23/2025	01/28/2025 1606	Abadan	62.84	Invoice #AR302010
3002	01/23/2025	01/28/2025 1627	Amazon Capital Services	2,506.70	Invoice #191C-1XD3-KD3M
3003	01/23/2025	01/28/2025 1633	Anatek Labs	117.00	Invoice #2501132, 2500856, 2500669
3004	01/23/2025	01/28/2025 1633	Anatek Labs	78.00	Invoice #2501278, 2501405
3005	01/23/2025	01/28/2025 1643	Ascent Foundation & More LLC	1,472.26	Invoice #24124 Retainage
2980	01/23/2025	01/28/2025 1652	Autozone	8.74	Invoice #03720366948
2958	01/22/2025	01/28/2025 736	Ayres, Don L	38.00	Travel Advance
2973	01/22/2025	01/28/2025 1658	BSN Sports, Inc.	387.76	Invoice #928414439
2998	01/23/2025	01/28/2025 1679	Board For Volunteer Firefighters	6,320.00	12025
2989	01/23/2025	01/28/2025 1696	Business Management Systems, Inc.	3,573.00	Invoice #INV-28021
3012	01/23/2025	01/28/2025 1703	CWA Consultants	1,900.00	Invoice #24-251, 24-270, 24-279
3013	01/23/2025	01/28/2025 1703	CWA Consultants	300.00	Invoice #25-006
2956	01/22/2025	01/28/2025 1706	Card Service Center	657.81	Award Frames, Tough Book Cord, Ammo Box, Mouse Pad, Hub Spliter
2960	01/22/2025	01/28/2025 239	Carpenter, David L	38.00	Travel Advance
2951	01/21/2025	01/28/2025 1710	Cascade Natural Gas Corp	1,097.12	Natural Gas
2972	01/22/2025	01/28/2025 1710	Cascade Natural Gas Corp	997.88	Invoice #561 222 0000 1 125
2974	01/22/2025	01/28/2025 1710	Cascade Natural Gas Corp	1,508.74	Invoice #144 776 0307 1 125
2981	01/23/2025	01/28/2025 1710	Cascade Natural Gas Corp	1,584.09	Invoice #828 222 0000 0 125
3007	01/23/2025	01/28/2025 1710	Cascade Natural Gas Corp	8,298.20	Invoice #13081200001, 22195764331, 60081200002
2994	01/23/2025	01/28/2025 1716	Centerpoint Language Services	400.00	Invoice #8324
2901	01/14/2025	01/28/2025 697001	Central Wa Prop	152.16	6970.0 - 606 ANCHOR PL
2982	01/23/2025	01/28/2025 1734	Christensen, Inc.	1,005.78	Invoice #0659942-IN
2975	01/22/2025	01/28/2025 1738	Cintas	78.24	Invoice #4218262613
3000	01/23/2025	01/28/2025 1744	City of Yakima	29,302.96	Invoice #2000994, 2000993
3006	01/23/2025	01/28/2025 3063	City of Yakima	30.13	Invoice #2000877
3011	01/23/2025	01/28/2025 1754	Copiers Northwest, Inc.	251.98	Invoice #INV2945967
3008	01/23/2025	01/28/2025 2704	Country Supplier	226.00	Invoice #Mat Moore2025
3009	01/23/2025	01/28/2025 2704	Country Supplier	134.28	Invoice #D82250/39
3010	01/23/2025	01/28/2025 2704	Country Supplier	447.00	Invoice #Eric/Edwardo, Ken/Leif
3014	01/23/2025	01/28/2025 1803	Dog Waste Depot	314.05	Invoice #745005
2997	01/23/2025	01/28/2025 3062	Eastern Communications, LTD	5,105.31	Invoice #INV18819, INV18897, INV21886, INV22147, INV23113, INV24596
3015	01/23/2025	01/28/2025 1832	Endress + Hauser, Inc.	846.67	Invoice #6002651217
2949	01/21/2025	01/28/2025 1852	First National Bank Omaha	28.49	UPS-Flashlights
2976	01/22/2025	01/28/2025 1852	First National Bank Omaha	202.39	Invoice #2614 125
2948	01/21/2025	01/28/2025 1853	First Responder Outfitters, Inc	1,845.97	Badge Patches, Jumpsuits
2995	01/23/2025	01/28/2025 3061	Grace Yoon Yi	200.00	Invoice #25-121, 25-17

ACCOUNTS PAYABLE

City Of Selah

As Of: 01/28/2025

Time: 12:56:30 Date: 01/23/2025

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Accts Pay #	Received	Date Due	Vendor	Amount	Memo
3016	01/23/2025	01/28/2025 1883	HD Fowler Company	425.87	Invoice #I6915619
3017	01/23/2025	01/28/2025 1894	Helliesen Lumber & Supply	255.18	Invoice #2501-597614
2920	01/21/2025	01/28/2025 1895	Helms Hardware Company	11.69	Toilet Flush Lever
2977	01/22/2025	01/28/2025 1895	Helms Hardware Company	20.90	Invoice #839640, 839705
2984	01/23/2025	01/28/2025 1895	Helms Hardware Company	88.67	Invoice #839658, 840200
3018	01/23/2025	01/28/2025 1895	Helms Hardware Company	245.13	Invoice #839379
3019	01/23/2025	01/28/2025 1895	Helms Hardware Company	54.14	Invoice #839441
3020	01/23/2025	01/28/2025 1895	Helms Hardware Company	7.03	Invoice #839492
3021	01/23/2025	01/28/2025 1895	Helms Hardware Company	23.38	Invoice #839520
3022	01/23/2025	01/28/2025 1895	Helms Hardware Company	21.09	Invoice #839533
3023	01/23/2025	01/28/2025 1895	Helms Hardware Company	32.21	Invoice #839565
3024	01/23/2025	01/28/2025 1895	Helms Hardware Company	15.55	Invoice #839567
2985	01/23/2025	01/28/2025 1916	J & B Medical Supply Inc	46.00	Invoice #2864599
2983	01/23/2025	01/28/2025 1977	LN Curtis & Sons	687.61	Invoice #INV903181
3025	01/23/2025	01/28/2025 1989	Les Schwab Tires	326.96	Invoice #41800629569
3026	01/23/2025	01/28/2025 1989	Les Schwab Tires	97.84	Invoice #41800629594
2969	01/22/2025	01/28/2025 2639	Lightcurve	434.10	Invoice #100237844 125
2996	01/23/2025	01/28/2025 2639	Lightcurve	404.81	Invoice #100237838, 100237839, 100237840
3027	01/23/2025	01/28/2025 2639	Lightcurve	163.54	Invoice #100237841, 100237842, 100237843
3028	01/23/2025	01/28/2025 2639	Lightcurve	536.26	Invoice #100237852
2967	01/22/2025	01/28/2025 2017	Medstar Cabulance, Inc.	12,604.81	Invoice #ST 01-15 Jan 2025
3029	01/23/2025	01/28/2025 2053	O'Reilly Automotive Inc	228.45	Invoice #5631-469693
3030	01/23/2025	01/28/2025 2053	O'Reilly Automotive Inc	9.19	Invoice #5631-469971
2947	01/21/2025	01/28/2025 2055	ODP Business Solutions, LLC	261.60	Scissors, Tape, Binders, Post-it, Wastbaskets, Paper, Stapler
2963	01/22/2025	01/28/2025 2055	ODP Business Solutions, LLC	106.60	Invoice #405735383001
2986	01/23/2025	01/28/2025 2055	ODP Business Solutions, LLC	333.01	Invoice #403882343001, 404253173001, 404253175001
3031	01/23/2025	01/28/2025 2066	Oxarc, Inc.	7,522.79	Invoice #0032248912
2919	01/21/2025	01/28/2025 2075	Pacific Power	458.37	Power
2966	01/22/2025	01/28/2025 2075	Pacific Power	473.98	Invoice #029 , 007 4
2978	01/22/2025	01/28/2025 2075	Pacific Power	1,329.19	Invoice #49954801-001 0
2987	01/23/2025	01/28/2025 2075	Pacific Power	1,973.01	Invoice #48687101-025 3 125
2988	01/23/2025	01/28/2025 2075	Pacific Power	430.58	Invoice #21009236-001 0 125
3032	01/23/2025	01/28/2025 2080	Pape Machinery	49.56	Invoice #9262404
2970	01/22/2025	01/28/2025 2125	Regence Blue Shield	181.00	Invoice #150092464
2964	01/22/2025	01/28/2025 2174	Selah Journal Newspaper	150.00	Invoice #SJ012025
3033	01/23/2025	01/28/2025 2196	Smitty's Outdoor Power Equipment, Inc.	206.42	Invoice #136041
2959	01/22/2025	01/28/2025 475	Sterns, Douglas H	38.00	Travel Advance
3034	01/23/2025	01/28/2025 2225	Tacoma Screw Products, Inc.	109.10	Invoice #210122215-00

ACCOUNTS PAYABLE

City Of Selah

As Of: 01/28/2025

Time: 12:56:30 Date: 01/23/2025

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Accts Pay #	Received	Date Due	Vendor	Amount	Memo
2946	01/21/2025	01/28/2025 2269	Valvoline Instant Oil Change	128.64	Oil Change
2990	01/23/2025	01/28/2025 2269	Valvoline Instant Oil Change	116.92	Invoice #37326, 37334
2993	01/23/2025	01/28/2025 3037	Vergara, Jose	1,926.55	Invoice #NBP-2024-007
2944	01/21/2025	01/28/2025 2271	Verizon Wireless	920.40	Patrol Car Modems
2945	01/21/2025	01/28/2025 2271	Verizon Wireless	892.04	Cell Phones
2979	01/22/2025	01/28/2025 2271	Verizon Wireless	126.72	Invoice #6102916856
2991	01/23/2025	01/28/2025 2271	Verizon Wireless	533.69	Invoice #6102916855, 6102935076
2918	01/21/2025	01/28/2025 2290	WA Assoc of Sheriffs & Police Chiefs	245.00	Annual Dues
2961	01/22/2025	01/28/2025 1303	Wallace, Rocky D	38.00	Travel Advance
2917	01/21/2025	01/28/2025 2286	Wash Central	200.14	Car Wash
3035	01/23/2025	01/28/2025 2291	Washington Auto Carriage	26,970.41	Invoice #J45615
2971	01/22/2025	01/28/2025 2332	William Ervin	107.22	Invoice #92730 1224
2943	01/21/2025	01/28/2025 2344	Yakima County Department Of Corrections	11,462.32	Inmate Housing
2957	01/22/2025	01/28/2025 3060	Yakima County	14,308.81	Spillman
2992	01/23/2025	01/28/2025 3060	Yakima County	631.13	Invoice #CI010867
2968	01/22/2025	01/28/2025 2367	Yakima Valley Conference of Government	12,159.00	Invoice #LCL2025-SE
2962	01/22/2025	01/28/2025 2371	Yakima Valley Office Of Emergency Management	8,878.60	Invoice #2025-0010
3036	01/23/2025	01/28/2025 2376	Yakima Valley Utility Coordinating Council	120.00	Invoice #2025 Dues
Report Total:				182,047.85	

I, the undersigned, do hereby certify under penalty of perjury, that the materials have been furnished, the services rendered or the labor performed as described herein, and that the claim is a just, due and unpaid obligation against the City of Selah, and that I am authorized to authenticate and certify to said claim.


Payroll Specialist


Finance Director

Subscribed this _____ day of _____, _____

The following voucher/checks are approved for payment:

Voucher/check number _____ through _____ Total \$ _____

CHECK REGISTER

City Of Selah

Time: 07:43:45 Date: 01/23/2025

01/22/2025 To: 01/22/2025

Page: 1

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
252	01/22/2025	Payroll	1	EFT		253.25	Nov - Dec 2024
254	01/22/2025	Payroll	1	EFT		1,684.76	Nov - Dec 2024
257	01/22/2025	Payroll	1	EFT		284.45	Nov - Dec 2024
259	01/22/2025	Payroll	1	EFT		457.60	Nov - Dec 2024
260	01/22/2025	Payroll	1	EFT		153.61	Nov - Dec 2024
261	01/22/2025	Payroll	1	EFT		624.30	Nov - Dec 2024
264	01/22/2025	Payroll	1	EFT		2,963.83	Nov - Dec 2024
265	01/22/2025	Payroll	1	EFT		268.96	Nov - Dec 2024
268	01/22/2025	Payroll	1	EFT		634.46	Nov - Dec 2024
269	01/22/2025	Payroll	1	EFT		265.98	Nov - Dec 2024
274	01/22/2025	Payroll	1	EFT		62.35	Nov - Dec 2024
276	01/22/2025	Payroll	1	EFT		1,255.52	Nov - Dec 2024
277	01/22/2025	Payroll	1	EFT		378.64	Nov - Dec 2024
278	01/22/2025	Payroll	1	EFT		234.73	Nov - Dec 2024
281	01/22/2025	Payroll	1	EFT		1,399.78	Nov - Dec 2024
282	01/22/2025	Payroll	1	EFT		397.11	Nov - Dec 2024
283	01/22/2025	Payroll	1	EFT		72.51	Nov - Dec 2024
287	01/22/2025	Payroll	1	EFT		199.49	Nov - Dec 2024
288	01/22/2025	Payroll	1	EFT		740.66	Nov - Dec 2024
289	01/22/2025	Payroll	1	EFT		86.83	Nov - Dec 2024
291	01/22/2025	Payroll	1	EFT		205.96	Nov - Dec 2024
293	01/22/2025	Payroll	1	EFT		252.59	Nov - Dec 2024
295	01/22/2025	Payroll	1	EFT		119.29	Nov - Dec 2024
298	01/22/2025	Payroll	1	EFT		2,011.40	Nov - Dec 2024
299	01/22/2025	Payroll	1	EFT			Nov - Dec 2024
300	01/22/2025	Payroll	1	EFT		102.52	Nov - Dec 2024
301	01/22/2025	Payroll	1	EFT		2,113.61	Jan 1-15 2025 Pay Period
302	01/22/2025	Payroll	1	EFT		2,050.37	Jan 1-15 2025 Pay Period
303	01/22/2025	Payroll	1	EFT		2,202.73	Jan 1-15 2025 Pay Period
304	01/22/2025	Payroll	1	EFT		2,264.60	Jan 1-15 2025 Pay Period
305	01/22/2025	Payroll	1	EFT		3,200.29	Jan 1-15 2025 Pay Period
306	01/22/2025	Payroll	1	EFT		2,195.24	Jan 1-15 2025 Pay Period
307	01/22/2025	Payroll	1	EFT		2,290.63	Jan 1-15 2025 Pay Period
308	01/22/2025	Payroll	1	EFT		2,260.42	Jan 1-15 2025 Pay Period
309	01/22/2025	Payroll	1	EFT		80.45	Jan 1-15 2025 Pay Period
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313	01/22/2025	Payroll	1	EFT		2,365.35	Jan 1-15 2025 Pay Period
314	01/22/2025	Payroll	1	EFT		4,457.92	Jan 1-15 2025 Pay Period
315	01/22/2025	Payroll	1	EFT		2,078.09	Jan 1-15 2025 Pay Period
316	01/22/2025	Payroll	1	EFT		2,955.25	Jan 1-15 2025 Pay Period
317	01/22/2025	Payroll	1	EFT		2,022.29	Jan 1-15 2025 Pay Period
318	01/22/2025	Payroll	1	EFT		2,873.62	Jan 1-15 2025 Pay Period
319	01/22/2025	Payroll	1	EFT		2,081.68	Jan 1-15 2025 Pay Period
320	01/22/2025	Payroll	1	EFT		2,093.18	Jan 1-15 2025 Pay Period
321	01/22/2025	Payroll	1	EFT		97.20	Jan 1-15 2025 Pay Period
323	01/22/2025	Payroll	1	EFT		89.72	Jan 1-15 2025 Pay Period
324	01/22/2025	Payroll	1	EFT		893.62	Jan 1-15 2025 Pay Period
325	01/22/2025	Payroll	1	EFT		2,686.61	Jan 1-15 2025 Pay Period
326	01/22/2025	Payroll	1	EFT		2,280.43	Jan 1-15 2025 Pay Period
327	01/22/2025	Payroll	1	EFT		2,031.97	Jan 1-15 2025 Pay Period
328	01/22/2025	Payroll	1	EFT		3,552.69	Jan 1-15 2025 Pay Period
330	01/22/2025	Payroll	1	EFT		2,552.79	Jan 1-15 2025 Pay Period
331	01/22/2025	Payroll	1	EFT		48.69	Jan 1-15 2025 Pay Period
333	01/22/2025	Payroll	1	EFT		2,323.44	Jan 1-15 2025 Pay Period
334	01/22/2025	Payroll	1	EFT		3,849.99	Jan 1-15 2025 Pay Period
335	01/22/2025	Payroll	1	EFT		1,951.71	Jan 1-15 2025 Pay Period
336	01/22/2025	Payroll	1	EFT		127.65	Jan 1-15 2025 Pay Period
337	01/22/2025	Payroll	1	EFT		2,044.40	Jan 1-15 2025 Pay Period
338	01/22/2025	Payroll	1	EFT		2,065.71	Jan 1-15 2025 Pay Period
339	01/22/2025	Payroll	1	EFT		2,371.66	Jan 1-15 2025 Pay Period

CHECK REGISTER

City Of Selah

Time: 07:43:45 Date: 01/23/2025

01/22/2025 To: 01/22/2025

Page: 2

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
341	01/22/2025	Payroll	1	EFT		1,859.00	Jan 1-15 2025 Pay Period
342	01/22/2025	Payroll	1	EFT		2,157.41	Jan 1-15 2025 Pay Period
343	01/22/2025	Payroll	1	EFT		4,069.87	Jan 1-15 2025 Pay Period
344	01/22/2025	Payroll	1	EFT		1,930.40	Jan 1-15 2025 Pay Period
345	01/22/2025	Payroll	1	EFT		82.24	Jan 1-15 2025 Pay Period
346	01/22/2025	Payroll	1	EFT		97.20	Jan 1-15 2025 Pay Period
348	01/22/2025	Payroll	1	EFT		2,249.74	Jan 1-15 2025 Pay Period
349	01/22/2025	Payroll	1	EFT		1,930.78	Jan 1-15 2025 Pay Period
350	01/22/2025	Payroll	1	EFT		3,438.65	Jan 1-15 2025 Pay Period
351	01/22/2025	Payroll	1	EFT		2,346.81	Jan 1-15 2025 Pay Period
352	01/22/2025	Payroll	1	EFT		12.37	Jan 1-15 2025 Pay Period
353	01/22/2025	Payroll	1	EFT		2,057.22	Jan 1-15 2025 Pay Period
354	01/22/2025	Payroll	1	EFT		3,899.01	Jan 1-15 2025 Pay Period
355	01/22/2025	Payroll	1	EFT		3,129.34	Jan 1-15 2025 Pay Period
356	01/22/2025	Payroll	1	EFT		2,008.23	Jan 1-15 2025 Pay Period
357	01/22/2025	Payroll	1	EFT		1,996.86	Jan 1-15 2025 Pay Period
358	01/22/2025	Payroll	1	EFT		2,430.75	Jan 1-15 2025 Pay Period
359	01/22/2025	Payroll	1	EFT		3,165.03	Jan 1-15 2025 Pay Period
360	01/22/2025	Payroll	1	EFT		2,778.24	Jan 1-15 2025 Pay Period
361	01/22/2025	Payroll	1	EFT		2,015.62	Jan 1-15 2025 Pay Period
362	01/22/2025	Payroll	1	EFT		2,153.79	Jan 1-15 2025 Pay Period
363	01/22/2025	Payroll	1	EFT		2,768.36	Jan 1-15 2025 Pay Period
364	01/22/2025	Payroll	1	EFT		3,187.80	Jan 1-15 2025 Pay Period
365	01/22/2025	Payroll	1	EFT		2,695.84	Jan 1-15 2025 Pay Period
367	01/22/2025	Payroll	1	EFT		2,209.51	Jan 1-15 2025 Pay Period
368	01/22/2025	Payroll	1	EFT		2,666.41	Jan 1-15 2025 Pay Period
369	01/22/2025	Payroll	1	EFT		3,030.46	Jan 1-15 2025 Pay Period
370	01/22/2025	Payroll	1	EFT		1,977.95	Jan 1-15 2025 Pay Period
371	01/22/2025	Payroll	1	EFT		2,557.78	Jan 1-15 2025 Pay Period
372	01/22/2025	Payroll	1	EFT		2,374.04	Jan 1-15 2025 Pay Period
373	01/22/2025	Payroll	1	EFT		2,298.81	Jan 1-15 2025 Pay Period
374	01/22/2025	Payroll	1	EFT		2,876.37	Jan 1-15 2025 Pay Period
375	01/22/2025	Payroll	1	EFT		2,974.56	Jan 1-15 2025 Pay Period
376	01/22/2025	Payroll	1	EFT		4,168.55	Jan 1-15 2025 Pay Period
377	01/22/2025	Payroll	1	EFT		2,328.56	Jan 1-15 2025 Pay Period
378	01/22/2025	Payroll	1	EFT		3,216.56	Jan 1-15 2025 Pay Period
379	01/22/2025	Payroll	1	EFT		2,119.69	Jan 1-15 2025 Pay Period
380	01/22/2025	Payroll	1	EFT		2,249.65	Jan 1-15 2025 Pay Period
381	01/22/2025	Payroll	1	EFT		67.29	Jan 1-15 2025 Pay Period
382	01/22/2025	Payroll	1	EFT		1,974.32	Jan 1-15 2025 Pay Period
383	01/22/2025	Payroll	1	EFT		2,218.48	Jan 1-15 2025 Pay Period
384	01/22/2025	Payroll	1	EFT		3,749.68	Jan 1-15 2025 Pay Period
386	01/22/2025	Payroll	1	EFT		3,177.21	Jan 1-15 2025 Pay Period
387	01/22/2025	Payroll	1	EFT		2,962.31	Jan 1-15 2025 Pay Period
388	01/22/2025	Payroll	1	EFT		2,946.84	Jan 1-15 2025 Pay Period
389	01/22/2025	Payroll	1	EFT		3,032.72	Jan 1-15 2025 Pay Period
397	01/22/2025	Payroll	1	EFT	AFLAC Remittance Processing	258.63	Pay Cycle(s) 12/20/2024 To 12/20/2024 - AFLAC 125; Pay Cycle(s) 01/07/2025 To 01/07/2025 - AFLAC 125
398	01/22/2025	Payroll	1	EFT	EFTPS	69,089.23	941 Deposit for Pay Cycle(s) 01/22/2025 - 01/22/2025
399	01/22/2025	Payroll	1	EFT	Washington State Support Registry	234.00	Pay Cycle(s) 01/22/2025 To 01/22/2025 - WA STATE SUPPORT
448	01/22/2025	Payroll	1	EFT	HRA VEBA Trust - PD & PW YA063	56,118.74	Pay Cycle(s) 01/22/2025 To 01/22/2025 - HRA VEBA
253	01/22/2025	Payroll	1	86574		2,416.98	Nov - Dec 2024
255	01/22/2025	Payroll	1	86575		431.75	Nov - Dec 2024

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CHECK REGISTER

City Of Selah

Time: 07:43:45 Date: 01/23/2025

01/22/2025 To: 01/22/2025

Page: 4

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
		420 Solid Waste				6,012.06	
						339,060.47 Payroll:	339,060.47

I, the undersigned, do hereby certify under penalty of perjury, that the materials have been furnished, the services rendered or the labor performed as described herein, and that the claim is a just, due and unpaid obligation against the City of Selah, and that I am authorized to authenticate and certify to said claim.

Kathryn L Davis
Payroll Specialist

Kathleen L. Givens
Finance Director

Subscribed this _____ day of _____, _____

The following voucher/checks are approved for payment:

Voucher/check number _____ through _____ Total \$ _____



Selah City Council
Regular Meeting
AGENDA ITEM SUMMARY

Meeting Date: 1/28/2025

Agenda Number: 10C

Informational Item

Title: Minutes from August 6, 2024 Planning Commission Meeting

From: Jennifer Leslie, Building Permit Technician

Action Requested: Informational - No Action Needed

Staff Recommendation: N/A

Board/Commission Recommendation: N/A

Fiscal Impact: N/A

Funding Source: N/A

Background/Findings/Facts: N/A

Recommended Motion: N/A

Record of all prior actions taken by the City Council and/or City Board, City Committee, Planning Commission, or the Hearing Examiner (if not applicable, please state none).

Action Taken: None

City of Selah
Planning Commission Minutes
August 06, 2024

A. Call to Order

Chairman Smith calls the meeting to order at 5:33pm.

B. Roll Call

Members Present: Chairman Smith, Vice Chair Apodaca (arrived at 6:00pm),
Commissioners: Elliott and Graf.
Members Absent: Open Position.
Staff Present: Jeff Peters, City Planner.
Guest: None.

C. Agenda Changes

D. Communications

1. Oral - None
2. Written - None

E. Approval of Minutes

1. Approval of minutes from June 18, 2024

Chairman Smith motions to approve the minutes from the June 18, 2024 meeting.

Commissioner Elliott seconds.

Minutes are approved with a voice vote of 3-0.

F. Public Hearings

G. General Business

1. Old Business - None
2. New Business -

Mr. Peters presents a PowerPoint provided by Tom Beckwith from Beckwith Consulting on Middle Housing Options.

Planning Commission Members and Staff continue to discuss Middle Housing Options.

H. Reports/Announcements

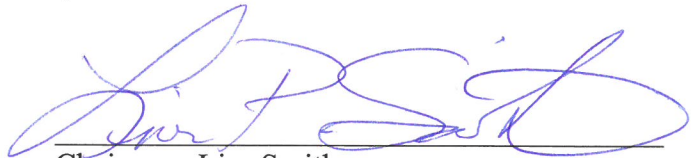
1. Chairman - None
2. Commissioners - None
3. Staff - None

I. Adjournment

Commissioner Elliott motions to adjourn.

Chairman Smith seconds.

Chairman Smith adjourns the meeting at 6:12pm with a voice vote of 4-0.


Chairman, Lisa Smith



Selah City Council

Regular Meeting

AGENDA ITEM SUMMARY

Meeting Date: 1/28/2025

Agenda Number: 10D

Action Item

Title: Resolution Authorizing the Mayor or Public Works Director to Sign and Submit a Rebuilding America Infrastructure with Sustainability and Equity (RAISE) 2025 Funding Application to the U.S. Department of Transportation, for a Suite of Transportation Studies Focusing on State Route 823 and Southern Avenue and also for a Possible Extension of Naches Avenue to Interstate 82

From: Rocky Wallace, Public Works Director

Action Requested: Approval

Staff Recommendation: Approval

Board/Commission Recommendation: N/A

Fiscal Impact: N/A

Funding Source: N/A

Background/Findings/Facts: The City has found through traffic counts that it experiences over 34,000 vehicle trips per day on South First Street –including approximately 2,700 freight truck trips per day – despite the City having a population of just roughly 8,500 people.

At the completion of the City’s Sub Area Plan (2017), it was found that this level of traffic created a need for additional traffic improvements such as a roundabout or traffic signal at State Route 823 and Southern Avenue and/or the extension of Naches Avenue to the existing Exit 29 interchange at Interstate 82.

In 2018, the City was directed by the Washington State Department of Transportation to conduct traffic studies in order to further justify the need for these traffic improvements. The City has previously submitted applications for the requested funding, but the funds have not been awarded. Thus, Public Works now desires to try again – by submitting a funding application to the U.S. Department of Transportation.

The attached proposed Resolution will – if approved – authorize a Rebuilding America Infrastructure with Sustainability and Equity (RAISE) funding application to be submitted.

Recommended Motion: I move to approve the Resolution in the form presented.

Record of all prior actions taken by the City Council and/or City Board, City Committee, Planning Commission, or the Hearing Examiner (if not applicable, please state none).

Date:	Action Taken:
2/13/2024	Resolution Authorizing the Mayor or Public Works Director to Sign and Submit a Rebuilding America Infrastructure with Sustainability and Equity (RAISE) 2024 Funding Application to the U.S. Department of Transportation, for a Suite of Transportation Studies Focusing on State Route 823 and Southern Avenue and also a Possible Extension of Naches Avenue to Interstate 82
2/14/2023	Resolution Authorizing the Mayor or Public Works Director to Sign and Submit a Rebuilding America Infrastructure with Sustainability and Equality (RAISE) Funding Application to the U.S. Department of Transportation, for a Suite of Transportation Studies Focusing on State Route 823 and Southern Avenue and also a Possible Extension of Naches Avenue to Interstate 82
5/11/2021	Resolution No. 2848 authorizing the Mayor to sign Task Order 2021-06 between the City of Selah and HLA Engineering and Land Surveying, Inc. to prepare and submit a Rebuilding America Infrastructure with Sustainability and Equity, “RAISE” formerly Better Utilizing Investments to Leverage Development, “BUILD” funding application to the US Department of Transportation for a suite of transportation studies focusing on SR-823/Southern Ave., and the extension of Naches Ave. to I-82.
7/10/2018	Resolution No. 2679 Authorizing the Mayor to sign Task Order 2018-04 between the City of Selah and HLA Engineering and Land Surveying, Inc. to prepare USDOT FY2018 BUILD (Better Utilizing Investments to Leverage Development) Application for a Transportation Feasibility Study.
6/12/2018	Resolution No. 2678 Authorizing the Mayor to Sign a Better Utilizing Investments to Leverage Development (BUILD) Application for a Selah Transportation Congestion Relief Analysis.

RESOLUTION NO. 3182

RESOLUTION AUTHORIZING THE MAYOR OR PUBLIC WORKS DIRECTOR TO SIGN AND SUBMIT A REBUILDING AMERICA INFRASTRUCTURE WITH SUSTAINABILITY AND EQUALITY (RAISE) 2025 FUNDING APPLICATION TO THE U.S. DEPARTMENT OF TRANSPORTATION, FOR A SUITE OF TRANSPORTATION STUDIES FOCUSING ON STATE ROUTE 823 AND SOUTHERN AVENUE AND ALSO FOR A POSSIBLE EXTENSION OF NACHES AVENUE TO INTERSTATE 82

WHEREAS, the City has found through traffic counts that it experiences over 34,000 vehicle trips per day on South First Street – including approximately 2,700 freight truck trips per day – despite the City having an overall population of just roughly 8,500 people; and

WHEREAS, at the completion of the City's Sub Area Plan (2017), it was found that the above level of traffic created a need for additional traffic improvements such as a roundabout or traffic signal at State Route 823 and Southern Avenue and/or the extension of Naches Avenue to the existing Exit 29 interchange at Interstate 82; and

WHEREAS, in 2018 the City was directed by the Washington State Department of Transportation to conduct studies to further justify the need for these traffic improvements; and

WHEREAS, in 2018 the City applied for funding through the Better Utilizing Investments to leverage Development (BUILD) program, but unfortunately was not awarded funding in response; and

WHEREAS, in 2023 and 2024 the City again applied for funding through the state Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program, but unfortunately was again not awarded funding in response; and

WHEREAS, the City now desires to yet again apply for funding, again through the RAISE program; and

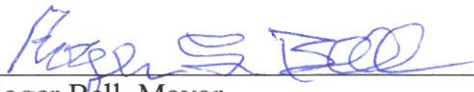
WHEREAS, a new funding application must be signed and submitted, and such actions will not cause any fiscal impact to the City; and

WHEREAS, the City Council finds that good cause exists;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON, that the Mayor or Public Works Director be and are authorized to sign and submit a RAISE application on behalf of the City.

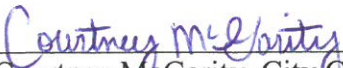
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PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SELAH,
WASHINGTON, this 28th day of January, 2025.



Roger Bell, Mayor

ATTEST:



Courtney McGarity, City Clerk

APPROVED AS TO FORM:



Rob Case, City Attorney

FY 2025 RAISE Project Information Form - All Fields Required		
DO NOT CHANGE FILE NAME, COPY/PASTE, OR PDF THIS DOCUMENT WHEN SUBMITTING TO AVOID PROCESSING ERRORS		
Field Name	Response	Instructions
Project Name	City of Selah, Naches Avenue ("Fruity Pebbles") Phase 1 - Transportation Network Analyses and Feasibility Study	Enter a concise , descriptive title for the project. This should be the same title used in the Grants.gov SF-424 submission and the application narrative.
Project Description	The City of Selah, Naches Avenue ("Fruity Pebbles") Phase 1 - Transportation Network Analyses and Feasibility Study aims to accomplish the appropriate levels of analyses to continue discussion with Washington State Department of Transportation (WSDOT) about how to best address traffic impacts on the City's main corridor, South First Street / State Route 823 (SR 823).	Describe the project in plain English terms, using no more than 100 words . For example, "The project will fund construction activities for streetcar service from location X to location Y" or "the RAISE grant will redevelop Main street with Complete Streets enhancements, ADA accessible sidewalks, and dedicated bicycle paths from 10th street to 25th street." <u>Do not</u> describe the project's benefits, background, or alignment with the selection criteria in this description field.
RAISE Amount Requested	\$ 800,000.00	Enter the total amount of RAISE funds requested for this project in this application. <i>[See NOFO Section B.2 for minimum and maximum award size]</i>
Total Project Cost	\$ 800,000.00	Enter the total cost of the project . This should equal the sum of Total Federal Funding and Total Non-Federal Funding. <i>This value may not be less than the amount requested.</i> <i>Total Project cost means future eligible costs. This cannot include any previously incurred costs.</i> This Total should match the Total on the SF-424 item 18.g.
Total Federal Funding	\$ 800,000.00	Enter the amount of funds committed to the project from ALL Federal sources including the proposed RAISE amount . <i>This value may not be less than the amount requested.</i> For applications designated as urban , Federal funding cannot exceed 80% of total project cost unless the project is located in a Historically Disadvantaged Community or an Area of Persistent Poverty as defined in the RAISE NOFO. For applications designated as rural , there is no limit to the share of Federal funding.
Total Non-Federal Funding	\$ -	Enter the amount of funds committed to the project from non-Federal sources . For applications designated as urban , the total non-Federal funding amount must be greater than or equal to 20% of the total project cost, unless the project is located in a Historically Disadvantaged Community or an Area of Persistent Poverty as defined in the RAISE NOFO. For applications designated as rural , there is no minimum non-Federal share requirement.
Capital or Planning	Planning	Identify the project as capital or planning . The " capital " designation is for projects that requesting funding for the construction of surface transportation capital infrastructure. <i>(Right-of-way acquisition is capital. Projects that include pre-construction AND right-of-way acquisition, but do <u>not</u> include construction activities will be classified as capital).</i> The " planning " designation is for projects that are requesting funding for planning, preparation, or design of eligible surface transportation capital projects.
2020 Census-designated Urban Area	Not Located in an Urban Area	Select the Urban Area the project is located in using the drop down, or if the project is located outside an Urban Area please select "Not located in an Urban Area". Reference the "Urban or Rural Designation" tab in this file for assistance. For more information, see https://www.transportation.gov/RAISEgrants/urbanized-areas . Note: The RAISE 2024 urban/rural designation applies the updated 2020 Census urban areas which is a change from prior years.
Urban/Rural	Rural	Identify whether the project is located in a rural or urban area , using the drop-down menu. For RAISE 2024, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urban area that had a population greater than 200,000 in the 2020 Census. If a project is located outside a Census-designated urban area with a population greater than 200,000, it is designated as a rural project. Reference the "Urban or Rural Designation" tab in this file for assistance. For more information, see https://www.transportation.gov/RAISEgrants/urbanized-areas . If the project is located in an urban AND a rural area, select the appropriate designation based on where the majority of the project funds will be spent (e.g. 51% of project costs spent in the urban area = Urban designation). Note: The urban/rural designation is based on the Urban Area . It is NOT based on the city or county population count.
Project Location Zip Code	98942	Identify the 5-digit zip code of the project location . If the project is located in more than one zip codes, please identify the zip code in which the majority of the project is located. If the project is in a territory that does not have zip codes, leave this field blank. <i>Project location zip code is NOT the applicant organization zip code.</i>
2020 Census County	WA - Yakima County	Identify the county (or county equivalent) where the project is located in using the drop-down. If the project is located in more than one county, please identify the county in which the majority of the project is located.
Additional 2020 Census Counties		Identify additional counties separated by a comma . For instance, if the project additionally runs through Polk County and Butler County, please enter 'Polk County, Butler County' in the cell. If the project is in a territory that does not have county designations, leave this field blank.
2020 Census Tract(s)	32	Identify the census tract(s) the project is located in . For example, if the project is located in Census Tract 93.30, please enter '93.30' into the cell. The last zero may be missing from your response (e.g., 93.30 may display as 93.3). If the project is located in more than one census tract please identify all census tracts. For example, if the project is located in Census Tract 93.31, Census Tract 93.32, and Census Tract 94.03, please enter '93.31, 93.32, 94.03' into the cell. Please visit the USDOT's Grant Project Location Verification Tool (https://maps.dot.gov/BTS/GrantProjectLocationVerification/) to identify census tract(s).
Project Located in an Area of Persistent Poverty?	No - Project is not located in an Area of Persistent Poverty	Identify if the project is located in an Area of Persistent Poverty based on the definition in the NOFO. Please visit the USDOT's Grant Project Location Verification Tool (https://maps.dot.gov/BTS/GrantProjectLocationVerification/) to identify Areas of Persistent Poverty.
Project Located in a Historically Disadvantaged Community?	No - Project is not located in a Historically Disadvantaged Community	Identify if the project is located in a Historically Disadvantage Community based on the definition in the NOFO. Please visit the USDOT's Grant Project Location Verification Tool (https://maps.dot.gov/BTS/GrantProjectLocationVerification/) to identify Historically Disadvantaged Communities.
Project Location Latitude	46.65417	Provide the project's latitude coordinates . For projects that are not located at a single set of coordinates, please provide a centralized set of coordinates. Tools such as Google Maps, Google Earth (https://earth.google.com/web) or GEOJSON (https://geojson.io/#map=2/0/20) are recommended to identify the project's coordinates.
Project Location Longitude	-120.53155	Please provide the project's longitude coordinates . For projects that are not located at a single set of coordinates, please provide a centralized set of coordinates. Tools such as Google Maps, Google Earth (https://earth.google.com/web) or GEOJSON (https://geojson.io/#map=2/0/20) are recommended to identify the project's coordinates.
Project Type	Road - ITS	Identify the Primary and Secondary project type combination that most closely aligns with your project from the choices in the drop-down menu. See the "Project Types" tab in this file for further information and project type definitions.
Anticipated FY24 RAISE Project Start Date	2/1/2025	Enter the month/day/year you anticipate your project to start. This should only refer to the start of the RAISE funded 'project' and not include any previously incurred activities or costs that will not be funded under the RAISE 'project'.
US DOT FY24 Discretionary Application?	No	If the applicant has or will submit this exact project to another FY 2024 USDOT discretionary grant program , please list the name of the program(s).
US DOT FY23 Reconnecting Communities and Neighborhood Grant Program Identical Application Submission?	No	If this exact project was submitted in the FY 2023 Reconnecting Communities and Neighborhoods Grant program , select "Yes" from the drop-down menu.
US DOT FY23 Reconnecting Communities and Neighborhood Program "Reconnecting Extra" Designation?		If your RAISE 2023 application was submitted in the FY2023 Reconnecting Communities and Neighborhood Grant program AND you were notified you received the designation of "Reconnecting Extra" , select "Yes" from the drop-down menu. If you are not sure, or this does not apply to you, please leave blank.

Previous Submission to TIGER/BUILD/RAISE	RAISE 2023, RAISE 2024	If this exact project was submitted in a previous TIGER, BUILD, or RAISE round, please list the name(s) of the round(s) (e.g TIGER 2015, BUILD 2019, RAISE 2022, RAISE 2023).
Other Federal Agency Assistance?		If this project has applied for another Federal (non-USDOT) financial assistance or capacity-building program , please list the name of the program(s).
Tribal Government?	No	Select "Yes" from the drop-down menu if the applicant is a Federally recognized tribal government .
Tribal Benefits?	Not Applicable	If the applicant is not a Federally recognized tribal government , is the project located on tribal land? And if not, does it have direct tribal benefits? Answer using the drop-down menu.
Project include a Project Labor Agreement or other workforce agreements?		Select Yes or No if your project includes a Project Labor Agreement or any other workforce agreements.
Private Corporation Involvement	No	Does this project involve (a) private entity(ies) that will receive a direct and predictable financial benefit if the project is selected for award? This includes, but it not limited to, private owners of infrastructure facilities being improved and private freight shippers or carriers directly benefitting from completion of the proposed project.
Private Corporation Name(s)		If this project directly involves or benefits a specific private corporation , please list the corporation(s) separated by a comma.
TIFIA/RRIF?	No	Is the project currently, or does this project anticipate applying for Transportation Infrastructure Finance and Innovation Act (TIFIA) or Railroad Rehabilitation & Improvement Financing (RRIF) loans ?
Department Financing Program?	No	See [https://www.transportation.gov/buildamerica/] for more details. If your application is unsuccessful, would you like to be contacted about the Department's financing program ?

Project Description

A rare opportunity and great timing for RAISE planning grant funding

With the City of Selah, Naches Avenue (“Fruity Pebbles”) Phase 1 – Transportation Network Analyses and Feasibility Study, the City of Selah aims to accomplish the appropriate levels of analyses to continue discussion with Washington State Department of Transportation (WSDOT) about how to best address traffic impacts on the City's main corridor, South First Street / State Route 823 (SR 823).

High Traffic on the main City corridor for a small city

The City of Selah is located in Yakima County north of the City of Yakima and inside the Yakima Urban Area. The City is experiencing high traffic volumes at the South First Street (also known as SR 823) and Southern Avenue (unsignalized intersection with two-way stop-control) intersection of 35,000 vehicles per day. The population of Selah is 8,153 (2020 U.S. Census) with an additional 5,534 inside Selah’s Urban Growth Area but outside of the City limits. To provide perspective, roughly the same daily number of vehicles pass under the East Yakima Avenue overpass on Interstate 82 (I-82) traveling both ways (35,000) near the entrance to the City of Yakima with a population of 97,012 or nearly 10 times as many people (2020 U.S. Census).

Traffic funneling on the main City corridor

Access in and out of the City at the southern limits is funneled through a gap in the Yakima Ridge. This gap accommodates I-82, SR 823, the Burlington Northern Santa Fe Railroad (BNSF Railroad), and the Yakima River.

The South First Street and Southern Ave intersection is:

- The first City of Selah intersection at the southern entrance into Selah from the south and all travelers are required to use the intersection to access the City and surrounding bedroom community from that direction.
- The only City of Selah intersection at the southern exit out of Selah and travelers are required to use the intersection to access I-82 (SR 97) and US12 (SR 410).
- Confirmed to be experiencing unusually high volume. During the discovery phase of the Selah Sub-Area Plan development, the City’s suspicion that traffic was an issue at the South First Street and Southern Avenue intersection was confirmed. The City initiated a discussion with the Washington State Department of Transportation (WSDOT) after discovery of the magnitude of traffic volume.

More analysis required

At the conclusion of the joint December 2017 meeting, WSDOT advised the City:

- For concerns expressed regarding the high volumes at First Street and Southern Avenue, the City should complete an Intersection Control Analysis following Chapter 1300 of the WSDOT Design Manual.
- For concerns expressed regarding the high speeds and no gaps for travelers to enter onto SR 823 from side streets near the southern City limits, the City should perform a Speed Study.
- For concerns expressed regarding the disproportionate responsibility of the City bearing the requested analysis versus the City’s contribution to the traffic issues at South First Street and Southern Avenue, the City should perform an Origins and Destination Study.

Evaluation of Alternative Access Between Selah and I-82

For concerns expressed regarding the high volumes at First Street and Southern Avenue, the City should complete an evaluation of the Naches Avenue Extension project as an alternate connection from the City of Selah to I-82. There is ongoing consideration and discussion regarding water delivery from the City of Selah to East Selah to alleviate the PFOS issues the area is experiencing. This alternate access route could serve as a route for water delivery to the affected East Selah area.

Statewide Significance for Freight and a Bedroom Community of the Yakima Urban Area

South First Street is included in the WSDOT State Freight and Goods Transportation System (FTGS) 2023 Update as a 1.02-mile T-2 Truck Freight Corridor accommodating an estimated 6,190,000 tons of goods annually carried by an average of 1,400 trucks per day (<https://wsdot.maps.arcgis.com/apps/webappviewer/index.html?id=0e37044a459244d9b6414826b46e8c46>). This City Principal Arterial is less than 1.5 miles from and connects to two truck routes (I-82: 48,000 AADT and US 12: 41,000 AADT) identified in the National Multimodal Freight Network Map and runs adjacent to an identified nationally significant rail route (BNSF) in the same map. Selah’s South First Street has state and national freight significance.

South First Street accommodates a mix of freight and personal vehicles. Freight traffic, consisting of heavy trucks with at least 3 axles, comprises 4.6 % of the traffic. Selah’s future includes expanding agricultural warehouses and freight-heavy agricultural produce manufacturing in the designated industrial land between First Street and the railroad, and adding housing in the northern limits of the City to accommodate the region’s severe housing shortage (Selah’s housing vacancy rate was approximately 3% in 2024) but both growth opportunities would only add more mixed traffic through "The Gap".

Strategizing a Plan Forward

The City of Selah undertook a sub-area study in its central core including the First Street corridor, assessing the status of the City’s built and administrative environments so that a strategic plan could be developed for increasing economic vitality. During the City’s unprecedented outreach while developing the Selah Sub-Area Plan, staff and City leadership learned the public’s priorities and concerns regarding travel conditions on South First Street. Exploration of available data showed the entrance to the City experienced unusually high traffic volumes (34,420 ADT WSDOT Short-term traffic count taken in April 2017). Because South First Street is a wide state highway (SR 823) as well as the main corridor for the City, emphasizing Third Street as the primary pedestrian and bicycle corridor (parallel to and west of First Street) was identified as one of the conclusions of the Plan.

Unfortunately, more and more frequently, drivers are using Third Street to a) bypass the congested primary arterial (First Street), and/or b) gain access to SR 823 at unsignalized intersections closer to Southern Avenue during peak commuting times. To create a safe pedestrian and bicycle corridor on Third, the motorized traffic will need to be accommodated on and encouraged to remain on South First Street.

Throughout Yakima County, most jurisdictions have not found it necessary or economically feasible to gather expensive speed, travel time, and origins and destination data that some larger urban cities use in evaluation and planning processes for infrastructure improvements. The last organization to perform an Origins and Destination Study, including Selah as one of many

communities in the scope, was Yakima Valley Conference of Governments (YVCOG), the Regional Transportation Planning Organization (RTPO). The RTPO’s study, completed in 2003, was based on sampling throughout Yakima County, and involved individual household surveys. Gathering the customary and necessary data for the suite of studies and then having appropriate analyses performed to transition data to information are cost prohibitive for Selah to budget for with a population of 8,153 people (2020 U.S. Census). The City needs the answers the studies can provide to enable responsible and economically efficient planning for this community and as part of the national freight system.

Intersection Control Analysis

The Intersection Control Analysis (ICA) the City proposes to conduct is a practice described in detail in Chapter 1300 of the WSDOT Design Manual, M22-01.22 updated in October 2023. The analysis is meant to identify intersection objectives, explore different control types, and evaluate the conditions of the intersection in an objective and prescriptive procedure which balances modes, safety, and mobility.

The deliverable of the ICA is a study report describing the determination of the type of intersection control that is most compatible with the location, context, economics, and performance needs. Completing this evaluation will provide the City with an immediate solution for present conditions of traffic at the intersection of South First Street and Southern Avenue. The City intends to use this study to communicate with the community and with WSDOT about designing and constructing the best fit intersection control.

Speed and Travel Time for 6 Main Corridors in Selah

At the conclusion of the Sub-Area Plan outreach (December 2017), Selah initiated a discussion with WSDOT to share collected public comments since South First Street is also SR 823. Comments from the public stated opposing perceptions. Some comments expressed concerns about the high speeds of travelers as they entered the City south of Southern Avenue inferring the 35 MPH posted speed limit was not well adhered to. Another group of comments expressed concerns about traffic being so congested that residents trying to enter South First Street (SR 823) from the side streets where no intersection control existed, could not safely do so because gaps in traffic simply did not exist.

Travel Time and Speed Study

Because the City has not conducted a Speed Study or Travel Time Study, the comments from both camps of thought are anecdotal and unsubstantiated. As a result of the varied perceptions, the City intends to conduct a combined Travel Time and Speed Study.

The deliverable of the combined Travel Time and Speed Study is a study report describing the two measurements: the evaluation of the observed speeds versus the posted speeds versus speed limit setting evaluation, and a base layer of travel times in six of the City’s main corridors. The City will be able to combine these performance measures with other measurable indicators such as percentage of freight mix, collision data, and volumes on the corridors to set performance goals and thresholds cooperatively with WSDOT and the metropolitan planning organization. Completing this evaluation will provide information vital to the City and WSDOT about current conditions, and when shared with the regional travel demand model, all parties will be able to anticipate future impacts based on regional transportation forecasts. The City intends to use WSDOT to perform the data gathering for this study. The City will communicate with residents

of Selah about verified speed, travel time, and reliability of the corridors in the City and actively plan improvements in the corridors.

Origins and Destination Study

Studying origins and destinations of travelers provides fundamental information about necessary routes and infrastructure for a City. In Selah’s case, the greater than 35,000 average daily trips through a two-way stop-controlled intersection on a State Route within the City limits with a population of just over 8,000 begs the question, “Where are all these trips coming from and going to?” An Origins and Destination (O&D) Study explores that question, and by using a variety of established methodologies, answers the question.

Fortunately, YVCOG has recently contracted with an exciting and innovative data and information provider and is purchasing a year’s worth of data in Yakima County. Training offered through WSDOT, by the information provider, in 2018, explored the purpose and use of the data analysis platform and the platform was found to produce the data needed by the City for the origins and destination study. The City began holding conversations about using YVCOG’s information gathering efforts for their own data analysis validation. The City would be the first jurisdiction in Yakima County to use the innovative and cost-saving data source at a fraction of a traditional data gathering effort for this purpose.

The City is aware that YVCOG plans to use the data platform to assist the Metropolitan Planning Organization (MPO) travel demand model with readjusting the origins and destination assumptions. Therefore, the planning data used for the City O&D study and the regional travel demand model efforts would automatically be aligned.

The last O&D Study was conducted in 2003 by the MPO and because the household surveys were completed by a sampling of the entire County, the information was mostly extrapolated to cover individual cities such as Selah.

The deliverable of the O&D Study is a report describing the movements of travelers based on numbers of trips, trip purposes, times of day, days of week, delineated with other characteristics such as household size, economic stratification, and demographics. The O&D data will be observed data using cellphone movement technology and appropriately focused for Selah, Selah’s Urban Growth Area, the metropolitan planning area, and the Yakima County area adjacent to Selah’s UGA.

Completing the O&D evaluation will provide the City with a basis for understanding where trips begin and end by volume and by route. The City will be able to understand whether trips are being taken for work, recreation, or to access services, the economic stratification of the City, and the City’s major productions and attractions.

Selah Transportation Network Analysis Report

With the conclusion of the three independent studies, the City will evaluate the committed short-term transportation projects, evaluate planned mid- and long-term transportation projects currently in the City’s Comprehensive Plan and other planning documents, review the region’s travel demand model assumptions and forecasts, and determine potential alternatives for system-wide infrastructure improvements that will address the existing conditions of the City’s corridors. This comprehensive approach will consider anticipated changes using forecasts based on Selah’s position and role in the metropolitan area. Potential transportation system alternatives

will be developed using up-to-date data and information of appropriate depth to delineate the transportation needs for not only the local community, but for Selah’s inclusion in the statewide and national freight systems.

The City will build early and frequent outreach to the residential community, the freight community, the larger metropolitan planning area transportation agencies and organizations, and Washington State Department of Transportation. During the outreach, the City will report on the findings of each of the studies, the identification of anticipated infrastructure deficiencies and whether current plans will address the anticipated deficiencies. The City anticipates that outreach will increase in frequency as the City begins to formulate transportation solutions for the community.

Opportunity to Serve a Disadvantaged Segment in the Community

The First Street corridor has circulator transit service and supports a transit stop in the regional transit route known as the “Yakima-Ellensburg Commuter” connecting Yakima, Washington to Ellensburg, Washington through Selah and near the Yakima Training Center. Supporting this commuting option was of such high importance to Selah, that they applied and received federal Congestion Mitigation and Air Quality (CMAQ) funding from the metropolitan planning organization to accommodate a First Street accessible park and ride lot at the Selah Civic Center completed in 2019. Transit options predominately assist lower income and disabled individuals accessing transportation for fulfilling needs and improving quality of life. Of the 8,153 people in Selah (2020 U.S. Census), 6.9% are reported as below the poverty level and 7.7% of the population under the age of 65 is reported as having a disability (2018-2022 ACS 5-year Estimate).

The suite of planning studies in this project will illustrate Selah’s interconnectivity to the rest of the metropolitan planning area and explain the correlation of the high traffic volumes on the South First Street corridor of this small city to the nearby housing, job, education, shopping, and recreational opportunities throughout the metropolitan planning area.

Selah residents are split between Home Ownership (57.8%) versus Rental (42.2%) status. Selah’s housing vacancy rate is approximately 3.0%. Additional housing stock is currently being built and more developments are being considered in the western part of the City. The City needs to fully understand the potential impacts of continued growth, which is why the timing for developing these assessment and planning tools are so important and why the City is seeking RAISE planning funding.

The median age of the City is 32.9, which means the age of most of the residents is well within the working-age range (68.5% of the population is in the labor force, 2018-2022 ACS 5-year estimate) and helps to put into perspective the annual median income of \$66,843, which is higher than Yakima County’s overall median of \$64,910. Because the City plans to purchase cell phone data from an information provider, they will be able to begin two of the three studies immediately upon advertisement for and selection of analytical services. The City intends to accomplish the Travel Time and Speed Study first. The O&D Study can be started immediately as well, and the two studies can run concurrently. The Intersection Control Analysis will require information from the two previous studies and will be the last study completed. The City anticipates all studies will be concluded before December 31, 2025.

Project Budget

Future Eligible Cost

The future eligible planning costs for the City of Selah, Naches Avenue (“Fruity Pebbles”) Phase 1 – Transportation Network Analyses and Feasibility Study include, but are not limited to:

- Data gathering for identifying travel demand and movement of sufficient quality and quantity to perform:
 - Selah Speed and Travel Time Study on main corridors in the City
 - Selah Origins and Destination Study
 - South First Street and Southern Avenue Intersection Control Analysis
 - Transportation Network Analysis & Feasibility Study Report
- Data and information analysis of transportation infrastructure and service capacities, deficiencies, and obstacles at sufficient quality and depth to identify:
 - Main corridor speed and travel time performance in the City
 - Connectivity of transportation infrastructure by mode
 - Reliability of transportation infrastructure and services
 - Future unmet transportation needs
 - A program of projects, plans, and services to bring the City of Selah’s transportation systems to a state of good repair
- Coordination between City, regional, and State forecasting assumptions and results to ensure consistency at all levels:
 - Coordination with WSDOT data and planning assumptions
 - Coordination with YVCOG data and planning assumptions
 - Coordination with public transportation service agencies and providers
 - Coordination with freight community data and planning
- Outreach between City staff and others:
 - Outreach and communication with City of Selah residents, businesses, and stakeholders in transportation
 - Outreach and communication with other regional transportation agencies and organizations
 - Outreach and communication with WSDOT
 - Outreach and communication with public transportation and emergency service providers
- Feasibility study and alternate access evaluation
 - Assess alignment options for alternate access route into Selah
 - Preliminary Engineering for an alternate access route into Selah
 - Preliminary Right of Way Evaluation for the alternate access route into Selah
 - Environmental Evaluation for the alternate access route into Selah
 - Put together Cost Estimates for the project

FY 2025 RAISE Grant Application: City of Selah, Naches Avenue (“Fruity Pebbles”) Phase 1 – Transportation Network Analyses and Feasibility Study

Federal Funds Provided

The City of Selah, Naches Avenue (“Fruity Pebbles”) Phase 1 – Transportation Network Analyses and Feasibility Study planning project is looking to be fully funded through the RAISE planning grant request. No other Federal or Non-Federal Funding has been secured for the project.

Table 1. Project Budget Table

	RAISE Funds:	Other Federal Funds:	Non-Federal Funds:	Total Project Cost:
Selah Travel Time and Speed Study on Main City Corridors	\$20,000	\$0	\$0	\$20,000
Selah Origins and Destination Study	\$85,000	\$0	\$0	\$85,000
South First Street and Southern Avenue Intersection Control Analysis	\$55,000	\$0	\$0	\$55,000
Selah Transportation Network Analysis & Feasibility Study Report	\$110,000	\$0	\$0	\$110,000
Preliminary Engineering (Project Design)	\$380,000	\$0	\$0	\$380,000
Preliminary Right of Way Evaluation	\$75,000	\$0	\$0	\$75,000
Environmental Evaluation	\$50,000	\$0	\$0	\$50,000
Cost Estimates	\$25,000	\$0	\$0	\$25,000
Total:	\$800,000	\$0	\$0	\$800,000

This Cost Estimate was put together by HLA Engineering & Land Surveying, INC. for the purposes of the 2025 RAISE Grant.

FY 2025 RAISE Grant Application: City of Selah, Naches Avenue (“Fruity Pebbles”) Phase 1 – Transportation Network Analyses and Feasibility Study

Project Budget by Designation

City of Selah, Naches Avenue (“Fruity Pebbles”) Phase 1 – Transportation Network Analyses and Feasibility Study planning project takes place in one Census Designation. The tables below break down the total cost of \$800,000 per Census Designation.

Table 2a. Project Cost by 2020 Census Tract

2020 Census Tracts	Project Costs per Census Tract
32	\$800,000
	Total Project Cost: \$800,000

Table 2b. Project Cost by 2010 Census Tract

2010 Census Tracts	Project Costs per Census Tract
32	\$800,000
	Total Project Cost: \$800,000

Table 2c. Project Cost by Urban/Rural Designation

Urban/Rural	Project Costs
Urban (<i>2020 Census-designated urban area with a population greater than 200,000</i>)	\$0
Rural (<i>Located outside of a 2020 Census-designated urban area with a population greater than 200,000</i>)	\$800,000
	Total Project Cost: \$800,000

FY 2025 RAISE Grant Application: City of Selah, Naches Avenue (“Fruity Pebbles”) Phase 1 – Transportation Network Analyses and Feasibility Study

Project Budget Narrative Summary

The City of Selah, Naches Avenue (“Fruity Pebbles”) Phase 1 – Transportation Network Analyses and Feasibility Study planning project is asking for full funding through the 2025 RAISE Grant Application. No expenses for this project shall be incurred prior to the time of award. If awarded, the funds would be obligated the start of the next fiscal year. The use of the funds shall follow the Future Eligible Cost list and the Project Budget Table. There are not any unanticipated cost increases, but if there were cost overruns the City would either use local funds or seek additional funding through Federal or Non-Federal grant applications. The project does not require cost sharing or a Non-Federal Funding Match because it is wholly located in a rural area.

Availability, Commitment, and Conditions

City of Selah, Naches Avenue (“Fruity Pebbles”) Phase 1 – Transportation Network Analyses and Feasibility Study: Funding Availability

Source	Type	Availability	Restrictions / Conditions	Amount
RAISE	Federal	June 28 th , 2025	Selections announced by June 28 th , 2025. RAISE funds are required to be obligated no later than September 30 th , 2029. The City intends to obligate all RAISE funds by the start of the project in February 2026.	\$800,000
Total:				\$800,000

Merit Criteria Narrative

▪ Merit Criterion 1: Safety

The City of Selah, Naches Avenue (“Fruity Pebbles”) Phase 1 – Transportation Network Analyses and Feasibility Study planning project will assess the transportation infrastructure and services for existing conditions, capacities and deficiencies, identify improvements for both motorized and non-motorized transportation including the Naches Avenue Extension. The City of Selah fully intends to explore and implement improvements to infrastructure and services that foster a safe transportation system for the movement of goods and people.

South First Street Safety Statistics

Currently, fifty-five (55) vehicular accidents have been reported on South First Street between the southern City limits and Jim Clements Way in the past 3 years (2022-2024). These fifty-five (55) crashes make up a total of 21% of all crashes that occurred within Selah’s City limits, a significant percentage in this under half-a-mile section of roadway. (Washington State Department of Transportation’s 2022-2024 Officer Reported Crashes, Figure 11).

Project Elements

Adjacent businesses on many Selah main corridors including South First Street have nearly uncontrolled access creating multiple conflict points with mixed types of vehicles and non-motorized transportation. Turning radii at intersections will be assessed to determine if they are too small, forcing vehicles, especially trucks, to occupy a lane and a half while turning (Figure 3). Roadside hazards will be evaluated. The Southern Avenue intersection on South First Street is skewed. The feasibility of the Naches Avenue extension will be analyzed including alignment alternatives, right of way needs, environmental conditions, public outreach, and cost estimates.

▪ Merit Criterion 2: Environmental Sustainability

The three identified studies and the Selah Transportation Network Analyses Report will open conversations about potential transportation improvements for Selah including the Naches Avenue Extension. Because the City requires crossing the Naches River or the Yakima River to access the interstate and state routes, environmental assessment of potential programs, projects, and services will be evaluated.

With the addition of the Naches Avenue Extension, this will reduce the heavy truck traffic emissions that will be located right through the central corridor of the City and right in the middle of a disadvantaged community. WSDOT has defined the area as having high equity needs, due to the large amount of environmental health disparities present in the area (<https://fortress.wa.gov/doh/wtnibl/WTNIBL/>). By diverting truck traffic away from this part of town and providing the large truck traffic with a preferred route via the Naches Avenue Extension, the environmental health disparities seen in this area due to diesel and carbon emissions will start to be alleviated.

▪ Merit Criterion 3: Quality of Life

Infrastructure investment and non-motorized transportation investments have often spurred development because the capacity for the City will be fully quantified. Planning for future traffic and mitigating current traffic volumes and patterns will allow the City to increase the connectivity and reliability of the transportation system and services. The increases in these two

qualities of life measures directly improve a community’s quality of life standard. The multiple proposed studies will serve as a way to assess needs for the community, on which the City can act and implement necessary changes based on the findings of the studies.

With the additional access route into town, the traffic into the main entrance into town will be alleviated. This will allow the City to continue to expand without overburdening the traffic in and out of Selah. This will also divert large semi-truck and fruit truck traffic away from the main entrance of the City, allowing daily commuters and visitors to drive in through a less congested roadway.

▪ ***Merit Criterion 4: Mobility and Community Connectivity***

Location of the project in relation to the State of Washington

The project is in the 4th Congressional District of Washington State in the City of Selah in Yakima County. Selah is in the Yakima Metropolitan Planning Area and holds 8,153 of the county’s 256,728 population (2020 US Census).

Location of the project in relation to Yakima Urban Area

The City of Selah is located in the northern part of the Metropolitan Planning Area (MPA), is bordered on the south by the Naches River and on the east by the Yakima River. Figure 8 below illustrates the agricultural lands and developed cities that are constrained in the hilly geography of Central Washington and represents the Metropolitan area.

Location of the project in relation to Areas of Persistent Poverty

The City of Selah is located completely or partially in seven (7) different Census Block Groups. The percentages of poverty in the City vary from a low of 3.01% in the southern most extents of the City limits to a maximum of 17.36% in the Census Block Group covering a large portion of the City’s center (ALPACA - Application for Local Planning and Community Accessibility (wa.gov)). The greatest impact and the area for which the greatest concern was expressed includes the main travel corridor, and specifically the intersection of Southern Avenue and South First Street, which are located in this central Census Block Group. Poverty in three (3) of the seven (7) Census Block Groups range from 3.01% to 5.00% poverty and the remaining four (4) Census Block Groups average 15.24%. (2010 Census)

These statistics do not paint a complete picture of the City’s persistent poverty as indicated in the Selah School District student characteristics presented by the Washington Office of Superintendent of Public Instruction (OSPI) accessed at: Report Card - [Washington State Report Card \(ospi.k12.wa.us\)](https://www.wa.gov/education/ospi/report-card). Selah’s School District 2023-2024 statistics report the percentage of low-income student population is 62.2%.

Location of the project in relation to the nearby Military Training Center

Just northeast of Selah is the Yakima Training Center, the Pacific Northwest leader in training operations for all branches of the military. Yakima County cities provide transportation, basic needs, and entertainment services for the thousands that are based here on an annual basis to receive a variety of training. The City of Selah constructed a park and ride lot for both the riders of the Selah Transit system and as a designated stop for the “Yakima-Ellensburg Commuter” route. The next stop on the outbound commuter route (~4.7 miles) to Ellensburg is near the entrance of the 327,000-acre Yakima Training Center military installation. RAISE investment

for these planning project studies and tools will allow improvements designed to help transportation for military personnel and their families become quicker and safer.

Location of the project in relation to:

- Regional Connecting Washington Package of Projects

The Washington State legislators approved a project package for the East/West Corridor in the Connecting Washington Program under the 16-year Transportation Bill and though the elements of the East/West Corridor have begun, the larger sub-projects began in 2023. The largest projects in the East/West Corridor Project improve movement on and across the I-82 corridor through the Yakima urban area and build a bridge and infrastructure system that connects the communities and cities on the east side of the Yakima River to the City of Yakima on the west side.

Near the touch-down of the bridge in Yakima, the red hatched area indicated in Figure 9, is a 225-acre former Mill Site, now a City of Yakima priority economic development site. Community government and business leaders recognized this well-located site (adjacent to I-82), as one of the last remaining opportunities to both stimulate private investment and create a necessary economic catalyst. The area will be the future home to a mixed-use commercial, light industrial and entertainment area with 4,000 projected new jobs.

Accelerating interest in the economic development site led the City of Yakima to become partners with the WSDOT and Yakima County. The cooperative planning resulted in a cohesive package of infrastructure projects called the East/West Corridor.

Because there are housing and job opportunities in the City of Selah and a large working-class pool of residents, there are anticipated housing and job opportunities in the City of Yakima (within 1.5 miles of Selah), and there are housing and industry developments in the Terrace Heights community, the City of Selah anticipates an increase in traffic fluidity to cause more impacts on South First Street.

RAISE investment during this cycle will allow Selah’s Transportation Network Analyses to be completed prior to the completion of the connective East/West Corridor capital improvements.

- Regional prioritized projects in Selah

YVCOG, the Metropolitan and Regional Transportation Planning Organization (M/RTPO), scored Selah’s most recent multi-modal transportation projects on the First Street corridor as priorities and committed \$182,560 of the regionally allocated federal Surface Transportation Block Grant Set-aside funding (formerly Transportation Alternatives Program (TAP)) for the South First Street Revitalization project in 2016 and \$328,336 of federal Congestion Mitigation and Air Quality Program (CMAQ) funding in 2016 for the Civic Center Park & Ride Lot Improvements.

Selah’s Land Use and Zoning

The RAISE funding timing adds to the synergistic projects already in motion in the metropolitan area, allowing our high-quality agricultural products to meet the market demands in a timely manner. The City has localized the freight sources and agriculture-related processing and manufacturing industries as presented in Figure 10.

The expansion of existing businesses and attraction of new business to Selah will depend on how the City plans for alternative solutions to address the more than 6 million tons of freight moving through the pinched southern entrance to the City.

Figure 11 shows the extensive amount of land Selah has dedicated to housing within City limits. The trips originating in the City limits is just a fraction of the trips using City streets to commute for purposes of work, education, essential services, and recreation.

Because of the travel funneling in the “Upper Valley of Yakima County” (Figure 5 and Figure 8), these studies will provide the travel volumes and travel pattern information required to improve access to reliable, safe, and affordable transportation to not only the City but to the many rural areas using the City facilities to access regional, state, and interstate highways.

Merit Criterion 5: Economic Competitiveness

This project can assess and prepare Selah to make efficient decisions about updating or adding transportation infrastructure, helping Selah to continue contributing to America’s economic vitality at the national level. Famed as the “Fruit Bowl of the Nation”, the Yakima Valley is one of the Nation’s leading regions in the production of apples, pears, cherries, hops, and various other crops.

Essential freight enters the City of Selah via South First Street from I-82 and US12 to fruit packing, processing, and cold storage facilities. Freight trucks of three (3) axles or more comprise an average of 4.6 percent of the vehicles on South First Street. South First Street is a prime example of how an infrastructure segment can be tied to this Nation’s economic loss and our community’s missed opportunity to continue building Selah’s presence in the global market.

Exports from the Yakima River Basin are significant. Crop production and food manufacturing accounted for approximately 75 percent (75%) of the over \$1,800,000,000 in export value from the Yakima Basin in 2015¹ [pg. 32] “Driven by ever-increasing international sales of fresh fruit, the Yakima Metropolitan Area exported \$1.3 billion worth of goods in 2014, a 4.2 percent jump over the previous year, according to a new report by the U.S. Department of Commerce,” claimed the National Pork Producers Council in a Yakima Herald-Republic 7-13-2015 article titled Yakima County exports set another record. Exports from the Yakima Basin support jobs and economic activities in the region’s transportation sector. Exports are both foreign and domestic.

Exports from the Yakima River Basin are on the global market: \$788,000,000 to Asia; \$631,000,000 to Canada and Mexico; \$206,000,000 to European Union; \$77,000,000 to South America; \$53,000,000 to Middle East; \$42,000,000 to Central America; and \$25,000,000 to Africa 1[pg. 33]. The majority of these exports is fruit.

Exports are heavily dependent on reliable infrastructure. In the 2016 Failure to Act—Closing the Infrastructure Investment Gap for America’s Economic Future, ASCE report card, the organization indicates, “From 2016 to 2025, each household will lose \$3,400 every year in disposable income due to infrastructure deficiencies. If this gap is not addressed throughout the nation’s infrastructure sectors by 2025, the economy is expected to lose almost \$4 trillion in GDP, resulting in a loss of 2.5 million jobs in 2025.” (pg. 4)

The proposed improvement project will directly contribute to the long-term efficiency and reliability of transporting fresh and fragile freight. The 35,000+ ADT on South First Street will need to be addressed for freight movement to remain reliable in the First Street corridor.

▪ ***Merit 6: State of Good Repair***

Assessing Selah’s main corridors in addition to South First Street and identifying the greater origins and destinations area are strategies to assess, plan for, and design Selah’s primary transportation infrastructure and services to obtain a status of good repair.

The assessments will illuminate the infrastructure and services by whether they have state of the practice design elements, sufficient capacity, and continuity. The identification of deficiencies and the analyses will help the City of Selah evaluate their current transportation projects and programs and ensure identified deficiencies are addressed. Developing in-depth inventories and statuses of systems and services will position the City to begin recording asset management information.

The main entrance into Selah is currently in need of repairs, as WSDOT has been planning a resurfacing project for SR 823 (South First Street / Jim Clements Way) for the past few years. The roadway would greatly benefit from the Naches Avenue Extension project which will help to divert the heavy truck traffic away from the road to allow it from further deterioration as well as extend its life after WSDOT’s resurfacing project.

The City of Selah has a long history of road preservation through various programs and practices. The City has a yearly crack seal program where roadways are assessed and crack sealed, prioritizing areas that need crack sealing work done the most. During construction of roadways during civil projects, the City’s inspectors and consultants ensure the roadways are built to construction standard.

▪ ***Merit 7: Partnership and Collaboration***

The volume issues at South First Street and Southern Avenue intersection have only recently been quantified while conducting a Selah Sub-Area Plan. The City is in early conversations about coordinating with YVCOG to validate the innovative information technology the City and YVCOG have purchased independently.

WSDOT provides the type of data gathering services the City of Selah with travel time and speed corridor services. Selah anticipates considering WSDOT services in their request for proposals process.

In addition to coordinating with YVCOG, Selah has gathered Support Letters for this planning project from United States Legislators, Washington State Legislators, businesses in the freight community, and other community stakeholders. Some of the letters come from:

- Yakima County continues to support City projects, especially those projects that stimulate development and help adjacent communities and business.
- New Vision/Yakima County Development Association helps promote projects and commercial ventures and development, in particular, impoverished properties.

FY 2025 RAISE Grant Application: City of Selah, Naches Avenue (“Fruity Pebbles”) Phase 1 – Transportation Network Analyses and Feasibility Study

- TRANS-Action, a coalition of businesses, local governments, non-profit community-based organizations, and residents from the Yakima Metropolitan area supports regionally significant projects that promote economic and quality of life enhancement.
- YVCOG, the federally designated M/RTPO for communities in Yakima County helps all communities in the Valley develop projects under the auspices of State and Federal guidelines.

Community outreach and assessment will be a large part of the planning efforts for this project. There will be public meetings held for the findings for the Travel Time and Speed Report, the Origins and Destination Study, the Intersection Control Analysis, and the Alternate Access Evaluation. Ensuring the community is heard and represented is a major aspect of planning this project, as ultimately the City wants to provide the best transportation system it can for its residents and visitors.

Merit Criterion 8: Innovation

The volume issues at South First Street and Southern Avenue intersection have only recently been quantified (volumes only) while conducting a Selah Sub-Area Plan. The City is in early conversations about purchasing innovative information technology from a cell phone data provider. The information platform uses cell phone data to provide users with querying opportunities for origins and destination data, travel time data, speed data, and economic data by area, between areas, on corridors, and at locations. The traditional methods of collecting data without any analysis for the three studies would require a commitment of funding from the City of close to \$40,000. The data collected would require analyses for each of the purposes, would cover only a single snapshot in time, and would be difficult to manage. Instead, the City will purchase a year’s worth of data from the information provider and selected an unlimited access license allowing them to query preprocessed information using cell phone data.

Because of the immediate access to the preprocessed data, the City anticipates all studies will be concluded before December 31, 2027.

Figure 1: South First Street (SR 823) in Selah, Washington



Esri, USGS | City of Yakima, County of Kittitas, WA State Parks GIS, Esri Canada, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS | Washington State Department of Transportation | WSDOT | Washington State

Figure 2: South First Street – Just north of Southern Avenue looking toward the south City limits.



Figure 3. At Jim Clements Way and Naches Avenue looking south.



Figure 4. Selah Corridors of Interest for Proposed Travel Time and Speed Study

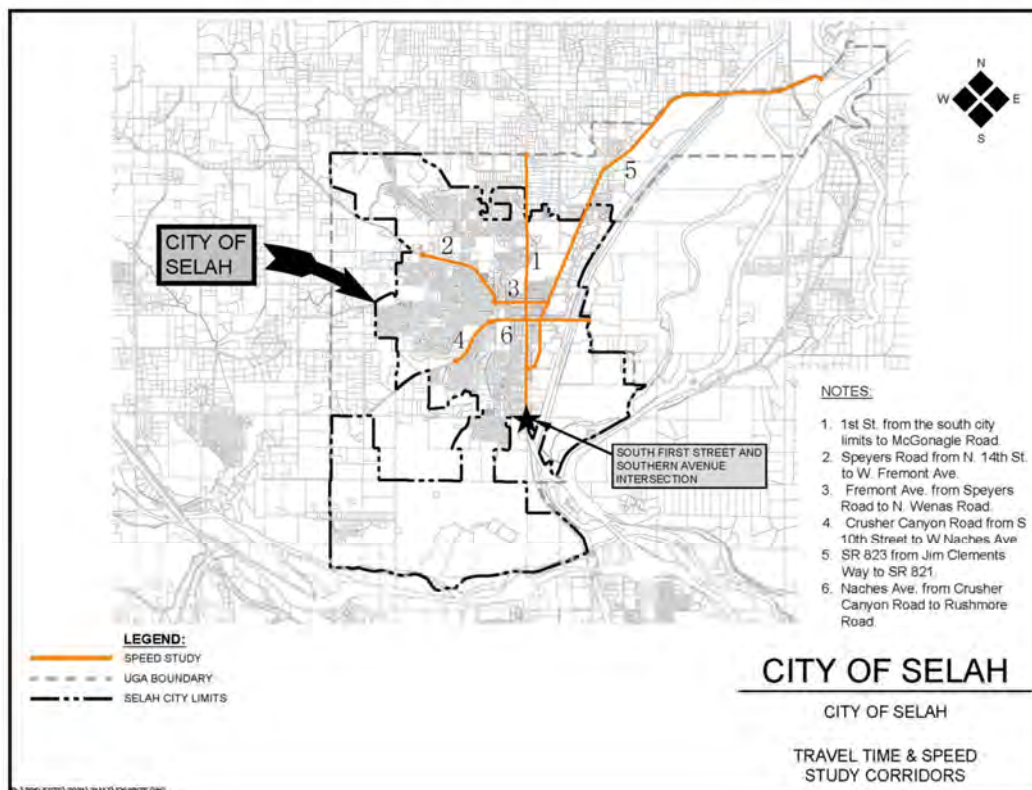


Figure 5. Selah’s Area of Interest for an Origins and Destination Study

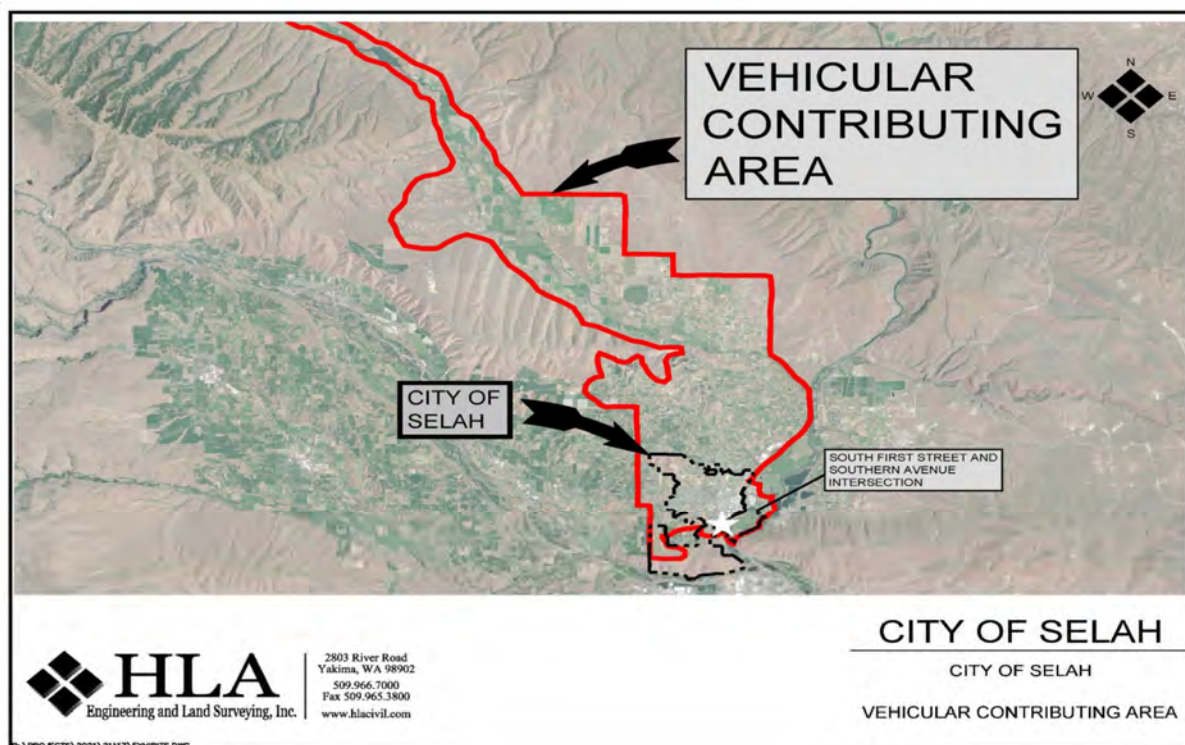


Figure 6: City of Selah Proximity in the State of Washington



Figure 7: City of Selah and Selah’s Urban Growth Area

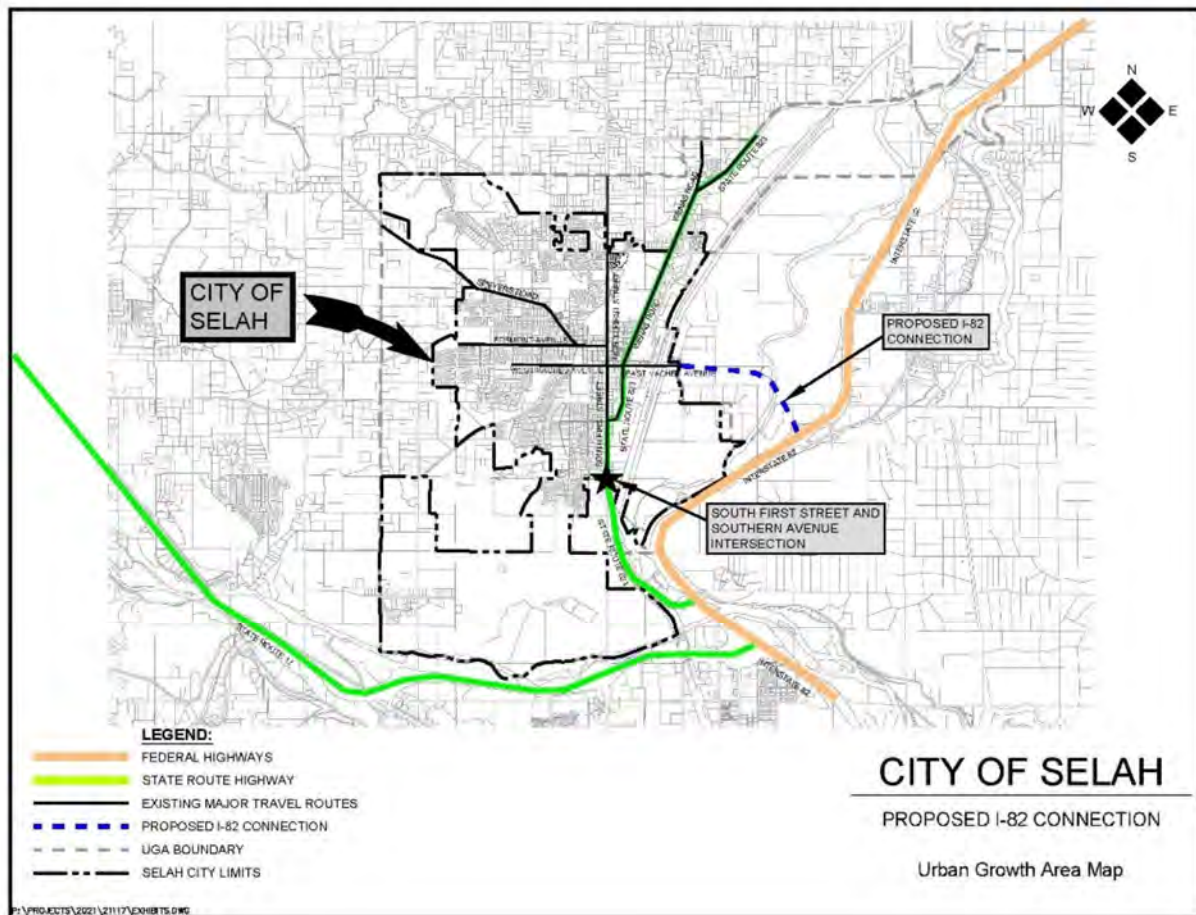


Figure 8: City of Selah in relation to Regionally Significant Federal and State Investments

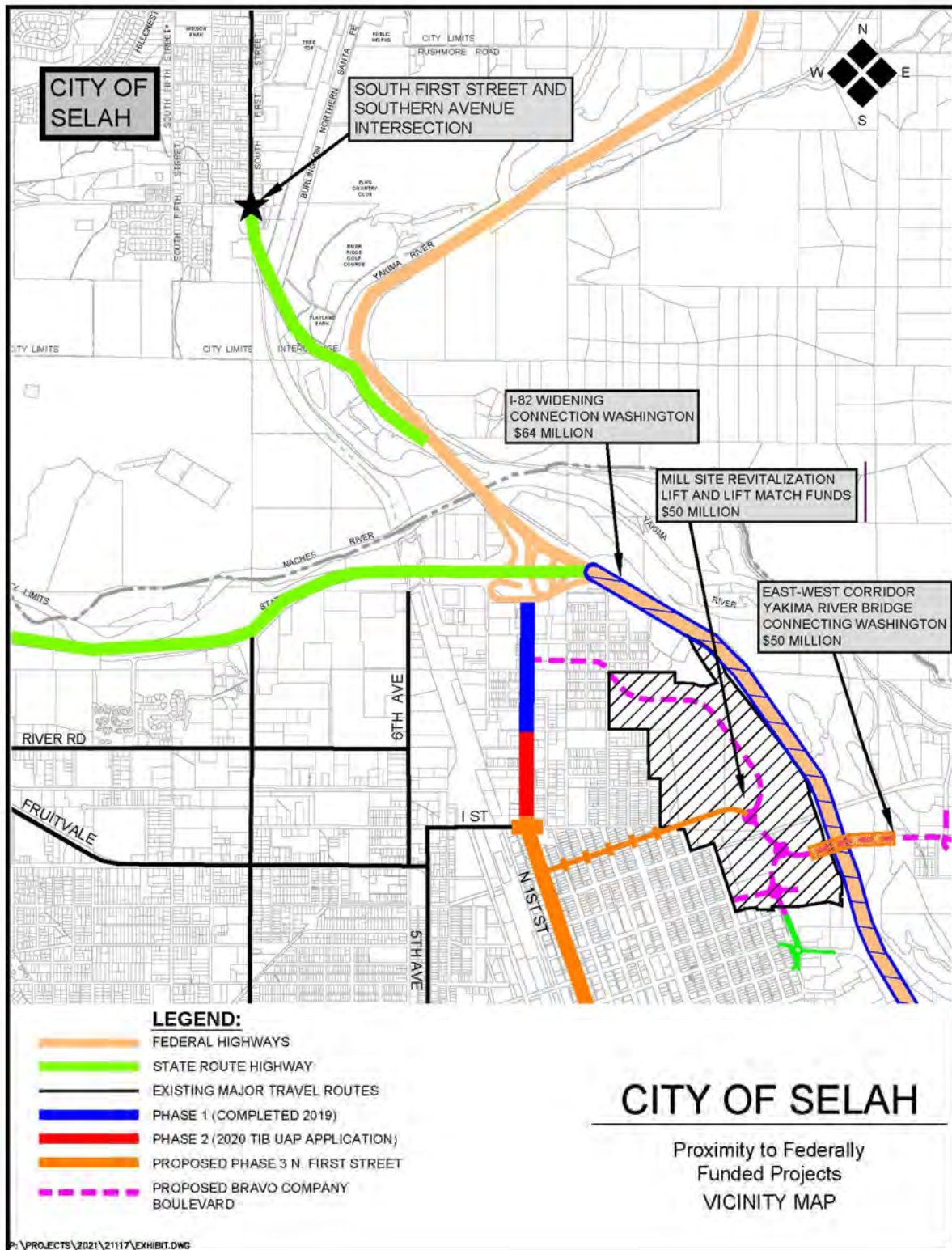


Figure 9: City of Selah's Major Freight Generators

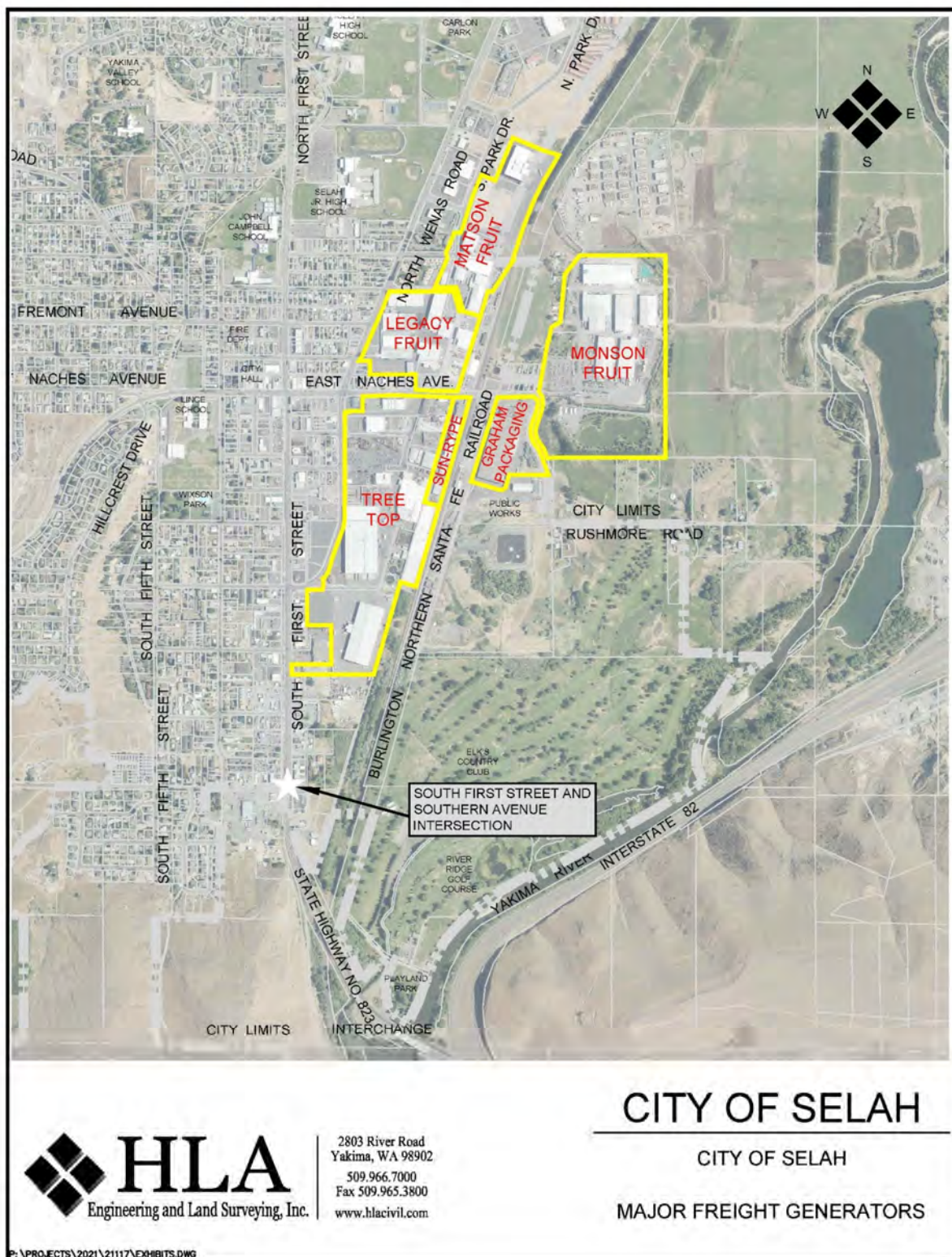
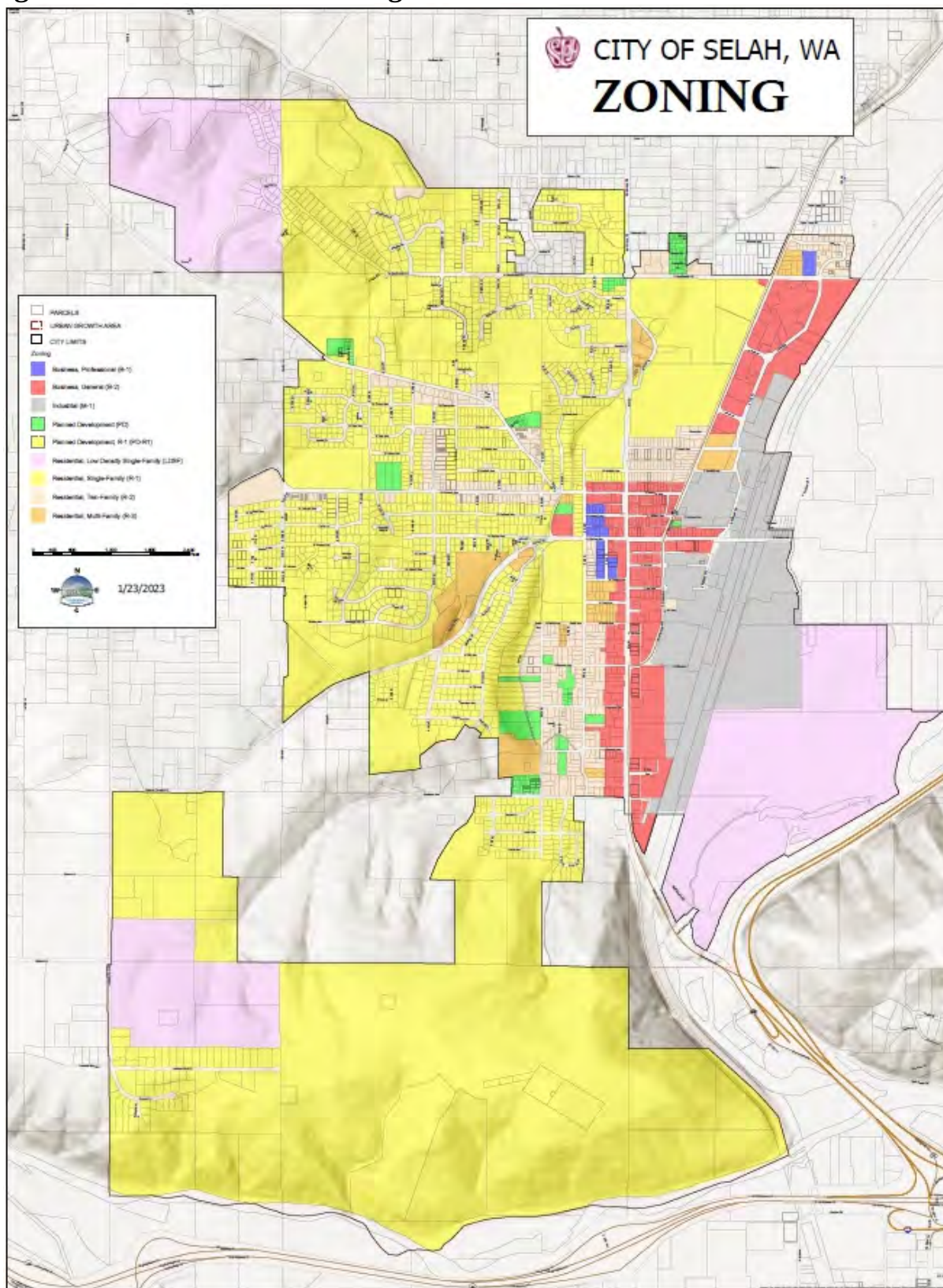
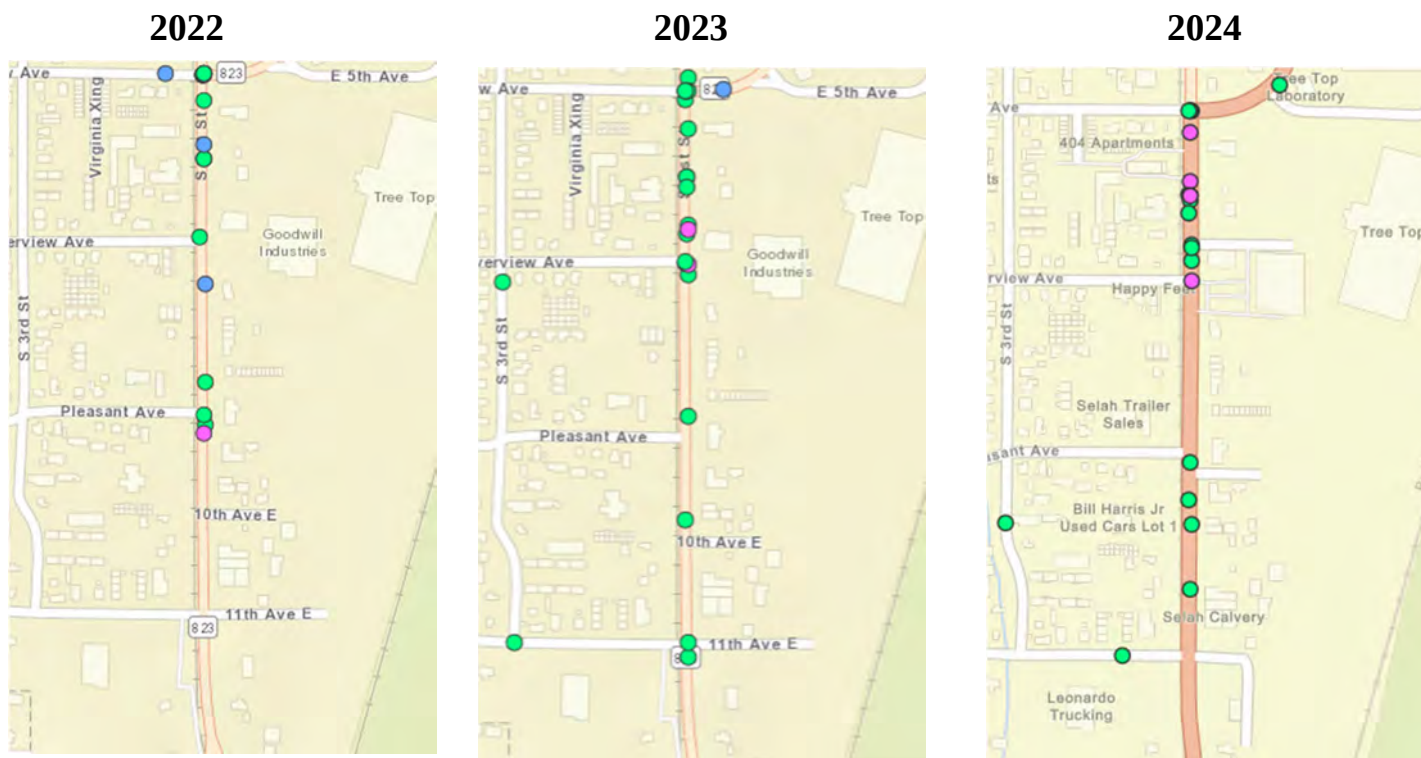


Figure 10: Selah’s Mix of Zoning



**Figure 11: WSDOT Crash Portal Data for South First Street (SR 823)
Between the Southern City Limits and Jim Clements Way**



Most Severe Injury Type 2022-2023:

Fatal Injuries: 0

Suspected Serious Injuries: 0

Suspected Minor Injuries: 3

Possible Injuries: 9

No Apparent Injuries: 27

(Data is from WSDOT Officer Reported Data)

[WSDOT - Crash Data Portal](#)

Map Legend	
☒	Suspected Serious Injury
☒	Suspected Minor Injury
☒	Possible Injury
☒	No Apparent Injury

FY 2025 RAISE Grant Application: City of Selah, Naches Avenue (“Fruity Pebbles”) Phase 1 – Transportation Network Analyses and Feasibility Study

Project Readiness

Project Schedule:

1	Advertise and select a planning and engineering firm to be the City of Selah, Naches Avenue (“Fruity Pebbles”) Phase 1 – Transportation Network Analyses and Feasibility Study project manager	February 2026
2	Advertise and select consultant to prepare the Travel Time and Speed Report	March 2026
3	Advertise and select consultant for Origins and Destination Study	March 2026
4	Advertise and select consultant for Intersection control Analysis	September 2026
5	Public meetings, community outreach about findings for: Travel Time and Speed Report Origins and Destination Study Intersection Control Analysis Alternate Access Evaluation	April – June 2026 April – September 2026 October – November 2026 December 2026
6	Public meetings, community outreach about findings for Selah Transportation Analyses Report	January – July 2027
7	Finalize Selah Transportation Analyses Report	December 2027

Required Approvals

- **Environmental Permits & Review**

The application should demonstrate receipt of all environmental approvals and permits necessary for the project to satisfy of all Federal, State, and local requirements and completion of the NEPA process.

 - *NEPA Status*

The project will likely require a SEPA resulting in a Determination of Non-significance because the deliverables are planning documents and typically viewed as Categorically Exempt. NEPA requirements will be met for this planning project as well.
 - *Other Agencies Reviews, Approvals, and Permits*

The City will share each of the studies with WSDOT and YVCOG for regional concurrence of existing conditions and likelihood of funding opportunities.
 - *Environmental Studies*

Next steps prompted by these studies may well lead into policy changes and potential projects involving Selah’s built environment. An exploration of needed environmental consideration of both proposed policies and capital projects will be included in each study.

FY 2025 RAISE Grant Application: City of Selah, Naches Avenue (“Fruity Pebbles”) Phase 1 – Transportation Network Analyses and Feasibility Study

- o *DOT and Headquarters Discussions*
The City will share each of the studies with WSDOT and YVCOG for regional concurrence of existing condition and likelihood of funding opportunities. Prior to pursuing any changes to the City’s transportation infrastructure system, the City would include Yakima County, YVCOG, WSDOT, and FHWA in discussions because of Selah’s connections to County, State, and Interstate facilities.
- o *Public Engagement*
These three studies have been vetted in a public process as presented in Selah’s Sub-Area Plan. Plan development included stakeholder meetings for businesses and organizations starting in October 2017, included open public meetings, and was explored in multiple City Council meetings through July 2019. The Selah Sub-Area Plan was adopted by City Council on July 10, 2019.
- State and Local Approvals
Because these studies are transportation related, they have been identified on Selah’s Transportation Improvement Program (TIP) and will be amended for State Transportation Improvement Program (STIP) inclusion upon notice of award. In Washington, the STIP is amended every month between January and October each year.
- Federal Transportation Requirements Affecting State and Local Planning
Information from the Sub-Area Plan has been included in the City’s Capital Facilities Plan, a recent Comprehensive Plan Amendment, and has been forwarded to YVCOG for inclusion in the next update of the Long-range Regional Transportation Plan. WSDOT is aware of this project’s purpose and have included a support letter in this application for funding the suite of studies.

Assessment of Project Risks and Mitigation Strategies

The City of Selah has investigated how to purchase and request the necessary data directly from information providers and larger organizations capable of providing services. The City has maintained a contracted City Engineer relationship with HLA Engineering and Land Surveying, Inc. for over 30 years. The City Engineer will guide the City with processes from preparing requests for proposals, assessing data quality, strategizing measures and thresholds, evaluating alternatives, and reporting study results to partnering agencies.

Although the data access and data source are innovative, the types of studies included in the City of Selah, Naches Avenue (“Fruity Pebbles”) Phase 1 – Transportation Network Analyses and Feasibility Study project are prescriptive and will follow the state of the practice.



Selah City Council

Regular Meeting

AGENDA ITEM SUMMARY

Meeting Date: 1/28/2025
Agenda Number: 12A – 12.1

Informational Item

Title: Ordinance Repealing Preexisting Selah Municipal Code Chapter 9.06 and Enacting a New Selah Municipal Coded Chapter 12.03

From: Rob Case, City Attorney

Action Requested: None today. This is a first presentation under New Business. Final action will be sought at a later date.

Staff Recommendation: Approval

Board/Commission Recommendation: N/A

Fiscal Impact: None

Funding Source: N/A

Background/Findings/Facts: This is a first presentation under New Business. Final action will be sought at a later date.

This is part of the ongoing process of modernizing and revising the Selah Municipal Code (SMC).

For some unexplained reason, the preexisting SMC Chapter 9.06, labeled “Water Fund”, has been located within Title 9 which is supposed to address Public Service and Utilities rather than within Title 12 which addresses Funds. It makes sense to relocate the Water Fund chapter such that it will henceforth be included within Title 12. The attached proposed Ordinance would – if approved – effectuate the relocation, be enacted a new SMC Chapter 12.03.

In addition, the attached proposed Ordinance also sets forth a substantive rewrite of the preexisting provisions, so as to modernize the language and more fully explain when and how monies from the Water Fund may be spent.

Recommended Motion: I move to approve the proposed Ordinance in the form presented.

Record of all prior actions taken by the City Council and/or City Board, City Committee, Planning Commission, or the Hearing Examiner (if not applicable, please state none).

Date:	Action Taken:

ORDINANCE NO. _____

ORDINANCE REPEALING PREEXISTING SELAH MUNICIPAL CODE CHAPTER 9.06
AND ENACTING A NEW SELAH MUNICIPAL CODE CHAPTER 12.03

WHEREAS, City staff has recommended that the currently-existing Chapter 9.06, labeled “Water Fund”, of the Selah Municipal Code (SMC) be repealed and that it be replaced by a to-be-enacted new Chapter 12.03, labeled “Water Fund”, so as to promote better organization of the SMC, to more greatly conform with general formatting of other portions of the SMC, and also to implement additional substantive changes; and

WHEREAS, the City Council finds that good cause exists;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON, does hereby ordain as follows:

Section 1. Repeal of SMC Chapter 9.06. That SMC Chapter 9.06, which presently reads and provides as follows:

Chapter 9.06 WATER FUND

9.06.010 Water fund created.

A fund to be known and designated as “water fund” is created.

9.06.020 Revenue for water system.

All money received by the city from the operation of its water system shall be deposited into the water fund for the payment of warrants issued on the fund.

9.06.030 Use of water fund.

Money deposited into the water fund shall be used for the following purposes only; for the operation and maintenance of the water system of the city; for the making of additions and betterments to the extension of the water system of the city; and for the payment of principal and interest of revenue bonds against the water department or transferring from the water fund of any moneys therein for the purpose of meeting sinking fund requirements for the retirement of revenue bonds issued against the water department.

9.06.040 City clerk-treasurer to issue warrants.

The city clerk-treasurer is authorized and directed to issue warrants drawn on said fund in payment of any of the purposes set forth in S.C. 9.06.030 of this ordinance, said warrants to be issued only upon proper vouchers therefor duly audited and allowed by the city council.

9.06.050 Presentation of warrants, insufficient funds, interest.

That upon the issuance of any warrant on said fund the same shall be presented to the city treasurer for payment and if there is then sufficient money in said fund to paid said warrant he must then pay the same, but if there is not sufficient money in said fund to pay such warrant he must endorse on said warrant the words “not paid for want of funds,” the date of the endorsement and his signature. That from and after the date of such endorsement said warrant shall draw interest at the rate 4 percent per annum and until paid as hereinafter provided.

9.06.060 Order of priority, notice of sufficiency and prior insufficiency.

All warrants issued on said fund shall be paid in the order of their date and presentation to the treasurer for payment and if not paid for want of funds when thereafter there is sufficient money in said fund to pay any warrant or warrants with interest, the city treasurer shall give notice thereof in the official paper of the city by one publication. Said notice shall fix a day certain not less than five (5) days after the date of publication of said notice on or after which said warrants will be paid and all interest on such warrants shall cease on said day.

; shall be and hereby is fully repealed.

Section 2. Enactment of SMC Chapter 12.03. That a new SMC Chapter 12.03 shall be and hereby is enacted, to read and provide as follows:

Chapter 12.03 WATER FUND

12.03.010 Creation.

There is created a fund to be known as the “water fund”.

12.03.020 Deposits into fund.

All revenues generated by the city’s domestic water system – after applicable interfund utility tax(es), if any, are withheld – shall be deposited into the water fund.

12.03.030 Use of monies.

Monies in the water fund shall only be used for one or more the following purposes: (a) for the operation and maintenance of the city’s domestic water system, including payment of compensation to employees or contractors for operating or maintaining the system; (b) for the planning and making of additions or betterments to the city’s domestic water system, including payment of compensation to employees or contractors for planning and making additions or betterments to the system; (c) for a lawful interfund loan to another city fund, on reasonable and appropriate terms;

(d) as directed by the state auditor's office, a court of law, or an arbitration authority exercising proper jurisdiction; or (e) for the payment of principal, interest or both on a revenue bond or warrant issued by the city or on its behalf when such revenue bond or warrant established a debt of, a repayment obligation from, or security against by the city's domestic water fund.

12.03.040 Issuance of warrants.

The city finance director or his/her delegatee, if any, may issue warrants drawn on the water fund for payment of a purpose allowed by section 12.03.030, provided that proper vouchers must be presented to, audited by and approved by the city council.

12.03.050 Presentation of warrants, insufficient funds, interest.

When a validly-issued warrant is presented for payment, full payment shall be made from the water fund if sufficient monies are available and, upon making full payment, the city finance director or his/her delegatee, if any, shall mark it as "paid in full" and also sign and date the warrant. If sufficient monies to make full payment are not available, the city finance director or his/her delegatee, if any, shall mark the warrant as "not paid due to currently-insufficient funds" and also sign and date the warrant. A warrant that is not paid in full when presented shall thereafter accrue simple monetary interest at the rate four percent (4.00%) per annum and until it is paid in full.

12.03.060 Order of priority, notice of sufficiency and prior insufficiency.

All warrants issued on the water fund shall be paid in the order of their date and presentation for payment. If one or more warrants are not paid due to currently-insufficient funds and thereafter sufficient funds to pay such warrant or warrants and the accrued interest thereon come to exist in the water fund, the city finance director or his/her delegatee, if any, shall publish notice once in the city's official newspaper. Such notice shall state that sufficient funds to make full payment now exist, specify a day certain not less than five (5) days after the date of publication of said notice on or after which the previously-unpaid warrants will be full paid with accrued interest, and declare that the accrual of interest on such warrants shall cease on the specified day certain.

Section 3. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 4. Corrections. The City Attorney and the codifiers of the SMC are authorized to make any necessary or desirable clerical or formatting changes – including but not limited to

correcting scrivener errors; changing formatting; eliminating bold, italic and underscore emphasis; changing numbering; and correcting references – when publishing or republishing the official text of any section(s), Chapter(s), title(s) or other portion(s) of the SMC due to any amendment, addition, alteration, change, impact or enactment effectuated by this Ordinance.

Section 5. Publishing & Effective Date. Consistent with RCW 35A.12.130 (3rd ¶) and .160 (1st and 2nd ¶¶), this Ordinance or a summary of it shall be published at least once in the City's official newspaper prior to the Ordinance taking effect.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SELAH,
WASHINGTON this ____ day of _____, 2025.

(this is first presentation under New Business)
Roger Bell, Mayor

ATTEST:

Courtney McGarity, City Clerk

APPROVED AS TO FORM:

Rob Case, City Attorney



Selah City Council

Regular Meeting

AGENDA ITEM SUMMARY

Meeting Date: 1/28/2025
Agenda Number: 12A – 12.2

Informational Item

Title: Ordinance Enacting a New Selah Municipal Coded Chapter 12.04

From: Rob Case, City Attorney

Action Requested: None today. This is a first presentation under New Business. Final action will be sought at a later date.

Staff Recommendation: Approval

Board/Commission Recommendation: N/A

Fiscal Impact: None

Funding Source: N/A

Background/Findings/Facts: This is a first presentation under New Business. Final action will be sought at a later date.

This is part of the ongoing process of modernizing and revising the Selah Municipal Code (SMC).

For some unexplained reason, the City has had an SMC Chapter pertaining to the Water Fund (which subject is addressed via a separate AIS) but not a Chapter pertaining to the Sewer Fund (or one pertaining to the Garbage Fund, which subject will be addressed via another separate AIS).

The attached proposed Ordinance would – if approved – enact a new SMC Chapter 12.04, labeled “Sewer Fund”. Substantively, such new Chapter would mimic and serve as counterpart-companion to the separate chapters about the City’s other enterprise funds (the Water Fund and the Garbage Fund). It will explain when and how monies from the Sewer Fund may be spent.

Recommended Motion: I move to approve the proposed Ordinance in the form presented.

Record of all prior actions taken by the City Council and/or City Board, City Committee, Planning Commission, or the Hearing Examiner (if not applicable, please state none).

Date:	Action Taken:

ORDINANCE NO. _____

ORDINANCE ENACTING A NEW SELAH MUNICIPAL CODE CHAPTER 12.04

WHEREAS, City staff has recommended a new Chapter 12.04, labeled “Sewer Fund”, of the Selah Municipal Code (SMC) be enacted, to be a counterpart-companion to a separate (preexisting and to-be-recodified) Chapter that addresses the Water Fund and also a (to-be-enacted) separate Chapter that addresses the Garbage Fund; and

WHEREAS, the City Council finds that good cause exists;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON, does hereby ordain as follows:

Section 1. Enactment of SMC Chapter 12.04. That a new SMC Chapter 12.04 shall be and hereby is enacted, to read and provide as follows:

Chapter 12.04 SEWER FUND

12.04.010 Creation.

There is created a fund to be known as the “sewer fund”.

12.04.020 Deposits into fund.

All revenues generated by the city’s sewer system – after applicable interfund utility tax(es), if any, are withheld – shall be deposited into the sewer fund.

12.04.030 Use of monies.

Monies in the sewer fund shall only be used for one or more the following purposes: (a) for the operation and maintenance of the city’s sewer system, including payment of compensation to employees or contractors for operating or maintaining the system; (b) for the planning and making of additions or betterments to the city’s sewer system, including payment of compensation to employees or contractors for planning and making additions or betterments to the system; (c) for a lawful interfund loan to another city fund, on reasonable and appropriate terms; (d) as directed by the state auditor’s office, a court of law, or an arbitration authority exercising proper jurisdiction; or (e) for the payment of principal, interest or both on a revenue bond or warrant issued by the city or on its behalf when such revenue bond or warrant established a debt of, a repayment obligation from, or security against by the city’s sewer fund.

12.04.040 Issuance of warrants.

The city finance director or his/her delegatee, if any, may issue warrants drawn on

the sewer fund for payment of a purpose allowed by section 12.04.030, provided that proper vouchers must be presented to, audited by and approved by the city council.

12.04.050 Presentation of warrants, insufficient funds, interest.

When a validly-issued warrant is presented for payment, full payment shall be made from the sewer fund if sufficient monies are available and, upon making full payment, the city finance director or his/her delegatee, if any, shall mark it as “paid in full” and also sign and date the warrant. If sufficient monies to make full payment are not available, the city finance director or his/her delegatee, if any, shall mark the warrant as “not paid due to currently-insufficient funds” and also sign and date the warrant. A warrant that is not paid in full when presented shall thereafter accrue simple monetary interest at the rate four percent (4.00%) per annum and until it is paid in full.

12.04.060 Order of priority, notice of sufficiency and prior insufficiency.

All warrants issued on the sewer fund shall be paid in the order of their date and presentation for payment. If one or more warrants are not paid due to currently-insufficient funds and thereafter sufficient funds to pay such warrant or warrants and the accrued interest thereon come to exist in the sewer fund, the city finance director or his/her delegatee, if any, shall publish notice once in the city’s official newspaper. Such notice shall state that sufficient funds to make full payment now exist, specify a day certain not less than five (5) days after the date of publication of said notice on or after which the previously-unpaid warrants will be full paid with accrued interest, and declare that the accrual of interest on such warrants shall cease on the specified day certain.

Section 2. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 3. Corrections. The City Attorney and the codifiers of the SMC are authorized to make any necessary or desirable clerical or formatting changes – including but not limited to correcting scrivener errors; changing formatting; eliminating bold, italic and underscore emphasis; changing numbering; and correcting references – when publishing or republishing the official text of any section(s), Chapter(s), title(s) or other portion(s) of the SMC due to any amendment, addition, alteration, change, impact or enactment effectuated by this Ordinance.

Section 4. Publishing & Effective Date. Consistent with RCW 35A.12.130 (3rd ¶) and .160 (1st and 2nd ¶¶), this Ordinance or a summary of it shall be published at least once in the City’s official newspaper prior to the Ordinance taking effect.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SELAH,
WASHINGTON this ____ day of _____, 2025.

(this is first presentation under New Business)
Roger Bell, Mayor

ATTEST:

Courtney McGarity, City Clerk

APPROVED AS TO FORM:

Rob Case, City Attorney



Selah City Council

Regular Meeting

AGENDA ITEM SUMMARY

Meeting Date: 1/28/2025
Agenda Number: 12A – 12.3

Informational Item

Title: Ordinance Enacting a New Selah Municipal Coded Chapter 12.05

From: Rob Case, City Attorney

Action Requested: None today. This is a first presentation under New Business. Final action will be sought at a later date.

Staff Recommendation: Approval

Board/Commission Recommendation: N/A

Fiscal Impact: None

Funding Source: N/A

Background/Findings/Facts: This is a first presentation under New Business. Final action will be sought at a later date.

This is part of the ongoing process of modernizing and revising the Selah Municipal Code (SMC).

For some unexplained reason, the City has had an SMC Chapter pertaining to the Water Fund (which subject is addressed via a separate AIS) but not a Chapter pertaining to the Garbage Fund (or one pertaining to the Sewer Fund, which subject will be addressed via another separate AIS).

The attached proposed Ordinance would – if approved – enact a new SMC Chapter 12.05, labeled “Garbage Fund”. Substantively, such new Chapter would mimic and serve as counterpart-companion to the separate chapters about the City’s other enterprise funds (the Water Fund and the Sewer Fund). It will explain when and how monies from the Garbage Fund may be spent.

Recommended Motion: I move to approve the proposed Ordinance in the form presented.

Record of all prior actions taken by the City Council and/or City Board, City Committee, Planning Commission, or the Hearing Examiner (if not applicable, please state none).

Date:	Action Taken:

ORDINANCE NO. _____

ORDINANCE ENACTING A NEW SELAH MUNICIPAL CODE CHAPTER 12.05

WHEREAS, City staff has recommended a new Chapter 12.05, labeled “Garbage Fund”, of the Selah Municipal Code (SMC) be enacted, to be a counterpart-companion to a separate (preexisting and to-be-recodified) Chapter that addresses the Water Fund and also a (to-be-enacted) separate Chapter that addresses the Sewer Fund; and

WHEREAS, the City Council finds that good cause exists;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON, does hereby ordain as follows:

Section 1. Enactment of SMC Chapter 12.05. That a new SMC Chapter 12.05 shall be and hereby is enacted, to read and provide as follows:

Chapter 12.05 GARBAGE FUND

12.05.010 Creation.

There is created a fund to be known as the “garbage fund”.

12.05.020 Deposits into fund.

All revenues generated by the city’s garbage collection service – after applicable interfund utility tax(es), if any, are withheld – shall be deposited into the garbage fund. This includes revenues generated via a city-owned collection service or via a third-party contractor service performed on the city’s behalf.

12.05.030 Use of monies.

Monies in the garbage fund shall only be used for one or more the following purposes: (a) for the operation and maintenance of the city’s garbage collection service, including payment of compensation to employees or contractors for operating or maintaining the service; (b) for the planning and making of additions or betterments to the city’s garbage collection service, including payment of compensation to employees or contractors for planning and making additions or betterments to the service; (c) for a lawful interfund loan to another city fund, on reasonable and appropriate terms; (d) as directed by the state auditor’s office, a court of law, or an arbitration authority exercising proper jurisdiction; or (e) for the payment of principal, interest or both on a revenue bond or warrant issued by the city or on its behalf when such revenue bond or warrant established a debt of, a repayment obligation from, or security against by the city’s garbage fund.

12.05.040 Issuance of warrants.

The city finance director or his/her delegatee, if any, may issue warrants drawn on the garbage fund for payment of a purpose allowed by section 12.05.030, provided that proper vouchers must be presented to, audited by and approved by the city council.

12.05.050 Presentation of warrants, insufficient funds, interest.

When a validly-issued warrant is presented for payment, full payment shall be made from the garbage fund if sufficient monies are available and, upon making full payment, the city finance director or his/her delegatee, if any, shall mark it as “paid in full” and also sign and date the warrant. If sufficient monies to make full payment are not available, the city finance director or his/her delegatee, if any, shall mark the warrant as “not paid due to currently-insufficient funds” and also sign and date the warrant. A warrant that is not paid in full when presented shall thereafter accrue simple monetary interest at the rate four percent (4.00%) per annum and until it is paid in full.

12.05.060 Order of priority, notice of sufficiency and prior insufficiency.

All warrants issued on the garbage fund shall be paid in the order of their date and presentation for payment. If one or more warrants are not paid due to currently-insufficient funds and thereafter sufficient funds to pay such warrant or warrants and the accrued interest thereon come to exist in the garbage fund, the city finance director or his/her delegatee, if any, shall publish notice once in the city’s official newspaper. Such notice shall state that sufficient funds to make full payment now exist, specify a day certain not less than five (5) days after the date of publication of said notice on or after which the previously-unpaid warrants will be full paid with accrued interest, and declare that the accrual of interest on such warrants shall cease on the specified day certain.

Section 2. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 3. Corrections. The City Attorney and the codifiers of the SMC are authorized to make any necessary or desirable clerical or formatting changes – including but not limited to correcting scrivener errors; changing formatting; eliminating bold, italic and underscore emphasis; changing numbering; and correcting references – when publishing or republishing the official text of any section(s), Chapter(s), title(s) or other portion(s) of the SMC due to any amendment, addition, alteration, change, impact or enactment effectuated by this Ordinance.

Section 4. Publishing & Effective Date. Consistent with RCW 35A.12.130 (3rd ¶) and .160 (1st and 2nd ¶¶), this Ordinance or a summary of it shall be published at least once in the City's official newspaper prior to the Ordinance taking effect.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SELAH,
WASHINGTON this ____ day of _____, 2025.

(this is first presentation under New Business)
Roger Bell, Mayor

ATTEST:

Courtney McGarity, City Clerk

APPROVED AS TO FORM:

Rob Case, City Attorney



Selah City Council

Regular Meeting

AGENDA ITEM SUMMARY

Meeting Date: 1/28/2025

Agenda Number: 14A

Action Item

Title: Hilltop Investment Group Annexation - Ordinance Annexing Certain Real Property by the City of Selah, Washington; Incorporating the Same Within the City's Corporal Limits; and Zoning the Same as Residential Low Density (R1)

From: Stephen Zetz, Community Development Supervisor

Action Requested: Approval

Staff Recommendation: Approval

Board/Commission Recommendation: N/A

Fiscal Impact: None by this action (however, the city's tax base will slightly increase after the annexation is complete)

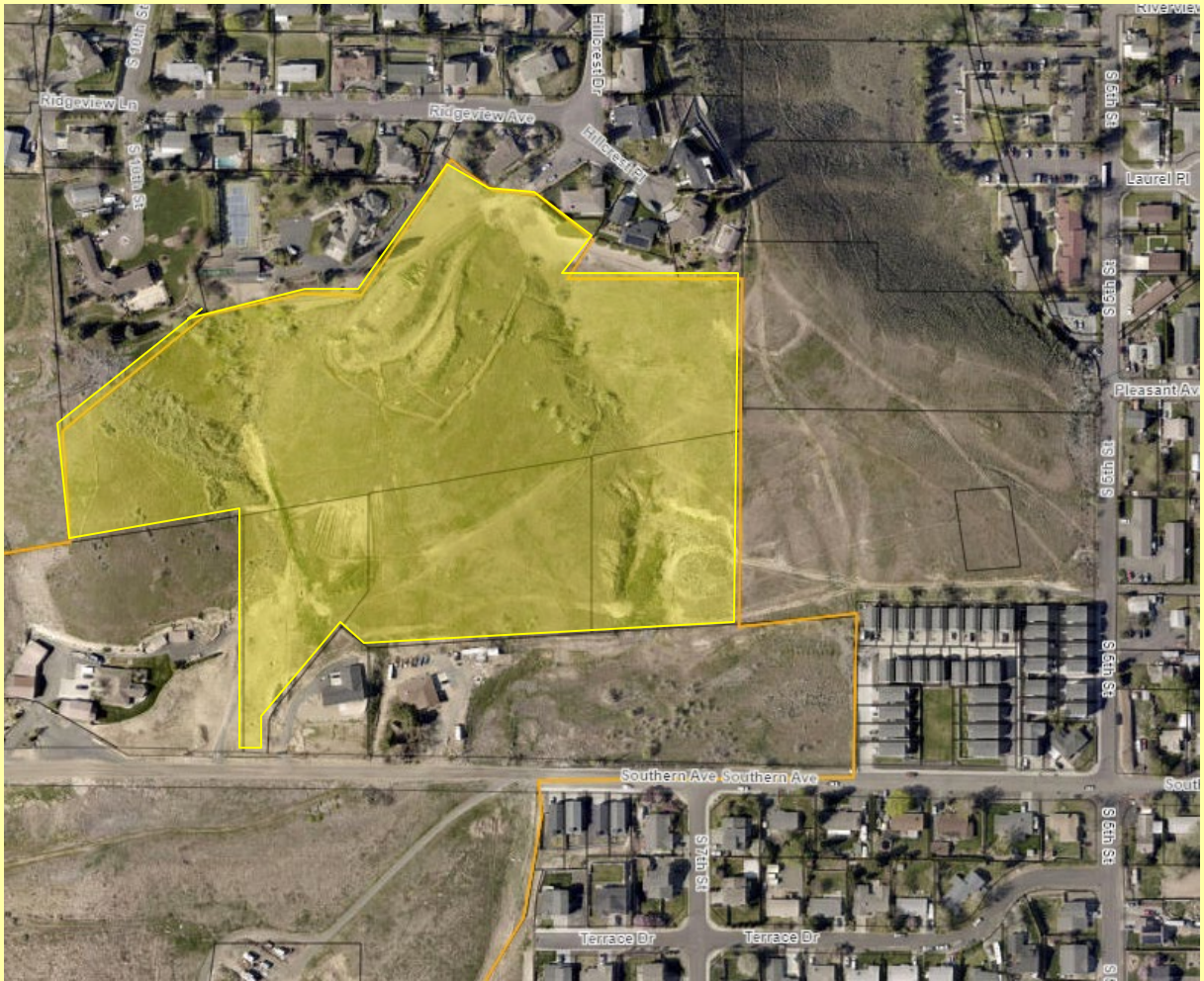
Funding Source: N/A

Background/Findings/Facts: Previously, the City Council commenced the petition method for an annexation request of four (4) lots located north of Southern Avenue, which lots are legally described in "Exhibit A" appended to the attached proposed Ordinance and also depicted on a map inset below on page two of the instant AIS. The Council directed the applicant to circulate a Petition to Annex and submit a copy thereof to the Washington State Boundary Review Board for Yakima County. On December 16, 2024, the Boundary Review Board waived jurisdiction and authorized the city to proceed with annexation.

City staff believes that good cause exists to complete the annexation. The next step in the process is for the City Council to adopt an Ordinance that formally annexes the property. This is a legislative action and the City Council may reject the proposed annexation if the City Council finds that the annexation would not in the best interest of the City and/or that services would be insufficient to adequately serve the area.

After the Ordinance is adopted, City staff will need to publish the Ordinance, notify the Washington Utility and Transportation Commission (WUT), notify the Office of Financial Management (OFM), and notify any other impacted jurisdictions such as Emergency Services and/or the Yakima County Assessor's Office.

The to-be-annexed four (4) lots are depicted as follows:



Recommended Motion: I move to approve the proposed Ordinance in the form presented.

Record of all prior actions taken by the City Council and/or City Board, City Committee, Planning Commission, or the Hearing Examiner (if not applicable, please state none).

Date:	Action Taken:

ORDINANCE NO. 2241

HILLTOP INVESTMENT GROUP ANNEXATION

ORDINANCE ANNEXING CERTAIN REAL PROPERTY BY THE CITY OF SELAH, WASHINGTON; INCORPORATING THE SAME WITHIN THE CITY'S CORPORAL LIMITS; AND ZONING THE SAME AS RESIDENTIAL LOW DENSITY (R1)

WHEREAS, pursuant to RCW 35A.14.120, the city received a Notice of Intent to Annex that was initiated and signed by owners holding one hundred percent (100%) of the assessed general taxation value of the to-be-annexed area; and

WHEREAS, the to-be-annexed area is comprised of four (4) lots that cumulatively total approximately 16.65 acres, each of which is contiguous with the existing corporal limits of the city; and

WHEREAS, the city provided proper notification of all hearings in accordance with the Open Public Meetings Act (OPMA) and the Selah Municipal Code (SMC); and

WHEREAS, the City Council preliminarily reviewed the Notice of Intent to Annex on August 13, 2024, scheduled a substantive hearing date of August 27, 2024, and then on August 27th conducted a substantive hearing, affirmed the Notice of Intent to Annex, and directed a corresponding Petition to Annex to be circulated; and

WHEREAS, the property owners holding one hundred percent (100%) of the assessed general taxation value of the to-be-annexed area signed and circulated a Petition to Annex during August of 2024; and

WHEREAS, the Washington State Boundary Review Board for Yakima County notified the City on December 16, 2024, that it was choosing to not invoke jurisdiction and, thus, that the proposed annexation could proceed; and

WHEREAS the City Council has determined that the to-be-annexed area – which is specifically identified in “Exhibit A” appended hereto – shall be zoned following the annexation as Residential Low Density (R1) consistent with the Comprehensive Plan and Land Use Designation Map; and

WHEREAS, the City Council finds that good cause exists to effectuate and complete the annexation;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SELAH, WASHINGTON, does hereby ordain as follows:

Section 1. Annexation. Each of the four (4) lots legally identified in “Exhibit A” appended hereto – which lots are also known as Yakima County Assessor Parcel numbers 181302-24425, 181302-13411, 181302-13412, and 181302-13013 – is annexed into the corporal limits of the City of Selah.

Section 2. Taxing. Each of the now-annexed lots shall be assessed and taxed at the same rates and on the same bases as other real estate within the City, and likewise shall be assessed and taxed to remit payment for outstanding indebtedness of the City whether existing prior to or arising on or after the date of annexation.

Section 3. Zoning. Each of the now-annexed lots is hereby zoned as Residential Low Density (R1).

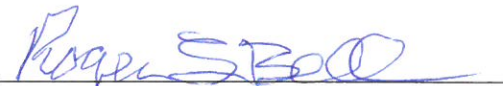
Section 4. Notice. The City Clerk and/or Finance Director are authorized and directed to file a certified copy of this Ordinance with the Washington Utility and Transportation Commission (WUT), and to provide all required notices to the Office of Financial Management (OFM) per RCW 35.13.260 and RCW 35A.14.700, within 30 days of this Ordinance's effective date.

Section 5. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be preempted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

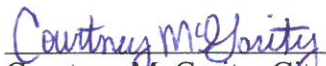
Section 6. Corrections. The City Attorney and the codifiers of the SMC are authorized to, pursuant to RCW 35.21.500 through .570 and RCW 35A.21.130, make any necessary or desirable clerical or formatting changes – including but not limited to correcting scrivener errors; changing formatting; eliminating bold, italic and underscore emphasis; changing numbering; and correcting references – when publishing or republishing the official text of any section(s), Chapter(s), title(s) or other portion(s) of the SMC due to any amendment, addition, alteration, change, impact or enactment effectuated by this Ordinance.

Section 7. Publishing & Effective Date. Consistent with RCW 35A.12.130 (3rd ¶) and .160 (1st and 2nd ¶¶), this Ordinance or a summary of it shall be published at least once in the City's official newspaper prior to the Ordinance taking effect.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SELAH,
WASHINGTON this 28th day of January, 2025.


Roger Bell, Mayor

ATTEST:


Courtney McGarity, City Clerk

APPROVED AS TO FORM:


Rob Case, City Attorney

HILLTOP INVESTMENT GROUP ANNEXATION

“Exhibit A”

PARCELS A, B, AND C OF SURVEY RECORDED UNDER AUDITOR'S FILE NO. 8116484, RECORDS OF YAKIMA COUNTY, WASHINGTON;

TOGETHER WITH

THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER AND THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 13 NORTH, RANGE 18 EAST, W.M., DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER QUARTER CORNER OF SAID SECTION 2;

THENCE NORTH 0°02'05" EAST 495.12 FEET ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION 2 TO THE POINT OF BEGINNING; THENCE NORTH 80°23'44" EAST 670.50 FEET;

THENCE NORTH 10°09'08" WEST 270.22 FEET;

THENCE NORTH 89°47'32" WEST 314.91 FEET; THENCE NORTH 33°08'22" EAST 86.82 FEET;

THENCE NORTH 52°50'40" WEST 126.20 FEET;

THENCE NORTH 82°25'20" WEST 81.22 FEET;

THENCE NORTH 52°59'00" WEST 88.83 FEET;

THENCE SOUTH 34°01'20" WEST 290.08 FEET;

THENCE NORTH 88°56'07" WEST 105.60 FEET;

THENCE SOUTH 81°03'53" WEST 175.00 FEET;

THENCE SOUTH 51°00'55" WEST 327.75 FEET;

THENCE SOUTH 3°57'47" EAST 216.35 FEET;

THENCE NORTH 80°23'44" EAST 547.35 FEET TO THE POINT OF BEGINNING.

(REFERENCE SURVEY RECORDED UNDER AUDITOR'S FILE NO. 2875191, RECORDS OF YAKIMA COUNTY, WASHINGTON).

HILLTOP INVESTMENT GROUP ANNEXATION

“Exhibit A”

SITUATED IN YAKIMA COUNTY, WASHINGTON.

(TAX PARCELS: 181302-24425, 181302-13411, 181302-13412, AND 181302-13013)

