

YAKIMA VALLEY TRANSPORTATION POLICY BOARD  
MEETING MINUTES  
July 18, 2016

CALL TO ORDER                      Mr. Restucci, Chairman, called the July 18, 2016 meeting of the Yakima Valley MPO/RTPO Policy Board to order at 1:30 p.m.

PUBLIC COMMENT POLICY                      It is the policy of the Yakima Valley MPO/RTPO Policy Board to accept public comment on agenda items at the time the item is being discussed. Public comments regarding items not on the agenda will be heard at the end of the meeting.

ROLL CALL & INTRODUCTIONS                      Members present: Jim Restucci, John Hodkinson, Dan Olson, Janice Gonzales, Mario Martinez, Maureen Adkison, Mike Leita, Madelyn Carlson (PFP),  
Members Absent:  
  
YVCOG staff present: Larry Mattson, Deb LaCombe, Brian Curtin, Shawn Conrad, and Joseph Calhoun.

Others present: Jan Ollivier, MPACT chair

*\*Indicates notice of absence received prior to meeting.*

APPROVAL OF MINUTES                      Mr. Olson moved to approve the June 20, 2016 Minutes. Mr. Leita seconded the motion. The motion carried.

OLD BUSINESS

*MPACT Guidelines*                      Ms. Ollivier presented the “Mobilizing Public Access to Countywide Transportation (MPACT)” guidelines for consideration of the Policy Board. Previously, the group was called the “Special Needs Coalition” and had a primary purpose of ranking projects for the biannual WSDOT Consolidated Grant Program. YVCOG brought the program, which was previously delegated to People for People, back in house in December 2015. In consult with WSDOT and YVCOG, the scope of the group was expanded from special needs to all forms of public transportation (rail, bicycle, pedestrian, etc.).

The guidelines consist of: MPO/RTPO background; MPACT focus areas and definitions; Membership; Officers; Voting; Meetings; Sub-committees; Administrative Support; and Rules of Order for Motion Procedures.

Upcoming work consists of the WSDOT Consolidated Grant Call for Projects, which is expected to be released in August. Applications due in October. From that call for projects, MPACT will submit a ranked list to the Policy Board for consideration.

There was a substantial amount of discussion that followed relating to the history of the group, the effect of its recommendations, and its membership structure. As the special needs coalition, the group was in existence for 20+ years. The recommendations brought forth to the Board can be modified by the Board. MPACT meets on a quarterly basis. Anyone willing to serve can be a member, but only one vote is allowed for each agency.

Additional discussion related as to whether or not MPACT is filling a role that the TAC should be weighing in on. It is not. MPACT deals with the Consolidated Grant for public transportation while the TAC deals with infrastructure and surface transportation grants such as STP, TAP, CMAQ, etc. The areas of expertise differ for the two groups. This group is similar to 'Citizen Advisory Committee' in other MPO/RTPOs, except this has a true funding mechanism.

There was also a question related to a Conflict Resolution document which was not included in the packet.

A motion was made by Mr. Olsen to table approval of the guidelines until the next meeting. Mr. Leita seconded. Mr. Mattson clarified that the guidelines will be brought back with the following three items clarified: 1) identify the funding bucket(s) in the guidelines; 2) include the conflict resolution document; and, 3) include a list of members. The motion passed.

## NEW BUSINESS

### *Director's Update*

Mr. Mattson reported on the MPO/RTPO 101 session which will be held on August 26. 3-hour session with refreshments. A formal announcement will be coming.

The draft ILA will be presented at the August meeting.

Mr. Mattson attended a Yakima Valley Passenger Rail (All Aboard Washington group) meeting on 7/6/16 at the Chamber of Commerce. A group is forming to discuss further the options of bringing passenger rail to Yakima. Looking for an informal chair. Mr. Mattson encouraged them to attend the MPACT meetings. Mr. Olsen suggested getting in touch with Amtrack before moving too quickly – no federal funds can be used for this project.

Finally, Mr. Mattson reported on FAST Act updates. The Governor has called together a panel of state and local officials to examine the split of state and local funds, currently at 66/34, respectively. Mr. Restucci attended a meeting last week and there is another on Wednesday. Discussions have been occurring to increase the local allocation due to the increase in the number of miles local jurisdictions are responsible for (approximately 1,100 additional miles in

Washington). The most recent proposal is 52/48 which is likely not going to happen. A local split in the low 40's is expected.

*July M/RTIP Amendment*

Mr. Curtin presented the M/RTIP amendment for July 2016 as Resolution 2016-13 for Determination of Air Quality and Resolution 2016-14 for Findings, and the TIP Amendment Checklist. As required by the Clean Air Act Amendment of 1990, and the requirements set forth in WAC 173-420, the Metropolitan/Regional Transportation Improvement Program (M/RTIP) and amendments require a determination that clean air standards will not be violated as a result of transportation improvement projects. The amendment is on behalf of three WSDOT projects: SR 223/S Track Rd Railroad Crossing Improvements; SR 223/S Track Rd Grade Separation removal; SR 241/Forsell Rd/Green Valley Rd Intersection Improvements.

Mr. Leita moved to adopt Resolution 2016-13 for Determination of Air Quality Conformity, and Resolution 2016-14 Findings, and approval of the 2016-2019 M/RTIP May Amendment, and to authorize the Chair to sign the TIP Amendment Checklist. Mr. Olson seconded the motion. The motion carried.

*Metropolitan Planning Area (MPA) Boundaries*

Ms. LaCombe provided some background on the MPA boundary. The 2010 Census established new urbanized areas that needed to be added to the MPA boundary by 2013. The map was never updated to include the new areas in Naches, West Valley, and into the Yakama Nation. There are three options that the Board can take: 1) Do a County-wide MPA; 2) Add just the new areas; or, 3) reduce the MPA to include only the required areas. There was some discussion on whether or not a sub-committee should be formed to address the issue. Since it hasn't changed since 2013, it isn't exactly time sensitive, but we need to address it, and doing this concurrently with the ILA would be beneficial since Naches and the Yakama Nation will be joining the MPO. Mr. Leita stated that he feels the Board should take their time on deciding this issue.

Chelan-Douglas has been operating with a county-wide MPO for a year. Ms. LaCombe will attempt to have someone from Chelan-Douglas on the phone at the August meeting to answer questions about the county-wide MPO is working for them.

OTHER BUSINESS

None.

PUBLIC COMMENT

None.

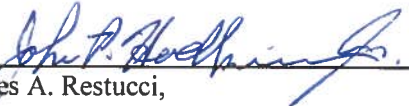
ADJOURN

With no other business, Mr. Restucci adjourned the meeting at 2:40 p.m.

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Respectfully submitted,

  
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James A. Restucci,  
Yakima Valley Transportation Policy Board Chair

8/15/2016  
Date signed

ATTEST:

  
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Tamara Hayward, Policy Board Secretary

8/15/2016  
Date signed