



MPO/RTPO TECHNICAL ADVISORY COMMITTEE AGENDA

Thursday, February 13, 2020, 10:00 a.m.

YVCOG Offices – 311 N. 4<sup>th</sup> Street - Yakima, WA, 98901

<b>I</b>	<b>CALL TO ORDER, INTRODUCTIONS</b>	Pg(s): 3-5	<i>Lance Hoyt, Chairman</i>
	❖ <b>APPROVAL OF MINUTES – January 9, 2020</b>		
<b>II OLD BUSINESS:</b>			
<b>A.</b>	Commute Trip Reduction Program Update	Pg(s): 6-14	<i>Mike Shuttleworth</i>
	• TBD		
	• <i>Action: Information</i>		
<b>B.</b>	2020 – 2023 M/RTIP Amendment Schedule	Pg(s): 15	<i>Alan Adolf</i>
	• March 2020 Amendment Deadline (February 21 <sup>st</sup> )		
	• <i>Action: Information</i>		
<b>C.</b>	STP / T-A / CMAQ Long Range Funding Update	Table Copies Available	<i>Alan Adolf</i>
	• Obligation Authorization Update – FY 2020 Funding Levels		
	• <i>Action: Information / Discussion</i>		
<b>D.</b>	Regional Traffic Count Program		<i>Christina Wickenhagen / Alan Adolf</i>
	• Projected Countywide Counter needs for 2020 Season		
	• <i>Information / Discussion</i>		
<b>E.</b>	2020-2045 Long Range Plan Update	Table Copy Available	<i>Alan Adolf</i>
	• Public Comment Period (Feb. 5 - Mar. 5) / SEPA Underway		
	• <i>Action: Information</i>		
<b>F.</b>	2020 STB-G / TAP Grant Program Timeline	Pg(s): 16	<i>Alan Adolf</i>
	• Proposed by STB-G / TAP Subcommittee		
	• <i>Action: Information</i>		
<b>III NEW BUSINESS:</b>			
<b>A.</b>	February 2020-2023 M/RTIP Amendment	Table Copies Available	<i>Alan Adolf</i>
	• Public Comment Period: 1/21/2020 to 2/12/2020		
	• <i>Action: TAC recommendation to Policy Board for approval of February Amendment of 2020-2023 M/RTIP</i>		
<b>B.</b>	2020 Title VI Annual Report	Table Copies Available	<i>Alan Adolf</i>
	• Annual Report covers February 2, 2019 to February 1, 2020		
	• <i>Action: Recommend Executive Director sign Title VI Policy Statement and that Policy Board adopt 2020 Title VI Annual Report</i>		
<b>C.</b>	Request Governor's Action to Expand the YVCOG Metropolitan Planning Area (MPA) Boundary	Pg(s): 17-22	<i>Christina Wickenhagen</i>
	• Expand current boundary to encompass all of Yakima County		
	• <i>Action: Recommend that Policy Board authorize the Executive Director submit request letters to the Governor and WSDOT and resolution to the Governor to expand YVCOG's MPA Boundary to encompass all of Yakima County</i>		

<b>IV</b>	<b>Executive Director Update</b>		<i>Christina Wickenhagen</i>
<b>V</b>	<b>Transportation Program Manager Update</b>	Pg(s): 23-27	<i>Alan Adolf</i>
<b>VI</b>	<b>WSDOT State &amp; Regional Update</b>		<i>WSDOT Representatives</i>
<b>VII</b>	<b>Member Jurisdiction Updates</b>		<i>Member Representatives</i>
<b>VIII</b>	<b>Next TAC Meeting: March 12, 2020</b>		<i>Lance Hoyt, Chairman</i>
<b>IX</b>	<b>Other Business / Public Comment / Adjourn at _____ p.m.</b>		<i>Lance Hoyt, Chairman</i>

<b>Meeting Notes:</b>	
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YVCOG  
Transportation Technical Advisory Committee Meeting  
311 N. 4<sup>th</sup> Street Conference Room, Yakima, WA 98901

MEETING MINUTES  
January 9, 2020

**PRESENT:**

Bob Desgrosellier, City of Yakima  
David Dominguez, City of Union Gap  
Todd Dorsett, City of Grandview  
Shane Fisher, City of Sunnyside  
Stephen Hazzard, HLA  
Dennis Henne, City of Union Gap  
Joe Henne, City of Selah  
Lance Hoyt, City of Toppenish  
Janna Lewis-Clark, UN – Pahto Public Passage  
Mike Meskimen, Gray & Osborne  
Phil Nugent, WSDOT Local Programs  
Matt Pietrusiewicz, Yakima County

Bill Preston, WSDOT  
Jase Testerman, Yakima County  
Rocky Wallace, City of Toppenish

**YVCOG Staff:**

Alan Adolf, Transportation Planner  
Mike Shuttleworth, Planner  
Tami Hayward, Financial Specialist  
Chris Wickenhagen, Executive Director

**CALL TO ORDER AND  
INTRODUCTIONS**

TAC Chair Lance Hoyt called the January 9, 2020, meeting to order at 10:00 a.m.

**APPROVAL OF MINUTES**

*December 2019 meeting minutes\**

Rocky Wallace made a motion to approve the minutes from the December 12, 2019 meeting. Bill Preston seconded the motion. The motion carried.

**OLD BUSINESS:**

*Commute Trip Reduction Program  
Update\**

Mike Shuttleworth presented.

The state continues to look at how we can expand the CTR program so that more businesses are participating voluntarily, instead of just those who are required by law to participate.

**Action: Information**

*2020 – 2023 M/RTIP Amendment  
Schedule*

Alan Adolf presented. Amendments due Friday, January 24<sup>th</sup>. Please let Alan know as soon as possible if jurisdictions have any changes to submit.

**Action: Information**

*STP / T-A / CMAQ Long Range  
Funding Update*

Alan Adolf provided information on FY 2020 funding levels. Currently working on TIP amendment expending remainder of STP funds.

In the future, we will always need to over-obligate STP funds in order to prevent sanctions.

We are in a good position right now. Jurisdictions further down the priority list should always be prepared to jump in and obligate, so we don't lose funds. Bill Preston suggested having NEPA done, if possible to reduce lag time, etc.

May be doing a CMAQ or TAP call for projects this fall or winter.

*YVCOG On-Call Modeling  
Assistance Program*

Alan Adolf – YVCOG is preparing to offer modeling assistance to jurisdictions. He requested that jurisdiction provide us with a prioritized list. So far only Selah has done so.

Taking requests for traffic modeling.

*Regional Traffic Count Program*

Alan Adolf asked for projected traffic count needs. He is putting together a list of businesses who do counts. We won't be required to do an RFQ.

*Action: Information*

*2020-2045 Long Range Plan Update*

Alan Adolf informed the TAC that we have already received 160 responses to our multimodal online survey.

There are five (5) input meetings planned – Grandview on 1/22, Greenway on 1/27, YVCOG on 1/28, YVCC on 1/29, and Zillah on 1/30.

Review by DOT and the feds will occur in early February.

February 2<sup>nd</sup> begins the official Public Comment period and SEPA.

The Long-Range Plan enables us to receive federal funding for the next four (4) years.

**NEW BUSINESS:**

*January 2020-2023 M/RTIP Amendment*

There will be a TIP amendment in January. Public Comment Period started December 25<sup>th</sup> and ended January 1<sup>st</sup>.

Yakima County submitted their annual projects. Union Gap had monetary changes.

We received a few comments, three of them addressing the Ahtanum Road project. Also a comment regarding the bicycle/pedestrian design of the Main Street project. The comments were responded to and forwarded to appropriate jurisdictions.

*Action: Motion by Rocky Wallace and seconded by Bill Preston for TAC Recommendation to Policy Board for Approval of 2020-2023 M/RTIP Document. The motion carried.*

*2020 Safety Performance Measure Target Concurrence*

Mr. Adolf reviewed the Safety Performance Measures Goals process. Criteria remain the same. Last year WSDOT decided to go with a 5-year average, instead of a flat formula-based target. We are YVCOG will continue to concur to using the state performance goals in meeting our safety targets.

*Action: Motion by Bob Desgrossellier and seconded by Rocky Wallace for TAC Recommendation to Policy Board to authorize Director to sign confirmation letter and adopt Resolution 2020-03 for 2020 Safety Performance Measures and Targets. The motion carried.*

*2020 Governor Transportation Proposed Budget & Project List*

Mr. Adolf discussed the projects that are being paused because of the passage of I-976. At this point, even though SCR was slammed, it still appears that Yakima County will not feel a large impact.

*Action: Information*

**Executive Director Update**

(Tabled for January)

*Action: n/a*

**Transportation Program  
Manager Update**

Alan Adolf – as of January 2<sup>nd</sup>, Jan Ollivier is taking over his DRYVE and TRANS-Action responsibilities, and will be formally turned over on January 30<sup>th</sup>.

Comments due on the 2019 Washington State Rail Plan by February 18<sup>th</sup>. It does address the Passenger Rail Feasibility Study that is underway, but hits primarily on freight rail and some other issues.

We are now kicking off our UPWP update. A list of Unfunded Needs is included, and several of those projects were discussed. Please inform Mr. Adolf of any studies or significant unfunded projects that should be identified as an unfunded need in the 20201 UPWP.

*Action: Information*

**WSDOT State & Regional  
Update**

Bill Preston –  
WSDOT will be starting the integrated scoping process for Highway 24. Introduced Phil Nugent, who is taking Brian Hunter’s position. Based on the pause list – WSDOT is making internal adjustments within the region. Consultants will no longer be with them by the end of January. Contact people may change.

*Action: Information*

**Member Updates**

Union Gap, City of Yakima, Yakima County, Toppenish, Selah, and Yakama Nation, presented project updates.

*Action: Information*

**Next TAC Meeting:**

February 13, 2020, next TAC meeting.

**Other Business**

None.

**Public Comment**

None.

**Adjourn**

Chairman Lance Hoyt adjourned the meeting at 10:55 a.m.

Respectfully submitted,

\_\_\_\_\_  
Mr. Lance Hoyt, Chair

Date signed: \_\_\_\_\_

Attest:

\_\_\_\_\_  
Alan Adolf, Transportation Manager

Date signed: \_\_\_\_\_

## Mike Shuttleworth

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**From:** Vasudeva, Pamela <VasudeP@wsdot.wa.gov>  
**Sent:** Wednesday, January 29, 2020 2:25 PM  
**To:** Mike Shuttleworth  
**Cc:** Linda Howell  
**Subject:** WSDOT's Program Variance WAC

**CAUTION** : This email originated from outside of this organization. Please exercise caution with links and attachments.

Hi Michael,

Per our conversation about program variances earlier today, I included in the link below WDOT's WAC pertaining to applying for a program variance (aka GTEC). The WAC outlines the steps necessary to convert an existing program into a GTEC, please note we don't have additional funding stream other than what you already receive from the state but the GTEC could be implemented in place of the foundation program. If you decide this might be a good approach for Yakima County, please don't hesitate to call me and I would be happy to work with you on the logistics!

<https://apps.leg.wa.gov/wac/default.aspx?cite=468-63-060>

## Pamela Vasudeva

*she/her/hers*

TDM Transportation Planning Specialist  
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**WAC 468-63-060 Growth and transportation efficiency centers.**

**(1) Purpose and process.**

(a) **Purpose and objective of the growth and transportation efficiency center (GTEC) program.** The state's goal for the GTEC program is to provide greater access to employment and residential centers while increasing the proportion of people not driving alone during peak periods on the state highway system. Counties, cities and towns may designate existing or new activity centers as GTECs in order to establish a transportation demand management (TDM) program in the designated area. The purpose of the rules pertaining to GTECs is to provide a consistent framework for local jurisdictions to exercise their authority to implement a GTEC via comprehensive plans, development regulations, and transportation investments that support population growth and economic development, transportation-efficient land uses, and transportation demand management strategies.

The state intends for GTECs to be developed in a collaborative planning process that builds upon the information in local and regional CTR plans as well as other existing plans and programs such as the local comprehensive plan, unified development codes, the transportation improvement program, economic development plans. The state intends for the development of the GTEC program plan to be informed by and coordinated with the development of local and regional CTR plans.

The state intends to focus state program resources provided for GTECs in those urban areas that can provide the greatest current or future benefits for highway system efficiency.

(b) **Jurisdictional coordination.** The state encourages jurisdictions to discuss interjurisdictional issues and evaluate the possibility of creating a cross-boundary GTEC. While these rules refer to the actions of a single city or county in designating a GTEC, nothing in these sections shall prohibit jurisdictions from cooperating to designate GTECs that cross jurisdictional boundaries. Jurisdictions designating a cross-boundary GTEC shall adopt consistent ordinances and enter into a cooperational partnership to implement the GTEC program.

(c) **Consistency for employers.** Major employers that are affected by the base CTR program, when located within a designated GTEC, shall only be required to fulfill one set of requirements, if the GTEC program and base CTR program requirements vary. Jurisdictions that allow major employers to follow the requirements of the GTEC, rather than the base CTR program, shall ensure that major employer worksites are measured in a manner that allows accountability for the worksite and is consistent with the measurement guidelines established by WSDOT and available on the agency's web site.

(d) **Designation and certification.** RCW 70.94.537(2) requires WSDOT to establish methods for RTPOs to evaluate and certify that designated GTECs meet the minimum requirements and are therefore eligible for funding.

(i) **Minimum land use and transportation criteria.** RCW 70.94.537(2) requires WSDOT to establish guidance criteria for GTECs. Minimum land use and transportation criteria for GTECs shall be developed by the RTPO in collaboration with local jurisdictions, transit agencies, major employers, and other affected parties as part of the regional CTR plan. The regional CTR plan may include a map that depicts which areas of the region meet the criteria.

The state's intent is to constrain funding resources to those areas that have the greatest potential to reduce single-occupant vehicle commute trips on the state highway system in the future. The state

will use the RTPPO certification of the GTEC's potential system benefits as part of its funding prioritization process.

(ii) Eligibility and designation process. To be eligible for certification as a designated "growth and transportation efficiency center," the jurisdiction must submit a GTEC certification application to the applicable RTPPO that:

(A) Describes how the GTEC meets the minimum land use and transportation criteria established by the RTPPO as part of the regional CTR plan;

(B) Includes a copy of the GTEC program plan and the required elements identified in this rule;

(C) Identifies when and how the GTEC program plan will be incorporated into future updates or amendments of the applicable local comprehensive plan; and

(D) Includes letters of support for the GTEC program plan from partners that are expected to contribute resources to the plan or intend to work with the local jurisdiction to develop future strategies and funding resources for the GTEC.

(iii) Schedule. For GTEC programs to be eligible for state CTR program funds, the CTR board must receive GTEC certification reports, or local jurisdiction requests for appeal, for new or updated GTEC programs by October 1, 2007, and by April 1 every two years thereafter.

These rules do not constrain the ability of local jurisdictions to designate a GTEC at any time, or for RTPPOs to certify new or updated GTECs at any time.

GTEC program plans may be updated annually to reflect changing conditions and new information. However, substantial changes to the program plan, including reductions in targets, densities, and investments, may be made no more than once every biennium. RTPPOs may require local jurisdictions to update GTEC program plans as part of the regional CTR plan update. Substantially modified GTEC program plans shall be resubmitted to the RTPPO for recertification.

(iv) Certification. RCW 70.94.528 (1)(b) requires designated GTECs to be certified by the applicable RTPPO to be eligible for state funding. The RTPPO shall evaluate the jurisdiction's GTEC certification application to determine if the proposed GTEC meets the requirements outlined in this rule. The RTPPO shall, in partnership with the local jurisdiction and WSDOT, evaluate how achievement of the GTEC goal would affect the performance of the state highway system and the regional transportation system.

Within sixty days following receipt of the jurisdiction's application, the RTPPO shall issue a certification report to the jurisdiction that either certifies or declines to certify the GTEC. The certification report shall state the rationale for the decision and describe in quantitative terms how the GTEC addresses state and regional highway deficiencies, and what benefits for the transportation system the GTEC is projected to provide. The RTPPO shall provide a copy of the certification report and the GTEC program plan report to the CTR board.

(v) Appeal. RCW 70.94.528 (1)(b) allows jurisdictions denied certification of a designated GTEC by an RTPPO to appeal the decision to the CTR board. If the RTPPO declines to certify a GTEC when requested by the local jurisdiction, the local jurisdiction may appeal the decision to the CTR board within sixty days following receipt of the RTPPO's certification report. The CTR board will hear the appeal within sixty days of a jurisdiction request.



If the CTR board concurs with the RTPO decision, the jurisdiction's GTEC will not be eligible for state funding. The local jurisdiction may then choose to implement the GTEC (while ineligible for state funding) or revise its application and request RTPO certification during the next biennial budget cycle. If the CTR board overrules the RTPO and certifies the GTEC, then the jurisdiction's GTEC will be eligible for state funding if it is designated within one hundred twenty days following receipt of the notice of the state GTEC funding allocation.

(vi) Adoption. The jurisdiction shall "designate" the GTEC by adopting the GTEC program plan via official resolution or ordinance within one hundred twenty days following receipt of the notice of the state GTEC funding allocation. If the jurisdiction does not designate the GTEC program plan within this deadline, then it will not be eligible for any state or regional funding intended for GTEC programs for the current biennium.

(vii) Funding. State funding for GTECs shall be allocated by the CTR board, based on the board's funding policy developed pursuant to RCW 70.94.544.

(2) **GTEC program plan.**

(a) **Program development process.** RCW 70.94.528 (1)(a) requires the GTEC program plan to be developed in consultation with local transit agencies, the applicable RTPO, major employers, and other interested parties.

(i) Collaboration. The local jurisdiction shall invite, as appropriate, representatives of major employers, property managers, local transit agencies, the applicable RTPO, business associations and economic development organizations, nonprofit transportation and land use advocacy organizations, pedestrian and bicycle advocacy organizations, public health agencies, tribal governments, and residents, employees and businesses that will be affected by the GTEC to participate in the development of the GTEC program plan. The local jurisdiction and its invitees shall discuss the findings of the gap analysis portion of the plan and collaboratively develop the program's goals, targets, and program strategies.

(ii) Informal review. The local jurisdiction shall give collaborating entities and those entities affected by the GTEC designation an opportunity to review the draft program plan before it is released to the public and submitted for certification to the RTPO.

(iii) Public outreach. The local jurisdiction shall follow, at a minimum, a comparable process to the local requirements and procedures established for purposes of public outreach for comprehensive plan development, adoption, or amendment, including public notices and public meetings and hearings.

(b) **Required elements.** RCW 70.94.528 (1)(c) requires the TDM program elements in the GTEC to be consistent with the rules established by WSDOT.

The state intends for GTECs to be developed in a collaborative planning process that builds upon the information in local and regional CTR plans as well as other existing plans and programs, such as the local comprehensive plan, unified development codes, the transportation improvement program, and economic development plans. The state intends for the GTEC program plan to be a focused planning element that is coordinated with the local and regional CTR plan.

The GTEC program plan shall describe local conditions and use projections of future growth to define the scope of the problem that the GTEC goals and strategies are designed to address.

The GTEC program plan shall contain the following elements:

(i) Executive summary. The GTEC program plan shall include an executive summary of the jurisdiction's vision for the GTEC, how the GTEC relates to the base CTR program, how the plan's success will affect transportation access to and within the center, and states:

(A) The GTEC program goals and targets;

(B) The GTEC target population;

(C) Proposed program strategies, including policy and service changes needed to execute the plan and proposed land use strategies to support the plan; and

(D) Key funding and service partnerships.

(ii) Background information. The GTEC program plan shall include:

(A) A description of the geographic boundaries of the GTEC;

(B) Documentation that the GTEC is located within the jurisdiction's urban growth area; and

(C) A brief description of the jurisdiction's vision for the GTEC, including information from the local comprehensive plan, other transportation plans and programs, and funded transportation improvements.

(iii) Evaluation of land use and transportation context. Jurisdictions shall evaluate the significance of local conditions, characteristics and trends to determine which factors are most critical to the success of the plan. The RTP, local transit agencies, state agencies and other appropriate entities shall assist this process by providing data and plans and discussing issues with jurisdictions.

The local jurisdiction shall evaluate existing conditions and characteristics and projected future conditions and characteristics. The jurisdiction may choose to evaluate, but is not limited to, the following issues:

(A) Existing conditions and characteristics. These may include, but are not limited to:

(I) Existing land uses, including the general location and extent of housing, commerce, industry, recreation, open spaces, public utilities, public facilities, and other land uses, and population densities and building intensities, with particular attention to mix of land uses and proximity of residential and employment locations.

(II) Existing transportation network, including:

• Major origins and destinations of trips, including traffic impacts of activity to, from and within a GTEC to state-owned transportation facilities, if adequate information is available from WSDOT to support this evaluation;

• Transit service network and level of service including unused capacity and facilities, service deficiencies and needs, if adequate information is available from transit agencies to support this evaluation;

• Available capacity and performance of other HOV systems serving the GTEC, if adequate information is available from transit agencies and WSDOT to support this evaluation;

• Public and private parking capacity, pricing, and development standards (minimums, maximums, and incentives to reduce parking);

• Significance of the use of and deficiencies in the street, sidewalk, and trail/bicycle path network for bicyclists and pedestrians and deficiencies in end of trip facilities (e.g., bike parking, storage and shower/locker facilities) necessary to support bicyclists and pedestrians;

• Estimated commute mode share in the GTEC for transit, ride-share, bike and walk for all employers;

- Number and size of CTR-affected employers and commute mode share by CTR employees; and
- Local and regional transportation demand management strategies available to businesses in the GTEC, including incentives and programs that promote nondrive-alone travel.

(III) Local and regional economic development plans.

(B) Projected future conditions and characteristics. Jurisdictions shall use existing data, plans and programs to describe anticipated changes in the future. Jurisdictions shall use projections of future growth to evaluate how it will affect transportation access and economic development in the GTEC. Factors may include, but are not limited to:

(I) Projected population and employment growth for at least ten and twenty years;

(II) Projected changes in land use types and intensities for at least ten and twenty years;

(III) Forecasts of traffic, delay, mode share, and parking needs for at least ten years to provide information on the location, timing, and capacity needs of future growth, as well as to describe the costs to accommodate growth under the status quo (for example, describing the projected parking costs, delay, and other costs that will be incurred from future growth); and

(IV) Identification of jurisdiction plans, policies and capital programs for the provision of infrastructure, services and amenities to support planned growth and reduce single-occupant-vehicle trips, including additional transit routes, HOV capacity, pricing strategies and nonmotorized facilities and amenities.

(iv) Gap analysis. Using the information gathered in discussion of the existing and projected future conditions and characteristics, the local jurisdiction and its partners shall evaluate the degree to which existing and future services, policies, and programs will be sufficient to maintain or improve transportation access and increase the proportion of nondrive-alone travel as the area grows. This evaluation shall describe the gaps between what services, policies and programs will be available versus what may be needed to address the projected conditions. The jurisdiction's evaluation of its own policies, programs, and regulations shall include, but is not limited to an evaluation of land use and transportation regulations, including parking policies and ordinances, streetscape design standards, development requirements, concurrency policies, level of service standards, assessment of impact fees, and zoning, to determine the extent that they can reduce the need for drive-alone travel and attract and maintain a mix of complementary land uses, particularly uses that generate pedestrian activity and transit ridership.

(v) Description of program goals and measurements. The state's goal for the GTEC program is to provide greater access to employment and residential centers while increasing the proportion of people not driving alone during peak periods on the state highway system. The GTEC program plan's established goals and targets shall be more aggressive than the minimum goal for the urban growth area established by the jurisdiction, in accordance with RCW 70.94.528(1). The GTEC's established goals and targets shall be designed to maintain or improve transportation access and increase the proportion of nondrive-alone travel as the area grows. The goals and targets shall be designed to support achievement of local and regional goals for transportation and land use.

(A) Goals and targets. Jurisdictions shall have flexibility in establishing GTEC goals and targets, as long as the targets are certified by the RTPo to be more aggressive than the minimum targets for the urban growth area established by the jurisdiction. The RTPo shall certify that the GTEC program targets meet this standard if the GTEC program goal is to reduce, on a relative or absolute basis, more drive-alone trips or more vehicle miles traveled than the minimum base CTR program target in the urban growth area.

The GTEC targets shall be expressed in terms of changes from a base year value.

The RTPo shall determine in the GTEC certification report if the GTEC program target meets the standard defined in RCW 70.94.528(1), and work with WSDOT to evaluate how attainment of the target will affect the performance of the state highway system.

(B) Performance measures. The GTEC program plan shall describe the methodology for measuring the program's performance. The program's performance shall be measured at least once every two years after the base year measurement in order to assess progress toward the established GTEC goals and targets. The program's measurement methodology shall be consistent with the GTEC guidelines established by WSDOT and listed on the agency's web site.

(vi) Description of program strategies. Using the gap analysis evaluation, the local jurisdiction and its partners shall identify what new or revised services, policies and programs may be needed in order to meet the GTEC's established goals and targets.

The local jurisdiction shall consult with appropriate representatives of local transit agencies, the applicable RTPo, business associations and economic development organizations, nonprofit transportation and land use advocacy organizations, public health agencies, and residents, employees and businesses that will be affected by the GTEC so that they may provide their perception of what services, policies and programs are needed to meet the GTEC's established goals and targets. The state's intent is for the discussion to be an open, collaborative process, and for all of the parties to think about how they may be able to improve their own services, policies and programs, or develop stronger partnerships, in order to support the GTEC's established goals and targets.

The GTEC program plan shall identify the target population that will be the focus of the plan, as well as the services, policies and programs that will be needed in order to meet the GTEC's established goals and targets. These may include new services, policies and programs or improvements to existing services, policies and programs. The state recognizes that program strategies will vary across the state, depending on local conditions, needs, partnerships, and resources.

The GTEC program plan may include but is not limited to the following strategies:

- (A) Improvements to policies and regulations;
- (B) New services and facilities; and
- (C) New marketing and incentive programs.

(vii) Financial plan. The GTEC program plan shall include a sustainable financial plan that demonstrates how the jurisdiction plans to implement the GTEC program to meet its goals and targets. The plan shall describe resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommend any innovating financing techniques consistent with chapter 47.29 RCW, including public/private partnerships, to finance needed facilities, services, and programs. The plan shall specifically de-

scribe when and how the expected funding resources will fund the plan's strategies. The plan shall describe how locally derived funding resources will be leveraged as a match to state GTEC program funds allocated through the CTR board according to its funding policy. The plan shall describe the jurisdiction's contingency plan if anticipated funds do not become available to support the plan. Jurisdictions may consider using other state TDM funding resources, including the trip reduction performance program, the vanpool investment program, the rideshare tax credit, and the regional mobility grant program, in funding their GTEC programs.

(viii) Proposed organizational structure for implementing the program. The GTEC program plan shall identify the organization or organizations that are proposed to administer the GTEC program. The plan shall describe the roles of the local jurisdiction's partners by describing who will implement the various strategies identified in the plan and when the elements of the plan are expected to be implemented. If the jurisdiction will update its comprehensive plan to be consistent with the GTEC program plan, it shall describe which elements need updating and when the update will occur.

(ix) Documentation of public outreach. The GTEC program plan shall document the level and frequency of outreach and consultation with local transit agencies, the applicable RTPO, major employers, and other affected parties in the development of the GTEC program plan. The jurisdiction may choose to include letters of support from business associations, developers, employers and others as documentation of consultation. When submitting the plan to the RTPO for certification, the local jurisdiction shall include letters of support from those partners that are expected to contribute resources to the plan or intend to work with the local jurisdiction to develop future strategies and funding resources for the GTEC.

(x) Description of relationship to local CTR plan. Jurisdictions shall describe the relationship of the GTEC program plan to the base CTR program in the local CTR plan. The narrative shall include information about what the GTEC plan adds beyond the requirements and strategies in the base CTR program, and the expected benefits of the GTEC plan for the base CTR program.

**(3) Support for GTECs.**

(a) **Prioritization.** RCW 70.94.528 requires transit agencies, local governments, and RTPOs to identify certified GTECs as priority areas for new service and facility investments in their respective investment plans. Transit agencies, local governments, regional transportation planning organizations, and the state shall identify certified growth and transportation efficiency centers as priority areas for new service and facility investments in future updates of their investment plans, as required by RCW 70.94.528(1). Periodically, the CTR board shall evaluate the degree to which prioritization of GTECs has occurred.

(i) Transit development plan. The local transit agency shall examine and revise funding prioritization policies, recognizing funding constraints and competing priorities, in order to meet the state's intent to prioritize certified GTECs for investments in facilities, services, and amenities in its transit development plan.

(ii) City and county six-year comprehensive transportation programs. The city or county shall examine and revise funding prioritization policies, recognizing funding constraints and competing priorities, in order to meet the state's intent to prioritize certified

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GTECs for investments in facilities, services, and amenities in its comprehensive transportation program.

(iii) Regional transportation plan. The RTPO shall examine and revise funding prioritization policies, recognizing funding constraints and competing priorities, in order to meet the state's intent to prioritize certified GTECs for investments in facilities, services, and amenities in its regional transportation plan.

(iv) State plans. WSDOT, the department of community, trade, and economic development, the transportation improvement board and the public works trust fund shall examine funding prioritization policies, recognizing funding constraints and competing priorities, in order to meet the state's intent to prioritize certified GTECs for investments in facilities and services as part of state plans and programs.

(b) **Integration.** The GTEC program plan shall be incorporated into other plans and programs, including local comprehensive plans and transportation improvement programs, as they are updated after January 1, 2008.

[Statutory Authority: RCW 70.94.537. WSR 15-13-038, § 468-63-060, filed 6/9/15, effective 7/10/15; WSR 07-05-065, § 468-63-060, filed 2/20/07, effective 3/23/07.]

## 2020-2023 M/RTIP Amendment Schedule

*Formal amendments can be processed monthly from January to October*

TIP Month	YVCOG URBAN/RURAL Deadline <sup>1</sup>	Public Comment Period	MPO /RTPO TAC Meeting	Transportation Policy Meeting	WSDOT STIP Submittal Deadline <sup>2</sup>
January	Friday 12/20/19	12/25/19 - 1/8/20	Thursday 1/9/20	Wednesday 1/15/20	Friday 1/17/20
February	Friday 1/24/20	1/29/20 - 2/12/20	Thursday 2/13/20	Wednesday 2/19/20	Friday 2/21/20
March	Friday 2/21/20	2/26/20 - 3/10/20	Thursday 3/11/20	Monday 3/16/20	Friday 3/20/20
April	Friday 3/20/20	3/25/20 - 4/8/20	Thursday 4/9/20	Monday 4/20/20	Friday 4/17/20
May	Friday 4/24/20	4/29/20 - 5/13/20	Thursday 5/14/20	Monday 5/18/20	Friday 5/15/20
June	Friday 5/22/20	5/27/20 - 6/10/20	Thursday 6/11/20	Monday 6/15/20	Friday 6/19/20
July	Friday 6/19/20	6/24/20 - 7/8/20	Thursday 7/9/20	Monday 7/20/20	Friday 7/17/20
August	Friday 7/24/20	7/29/20 - 8/12/20	Thursday 8/13/20	Monday 8/17/20	Friday 8/21/20
September	Friday 8/21/20	8/26/20 - 9/9/20	Thursday 9/10/20	Monday 9/21/20	Friday 9/18/20
October	Friday 9/18/20	9/23/20 - 10/7/20	Thursday 10/8/20	Monday 10/19/20	Friday 10/16/20

<sup>1</sup> YVCOG deadlines allow staff time to make an air quality determination (if necessary), prepare submittal documentation, and conduct a mandatory two week (14 day) public review period. Formal amendments need approval by resolution from the Transportation Policy Board. Formal amendments are now possible from January through October.

<sup>2</sup> These deadlines are set by WSDOT Highways and Local Programs Division in Olympia.

**Yellow dates note when the M/RTIP amendment is submitted to WSDOT prior to the MPO Executive Committee meeting.**

YVCOG fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, see <http://www.yvco.org/title6.pdf> or call (509) 574-1550

# 2020 Transportation Alternatives Program (TAP) / STB-G Set-Aside Call for Projects Grant Process Timeline

Thursday, March 12, 2020 (TAC Meeting)	TAP/STB-G Application Window Begins
Friday, April 24, 2020 (12:00pm)	TAP/STB-G Application Packet Submittal Deadline
April 27 – May 1, 2020	YVCOG Develops Project Packets for Scoring Subcommittee
May 4 – 8, 2020 (Date TBD)	Scoring Subcommittee Rates Submitted Applications
Thursday, May 14, 2020	TAC Reviews/Recommends Project Scoring Results to Transportation Policy Board
Monday, May 18, 2020	Policy Board Review Scoring Results, Determines Final Project Prioritization List, Adopts List
May 18 – 22, 2020	YVCOG Distributes Award Letters to Awarded Jurisdiction(s)
May – June, 2020	Awarded Jurisdictions Include Projects into Respective TIP Documents – Submit TIP’s to YVCOG for 2021-2024 M/RTIP
Monday, August 4, 2020	Final Warning to Submit Obligation Paperwork for Inclusion into 2020 Federal Year
Wednesday, September 30, 2020	End of 2020 Federal Fiscal Year
Thursday, October 1, 2020	First Day Obligate Funds in 2021 Federal Fiscal Year





## YAKIMA VALLEY CONFERENCE OF GOVERNMENTS

311 North 4th Street, Suite 204 • Yakima, Washington 98901  
509-574-1550 • FAX 574-1551  
website: [www.yvcog.org](http://www.yvcog.org)

February 19, 2020

Washington State Department of Transportation  
ATTN: Cliff Hall  
310 Maple Park Avenue S.E.  
PO Box 47370  
Olympia, WA 98504-7370

Dear Mr. Hall,

The Yakima Valley Conference of Governments (YVCOG) is the lead agency for coordinating transportation planning in the Yakima Valley Metropolitan Area, in Yakima County. As the MPO for the Yakima Valley urbanized area, YVCOG established the Technical Advisory Committee (TAC) to fulfill the duties included in 23 CFR 450.300. The TAC is a multi-jurisdictional program comprised of engineers, public works directors, and planners representing local jurisdictions, and WSDOT South Central Region. The TAC meets monthly and provides input, guidance and review of work program activities. Additionally, the TAC provides recommendations to YVCOG's Transportation Policy Board to be discussed further during YVCOG's regularly scheduled monthly Board Meeting. This multi-level forum provides local jurisdictions, elected officials and our community the opportunity to provide input and opportunities for coordination, inclusion, and to build consensus prior to adoption of work program products.

YVCOG provides a platform for a collective vision of transportation goals and cooperative decision making on, and programming of, regionally significant investments. Since the inception of YVCOG MPO, the organization has considered both urban and rural mobility needs in the development of the Regional/Metropolitan Transportation Plan (R/MTP), Human Services Transportation Plan (HSTP), Public Participation Plan, Title VI Plan, Congestion Management Process (CMP), short-term implementation programs, and during the regional transportation project selection process. As a result, YVCOG produced plans and programs, and the underlying processes, are compliant with federal and state mandates related to metropolitan and regional transportation planning.

In order to build on this comprehensive approach to transportation planning and to gain additional efficiencies and consistencies across all transportation planning and investment strategies, the YVCOG Transportation Policy Board has passed resolution 2020-06 during the February 19, 2020 Transportation Policy Board meeting to expand the Metropolitan Planning Area (MPA). This expansion of the MPA boundary would include all of Yakima County, which also aligns with the statistical area for the Yakima Valley. YVCOG submitted this request to Governor Inslee in writing.

In full compliance with federal law (23 CFR 450.312), and on behalf of the YVCOG Transportation Policy Board, I respectfully request your concurrence with our decision to expand our Metropolitan Planning Area for the Yakima Valley Conference of Governments.

Sincerely,

James A Restucci  
Policy Board Chair

Enclosure: Map of Current MPA Boundary/Map of Proposed MPA Boundary/Map of Metropolitan Statistical Area  
YVCOG Transportation Policy Board Resolution 2020-06  
Governor Inslee letter

### MEMBER JURISDICTIONS

Grandview • Granger • Harrah • Mabton • Moxee • Naches • Selah  
Sunnyside • Tieton • Toppenish • Union Gap • Wapato • Yakima • Yakima County • Zillah



# YAKIMA VALLEY CONFERENCE OF GOVERNMENTS

311 North 4th Street, Suite 204 • Yakima, Washington 98901  
509-574-1550 • FAX 574-1551  
website: [www.yvcog.org](http://www.yvcog.org)

February 19, 2020

The Honorable Jay Inslee  
Governor, State of Washington  
Legislative Building  
P.O. Box 40002  
Olympia, WA 98504-0002

Dear Governor Inslee,

The Yakima Valley Conference of Governments (YVCOG) is the lead agency for coordinating transportation planning in the Yakima Valley Metropolitan Area, in Yakima County. The YVCOG was designated by the Governor in 1973 as the MPO for the Yakima Valley Metropolitan Area. This was a result of the county area becoming a federally designated Urban Area based on the 1970 U.S. Census. As the MPO for the Yakima Valley urbanized area, YVCOG established the Technical Advisory Committee (TAC) to fulfill the duties included in 23 CFR 450.300. The TAC is a multi- jurisdictional program comprised of engineers, public works directors, and planners representing local jurisdictions, and WSDOT South Central Region. The TAC meets monthly and provides input, guidance and review of work program activities. Additionally, the TAC provides recommendations to YVCOG's Transportation Policy Board to be discussed further during YVCOG's regularly scheduled monthly Board Meeting. This multi-level forum provides local jurisdictions, elected officials and our community the opportunity to provide input and opportunities for coordination, inclusion, and to build consensus prior to adoption of work program products.

YVCOG provides a platform for a collective vision of transportation goals and cooperative decision making on, and programming of, regionally significant investments. Since the inception of YVCOG MPO, the organization has considered both urban and rural mobility needs in the development of the Regional/Metropolitan Transportation Plan (R/MTP), Human Services Transportation Plan (HSTP), Public Participation Plan, Title VI Plan, Congestion Management Process (CMP), short-term implementation programs, and during the regional transportation project selection process. As a result, YVCOG produced plans and programs, and the underlying processes, are compliant with federal and state mandates related to metropolitan and regional transportation planning.

In order to build on this comprehensive approach to transportation planning and to gain additional efficiencies and consistencies across all transportation planning and investment strategies, the YVCOG Transportation Policy Board has voted by resolution 2020-6 to expand the Metropolitan Planning Area (MPA). This expansion of the MPA boundary would include all of Yakima County, which also aligns with the statistical area for the Yakima Valley.

In full compliance with federal law (23 CFR 450.312), and on behalf of the YVCOG Transportation Policy Board, I respectfully request your concurrence with our decision to expand our Metropolitan Planning Area for the Yakima Valley Conference of Governments.

Sincerely,

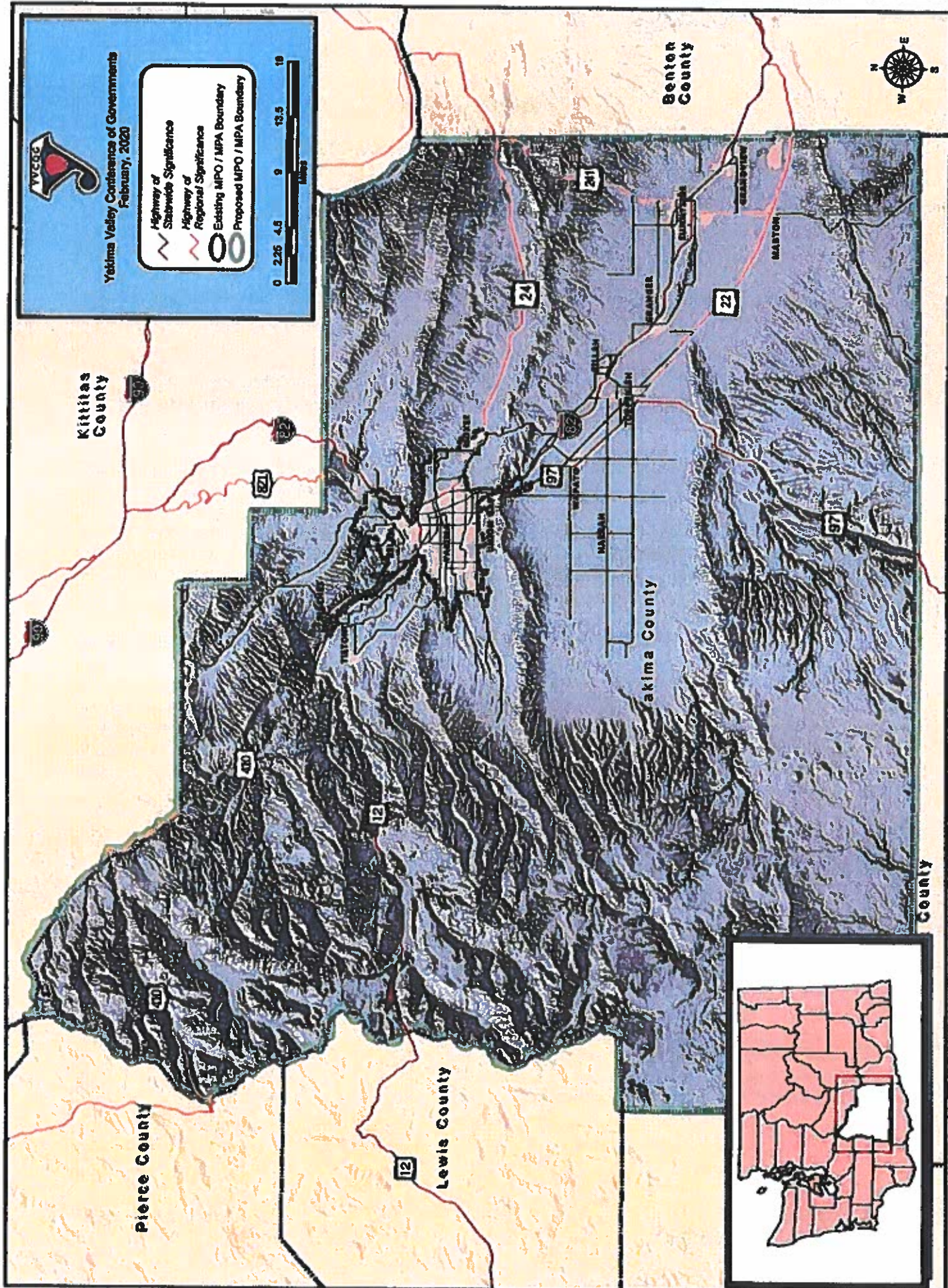
James A Restucci  
Policy Board Chair

Enclosure: Map of Current MPA Boundary/Map of Proposed MPA Boundary/Map Metropolitan Statistical Area  
YVCOG Transportation Policy Board Resolution 2020-06

### MEMBER JURISDICTIONS

Grandview • Granger • Harrah • Mabton • Moxee • Naches • Selah  
Sunnyside • Tieton • Toppenish • Union Gap • Wapato • Yakima • Yakima County • Zillah

# Metropolitan and Regional Transportation Planning Organization Boundary (MPO) - Metropolitan Planning Area (MPA)



Yakima Valley Conference of Governments  
February, 2020

- Highway of Statewide Significance
- Highway of Regional Significance
- Existing MPO / MPA Boundary
- Proposed MPO / MPA Boundary



24

Resolution 2020-06

**A RESOLUTION** of the Yakima Valley Transportation Policy Board to expand YVCOG's Metropolitan Planning Area (MPA).

**WHEREAS**, the Yakima Valley Conference of Governments (YVCOG) is the designated Metropolitan Planning Organization (MPO) for the Yakima Valley urbanized area in Yakima County; and the Regional Transportation Planning Organization (RTPO) for Yakima County; AND

**WHEREAS**, the current Metropolitan Planning Area (MPA) boundary was determined between the YVCOG Board and the Governor of Washington State in 2013; AND

**WHEREAS**, 23 CFR 450.312(a) requires that all MPOs define an MPA, that, at a minimum, includes all lands designated urbanized by the U.S. Census and all other lands anticipated to become urbanized within the next 20 years; AND

**WHEREAS**, YVCOG provides a platform for a collective vision of transportation goals and cooperative decision making on, and programming of, regionally significant investments; AND

**WHEREAS**; YVCOG has considered urban and rural mobility needs in the development of the Regional/Metropolitan Transportation Plan (R/MTP), Human Services Transportation Plan (HSTP), Public Participation Plan, Title VI Plan, Congestion Management Process (CMP), short-term implementation programs, and during the project selection process; AND,

**WHEREAS**; the YVCOG Technical Advisory Committee (TAC) recommends adoption of the new MPA boundary for YVCOG.

**NOW, THEREFORE, BE IT RESOLVED**, that building on this comprehensive approach to transportation planning and to gain additional efficiencies and consistencies across all transportation planning and investment strategies, the Transportation Policy Board of the Yakima Valley Conference of Governments agrees to expand YVCOG's metropolitan planning area to include all of Yakima County, which also aligns with the statistical area for the Yakima Valley.

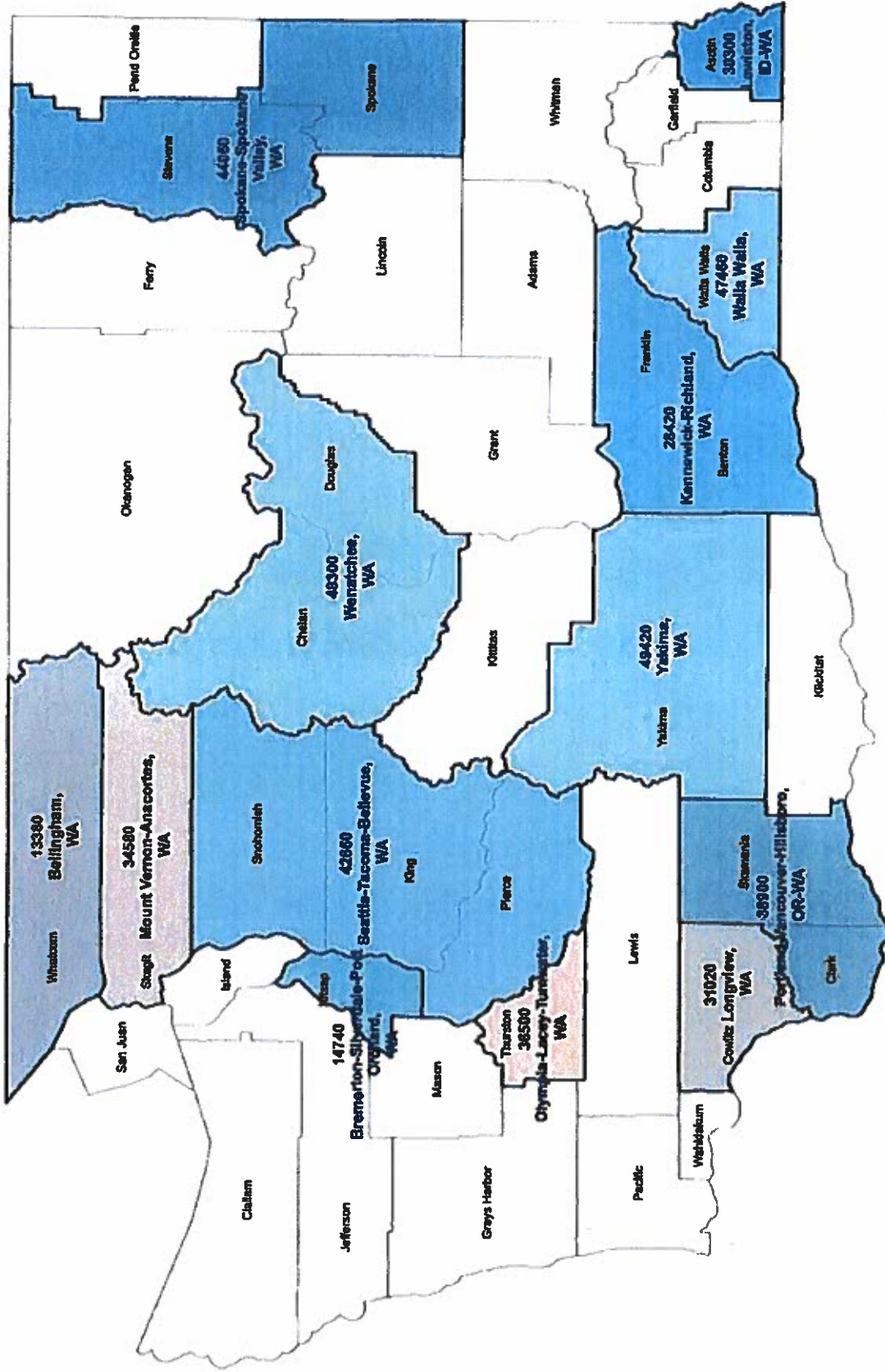
Adopted by the Yakima Valley Transportation Policy Board this 19<sup>th</sup> day of February 2020.

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James A. Restucci, Chair  
Yakima Valley Transportation Policy Board  
Policy Board  
ATTEST:

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Christina Wickenhagen  
Executive Director  
Yakima Valley Conference of Governments



Statistical Area  
 County

# Metropolitan Statistical Area

Washington State  
 Office of Financial Management  
 Forecasting & Research Division  
 2018-11-29



Based on U.S. Office of Management and Budget October 2018 delineations (OMB Bulletin No. 18-04).

**Core Based and Related Statistical Areas**  
 Based on U.S. Office of Management and Budget October 2018 delineations (OMB Bulletin No. 18-04).

STATE	COUNTY	COUNTY_NM	CBSA	CBSA_NM	CBSA_TYPE	CSA	CSA_NM	METDIV	METDIV_NM
53	001	Adams	36830	Othello, WA	Metropolitan	393	Moses Lake-Othello, WA		
53	003	Asotin	30300	Lewiston, ID-WA	Metropolitan				
53	005	Benton	28420	Kennewick-Richland, WA	Metropolitan	313	Kennewick-Richland-Walla Walla, WA		
53	007	Chelan	48300	Wenatchee, WA	Metropolitan				
53	009	Chillam	38820	Port Angeles, WA	Metropolitan				
53	011	Clark	38900	Portland-Vancouver-Hillsboro, OR-WA	Metropolitan	440	Portland-Vancouver-Salem, OR-WA		
53	013	Columbia							
53	015	Cowlitz	31020	Longview, WA	Metropolitan	440	Portland-Vancouver-Salem, OR-WA		
53	017	Douglas	48300	Wenatchee, WA	Metropolitan				
53	019	Ferry							
53	021	Franklin	28420	Kennewick-Richland, WA	Metropolitan	313	Kennewick-Richland-Walla Walla, WA		
53	023	Garfield							
53	025	Grant	34180	Moses Lake, WA	Metropolitan	393	Moses Lake-Othello, WA		
53	027	Grays Harbor	10140	Aberdeen, WA	Metropolitan				
53	029	Island	36020	Oak Harbor, WA	Metropolitan	500	Seattle-Tacoma, WA		
53	031	Jefferson							
53	033	King	42660	Seattle-Tacoma-Bellevue, WA	Metropolitan	500	Seattle-Tacoma, WA	42644	Seattle-Bellevue-Kent, WA
53	035	Kitsap	14740	Bremerton-Silverdale-Port Orchard, WA	Metropolitan	500	Seattle-Tacoma, WA		
53	037	Kittitas	21260	Ellensburg, WA	Metropolitan				
53	039	Klickitat							
53	041	Lewis	16500	Centralia, WA	Metropolitan	500	Seattle-Tacoma, WA		
53	043	Lincolln							
53	045	Mason	43220	Shelton, WA	Metropolitan	500	Seattle-Tacoma, WA		
53	047	Okanogan							
53	049	Pacific							
53	051	Pend Oreille							
53	053	Pierce	42660	Seattle-Tacoma-Bellevue, WA	Metropolitan	500	Seattle-Tacoma, WA	45104	Tacoma-Lakewood, WA
53	055	San Juan							
53	057	Skagit	34580	Mount Vernon-Anacortes, WA	Metropolitan	500	Seattle-Tacoma, WA		
53	059	Skamania	38900	Portland-Vancouver-Hillsboro, OR-WA	Metropolitan	440	Portland-Vancouver-Salem, OR-WA		
53	061	Snohomish	42660	Seattle-Tacoma-Bellevue, WA	Metropolitan	500	Seattle-Tacoma, WA	42644	Seattle-Bellevue-Kent, WA
53	063	Spokane	44060	Spokane-Spokane Valley, WA	Metropolitan	518	Spokane-Spokane Valley-Coeur d'Alene, WA-ID		
53	065	Stevens	44060	Spokane-Spokane Valley, WA	Metropolitan	518	Spokane-Spokane Valley-Coeur d'Alene, WA-ID		
53	067	Thurston	36500	Olympia-Lacey-Tumwater, WA	Metropolitan	500	Seattle-Tacoma, WA		
53	069	Wahkiakum							
53	071	Walla Walla	47460	Walla Walla, WA	Metropolitan	313	Kennewick-Richland-Walla Walla, WA		
53	073	Whitcom	13380	Bellingham, WA	Metropolitan				
53	075	Whitman	39420	Pullman, WA	Metropolitan	446	Pullman-Moscow, WA-ID		
53	077	Yakima	49420	Yakima, WA	Metropolitan				

CBSA = Core Based Statistical Area—a collective term encompassing both metropolitan and micropolitan areas.  
 CSA = Combined Statistical Area.  
 METDIV = Metropolitan Division.

**Alan Adolf**

---

**From:** Sandy, Bayley <Bayley.Sandy@mail.house.gov>  
**Sent:** Wednesday, January 29, 2020 8:37 AM  
**To:** Sandy, Bayley  
**Subject:** MEDIA RELEASE: Chairs DeFazio, Pallone, Neal Release \$760 Billion Framework to Make Transformative Infrastructure Investments Across U.S.

**CAUTION :** This email originated from outside of this organization. Please exercise caution with links and attachments.



**FOR IMMEDIATE RELEASE: JANUARY 29, 2020**

CONTACT:

[Kerry Arndt](#) (DeFazio), 202-225-4472

[Evan Gilbert](#) (Pallone), 202-225-5735

[Erin Hatch](#) (Neal), 202-225-2856

## **Chairs DeFazio, Pallone, Neal Release \$760 Billion Framework to Make Transformative Infrastructure Investments Across U.S.**

**Washington, DC** - Today, the Chairs of three U.S. House Committees released a [framework](#) for a five-year, \$760 billion investment in infrastructure that would address some of the country's most urgent infrastructure needs, from addressing the massive maintenance backlog, to designing safer streets, to putting the U.S. on a path toward zero emissions from the transportation sector and increasing resiliency. The framework put forth by Transportation and Infrastructure Committee Chair Peter DeFazio (D-OR), Energy and Commerce Committee Chair Frank Pallone (D-NJ), and Ways and Means Committee Chair Richard Neal (D-MA) would bolster the Federal role in order to help communities around the country undertake transformative projects that are **smarter, safer, and made to last**.

Among other things, the framework outlines major investments, including those in highways, rail, and transit systems, airports, ports and harbors, wastewater and drinking water infrastructure, brownfields, and broadband.

It's infrastructure investment that is **smarter, safer, and made to last** – with a framework that:

- ✓ Brings existing infrastructure into a state of good repair and enables the completion of critical projects through long-term, sustainable funding.
- ✓ Sets a path toward zero carbon pollution from the transportation sector, creating jobs, protecting our natural resources, promoting environmental justice, and increasing resiliency to climate change.
- ✓ Ensures a transportation system that is green, affordable, reliable, efficient and provides access to jobs
- ✓ Provides safe, clean, and affordable water and wastewater services.
- ✓ Prioritizes the safety of the traveling public.
- ✓ Helps combat climate change by creating good-paying jobs in clean energy, investing in energy efficiency and reducing greenhouse gas pollution.
- ✓ Expands broadband internet access, adoption for unserved and underserved rural, suburban, and urban communities.
- ✓ Modernizes 9-1-1 public safety networks.
- ✓ Creates family-wage jobs with Davis-Bacon and other strong worker protections.
- ✓ Supports U.S. industries, including steel and manufacturing, through strong Buy America protections

"Our country has changed dramatically since the 1950s, yet people and goods are now literally stuck trying to move on transportation networks first developed nearly 70 years ago. It's past time for transformational investments to make our infrastructure smarter, safer, and resilient to climate change, or else we will keep throwing money at an antiquated system that is only holding us and our economy back," **Chair DeFazio said.** "The framework we released today is the launchpad we need to move forward on those transformational investments and curb carbon pollution. In the coming months, I look forward to continuing our work to make this framework a reality. The cost of inaction is too great."

"There is no better way to strengthen our economy for the future than to modernize our badly aging infrastructure. This bold framework not only helps us rebuild our nation, it also combats climate change by reducing carbon emissions and moving us towards a clean energy future," **Chairman Pallone said.** "It will also create good paying jobs, ensure that no community is left behind in the digital economy and help protect Americans' drinking water. These are investments that we must make for the American people, and I look forward to moving this proposal forward."

"Due to decades of underfunding and neglect, America's infrastructure system is falling apart and we're falling behind our global competitors. The deficiencies of our roads, bridges, transit, water systems, broadband, and electrical grids hold our nation's economy back," **Chairman Neal said.** "When we invest in infrastructure, it results in a significant economic multiplier – with each dollar spent, our nation becomes more competitive and prosperous. Democrats' new infrastructure framework creates jobs, bolsters American industry, and builds the smart, safe connections between communities that our country needs to advance."



# MOVING FORWARD FRAMEWORK

FOR THE PEOPLE

## Fact Sheet

**House Democrats' Moving Forward Framework outlines a 5-year, \$760 billion investment** to get our existing infrastructure working again and fund new, transformative projects that will create more than 10 million jobs, while reducing carbon pollution, dramatically improving safety, and spurring economic activity. It's infrastructure investment that is **smarter, safer, and made to last.**

### Modern Highways & Highway Safety Investments — \$329 Billion

- Delivers better roads and bridges faster, by prioritizing fixing the broken, outdated infrastructure we already have, including the Nation's 47,000 structurally deficient bridges.
- Modernizes our infrastructure with bold new funding for addressing the most impactful projects and bottlenecks that affect local regions and the national transportation network.
- Invests in reducing carbon pollution from the transportation sector and improving the resilience of infrastructure to withstand the impacts of climate change.
- Dramatically increasing the availability of charging stations and other alternative fueling options for electric and zero-emissions vehicles.
- Addresses the sharp rise in pedestrian and bicyclist deaths by making our roads safer for all users.
- Uses modern technology, such as smart traffic lights and innovative materials, to create smarter, more efficient transportation systems.

### Transit Investment — \$105 Billion

- Increases funding for transit agencies to add new routes and provide more reliable service, encouraging viable public transit options and fewer single-occupant cars clogging highways.
- Increases investment in zero-emission buses to reduce carbon pollution.
- Streamlines project delivery so that our investments get shovels in the ground quicker and commuters see results faster, by reforming the Capital Investment Grant program.
- Provides the investments needed to address the growing backlog of transit maintenance needs, making public transit safer and more reliable.

### Rail Investments — \$55 Billion

- Expands our passenger rail network, giving travelers a reliable, low-carbon option to travel both short and long distances, including to regions that lack frequent or affordable airport service.
- Invests in Amtrak stations, facilities, services, and modernization of its rail cars, while continuing Amtrak's legacy of serving long-distance and intercity passengers.

### Airport Investments — \$30 Billion

- Supports airport investments to meet growing passenger demand and advances FAA's airspace modernization efforts to make air travel safer and easier.

- Incentivizes the development and use of sustainable aviation fuels and new aircraft technologies to reduce the carbon pollution from air travel.
- Accelerates research into noise reduction efforts in communities near U.S. airports, making communities healthier and more livable.

**Clean Water & Wastewater Infrastructure — \$50.5 Billion**

- Funds building new, modern clean water and wastewater infrastructure by investing \$40 billion in the Clean Water State Revolving Fund (CWSRF), to address local water quality challenges, with dedicated funds for urban and rural communities with affordability concerns.
- Encourages the use of energy-efficient and water-efficient technologies.
- Helps communities affordably address local sewer overflow and stormwater infrastructure needs, preventing pollution in local rivers and waterways, and disruptions to service.
- Establishes a new EPA program to detect, prevent, and treat discharge of industrial chemicals, including PFAS.

**Water Infrastructure (Flood protection, navigation, etc.) — \$10 Billion**

- Addresses the impact of severe weather events by tackling the backlog of Army Corps' projects designed to protect communities at risk of flooding, to enhance community resiliency, and to enhance national, regional, and local economic growth.

**Harbor Infrastructure — \$19.7 Billion**

- Funds the essential dredging and upkeep of American harbors, ports and channels – keeping commerce flowing and ensuring U.S. economic competitiveness – by making sure the fees collected from maritime shippers go toward regular harbor maintenance.

**Brownfield Restoration — \$2.7 Billion**

- Helps communities fix up abandoned and contaminated properties for new use, particularly important for the revitalization of economically distressed communities.

**Drinking Water — \$25.4 Billion**

- Protects Americans' drinking water – particularly for vulnerable communities – by investing in the Drinking Water State Revolving Fund and programs to ensure clean drinking water in schools, day care centers and on Native American Reservations.
- Provides funding to local communities dealing with PFAS contamination in the drinking water and requires EPA identify and assist these and other communities with effective decontamination techniques.

**Clean Energy— \$34.3 Billion**

- Invests in electric grid modernization to accommodate more renewable energy and to make the grid more secure, resilient and efficient.
- Encourages local communities to invest in energy efficient infrastructure including retrofitting and weatherizing buildings and funding energy efficiency and conservation projects to reduce carbon pollution and put people back to work.
- Strengthens existing energy supply infrastructure and expands renewable energy infrastructure in low-income and underserved communities to increase climate resiliency and reduce greenhouse gas pollution across the country.
- Supports the development of an electric vehicle charging network to facilitate the transition to zero emissions vehicles from coast to coast.

**Broadband & Communications — \$86 Billion**

- Invests in expanding broadband access to unserved and underserved rural, suburban, and urban communities across the country – connecting Americans, creating strong small businesses, more jobs and strengthening economies in communities that have been left behind.

**Public Safety Communications — \$12 Billion**

- Protects American lives by funding implementation of a Next Generation 9-1-1 system that will allow people to call or send texts, images or videos to 9-1-1 to help first responders and emergency personnel better assess the nature of an emergency and reach people in need.

