



**YAKIMA VALLEY
TRANSPORTATION POLICY BOARD
AGENDA**

Wednesday, February 19, 2020
1:30 p.m.

The 300 Building
311 N. 4th St, Ste 204, Yakima, WA

TRANSPORTATION POLICY BOARD:

James Restucci, Council Member, City of Sunnyside, Chair
John Hodkinson, Council Member, City of Union Gap, Vice Chair
Janice Gonzales, Council Member, City of Zillah
Brad Hill, Council Member, City of Yakima
Bill Moore, Council Member, City of Grandview
Norm Childress, Commissioner, Yakima County
Sherry Raymond, Mayor, City of Selah (Member at Large)
Todd Trepanier, Region Administrator, WSDOT SCR
Jon Smith, President/CEO, YCDA
Madelyn Carlson, CEO, People for People

13th District:

Sen. Judy Wamick
Rep. Tom Dent
Rep. Alex Ybarra

15th District:

Senator Jim Honeyford
Representative Bruce Chandler
Representative Jeremie Dufault

14th District:

Senator Curtis King
Representative Chris Corry
Representative Gina Mosbrucker

CALL TO ORDER

The February 19, 2020 meeting of the Transportation Policy Board will come to order at ____ p.m.

I. INTRODUCTIONS

II. ROLL CALL

III. APPROVAL OF MINUTES – January 14, 2019 Policy Board Meeting

PUBLIC COMMENT POLICY – *It is the policy of the Transportation 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.*

IV. OLD BUSINESS

1. 2020-2045 Long Range Plan Update

Alan Adolf, Transportation Program Manager

- Public Comment (February 5 - March 5, 2020)
- SEPA Public Comment (February 5 - 19, 2020)
- Adoption Scheduled for March 16, 2020

Action: Information

V. NEW BUSINESS

1. February 2020 Metropolitan / Regional Transportation Improvement Program (M/RTIP) Amendment

Alan Adolf, Transportation Program Manager

- Public comment period from January 29 – February 12, 2020.
- Technical Advisory Committee (TAC) recommended on February 13, 2020 following review and discussion of public comments.

Action: 1a: Adopt Resolution 2020- 04 for Determination of Air Quality and authorize Chair to sign Resolution 2020- 04.

Action 1b: Adopt Resolution 2020- 05 for Findings and authorize Chair to sign Resolution 2020-05.

Action 1c: Approval of the 2020-2023 M/RTIP February Amendment and authorize Chair to sign TIP Amendment Checklist

"I move to authorize the Chair to sign Resolutions 2020- 04, 2020- 05 and the February 2020 TIP Amendment Checklist."

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2. 2020 Title VI Annual Report

Alan Adolf, Transportation Program Manager

- Report covers February 2, 2019 to February 1, 2020

Action: Authorize Executive Director to Sign Title VI Policy Statement and Adopt 2020 Title VI Annual Report and Submit to WSDOT

"I move to authorize the Executive Director to sign the Title VI Policy Statement and adopt the 2020 Title VI Annual Report and submit to WSDOT."

3. MPO's / WSDOT Federal Funding Obligation Authority (OA) Discussion

Christina Wickenhagen, Executive Director

- WSDOT & Statewide MPOs OA Discussion (Feb. 3rd) Meeting

Action: Discussion

4. Federal Fiscal Year 2020 STP Planning Program

pgs. 5-13

Christina Wickenhagen, Executive Director

- STP Set-Aside Funds to perform Countywide Transportation Planning activities during 2020 & 2021 UPWP Planning Years.

Action: Authorize Chairman to WSDOT Form 140-039 (Local Agency Agreement) and Form 140-101 (Local Agency Federal Aid Project Prospectus) for the FFY 2020 STP Planning Program and submit to WSDOT

"I move to authorize the Chairman to WSDOT Form 140-039 (Local Agency Agreement) and Form 140-101 (Local Agency Federal Aid Project Prospectus) for the FFY 2020 STP Planning Program and submit to WSDOT."

5. Request Governor's Action to Expand the YVCOG Metropolitan Planning Area (MPA) Boundary

pgs. 15-20

Christina Wickenhagen, Executive Director

- Benefits / impacts / requirements of member jurisdictions resulting from expansion of MPA boundary.

Action 1a: Authorize Chairman to sign Resolution 2020-06 to request the Governor to expand YVCOG's Existing Metropolitan Planning Area (MPA) Boundary to encompass all of Yakima County.

Action 1b: Direct Executive Director to submit request letter to the Governor to expand YVCOG's Existing Metropolitan Planning Area (MPA) Boundary to encompass all of Yakima County

"I move to authorize the Chairman to sign resolution 2020-06 and direct the Executive Director to submit a request letter to the governor to expand the YVCOG's Metropolitan Planning Area (MPA) Boundary to encompass all of Yakima County."

VI. WSDOT STATE & REGIONAL UPDATE

Todd Trepanier, WSDOT South Central Regional Administrator

Action: Information

OTHER BUSINESS

Letter from WSDOT, regarding SB6398 and HB2688

pgs. 21-22

PUBLIC COMMENT

ADJOURN at _____ p.m.

YVCOG ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin, or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding YVCOG's Title VI Program, you may contact the Title VI Coordinator at 509.574.1550.

If you need special accommodations to participate in this meeting, please call us at 509.574.1550 by 10:00 a.m. three days prior to the meeting. For TDD users, please use the state's toll-free relay service, 800.833.6388 and ask the operator to dial 509.574.1550.

YVCOG TRANSPORTATION POLICY BOARD
MEETING MINUTES
January 15, 2020

CALL TO ORDER

Vice Chair John Hodkinson called the January 15, 2020 meeting of the Transportation Policy Board to order at 1:30 p.m. A quorum was present.

PUBLIC COMMENT POLICY

It is the policy of the Transportation 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: John Hodkinson, Norm Childress, Bill Moore, and Janice Gonzales.

Members present via teleconference: Brad Hill

Members Absent: Madelyn Carlson, Sherry Raymond, Jim Restucci, Jon Smith, and Todd Trepanier.

YVCOG staff present: Chris Wickenhagen, Alan Adolf, Jamey Ayling, Mike Shuttleworth, Tami Hayward, Shane Andreas, Jodi Smith

Others present: None

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

APPROVAL OF MINUTES* Bill Moore moved to approve the minutes from December 16, 2019. Norm Childress seconded. The motion carried.

OLD BUSINESS

2020-2045 LONG RANGE PLAN UPDATE

Chris Wickenhagen -

- Plan Survey is online in English and Spanish. 190 responses, to date.
- 5 Public Input meetings are scheduled, beginning next week.
- SEPA and Public Comment periods begin February 2, 2020.
- Public Participation News Release shows meeting dates/times.

Action: Information

NEW BUSINESS

JANUARY 2020 METROPOLITAN / REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (M/RTIP) AMENDMENT

Alan Adolf announced that the January M/RTIP public comment period ended on January 8, 2020. Three comments were submitted and have been responded to. The comments will be documented in the TIP Amendment.

There are 9 amendments to the document (Union Gap – 1; Yakima County – 8).

Action: Janice Gonzales moved to approve and authorize the Chair to sign Resolutions 2020-01 Determination of Air Quality, 2020-02 Findings, and the January 2020 TIP Amendment Checklist. Bill Moore seconded. The motion carried.

2020 SAFETY PERFORMANCE MEASURES TARGET CONCURRENCE

Alan Adolf presented an update on Safety Performance Measure Goals, and the '5-Year' Trend Analysis for five recognized reduction goals. YVCOG Staff recommends board concurrence with WSDOT's calculated target goals.

The TAC has recommended that the Policy Board adopt and sign Resolution 2020-3 for 2020 Safety Performance Measures and Targets and authorize Executive Director to sign confirmation letter.

Action: Janice Gonzales moved to adopt Resolution 2020-03 for the 2020 Safety Performance Measures and Targets and authorize the Executive Director to sign confirmation letter. Seconded by Norm Childress. Motion carried.

**2020 GOVERNOR
TRANSPORTATION
PROPOSED BUDGET &
PROJECT LIST**

Mr. Adolf discussed the Governor's Transportation Proposed Budget and Project List. It appears that there will be limited impact to the Yakima Region, and the East/West Corridor should not be delayed.

Action: Information

**2020 TITLE VI ANNUAL
REPORT DEVELOPMENT**

Alan Adolf notified the Policy Board that YVCOG's Title VI annual report is due next month, and will be presented to the Policy Board, for approval, at the February meeting. We updated our Title VI Plan last year. We are also required to make sure that all of our jurisdictions are complying with Title VI.

He asked everyone to be sure to sign in on our Title VI sign-in sheet.

Action: Information

**STATE FISCAL YEAR (SFY)
2021 UNIFIED PLANNING
WORK PROGRAM (UPWP)
DEVELOPMENT**

Alan Adolf stated that we are kicking off our UPWP efforts. The UPWP is YVCOG's plan for the state fiscal year, stating what we are planning to accomplish. Includes an Unfunded Needs list. If you know of any unfunded projects that are transportation related plans or activities that you are interested in adding to the list, please let Alan know, so he can add them to the list.

Action: Information

**WSDOT STATE &
REGIONAL UPDATE**

None.

Action: n/a

OTHER BUSINESS

None.

PUBLIC COMMENT

None

ADJOURN

With no other business, Vice Chair Hodkinson adjourned the meeting at 2:10 p.m.

Respectfully submitted,

James A. Restucci
YVCOG Transportation Policy Board Chair

Date signed

ATTEST:

Tamara Hayward, Financial Specialist

Date signed



**Washington State
Department of Transportation**

Agency Yakima Valley Conference of Governments

Address
311 North 4th Street
Suite 204
Yakima, WA 98901

Local Agency Agreement

CFDA No. 20.205
(Catalog or Federal Domestic Assistance)

Project No.

Agreement No.

For OSC WSDOT Use Only

The Local Agency having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code Highways, (2) the regulations issued pursuant thereto, (3) 2 CFR Part 200, (4) 2 CFR Part 180 – certifying that the local agency is not excluded from receiving Federal funds by a Federal suspension or debarment, (5) the policies and procedures promulgated by the Washington State Department of Transportation, and (6) the federal aid project agreement entered into between the State and Federal Government, relative to the above project, the Washington State Department of Transportation will authorize the Local Agency to proceed on the project by a separate notification. Federal funds which are to be obligated for the project may not exceed the amount shown herein on line r, column 3, without written authority by the State, subject to the approval of the Federal Highway Administration. All project costs not reimbursed by the Federal Government shall be the responsibility of the Local Agency.

Project Description

Name FFY 2020 STP Planning Program

Length N/A

Termini N/A

Description of Work

This project will support regional transportation tasks as outlined in the YVCOG UPWP during the 2020 UPWP year, including the Regional Traffic Count and Regional Transportation Modeling programs

Project Agreement End Date 31 December 2021

Claiming Indirect Cost Rate

Proposed Advertisement Date N/A

Yes No

Type of Work	Estimate of Funding		
	(1) Estimated Total Project Funds	(2) Estimated Agency Funds	(3) Estimated Federal Funds
PE			
86.5 % a. Agency	264,361.00	35,689.00	228,672.00
b. Other			
Federal Aid			
Participation			
Ratio for PE			
c. Other			
d. State	100.00	14.00	86.00
e. Total PE Cost Estimate (a+b+c+d)	264,461.00	35,703.00	228,758.00
Right of Way			
% f. Agency			
g. Other			
Federal Aid			
Participation			
Ratio for RW			
h. Other			
i. State			
j. Total RW Cost Estimate (f+g+h+i)	0.00	0.00	0.00
Construction			
% k. Contract			
l. Other			
m. Other			
Federal Aid			
Participation			
Ratio for CN			
n. Other			
o. Agency			
p. State			
q. Total CN Cost Estimate (k+l+m+n+o+p)	0.00	0.00	0.00
r. Total Project Cost Estimate (e+i+q)	264,461.00	35,703.00	228,758.00

Agency Official

Washington State Department of Transportation

By

By

Title Vice Chairman, YVCOG Policy Board

Director, Local Programs

Date Executed

Construction Method of Financing (Check Method Selected)

State Ad and Award

Method A - Advance Payment - Agency Share of total construction cost (based on contract award)

Method B - Withhold from gas tax the Agency's share of total construction coast (line 5, column 2) in the amount of

\$ _____ at \$ _____ per month for _____ months.

Local Force or Local Ad and Award

Method C - Agency cost incurred with partial reimbursement

The Local Agency further stipulates that pursuant to said Title 23, regulations and policies and procedures, and as a condition to payment of the federal funds obligated, it accepts and will comply with the applicable provisions set forth below. Adopted by official action on

_____, Resolution/Ordinance No. _____.

Provisions

I. Scope of Work

The Agency shall provide all the work, labor, materials, and services necessary to perform the project which is described and set forth in detail in the "Project Description" and "Type of Work."

When the State acts for and on behalf of the Agency, the State shall be deemed an agent of the Agency and shall perform the services described and indicated in "Type of Work" on the face of this agreement, in accordance with plans and specifications as proposed by the Agency and approved by the State and the Federal Highway Administration.

When the State acts for the Agency but is not subject to the right of control by the Agency, the State shall have the right to perform the work subject to the ordinary procedures of the State and Federal Highway Administration.

II. Delegation of Authority

The State is willing to fulfill the responsibilities to the Federal Government by the administration of this project. The Agency agrees that the State shall have the full authority to carry out this administration. The State shall review, process, and approve documents required for federal aid reimbursement in accordance with federal requirements. If the State advertises and awards the contract, the State will further act for the Agency in all matters concerning the project as requested by the Agency. If the Local Agency advertises and awards the project, the State shall review the work to ensure conformity with the approved plans and specifications.

III. Project Administration

Certain types of work and services shall be provided by the State on this project as requested by the Agency and described in the Type of Work above. In addition, the State will furnish qualified personnel for the supervision and inspection of the work in progress. On Local Agency advertised and awarded projects, the supervision and inspection shall be limited to ensuring all work is in conformance with approved plans, specifications, and federal aid requirements. The salary of such engineer or other supervisor and all other salaries and costs incurred by State forces upon the project will be considered a cost thereof. All costs related to this project incurred by employees of the State in the customary manner on highway payrolls and vouchers shall be charged as costs of the project.

IV. Availability of Records

All project records in support of all costs incurred and actual expenditures kept by the Agency are to be maintained in accordance with local government accounting procedures prescribed by the Washington State Auditor's Office, the U.S. Department of Transportation, and the Washington State Department of Transportation. The records shall be open to inspection by the State and Federal Government at all reasonable times and shall be retained and made available for such inspection for a period of not less than three years from the final payment of any federal aid funds to the Agency. Copies of said records shall be furnished to the State and/or Federal Government upon request.

V. Compliance with Provisions

The Agency shall not incur any federal aid participation costs on any classification of work on this project until authorized in writing by the State for each classification. The classifications of work for projects are:

1. Preliminary engineering.
2. Right of way acquisition.
3. Project construction.

Once written authorization is given, the Agency agrees to show continuous progress through monthly billings. Failure to show continuous progress may result the Agency's project becoming inactive, as described in 23 CFR 630, and subject to de-obligation of federal aid funds and/or agreement closure.

If right of way acquisition, or actual construction of the road for which preliminary engineering is undertaken is not started by the close of the tenth fiscal year following the fiscal year in which preliminary engineering phase was authorized, the Agency will repay to the State the sum or sums of federal funds paid to the Agency under the terms of this agreement (see Section IX).

If actual construction of the road for which right of way has been purchased is not started by the close of the tenth fiscal year following the fiscal year in which the right of way phase was authorized, the Agency will repay to the State the sum or sums of federal funds paid to the Agency under the terms of this agreement (see Section IX).

The Agency agrees that all stages of construction necessary to provide the initially planned complete facility within the limits of this project will conform to at least the minimum values set by approved statewide design standards applicable to this class of highways, even though such additional work is financed without federal aid participation.

The Agency agrees that on federal aid highway construction projects, the current federal aid regulations which apply to liquidated damages relative to the basis of federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

VI. Payment and Partial Reimbursement

The total cost of the project, including all review and engineering costs and other expenses of the State, is to be paid by the Agency and by the Federal Government. Federal funding shall be in accordance with the Federal Transportation Act, as amended, 2 CFR Part 200. The State shall not be ultimately responsible for any of the costs of the project. The Agency shall be ultimately responsible for all costs associated with the project which are not reimbursed by the Federal Government. Nothing in this agreement shall be construed as a promise by the State as to the amount or nature of federal participation in this project.

The Agency shall bill the state for federal aid project costs incurred in conformity with applicable federal and state laws. The agency shall minimize the time elapsed between receipt of federal aid funds and subsequent payment of incurred costs. Expenditures by the Local Agency for maintenance, general administration, supervision, and other overhead shall not be eligible for federal participation unless a current indirect cost plan has been prepared in accordance with the regulations outlined in 2 CFR Part 200 - Uniform Admin Requirements, Cost Principles and Audit Requirements for Federal Awards, and retained for audit.

The State will pay for State incurred costs on the project. Following payment, the State shall bill the Federal Government for reimbursement of those costs eligible for federal participation to the extent that such costs are attributable and properly allocable to this project. The State shall bill the Agency for that portion of State costs which were not reimbursed by the Federal Government (see Section IX).

1. Project Construction Costs

Project construction financing will be accomplished by one of the three methods as indicated in this agreement.

Method A – The Agency will place with the State, within (20) days after the execution of the construction contract, an advance in the amount of the Agency's share of the total construction cost based on the contract award. The State will notify the Agency of the exact amount to be deposited with the State. The State will pay all costs incurred under the contract upon presentation of progress billings from the contractor. Following such payments, the State will submit a billing to the Federal Government for the federal aid participation share of the cost. When the project is substantially completed and final actual costs of the project can be determined, the State will present the Agency with a final billing showing the amount due the State or the amount due the Agency. This billing will be cleared by either a payment from the Agency to the State or by a refund from the State to the Agency.

Method B – The Agency's share of the total construction cost as shown on the face of this agreement shall be withheld from its monthly fuel tax allotments. The face of this agreement establishes the months in which the withholding shall take place and the exact amount to be withheld each month. The extent of withholding will be confirmed by letter from the State at the time of contract award. Upon receipt of progress billings from the contractor, the State will submit such billings to the Federal Government for payment of its participating portion of such billings.

Method C – The Agency may submit vouchers to the State in the format prescribed by the State, in duplicate, not more than once per month for those costs eligible for Federal participation to the extent that such costs are directly attributable and properly allocable to this project. Expenditures by the Local Agency for maintenance, general administration, supervision, and other overhead shall not be eligible for Federal participation unless claimed under a previously approved indirect cost plan.

The State shall reimburse the Agency for the Federal share of eligible project costs up to the amount shown on the face of this agreement. At the time of audit, the Agency will provide documentation of all costs incurred on the project. The State shall bill the Agency for all costs incurred by the State relative to the project. The State shall also bill the Agency for the federal funds paid by the State to the Agency for project costs which are subsequently determined to be ineligible for federal participation (see Section IX).

VII. Audit of Federal Consultant Contracts

The Agency, if services of a consultant are required, shall be responsible for audit of the consultant's records to determine eligible federal aid costs on the project. The report of said audit shall be in the Agency's files and made available to the State and the Federal Government.

An audit shall be conducted by the WSDOT Internal Audit Office in accordance with generally accepted governmental auditing standards as issued by the United States General Accounting Office by the Comptroller General of the United States; WSDOT Manual M 27-50, Consultant Authorization, Selection, and Agreement Administration; memoranda of understanding between WSDOT and FHWA; and 2 CFR Part 200.501 - Audit Requirements.

If upon audit it is found that overpayment or participation of federal money in ineligible items of cost has occurred, the Agency shall reimburse the State for the amount of such overpayment or excess participation (see Section IX).

VIII. Single Audit Act

The Agency, as a subrecipient of federal funds, shall adhere to the federal regulations outlined in 2 CFR Part 200.501 as well as all applicable federal and state statutes and regulations. A subrecipient who expends \$750,000 or more in federal awards from all sources during a given fiscal year shall have a single or program-specific audit performed for that year in accordance with the provisions of 2 CFR Part 200.501. Upon conclusion of the audit, the Agency shall be responsible for ensuring that a copy of the report is transmitted promptly to the State.

IX. Payment of Billing

The Agency agrees that if payment or arrangement for payment of any of the State's billing relative to the project (e.g., State force work, project cancellation, overpayment, cost ineligible for federal participation, etc.) is not made to the State within 45 days after the Agency has been billed, the State shall effect reimbursement of the total sum due from the regular monthly fuel tax allotments to the Agency from the Motor Vehicle Fund. No additional Federal project funding will be approved until full payment is received unless otherwise directed by the Director, Local Programs.

Project Agreement End Date - This date is based on your projects Period of Performance (2 CFR Part 200.309).

Any costs incurred after the Project Agreement End Date are NOT eligible for federal reimbursement. All eligible costs incurred prior to the Project Agreement End Date must be submitted for reimbursement within 60 days after the Project Agreement End Date or they become ineligible for federal reimbursement.

X. Traffic Control, Signing, Marking, and Roadway Maintenance

The Agency will not permit any changes to be made in the provisions for parking regulations and traffic control on this project without prior approval of the State and Federal Highway Administration. The Agency will not install or permit to be installed any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administration and MUTCD. The Agency will, at its own expense, maintain the improvement covered by this agreement.

XI. Indemnity

The Agency shall hold the Federal Government and the State harmless from and shall process and defend at its own expense all claims, demands, or suits, whether at law or equity brought against the Agency, State, or Federal Government, arising from the Agency's execution, performance, or failure to perform any of the provisions of this agreement, or of any other agreement or contract connected with this agreement, or arising by reason of the participation of the State or Federal Government in the project, PROVIDED, nothing herein shall require the Agency to reimburse the State or the Federal Government for damages arising out of bodily injury to persons or damage to property caused by or resulting from the sole negligence of the Federal Government or the State.

XII. Nondiscrimination Provision

No liability shall attach to the State or Federal Government except as expressly provided herein.

The Agency shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any USDOT-assisted contract and/or agreement or in the administration of its DBE program or the requirements of 49 CFR Part 26. The Agency shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of USDOT-assisted contracts and agreements. The WSDOT's DBE program, as required by 49 CFR Part 26 and as approved by USDOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the Agency of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

The Agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor in 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance, or guarantee or understanding pursuant to any federal program involving such grant, contract, loan, insurance, or guarantee, the required contract provisions for Federal-Aid Contracts (FHWA 1273), located in Chapter 44 of the Local Agency Guidelines.

The Agency further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work. Provided, that if the applicant so participating is a State or Local Government, the above equal opportunity clause is not applicable to any agency, instrumentality, or subdivision of such government which does not participate in work on or under the contract.

The Agency also agrees:

- (1) To assist and cooperate actively with the State in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and rules, regulations, and relevant orders of the Secretary of Labor.
- (2) To furnish the State such information as it may require for the supervision of such compliance and that it will otherwise assist the State in the discharge of its primary responsibility for securing compliance.
- (3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, government contracts and federally assisted construction contracts pursuant to the Executive Order.
- (4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the State, Federal Highway Administration, or the Secretary of Labor pursuant to Part II, subpart D of the Executive Order.

In addition, the Agency agrees that if it fails or refuses to comply with these undertakings, the State may take any or all of the following actions:

- (a) Cancel, terminate, or suspend this agreement in whole or in part;
- (b) Refrain from extending any further assistance to the Agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the Agency; and
- (c) Refer the case to the Department of Justice for appropriate legal proceedings.

XIII. Liquidated Damages

The Agency hereby agrees that the liquidated damages provisions of 23 CFR Part 635, Subpart 127, as supplemented, relative to the amount of Federal participation in the project cost, shall be applicable in the event the contractor fails to complete the contract within the contract time. Failure to include liquidated damages provision will not relieve the Agency from reduction of federal participation in accordance with this paragraph.

XIV. Termination for Public Convenience

The Secretary of the Washington State Department of Transportation may terminate the contract in whole, or from time to time in part, whenever:

- (1) The requisite federal funding becomes unavailable through failure of appropriation or otherwise.
- (2) The contractor is prevented from proceeding with the work as a direct result of an Executive Order of the President with respect to the prosecution of war or in the interest of national defense, or an Executive Order of the President or Governor of the State with respect to the preservation of energy resources.
- (3) The contractor is prevented from proceeding with the work by reason of a preliminary, special, or permanent restraining order of a court of competent jurisdiction where the issuance of such order is primarily caused by the acts or omissions of persons or agencies other than the contractor.
- (4) The Secretary is notified by the Federal Highway Administration that the project is inactive.
- (5) The Secretary determines that such termination is in the best interests of the State.

XV. Venue for Claims and/or Causes of Action

For the convenience of the parties to this contract, it is agreed that any claims and/or causes of action which the Local Agency has against the State of Washington, growing out of this contract or the project with which it is concerned, shall be brought only in the Superior Court for Thurston County.

XVI. Certification Regarding the Restrictions of the Use of Federal Funds for Lobbying

The approving authority certifies, to the best of his or her knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit the Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants, and contracts and subcontracts under grants, subgrants, loans, and cooperative agreements) which exceed \$100,000, and that all such subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification as a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

XVII. Assurances

Local agencies receiving Federal funding from the USDOT or its operating administrations (i.e., Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration) are required to submit a written policy statement, signed by the Agency Executive and addressed to the State, documenting that all programs, activities, and services will be conducted in compliance with Section 504 and the Americans with Disabilities Act (ADA).

Additional Provisions



**Local Agency Federal Aid
Project Prospectus**

Prefix	Route	()	Date	Feb. 19, 2020
Federal Aid Project Number			DUNS Number	197404098
Local Agency Project Number	YVCOG-PL20	(WSDOT Use Only)	Federal Employer Tax ID Number	47-2455606

Agency Yakima Valley Conf. of Govnmts	CA Agency <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Federal Program Title <input type="checkbox"/> 20.205 <input type="checkbox"/> Other		
Project Title FFY 2020 STP Planning Program		Start Latitude N N/A	Start Longitude W N/A	
		End Latitude N N/A	End Longitude W N/A	
Project Termini From-To Countywide		Nearest City Name Countywide		Project Zip Code (+4)
Begin Mile Post Varies	End Mile Post Varies	Length of Project N/A	Award Type <input checked="" type="checkbox"/> Local <input type="checkbox"/> Local Forces <input type="checkbox"/> State <input type="checkbox"/> Railroad	
Route ID	Begin Mile Point	End Mile Point	City Number	County Number 39
		County Name Yakima		
WSDOT Region South Central Regi	Legislative District(s) 13, 14, & 15	Congressional District(s) 4th Congressional Dist.		Urban Area Number 39

Phase	Total Estimated Cost (Nearest Hundred Dollar)	Local Agency Funding (Nearest Hundred Dollar)	Federal Funds (Nearest Hundred Dollar)	Phase Start Date	
				Month	Year
P.E.	264,461	35,703	228,758	Feb	2020
R/W					
Const.					
Total	264,461	35,703	228,758		

Description of Existing Facility (Existing Design and Present Condition)

Roadway Width Varies	Number of Lanes N/A
-------------------------	------------------------

Description of Proposed Work

Description of Proposed Work (Attach additional sheet(s) if necessary)

This project will support regional transportation tasks outlined in YVCOG's UPWP during the 2020 & 2021 UPWP Years, including the regional traffic count and regional transportation modeling programs

Local Agency Contact Person Christine Wickenhagen	Title Executive Director	Phone 509-574-1550
Mailing Address 311 N. 4th Street, Ste. 204	City Yakima	State WA
	Zip Code 98901	
Project Prospectus	By _____ Approving Authority	
	Title	Date

Agency Yakima Valley Conf. of Govnmnts	Project Title FFY 2020 STP Planning Program	Date Feb. 19, 2020
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Type of Proposed Work

Project Type (Check all that Apply)	Roadway Width N/A	Number of Lanes N/A
<input type="checkbox"/> New Construction <input type="checkbox"/> Path / Trail <input type="checkbox"/> 3-R <input type="checkbox"/> Reconstruction <input type="checkbox"/> Pedestrian / Facilities <input type="checkbox"/> 2-R <input type="checkbox"/> Railroad <input type="checkbox"/> Parking <input checked="" type="checkbox"/> Other <input type="checkbox"/> Bridge		

Geometric Design Data

Description	Through Route	Crossroad
Federal Functional Classification	<input type="checkbox"/> Urban	<input type="checkbox"/> Urban
	<input type="checkbox"/> Rural	<input type="checkbox"/> Rural
	<input type="checkbox"/> NHS	<input type="checkbox"/> NHS
	<input type="checkbox"/> Principal Arterial	<input type="checkbox"/> Principal Arterial
	<input type="checkbox"/> Minor Arterial	<input type="checkbox"/> Minor Arterial
	<input type="checkbox"/> Collector	<input type="checkbox"/> Collector
	<input type="checkbox"/> Major Collector	<input type="checkbox"/> Major Collector
	<input type="checkbox"/> Minor Collector	<input type="checkbox"/> Minor Collector
	<input type="checkbox"/> Local Access	<input type="checkbox"/> Local Access
Terrain	<input type="checkbox"/> Flat <input type="checkbox"/> Roll <input type="checkbox"/> Mountain	<input type="checkbox"/> Flat <input type="checkbox"/> Roll <input type="checkbox"/> Mountain
Posted Speed	N/A	N/A
Design Speed	N/A	N/A
Existing ADT	N/A	N/A
Design Year ADT	N/A	N/A
Design Year	N/A	N/A
Design Hourly Volume (DHV)	N/A	N/A

Performance of Work

Preliminary Engineering Will Be Performed By YVCOG	Others 50 %	Agency 50 %
Construction Will Be Performed By N/A	Contract N/A %	Agency N/A %

Environmental Classification

<input type="checkbox"/> Class I - Environmental Impact Statement (EIS)	<input checked="" type="checkbox"/> Class II - Categorically Excluded (CE)
<input type="checkbox"/> Project Involves NEPA/SEPA Section 404 Interagency Agreement	<input type="checkbox"/> Projects Requiring Documentation (Documented CE)
<input type="checkbox"/> Class III - Environmental Assessment (EA)	
<input type="checkbox"/> Project Involves NEPA/SEPA Section 404 Interagency Agreements	

Environmental Considerations

Planning activities will not extend beyond any existing roadway footprints.

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Agency Yakima Valley Conf. of Govnmnts	Project Title FFY 2020 STP Planning Program	Date Feb. 19, 2020
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Right of Way

<input checked="" type="checkbox"/> No Right of Way Needed * All construction required by the contract can be accomplished within the exiting right of way.	<input type="checkbox"/> Right of Way Needed <input type="checkbox"/> No Relocation <input type="checkbox"/> Relocation Required
--	---

Utilities <input checked="" type="checkbox"/> No utility work required <input type="checkbox"/> All utility work will be completed prior to the start of the construction contract <input type="checkbox"/> All utility work will be completed in coordination with the construction contract	Railroad <input checked="" type="checkbox"/> No railroad work required <input type="checkbox"/> All railroad work will be completed prior to the start of the construction contract <input type="checkbox"/> All the railroad work will be completed in coordination with the construction contract
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Description of Utility Relocation or Adjustments and Existing Major Structures Involved in the Project
 There will be on impacts or mitigations for utility relocation or adjustments or major structures involved.

FAA Involvement
 Is any airport located within 3.2 kilometers (2 miles) of the proposed project? Yes No

Remarks
 Traffic counting and traffic modeling activities may occur within airport zone (as requested by member jurisdiction), but will not extend beyond existing roadway footprints.

This project has been reviewed by the legislative body of the administration agency or agencies, or it's designee, and is not inconsistent with the agency's comprehensive plan for community development.

Date February 19, 2020 Agency By _____ Mayor/Chairperson



YAKIMA VALLEY CONFERENCE OF GOVERNMENTS

311 North 4th Street, Suite 204 • Yakima, Washington 98901

509-574-1550 • FAX 574-1551

website: 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

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509-574-1550 • FAX 574-1551

website: 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

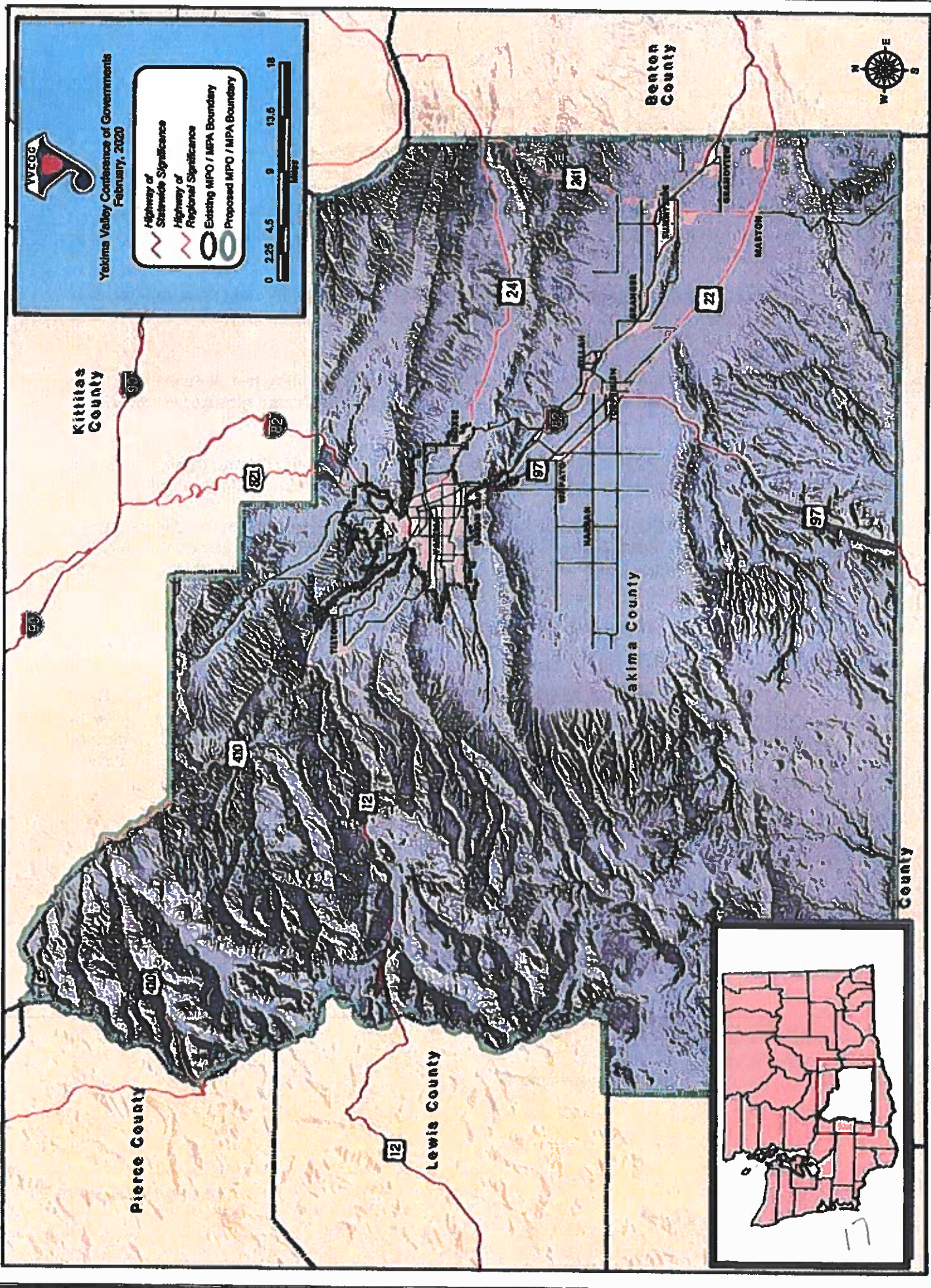
Enclosure: Map of Current MPA Boundary/Map of Proposed MPA Boundary/Map Metropolitan Statistical Area
YVCOG Transportation Policy Board Resolution 2020-06

MEMBER JURISDICTIONS

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

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



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,

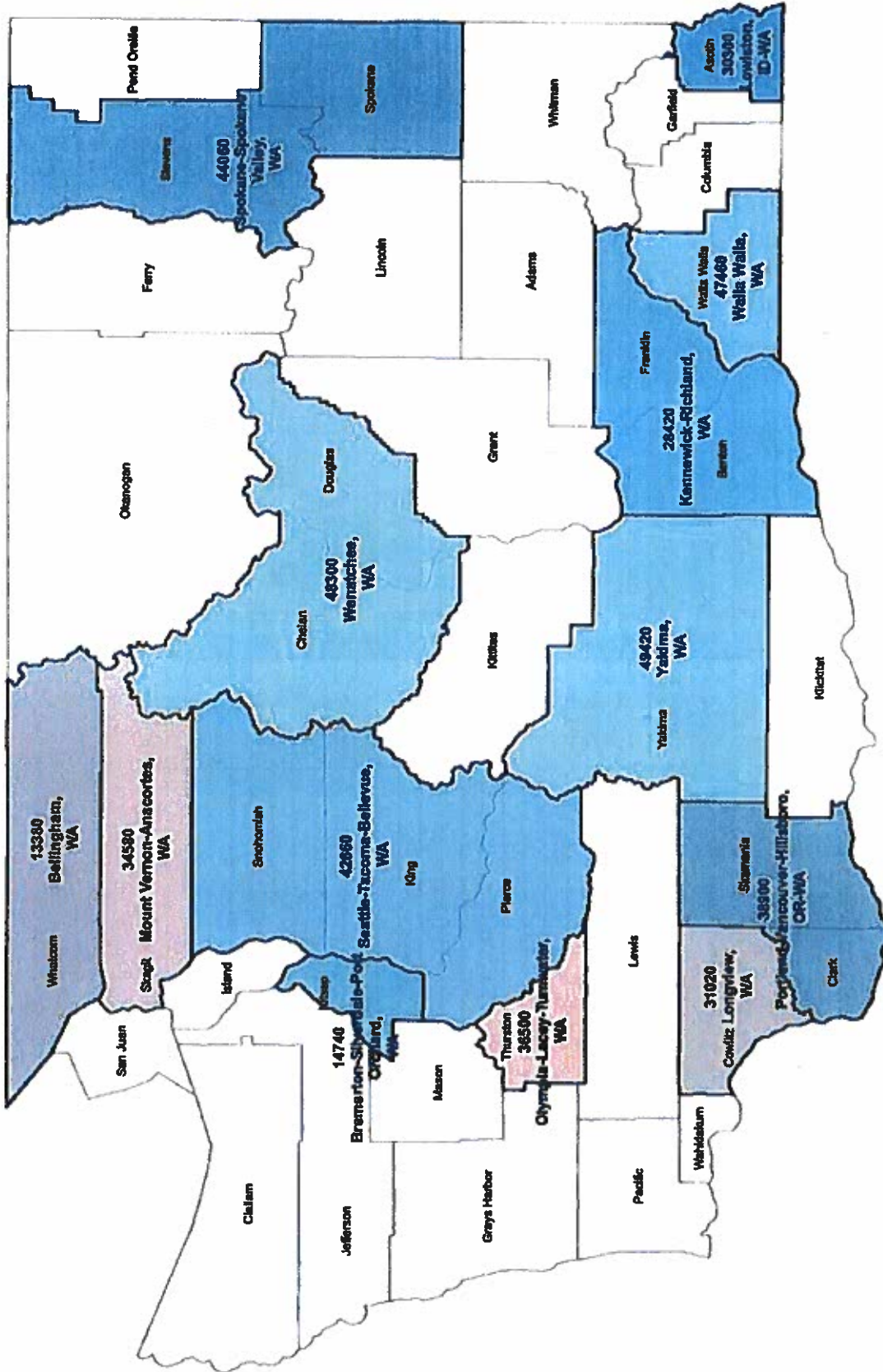
WHEREAS, the YVCOG Technical Advisory Committee (TAC) recommends adoption of the new MPA boundary for YVCOG.

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 19th day of February 2020.

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

Christina Wickenhagen
Executive Director
Yakima Valley Conference of Governments



Statistical Area
 County

Metropolitan Statistical Area

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



Washington State
 Office of Financial Management
 Forecasting & Research Division

2018-11-29

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	Acotin	30300	Lewisston, 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	Chelan	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	47644	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	Lincoln							
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	Whitcomb	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.



**Washington State
Department of Transportation**

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

February 14, 2020

The Honorable Steve Hobbs
Washington State Senate
PO Box 40444
Olympia, WA 98504-0444

The Honorable Jake Fey
Washington State House of Representatives
PO Box 40600
Olympia, WA 98504-0600

The Honorable Curtis King
Washington State Senate
PO Box 40414

The Honorable Andrew Barkis
Washington State House of Representatives
PO Box 40600

Dear Chairs Hobbs and Fey and Ranking Members King and Barkis:

I write to clarify WSDOT's position on SB 6398 and HB 2688, bills relating to our transportation policy goals. There has been confusion expressed by our partners over whether WSDOT supports our existing goals, particularly the mobility goal, "To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility." Let me state unequivocally, WSDOT wholeheartedly supports our current transportation policy goals in RCW 47.04.280. Our mission, which is based on those goals, is to provide safe, reliable and cost-effective transportation options to improve communities and economic vitality for people and businesses.

While we believe the concepts contained in SB 6398 and HB 2688 merit serious consideration, WSDOT was not asked to participate in the drafting of the bills and had no knowledge of their content until they were introduced. As WSDOT has discussed with the bill sponsors and in our testimony at hearings in both houses, the bills as originally drafted would be very difficult to implement and remove important existing policy goals. However, the bills do serve as a platform for addressing two issues of importance:

- 1) The need for a periodic revisiting of our transportation policy goals in response to changing conditions; and
- 2) The importance of aligning transportation investments with those policy goals.

A lot of thoughtful work by many people over many years went into establishing our current six transportation policy goals. Transportation policy goals do change from time to time, most recently in 2015 when congestion relief and freight mobility were added to the mobility goal. We do believe the additional policy goals proposed in the legislation – accessibility, environment and climate, health, and equity and environmental justice – address important and often overlooked issues. We believe

Chairs Hobbs and Fey, Ranking Member King and Ranking Member Barkis
February 14, 2020
Page Two


they should be factored into a robust discussion of our policy goals going forward. Senator Saldaña and Representative Shewmake's bills have provided an opportunity to begin this important discussion, and we appreciate their initiative.

As important as it is to conduct a periodic refresh of our transportation policy goals, we should also use those goals to guide transportation investment decisions in ways that are transparent and measurable. Other states are taking this approach to great success. When done well, a performance-based evaluation of projects, based on established and understood goals, can give confidence to taxpayers that their dollars are being invested in the best possible projects.

With our testimony on SB 6398 and HB 2688, we were supporting the Legislature having more performance-based information on which to base its decisions. We do this performance-based work now with a number of grant programs for which you provide WSDOT with appropriation and policy direction. WSDOT accepts applications from local governments, ports, transit agencies, and other partners for these programs. We then evaluate those applications based on transparent measures and we forward a list of the successful applicants to the Legislature for final consideration and award. This is a successful model that could be replicated for highway improvement projects.

Thank you for your attention to these important issues. As the session continues and during the interim, we hope to continue this discussion with you and continue our partnership as stewards of the state's multimodal transportation system.

Sincerely,



Roger Millar, P.E., FASCE, FAICP
Secretary of Transportation