RECEIVED
RECORDS MANAGEMENT

05 SEP 26 AM 8: 49

STATE OF WASH. UTIL. AND TRANSP. COMMISSION

BEFORE THE WASHINGTON STATE UTILITIES AND TRANSPORTATION COMMISSION

CITY OF KENNEWICK,

Petitioner,

No. TR-040664

9 v.

1

2

3

4

5

6

7

8

10

UNION PACIFIC RAILROAD.

PREPARED TESTIMONY OF ROBERT R. HAMMOND

11 Respondents.

12 13

1415

16

17

18

19 20

2122

23

2425

INTRODUCTION

1. Please state your full name and job title.

Robert R. Hammond, Kennewick City Manager.

2. Please describe your prior positions you have held with the City.

From July, 1989 until December, 2000, I was the Maintenance and Operations Manager in the Public Works Department, responsible for primarily water/sewer division operations, street maintenance and large water/sewer construction projects. In this position, I reported to the Public Works Director. From December, 2000 until September, 2003, I was the Public Works Director, responsible for the policy oversight of the Public Works Department, reporting to the City Manager. I was named Kennewick City Manager in September, 2003 and remain in that position at present.

3. In a chronological fashion, can you generally describe your involvement and job title in the decision-making process to extend Columbia Center Parkway?

Through December, 2000: Maintenance & Operations Mgr – Public Works Dept – input limited to water/sewer issues.

From December, 2000 through September, 2003: Public Works Director – Recommended policy to Council through City Manager regarding the scoping, funding, major project design (e.g., decision regarding how to proceed with relocation of Mail by the Mall business), public involvement and interagency relations related to the project.

From September, 2003 to present: City Manager – primarily involved with major project decisions that involve complex interaction with other agencies and the primary communications line to City Council.

4. Please describe the benefits to the City of Kennewick of this project?

The primary benefit is in relieving present and future traffic congestion from Columbia Center Boulevard, now running over 40,000 vehicles per day. This will allow better accessibility to Kennewick retail businesses and result in improving the economic strength and vitality of this area of the City.

5. Can you contrast your role on this project as Public Works Director versus City Manager?

As Public Works Director, I acted mostly to review and approve solutions to technical and public involvement issues versus City Manager where I act mostly in policy issues involving other agencies and am the focal point of communications with Kennewick City Council.

6. Can you identify the people on your staff who participated in the analysis that led to the decision to extend Columbia Center Parkway?

Ken Nelson (finance);

Dan Kaufman (engineering);

Peter Beaudry (traffic planning, analysis and engineering).

7. Can you explain how this project will be funded?

Primarily through Rural Economic Vitality (REV) grant funding administered by the Washington State Community Economic Revitalization Board (CERB) with matching funds from City of Kennewick and City of Richland. We also anticipate small amounts of private and partner agency funding.

8. Are there any constraints on how the funds must be used? If so, please explain.

Conditions are typical of federal and state funding for transportation projects and are as set forth by the Federal Aid Project Prospectus and Local Agency Agreement, both of which were approved for execution by City Council on March 6, 2001.

9. Are there any time parameters for which the funds must be used?

I know of no set deadline for expenditure of the grant funds; however, CERB has the ultimate decision authority regarding the continuance of the REV grant funding and has set precedence by withdrawing funds for other state projects that have not moved forward in a time-frame acceptable to CERB.

24

23

25