



BENTON-FRANKLIN COUNCIL OF GOVERNMENTS

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TRI-MATS POLICY/TECHNICAL ADVISORY COMMITTEE MEETING JOINT TAC - PAC Meeting Minutes for July 12th, 2018

1. CONVENE

PAC Chair Skip Novakovich called the meeting to order at 7:15 a.m. at Cousins' Restaurant in Pasco.

2. ROLL CALL

Jurisdiction	PAC	TAC
Benton County		Matt Rasmussen, Jason Froelich
Franklin County	Brad Peck	Craig Erdman
Ben Franklin Transit	Bob Koch	Bill Barlow
City of Kennewick	Matt Boehnke	Bruce Mills
City of Pasco	Ruben Alvarado	Steve Worley, Mary Heather Ames
City of Richland	Phillip Lemley	Pete Rogalsky
City of West Richland	Fred Brink	Roscoe Slade
Port of Pasco		
Port of Benton	Bob Larson, Roy Keck	
Port of Kennewick	Skip Novakovich	
WSDOT - South Central	Todd Trepanier, Troy Suing	
City of Prosser	Steve Becken	Marty Groom, Andrew Robinson
City of Connell		Larry Turner, Hallie Tuck
City of Mesa		
City of Benton City	Dave Sandretto	
City of Kahlotus		
WA State Transportation Commission		
BFCG Staff	Brian Malley; Geoff Wagner; Emily Weimer; Jacob Gonzalez;	
Guests	Spencer Montgomery (JUB); Bruce Blackwell	

3. **MINUTES OF PREVIOUS MEETING**

Pete Rogalsky MOVED to approve the June TAC meeting minutes. Roscoe Slade SECONDED the motion which PASSED UNANAMOUSLY.

Phil Lemley MOVED to approve the June PAC meeting minutes. Bob Larson SECONDED the motion which PASSED UNANAMOUSLY.

4. **ACTION ITEMS**

A. 2018 – 2023 TIP Amendment (BFCG Amd. JUL)

TAC MOTION was made by Craig Erdman and SECONDED by Pete Rogalsky to approve the *2018 – 2023 July TIP Amendment*. The motion PASSED unanimously.

PAC MOTION was made by Phil Lemley and SECONDED by Matt Boehnke to approve the *2018 – 2023 July TIP Amendment*. The motion PASSED unanimously.

5. **DISCUSSION/INFORMATION ITEMS**

A. State of Transportation - WSDOT

Todd Trepanier gave a presentation on the state of transportation. WSDOT's focus is more on practical solutions to the transportation system and not on projects with preservation of transportation facilities being a core goal.

Presentation below:

[WSDOT – State of Transportation](#)

B. WSDOT Travel Model Request

Brian spoke on the recent request from WSDOT on modeling the three Columbia River Crossing Study (CRCS-TC) alternatives studied in 2011. The request is to input the three crossings into the travel demand model from the Regional Transportation Plan (Transistion2040) and see how they "shake out" and how traffic patterns might be impacted. One of the reasons the request came forward is the Red Mountain project is being looked at a more corridor level analysis with a "big picture" context to substantiate the need for the project. It will hopefully spur some discussion on which of the three alternatives are viable and worthy of consideration going forward or other alternatives the group may want to see. This is something we should be doing and would like to hear comments.

Brad Peck: There is less focus on projects and more focus on preserving the existing transportation network. It seems to be leaning more to a regional perspective with a beltway mentality. Plans are great but if you can't build why study it?

Troy Suing: There are resources available from WSDOT to help with the modeling effort and it makes sense with the new model and the three crossings from the 2011 study to study them. With pressure from FHWA to look at the Red Mountain interchange more closely solidifies the reasoning to update the model and look at the area at a broader corridor level. WSDOT South Central has an Engineer to help with some of the modeling and funding from the Red Mountain Interchange Project would fall within the realm of engineering

Bill Barlow: It would be nice to be able to incorporate the new bus routes in the model since it was too late to do last fall. Maybe someone in public transportation has some resources they could help out with as well.

Pete Rogalsky: It's exactly the kind of thing BFCG should do and do more of. I take it you would be running those crossings one at a time as a comparative exercise instead of putting all three of them in to see how traffic distributes?

Brian Malley: That's correct. The request was for staff to put one of the preferred alternatives (included in the packet) in the model and compare one to the other with and without Red Mountain.

Pete Rogalsky: The CRCS crossings are the easiest ones to "pluck" out and do hypothetical modeling because the reach is so high. Using our model for more analysis gives it room to grow when doing more "what ifs" with it.

Matt Rasmussen: Could the Inland Seaport could be modeled at the same time as the bridge crossings?

Brian Malley: It's difficult to model truck volumes.

Jacob Gonzalez: The Inland Seaport concept would be a special generator and our model can handle that but we haven't used it before. There would be a bit of learning curve and a lot more data involved.

Matt Boehnke: I agree with Pete. Data accuracy is always key and I think BFCG does need to take a leadership role and continue this path whether it's Red Mountain or the Inland Seaport. It seems like the right time to do this. Creating a timeline and partnering with jurisdictions and agencies to share resources makes sense.

Brian Malley: It's going to take a lot of work but think it's a good idea. We are looking for a nod to move forward. The bridges are impactful to everyone in this room not just one jurisdiction.

Brad Peck: We were just told by WSDOT the shift is from building projects to maintenance and stewardship. We've had good discussion on the importance of strategic thinking, looking forward and planning for options. The question is: These resources we are about to expand on with staff and the work put in to the modeling, is it at an expense of something? Like not putting the same emphasis on stewardship and maintenance that we were just told is our future going forward. I'm not saying I'm opposed to it, I think we probably ought to do it. I just want to remind everybody everything comes with a cost and if that's the direction we're going then some of our planning in a stewardship role is going to be delayed.

Phil Lemley: is everyone in this room prepared to go from a project driven process that we're used to preservation?

Roscoe Slade: The model is tool that can be used toward practical solutions. You can model these projects and see what the outcome will be.

Matt Rasmussen: This opens the door to do more of these "what if" scenarios and taking an active role in using the model. It's a good step forward.

Matt Boehnke: It would be good to clarify the details of the analysis between staff and WSDOT.

Brian Malley: As far as the details of the modeling we have those identified. Is there desire to create a small working group to help the staff move the process along? Maybe a combination of TAC and PAC members?

Steve Worley: Pasco would be participate, it's a good idea.

Pete Rogalsky: I would too but I would suggest the normal TAC forum would be adequate to give progress reports and ask general guiding questions.

Spencer Montgomery: Having worked on the study 7 or 8 years ago it's interesting to see the traffic volumes on each of the bridges. It would be good idea to pick a couple of locations within jurisdictions to compare as well as each of the bridge alternatives. As I recall there were some significant adjustments to traffic flow on other facilities people would be interested in knowing.

It was decided unanimously by the TAC and PAC to move forward on the modeling request from WSDOT South Central.

C. Distribution Options for Highway Infrastructure Program (HIP) Funds

Emily gave a summary of the new Highway Infrastructure Funds (HIP). We received notice of a one-time appropriation of HIP funds. Our share is \$739,000. Calculated out as an example Benton Urban large would get \$393,000. These funds can only be used for highways, bridges and tunnels and cannot be used on rural minor collectors or local access roads, transportation alternatives, transit, transportation planning and studies. They have to be delivered by September 30th 2021 or the funds lapse. These funds will not be included in our annual target delivery. There are couple of options for distributing these funds: Current eligible unfunded projects from the last call for projects for STBG in 2017. If you look at the attachment you will find Urban Large projects that were unfunded with three in Benton County and three in Franklin County. We could also send this money to current active eligible federal projects or put it toward preservation projects. We can discuss this today and Tanna will be back in the office next week if you have any questions or concerns.

Brian Malley: No action on this today just the group's thought on how to proceed with HIP funding. It will come through next month or so with hopefully a final decision.

6. STAFF REPORTS

A. Draft 2018 Metropolitan Area Park and Ride Lot Report

Brian mentioned the Draft 2018 Metropolitan Park and Ride lot Report is an update to the 2008 Park and Ride lot report and is out for comment and would appreciate your review of the document for accuracy. If you see any element that you like or something that needs more work please let us know. Len Pavelka is the primary author so please contact him with any comments or questions. The document takes a historical look at the park and ride facilities in the region and evaluates the employment and land use forecast and where growth is anticipated to be. It also addresses where future park and ride facilities might be located. The document will be available online, if not tomorrow, certainly Monday. We will send a link out when it is posted to our website.

7. MEMBER COMMENTS

Bill Barlow – Ben Franklin Transit: We are applying for a Regional Mobility Grant associated with the BFCG Park and Ride study and working with many of the jurisdictions on that and would like to thank everyone who wrote letters of support. The three locations we are focusing on are: A park and ride lot near Burns road in West Pasco, which would have a 300 stalls, a transit center in East Pasco so we could serve both ends of the city. Also, a park and ride near Duportail, it would be a smaller facility near the new bridge which would accommodate four buses and 150 stalls. I would also like to mention most of our buses have Opticom on them and I believe most of the transit signals throughout the region have the capability to use that. It's pretty much been disabled over time because we weren't using it judiciously. Now we have the technology we would like to revisit it and see if it's possible.

Phil Lemley – Richland: Great things continue to happen at Duportail and Queensgate. There is a lot of activity going on down there if you have not been there. It's amazing traffic continues to flow through there and they are doing a great job.

Steve Becken – Prosser: 7th Street project is moving along. The biggest issue with the project is when a train comes through town it backs up traffic 20-30 cars.

Roscoe Slade – West Richland: South 38th Avenue/Mt Adams View project that we partnered with the county on will start construction next week and will have that completed by November. Bombing Range Road Phase 8 (round-a-bout to the city limits) is going to council for award on Tuesday and starting construction in August. Moving forward on our bridge project at Bombing Range and Van Giesen where we will start design this fall.

Geoff Wagner – BFCG: We have received the traffic counts for the urban area conducted this past spring and will be sending those out to the jurisdictions next week. There are 33 recounts that will be done in September/October.

Skip Novakovich – Port of Kennewick: Port of Kennewick is working on Phase 2 of Columbia Gardens. Putting in infrastructure and will soon build a second winery building as we have had a lot of interest in wineries to occupy. There was an article in the paper about the culinary school that was pretty misleading. We had CBC come and talk to us on Tuesday. They weren't talking so much on location as they were funding. The location is still planned to go into the Willows which is the vacated trailer park on the left just before you get to Clover Island.

Brian Malley – BFCG: One quick comment regarding TAC, PAC and Board agendas. Recently there has been some issues where TAC members weren't sure what was going on with the meetings We carry the same agenda through TAC, PAC and Board each month but not might have the same level of detail in items. We do rely on the TAC and PAC to report back to your governing bodies and staff. We don't want people coming to the meetings unprepared.

8. NEXT MEETING

TAC –August 2nd – 11:00 A.M. Ben Franklin Transit Conference Room (1000 Columbia Park Trail, Richland)

PAC – August 9th – 7:00 a.m. Cousins' Restaurant (4605 N. Road 68, Pasco)

9. ADJOURNMENT

PAC Chair Skip Novakovich adjourned the meeting at 8:17 a.m.
Respectfully submitted by Geoff Wagner