



## BENTON-FRANKLIN COUNCIL OF GOVERNMENTS

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### Minutes of the Technical Advisory Committee Meeting 11:00 a.m. - Thursday, October 3, 2019

Ben Franklin Transit, 1000 Columbia Park Trail Richland, WA 99352

#### 1. CONVENE

TAC Chair Matt Rasmussen called the meeting to order at 11:05 a.m. at Ben Franklin Transit.

#### 2. ROLL CALL

Jurisdiction	Agency
Benton County	Matt Rasmussen, Chairman
City of Richland	Pete Rogalsky, Vice Chairman
Ben Franklin Transit	Keith Hall
City of Benton City	Kyle Kurth
Franklin County	Kathleen Neuman (alternate to Craig Erdman)
City of Kennewick	Cary Roe
City of Pasco	Dan Ford (alternate to Steve Worley)
City of Prosser	Marty Groom
City of West Richland	Roscoe Slade
WSDOT - South Central	Paul Gonseth

#### BFCG Staff Present:

Stephanie Seamans, Executive Director  
Patrick Pittenger, Transportation Programs Manager  
Erin Braich, Transportation Planning Specialist II  
Geoff Wagner, Transportation Planning Specialist II

#### Guests:

Bill Barlow, Ben Franklin Transit  
Rick Dawson, Benton-Franklin Health District  
Sorin Juster, City of Kennewick  
Bob Koch, Franklin County  
Phil Lemley, City of Richland  
Chuck Torelli, City of Kennewick

#### 3. MINUTES OF PREVIOUS MEETING:

Pete Rogalsky made a MOTION to approve the minutes of the previous meeting, Bill Barlow SECONDED. The motion passed unanimously.

#### 4. ITEMS FOR CONSIDERATION:

##### A. Air Quality Outreach and Education Campaign Completion

Patrick noted the air quality outreach campaign has concluded with good results. There weren't any recorded high ozone days this year. He did note that weather conditions were more favorable this year.

##### B. Recommendation to Approve the 2019-2024 TIP Amendment (BFCG Amd. 19-OCT)

Geoff noted that Pasco needed this amendment so that a locally-funded project could secure a NEPA approval.

Keith Hall made a MOTION to recommend approval of the 2019-2024 TIP Amendment (BFCG Amd. 19-OCT), Pete Rogalsky SECONDED. The motion passed unanimously.

##### C. Recommendation to Approve the BFCG 2020-2025 Transportation Improvement Program (TIP)

Patrick stated that the public comment period for review of the 2020-2025 TIP has ended and the relevant edits have been made. The public comments were minimal and forwarded to the appropriate jurisdictions with the knowledge of those submitting the comments. The changes made to the draft TIP were the result of requests by member jurisdictions or in response to questions or comments to project sponsors from WSDOT or BFCG staff.

Pete Rogalsky made a MOTION to recommend approval of the 2020-2025 Transportation Improvement Program (TIP), Keith Hall SECONDED. The motion passed unanimously.

##### D. Recommendation to Approve the BFCG Draft Transportation Improvement Program Policies and Procedures.

Patrick noted the draft TIP Policies and Procedures document was presented at the previous TAC meeting with comments primarily related to the definition of "regionally significant". Additionally, further comments were received by BFCG staff following the meeting as well. The attached revised document is presented in "track changes" format to display changes made in response to comments since the last meeting. The "regionally significant" definition was edited to include a broader definition than the standard federal definition. There was a question about the meaning being too broad and that any project could be considered regionally significant. Patrick indicated that the definition as presented would require road projects on streets classified as arterials or higher to be regionally significant and included in the regional TIP, but that project sponsors could also designate projects on federal aid-eligible collectors as regionally significant as well, but not all projects on collectors needed to be included in the TIP.

Another comment was made regarding phased projects and the ability of projects after year one of the TIP to obligate. Patrick explained that projects programmed in year one are expected to obligate in year one, and that projects in year two may obligate in year one. Subsequent phases of a project in years three or four of a project are expected to obligate when programmed.

The policy of having a one-time extension if a jurisdiction's project doesn't obligate the year programmed in the TIP is included in the document and was specified to be a one-year extension only. After the one-time extension, the jurisdiction must request any additional extensions through the TAC and Board for approval. The idea is to keep the jurisdictions on schedule to meet the region's obligation target. This policy is not retroactive – it does not apply to extensions granted prior to the adoption of the TIP policies and procedures.

Pete Rogalsky made a MOTION to recommend approval of the Transportation Improvement Program (TIP) Policies and Procedures, Cary Roe SECONDED. The motion passed unanimously.

#### E. Regional Project Prioritization List

Patrick mentioned the Regional Project Prioritization List is not an action item, but very important for funding local projects in the future. He noted that Todd Trepanier from WSDOT stressed at the last BFCG Board meeting the importance MPOs will be in gathering transportation priorities from the jurisdictions and agencies in the region. BFCG has received proposed projects from Richland, Benton County, Kennewick, Pasco, West Richland, and Ben Franklin Transit. The agencies who volunteered to develop the Regional Transportation Priorities list will be sent a date and time for a meeting to discuss how to proceed with the priorities list.

Roscoe Slade gave an overview of West Richland's proposed project on SR 224. The proposed project would add capacity and improve traffic operations for vehicles, bicycles and pedestrians on State Route 224. It will also address future growth in West Richland and the surrounding Red Mountain area. The proposed project could receive all of the funding the original Red Mountain Interchange project was to receive with legislative approval. Patrick noted the path forward for this proposed project would be to amend it in the M/RTP and have it approved by the TAC and Board in the future.

#### F. Call for Projects Discussion

Patrick gave an overview of the Call for Projects process. The UPWP planning funds have been accounted for in the process and a substantial project has been moved to 2021 from 2020. That change provides approximately another \$2.3 million in available funds in 2020. There are two attachment tables in the packet. Attachment one is the Any Area funds staying in its own category whole while attachment two has the Any Area funds distributed to the three other funding categories urban large, rural, and urban small. The group needs to decide which approach they would like to use. Several members expressed support for attachment two. It was asked if options are available to a rural community for 2020 if there are not sufficient funds in 2020 to meet the requirements for a project. After further discussion, Patrick indicated that under the TIP policies and procedures discussed at this meeting, a rural community could secure funds for 2020 and/or 2021 and obligate those funds in 2020 to construct their project as desired. This would have to be the result of a successful application in the upcoming call for projects.

The group commented on the project scoring criteria, and Pete Rogalsky suggested the Congestion portion of the scoring for projects in the urban large are be emphasized, with a

multiplier of three instead of two. After further discussion, it was agreed that Pete's suggestion would be applied to the scoring criteria, and that the category of "Improves Existing Facilities and Networks" would be eliminated to retain a total maximum point total of 100 for projects in the urban large category.

It was also decided to schedule the Call for Projects scoring meeting on the regularly scheduled December 5<sup>th</sup> TAC meeting time and location but extend the hours to cover the Call for Projects.

It has also been confirmed that a TAP project that is a fully dedicated TAP project the federal portion is 100% with no required local match. The document will be adjusted to reflect this.

Each funding category will be scored by all the TAC, but jurisdictions cannot score their own projects. All members will score rural and urban projects to reflect a competitive regional process.

Cary Roe made a MOTION to recommend approval of the BFCG Draft Call for Projects process with the changes discussed during this agenda item and Roscoe Slade SECONDED. The motion passed unanimously with the addition of the proposed changes to the scoring criteria.

#### **5. MEMBER COMMENTS:**

Matt Rasmussen mentioned that the trail between Badger and Candy Mountain is complete.

Paul Gonseth is currently working on a trail that would connect the Burbank area over the Snake River to Pasco. He will be submitting a Federal Lands Access Program grant for the project. Patrick added that BFCG is involved, as Burbank is in the Metropolitan Planning Area (MPA) for BFCG and there are implications for Franklin County as well.

#### **6. NEXT MEETING: TAC Meeting**

November 7, 2019 – Ben Franklin Transit, 1000 Columbia Park Trail in Richland.

#### **7. ADJOURNMENT:**

Chair Matt Rasmussen adjourned the meeting at 12:52 p.m.

  
Matt Rasmussen, Chair TAC