



# BENTON-FRANKLIN COUNCIL OF GOVERNMENTS

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**Technical Advisory Committee Meeting**  
**11:00 a.m. - Thursday, May 2, 2019**

**West Richland City Hall, 3100 Belmont Blvd West Richland, WA 99353**

**1. CONVENE**

TAC Chair Matt Rasmussen called the meeting to order at 11:07 a.m. at West Richland City Hall.

**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
City of Connell	Hallie Tuck
Franklin County	Craig Erdman
City of Kahlotus	
City of Kennewick	Cary Roe
City of Mesa	
City of Pasco	
City of Prosser	Marty Groom
City of West Richland	Roscoe Slade
Mission Support Alliance	
PNNL Battelle	
Port of Pasco	
Port of Benton	
Port of Kennewick	
WSDOT - South Central	Paul Gonseth

BFCG Staff	Erin Braich Tony Kalmbach Patrick Pittenger Stephanie Seamans Geoff Wagner
Guests	Bob Koch, BFCG Board Member Andrew Robinson, City of Prosser Chuck Torelli, BFCG Board Member Bill Barlow, Ben Franklin Transit Spencer Montgomery, JUB Engineers Bill Preston, WSDOT South Central Raquel Ferrell Crowley, Central Washington Director with U.S. Senator Patty Murray

### 3. MINUTES OF PREVIOUS MEETING:

Craig Erdman made a MOTION to approve the minutes of the previous meeting, Roscoe Slade SECONDED. The motion passed unanimously.

### 4. DISCUSSION/INFORMATION ITEMS

#### A. Travel Demand Model Authorization Agreement

Tony Kalmbach mentioned the revised Travel Demand Model Authorization Agreement. The agreement is available on the BFCG website. The intent is to create a more structured and consistent process for utilizing the model. Staff is asking the jurisdictions to review the form and use it as part of the request process as needed.

Paul Gonseth inquired why this process is being implemented. BFCG staff discussed the importance of understanding who is using the model and BFCG wants to make the model available. There was a form prior to this new version, so this is modified, not a new concept. Paul Gonseth asked who owns the model. Patrick Pittenger stated that the model is operated by BFCG. Paul Gonseth wanted clarification on what BFCG is. Patrick Pittenger stated that it is all member agencies. Paul Gonseth stated that he was concerned why member agencies needed to ask for permission to use the model. Patrick stated that travel modeling is a key function of an MPO, and BFCG is asking to be kept informed about what is happening with the model. This is a common practice and staff reached out to partner agencies to better understand their processes as well.

Matt Rasmussen noted BFCG is not asking the membership to complete the request, but asking that the consultant makes the request with a letter of support from the jurisdiction. Patrick Pittenger reiterated that BFCG would still like to know who and how the model is being used by any potential user. BFCG is requesting to be included in the process to avoid any misinterpretations of results. Any modification made to data input can create inconsistencies in the results, putting BFCG in a difficult position due to a lack of understanding of how the model was used.

Cary Roe stated he understood why BFCG was putting this process into place. Cary stated his concern with item six was the sentence could be misleading on who owned the results. If a jurisdiction is paying a consultant to use the model, the jurisdiction should own the results. Cary was in full support of sharing the results with BFCG. Patrick Pittenger responded BFCG was only trying to say that BFCG owned the model and agreed that item six could be misinterpreted as presented and committed to changing the form to be clearer about ownership of results.

Pete Rogalsky inquired about the data being produced and if it was generic to all software. Staff indicated that it was TransCAD specific. Pete went on to state that he would like to see BFCG take results found to be utilized to improve the model. Patrick Pittenger agreed with this statement and spoke about ways to improve the model, discussions that have happened with previous staff about where the model can be improved, and the positive experiences with both jurisdictions and WSDOT.

Roscoe Slade inquired if anyone could request the model, and didn't understand why a private agency would want to use the model. Patrick Pittenger agreed that it would be uncommon for a private agency to request the model, but BFCG has had experiences recently where a developer was requesting data that possibly could have resulted in them conducting the modeling due to the size of the request. Pete Rogalsky did agree that he could see this happening depending on the size of the development or because of a SEPA issue. BFCG staff reiterated that this process is to create separation from the user and owner of the model, create better communication and coordination of projects happening within the region, and BFCG is always looking for ways to improve the model.

## B. Information Update – Various Topics

- Washington State Department of Transportation (WSDOT) Freights and Goods Transportation System (FGTS) data request.  
Tony Kalmbach mentioned that all FGTS and First/Last Mile Connector Data had been submitted to WSDOT. Tony thanked all member jurisdictions for their assistance and support.
- BFCG's presentation in Olympia on planning tools/GIS online mapping tool  
Patrick Pittenger discussed the presentation given to the House State Government & Tribal Relations Committee. The presentation discussed how GIS works in decision making and planning. Erin discussed the current GIS data available at the BFCG website includes Bike and Pedestrian, Title VI, 2019 TIP, Jurisdiction Boundaries, and Regional Traffic Counts.
- Unified Planning Work Program (UPWP)  
The UPWP amendment and the budget reflecting the planning fund changes has been submitted for consideration. The STBG funds draft was also submitted for consideration by WSDOT, FHWA and FTA. WSDOT, FHWA and FTA will be here on May 8 at the Port of Benton to meet with BFCG. The chair and vice chair have been invited from the TAC and President and Vice President of the Board as well.
- City of Pasco Transportation Improvement Program (TIP) administration modifications  
City of Pasco had an administration modification that added HIP funds for the City Wide traffic signal Phase 2 project in 2020 and also moved funding from 2019 to 2020 for the construction phase. The City wide signal improvements is significant because it is a large funding project that is programmed in the 2019 TIP.
- Report from TIP Managers User Group (TMUG) Meeting  
Geoff discussed the TMUG meeting that happened Tuesday in Ellensburg. Both Patrick and Geoff attended. During the meeting they discuss MPO obligations and targets. BFCG is doing well on their obligation and targets as long as projects are obligated as indicated by local jurisdictions. Discussion happened at the meeting about performance targets. TIP amendments will need information about performance targets and the final performance measurement guidance document will be available soon. STIP training was sent out to the TAC with dates and times. Patrick reiterated the importance of meeting targets and that Geoff will be checking in on local project obligations.
- RTPO funding update  
Patrick Pittenger spoke about a slight increase in RTPO funding. The increase is expected to be \$11,000 over the biennium and is expected due to a statewide budget increase. There are no expected changes to BFCG's work program.
- Patrick Pittenger mentioned a member request on what the final number would be for the call for projects. Geoff put some estimations together. Due to the over programming in 2019 and under programming in 2021 there is an overage in funding when the call for projects begins in 2022 and 2023. Geoff is looking at what types of money will be available and will be bringing more information back with an update.
- Ozone Education and Outreach Campaign  
Patrick spoke about the Ozone Education and Outreach Campaign press conference on May 1. The event went very well and everyone did a good job. BFCG had a meeting this morning to discuss roles going forward. Our area is unique because Benton, Franklin and Walla Walla counties could be impacted by

becoming a non-attainment area. Ecology manages Walla Walla and Franklin, while Benton County Clean Air manages only Benton County. There were concerns from TAC members the role BFCG would play. Patrick assured members that agency leading roles were the topic of the meeting and reiterated that BFCG would always have a support role in air quality for our region going forward.

## 5. ACTION ITEMS:

### A. Recommendation to Approve 2019-2024 TIP Amendments (BFCG Amd.19-MAY)

Geoff reviewed one proposed TIP amendment. The amendment was from WSDOT for the intersection of U.S. 395 and Ridgeline Drive Interchange project. Cary Roe stated that the bullet points speak clearly about the project. Kennewick is working on right-of-way. The city will lead on right of way and design efforts and then WSDOT will handle construction. Bill Preston asked why there are no local funds shown on the amendment. Cary Roe responded that Kennewick brought match and additional funding to help completion of the project. Bill Preston responded that he understood, but if this was federal funding everything would be shown. Local is not shown, and there was concern that obligation would be incorrect because the project is not fully funded. Attendees discussed if the amendment could be approved with a provision for what came out of the conversation based upon discussion internally between WSDOT and City of Kennewick staff. Questions also arose about who submitted the amendment. BFCG staff did confirm that the amendment was WSDOT's. Attendees agreed that the amendment could move forward as presented.

A MOTION was made by Pete Rogalsky and SECONDED by Craig Erdman to approve *the April 2019-2024 TIP Amendments*. The motion passed unanimously.

## 6. MEMBER COMMENTS:

### Pete Rogalsky – Richland

Discussed his participation in the SR 240 Committee meeting. Pete commended WSDOT staff on how well the SR 240 study went.

### Cary Roe – Kennewick

Mentioned the federally funded 10<sup>th</sup> Avenue project. The City of Kennewick recently completed the right of way certification and is hoping to get the final approved plans back from WSDOT within the next week or two so work can begin.

### Roscoe Slade – West Richland

Discussed West Richland's pavement preservation project between Van Giesen and 62<sup>nd</sup>. Roscoe also mentioned that West Richland is at 60% design on the Bombing Range Road project.

### Paul Gonseth – WSDOT

Highlighted that the SR 240 was a good process, WSDOT will take all the information to see what projects come out from the outreach and coordination. Paul also discussed that WSDOT will begin researching high occupancy vehicle lanes on SR 240, this is new to our region and he is planning on working with subject matter experts within WSDOT for assistance.

### Matt Rasmussen – Benton County

Discussed Benton County's efforts on designs for CRAB funded projects. The county is also planning on submitting a Build Project application for Badger Road round-a-bouts in anticipation for the approximate 500 new homes being added over the next five years in that area.

Raquel Ferrell Crowley – U.S. Senator Patty Murray

Provided an information update on the Build Grant and encouraged all member jurisdictions to apply. There has been a lot of conversation on transportation and infrastructure, it appears that an infrastructure bill will be coming soon. Raquel answered a question from the TAC about the bill going through the house. Raquel said yes, the bill will need to go through the house and the bill is always evolving. Raquel also discussed rural grant availability and was very interested in BFCG's GIS presentation. Raquel said the GIS presentation would be a great way to coordinate with agencies in regard to emergency management preparedness.

**7. NEXT MEETING: TAC Meeting**

June 6, 2019 – City of West Richland, 3100 Belmont Boulevard

**8. ADJOURNMENT:**

Chair Matt Rasmussen adjourned the meeting at 11:50 a.m.



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Matt Rasmussen, Chair TAC