

COMMISSIONERS RECORD 47
FRANKLIN COUNTY
Commissioners' Proceeding for January 9, 2006

The Honorable Board of Franklin County Commissioners met on the above date. Present for the meeting were Neva J. Corkrum, Chairman; Bob Koch, Chair Pro Tem; Frank H. Brock, Member; Fred Bowen, County Administrator; and Mary Withers, Clerk to the Board.

LOBBYIST

Lobbyist Jim Potts talked to the Board by telephone from Olympia. Some concerns that the Board mentioned to Mr. Potts were: The county has to bear all juvenile justice funding even though the majority of juveniles are from city limits; a need for cities to help with health funding; cities randomly annexing without some specific, enforceable guidelines; impact funds from expansion of state prison in Connell; continued support of funding for historical preservation of courthouses.

PLANNING AND DEVELOPMENT DEPARTMENT

Planning Director Jerrod MacPherson and Assistant Director Greg Wendt met with the Board.

Public Meeting: Subdivision SUB 2005-04, Bosch Construction Company, an application to subdivide approximately 5 acres into seven single-family residential lots. The property is zoned Residential Suburban 20,000 (RS-20) and is located within the Pasco Urban Growth Boundary.

Public Meeting convened at 9:15 a.m. Present: Commissioners Corkrum, Koch and Brock; County Administrator Fred Bowen; Planning Director Jerrod MacPherson; Assistant Director Greg Wendt; and Clerk to the Board Mary Withers. Present in audience: John Burns, Gary E. Bosch and Mike Corcoran.

Mr. Wendt reviewed the information on the Action Summary (Exhibit 1).

Mr. MacPherson showed a copy of the plat submitted by the applicant. He said the Planning Department made a recommendation for a six-foot site-obscuring fence. The applicant requested a deviation from the standard because it wouldn't fit in with the character of the area because they are larger lots. The Board reviewed photographs of various three-rail split vinyl fences in the area. Mr. MacPherson said his staff did not have objections to the deviation. The Planning Commission did not have objections

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either. Mr. Wendt reviewed the conditions of approval. Requirement 5(g) refers to the fence requirement. Mr. Brock said it is a nice-looking project that is laid out well. He thinks the fencing will be appropriate.

Motion – Mr. Brock: I move we grant approval of subdivision application SUB 2005-04 subject to the six findings of fact and eight conditions. This is Resolution 2006-016.

Second by Mr. Koch. 3:0 vote in favor. (Exhibit 2)

Public Meeting: Franklin County Transportation Plan – Consider the adoption of the Franklin County Transportation Plan to further the implementation of the County's Growth Management Comprehensive Plan.

Public Meeting convened at 9:28 a.m. Present: Commissioners Corkrum, Koch and Brock; County Administrator Fred Bowen; Planning Director Jerrod MacPherson; Assistant Director Greg Wendt; Mike Corcoran of the Benton Franklin Council of Governments (BFCoG) and Clerk to the Board Mary Withers. Present in audience: John Burns.

Mr. Wendt reviewed the information on the Action Summary (Exhibit 3).

Mr. Corcoran gave background information on the plan. In 1995 the county adopted a comprehensive plan. In about 1998, the county updated the transportation element to reflect the new area-wide transportation plan. Then the county updated its comprehensive plan, which made the other transportation plan out of date. So now we have brought this transportation plan up to date so it is consistent with the comprehensive plan. The previous plan reflected revenues before the transportation excise tax disappeared. The proposed plan more or less reflects real dollars. The reason why you need to have a more detailed revenue and expenditure project list is because state law requires that the Benton-Franklin Regional Council ascertain whether or not the projects that the jurisdictions are proposing are realistic in terms of revenues that we anticipate. Once this plan is approved, it will be up to date.

Mr. McPherson said the plan will assist in growth management planning because we reference the transportation plan in the comprehensive plan by addendum. The transportation plan can be updated whenever the county sees fit to do so.

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Mr. Brock asked if the commuter trip reduction (CTR) program is reflected in this plan. Mr. MacPherson said no. Mr. Brock said it might have to be looked at in the future.

Engineer Tim Fife joined the audience.

Mr. Brock asked Mr. Fife about the CTR. Mr. Fife said many employers are located in Benton County but many workers live in Franklin County. Mr. Corcoran said he thinks there are policies in the plan to address the CTR.

Motion – Mr. Koch: I move we grant approval of the Franklin County Transportation Plan subject to the five findings of fact. This is Ordinance 1-2006. Second by Mr. Brock. 3:0 vote in favor. (Exhibit 4)

PUBLIC WORKS

Engineer Tim Fife met with the Board. Present in audience: John Burns of Franklin County Irrigation District.

Franklin County Irrigation District Request

The contractor for a road project would like to close a road during the day while they are actually working on the project. The county has a policy that roads are to be open to at least one-way traffic. However, Mr. Fife is recommending the Board approve closing the road. At night the area will be put back in place so the road will be open. Mr. Fife explained why the closure is needed.

Mr. Koch asked how do we keep this from happening again? Mr. Fife said we will work more closely with the consultant in the future. He said by us cooperating with the closure, it will save the irrigation district \$20,000. There are school buses and Ben Franklin Transit buses that use the routes that will have to make changes. The contractor will be required to coordinate with the buses.

Motion - Mr. Koch: I move that we accept this road closure request with what Mr. Fife has brought up as far as requirements to go along with it. Second by Mr. Brock. 3:0 vote in favor. (Exhibit 5)

Mr. Brock said in the future he would hope we can keep the roads open.

Chiawana Park

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Mr. Fife attended a walk-through tour of Chiawana Park last week with the Corps of Engineers. The Corps is going to provide us a list of clean-up and removal items. The county will probably incur some disposal costs.

OTHER BUSINESS

Water System

Mr. Koch asked for approval to call Washington State Health Director Mary Selecky regarding a problem with a water system in the county. The other Board members gave approval.

COUNTY ADMINISTRATOR

County Administrator Fred Bowen met with the Board.

Courthouse Renovation

Carpet in Historical Courtroom. The Board **gave approval** to remove the carpet in the historical courtroom and replace it. Cost figures are not yet available.

Furniture request for Treasurer/Assessor. Mr. Bowen said if the Board approves the new furniture for the Treasurer and Assessor, it would be best to do so now so it can be moved into the Courthouse rather than moving in old furniture and then having to remove it. The low bid was from Brutzman's for \$29,393.42 for the Assessor and \$30,889.35 for the Treasurer. The Treasurer's Office has an additional single bid for \$16,466.10 for storage filing units to be placed in the vault. Mr. Bowen said the filing units are needed because the storage area was reduced during the remodel. Husk's did not supply a bid for the storage units. The total cost of \$76,750 would purchase all of the equipment, office furniture and file cabinets for both departments. Mr. Bowen asked for Board approval. Mr. Brock asked if Husk's can be asked to provide a bid. Mr. Bowen said he thinks it could be challenged in court if they did so after the allotted time period. The Board would rather buy in the county because of the sales tax. The difference in cost between the two vendors is about \$4000.

Mr. Koch said the state needs to change the system so sales tax is allotted to the county in which the product is used. The other Board members agreed. Mr. Brock said he hates to send the bid to Benton County but he doesn't think we have any choice.

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Mr. Koch nodded agreement. Mrs. Corkrum said we upgraded the Planning Department, Auditor's Office and Clerk's Office, so she thinks it's time and this is the time to do it. Mr. Koch agreed. The Board gave **consensus approval** of the purchase. The cost will be taken from the 2006 Miscellaneous Courthouse Renovation fund at this time.

New Chair request

The County Administrator requested a new chair. No action was taken.

Green Energy Today (GET) Property

Mr. Bowen reported on the process that would need to be followed to surplus and auction off county property that GET would like to purchase. If the county puts it up for auction and sells it, the county will have to pay junior taxing districts a portion of the proceeds. The process involves having the Board determine if it is surplus property. Then an advertisement would have to be prepared for a public hearing to decide whether to declare it surplus, followed by going out to bid to sell the property. The Board said they want to carry on with this project. The property will be posted for auction. The appraisers gave the property an appraised value of \$18,200 for the nine acres.

Tri-City Herald Progress Report

The Board was asked to review a proposed article for the Tri-City Herald Progress Report.

Responses to State Auditor – 2004

The Board reviewed a list of exit items from the State Auditor's Office regarding the 2004 audit.

Recessed at 10:24 a.m.

Reconvened at 10:32 a.m.

OFFICE BUSINESS

Secretary Patricia Shults met with the Board.

Consent Agenda

Motion - Mr. Brock: I move for approval of the consent agenda as follows:

1. Approval of **Resolution 2006-017** for the purchase of four Fujitsu hand-held computers from Douglas County for the Assessor's Office in an amount not to exceed \$1,550, to be paid from the **2005** Current Expense Information Services

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Budget, Number 001-000-350, line item 518.80.48.0002 (R&M – Miscellaneous Computer Repairs). (Exhibit 6)

2. Approval of **Resolution 2006-018** for the 2006 Interlocal Cooperation Agreement for Emergency Dispatch Service between Franklin County, the City of Pasco and the City of Connell and authorizing the Chairman to sign said agreement on behalf of the Board. (Exhibit 7)
3. Approval of **Resolution 2006-019** for the 2006 City of Pasco – Franklin County Correctional Facilities Use Agreement, effective January 1, 2006 through December 31, 2006. (Exhibit 8)
4. Approval of **Resolution 2006-020** for the purchase of a scanning workstation, flat screen monitor and associated hardware from Tyler Technologies, Inc., for the Auditor's Office, utilizing funds from the **2006** Auditor O&M Fund, Budget Number 102-000-001, line item 514.75.64.0000 (Machinery & Equipment), at a cost not to exceed \$15,000, and authorizing the Chairman to sign the hardware quote on behalf of the Board. (Exhibit 9)
5. Approval of **Resolution 2006-021** authorizing the Auditor's Office to contract with LeMaster & Daniels PLLC to assist Franklin County with the technical review of the December 31, 2004 annual financial report, authorizing the Chairman to sign the letter as acceptance on behalf of the Board, and authorizing an intra budget transfer in the amount of \$2,500 within the **2006** Current Expense Auditor Budget, Number 001-000-060, from line item 514.10.10.0090 (Senior Accountant) to line item 514.10.41.0000 (Professional Services). (Exhibit 10)

Second by Mr. Koch. 3:0 vote in favor.

Chiawana Park

A check has been received from the City of Pasco for \$10,544.79 for operation and maintenance of Chiawana Park. The Board instructed staff to deposit it in the Interfund Transfer line item in the 2005 Parks budget.

Civil Service Commission

Wayne Meisinger is resigning his position on the Civil Service Commission. If he is not able to serve at the January 17 Civil Service meeting, the Board approved Bill Clark to fill in on a temporary basis as a Civil Service Commission member.

Applications for the vacant position are due on January 17.

Emergency Management

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John Scheer had requested the Board's ideas or help in justifying categories for an application. **The Board supports the application he has prepared.**

PRINTER

Printer Libbie Wright met with the Board.

Request for cabinets

Ms. Wright requested approval to purchase a three-drawer file cabinet and a four-drawer file cabinet. The Board gave **consensus agreement** to proceed to purchase the file cabinets using funds from the 2006 Contingency Reserve budget.

Ms. Wright said she will need some shelves on the wall and maybe a counter or two moveable tables for placement of two office machines. Mr. Bowen said there are floor-to-ceiling shelves in the Assessor's Office that may be able to be used in the Print Shop. Ms. Wright will also need a desk that is surplused from another office.

ELECTIONS

Elections Administrator Diana Killian met with the Board.

Public Hearing: To take testimony for and against increasing the revenue and expenditure bottom line of the 2005 Miscellaneous Budget by \$265,742 in the Election Equipment Revolving Fund, #104-000-001, and increasing the revenue and expenditure bottom line of the 2006 Miscellaneous Budget \$218,258 in the Election Equipment Revolving Fund #104-000-001 due to revenue received from the Help America Vote Act (HAVA) Grant, reimbursing Franklin County for 2005 and 2006 expenses.

Public Hearing convened at 11:01 a.m. Present: Commissioners Corkrum, Koch and Brock; County Administrator Fred Bowen; Elections Administrator Diana Killian; and Clerk to the Board Mary Withers. No one was present in the audience.

Ms. Killian said we're increasing the bottom line due to federal grants that we're receiving through the state. It will pay for detabulation equipment from Sequoia. The total amount is \$459,000 but we received the first payment of more than \$265,000 in 2005. We need to make sure our budget will accommodate that. In 2006, the remainder of about \$193,000 will be due. The total amount of \$218,258 also includes a grant for the bilingual staff person.

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No one was present in the audience to comment.

Motion – Mr. Brock: I move the approval of Resolution 2006-022 as specified. Second by Mr. Koch. 3:0 vote in favor. (Exhibit 11)

COUNTY ADMINISTRATOR (continuing)

Status of TRAC Business Park Property

The City of Pasco requires us to pay a certain amount of money for domestic water to go in the lots. In order for us to close the binding site plan, the county needs to pay the city \$15,705. Mr. Brock said we have no choice. The Board **gave approval**. A voucher will be prepared for approval of the chairman.

Motion – Mr. Brock: So moved. Second by Mr. Koch. 3:0 vote in favor.

American Legion Post #34 – Parking on County Property

The American Legion has requested approval to park one of their vans on county property (Exhibit 12). The Board **gave approval**.

1/4% Real Estate Excise Sales Tax

The Board asked Mr. Bowen to talk to Treasurer's staff about the procedure to impose the second 1/4% real estate excise sales tax. The Board is considering dedicating the fund for road work.

Pasco Chamber of Commerce – Vote

The Board **gave approval** for Mrs. Corkrum to cast the two county votes at the Chamber of Commerce election this week, one for the position Mr. Bowen holds and one for the position TRAC holds. In addition, Mrs. Corkrum will cast her individual vote as a member of the Chamber of Commerce.

American Legion Post #34

Mr. Koch asked about the American Legion's request for the county to take care of the keys for their vehicle that will be parked on county property. The Board determined the American Legion will be responsible for the keys to the vehicle, although the county will hold an extra key. The American Legion will be notified that the gate is open only during certain hours.

COUNTY CLERK

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County Clerk Mike Killian met with the Board.

Personnel

Mr. Killian said Michelle Dolven has ended her employment in his office as chief deputy. He has promoted Cherryl Jones to that position. He asked for approval to place her at Range 54, Step 3, because of her length of time with the county.

Mrs. Corkrum said she remembers other situations where people have been in similar situations but placed at Step 1. After review of the salary steps, the Board decided to not approve the request. Mrs. Corkrum said there have been other denials of similar requests.

Mrs. Corkrum signed the Change of Status for Cherryl Jones at Range 54 Step 1 (Exhibit 13).

VOUCHERS/WARRANTS

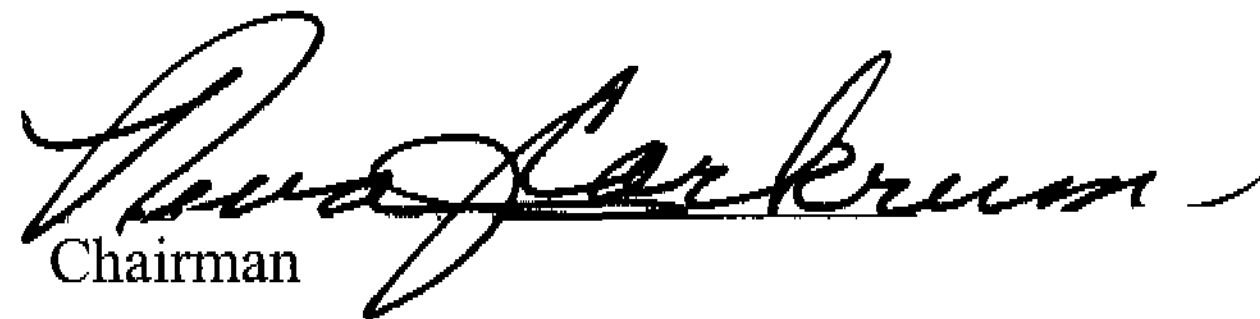
Motion – Mr. Koch: I move that we accept the expenditures for the bottom line of \$409,250.40: Auditor O&M warrants 354 and 355 for \$735.80; Current Expense warrants 48558 through 48573 for \$24,422.41; Current Expense warrants 48574 through 48578 for \$5359.86; Emergency Management warrant 7670 for \$260.40; Election Equipment warrant 300 for \$867.92; Current Expense warrants 48579 through 48587 for \$1651.93; Courthouse Renovation Fund warrant 365 for \$2036.04; Franklin County Enhanced 911 warrants 1097 through 1102 for \$14,334.73; Radio Maintenance warrant 346 for \$4345.43; Crime Victims warrants 329 through 332 for \$2338.32; Courthouse Facilitator warrant 55 for \$750.00; Current Expense warrants 48588 through 48598 for \$2924.88; Franklin County RV Facility warrant 212 for \$175.95; Jail Commissary warrants 2139 through 2143 for \$4550.64; Law Library warrants 963 and 964 for \$3016.44; Election Equipment warrant 301 for \$265,741.18; TRAC Operations warrants 9080 through 9104 for \$14,643.94; and Current Expense warrants 48599 through 48660 for \$61,094.53. Second by Mr. Brock. 3:0 vote in favor. (Exhibit 14)

Adjourned at 11:25 a.m.

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There being no further business, the Franklin County Board of Commissioners meeting was adjourned until January 11, 2006.

BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, WASHINGTON


Chairman


Chairman Pro Tem


Member

Attest:


Clerk to the Board

Approved and signed January 11, 2006.

FRANKLIN COUNTY ACTION SUMMARY

Agenda Item: Gary Bosch	TYPE OF ACTION NEEDED	Consent Agenda
Meeting Date: January 9, 2006	Execute Contract	
Subject: SUB-2005-04, to subdivide approximately 5 acres into seven (7) single-family residential lots.	Pass Resolution	X
	Pass Ordinance	
Prepared By: Greg Wendt	Pass Motion	X
		Other: <i>Public Meeting</i> <i>** Preliminary Approval</i>
Reviewed By: Jerrod MacPherson	Other	

BACKGROUND INFORMATION

The applicant has submitted a preliminary plat to subdivide approximately 5 acres into seven (7) single-family residential lots. The property is zoned Residential Suburban 20,000 (RS-20) and the average lot size in the development is approximately 24,193 square feet as proposed.

The land is located within the Pasco Urban Growth Boundary. The land is located in West Pasco, south of Argent Road, east of Road 56, west of Road 52, along the north side of Dradie Road (118-152-044).

If approved, Preliminary Approval will allow the applicant 5 years to complete and record the final subdivision plat.

SUMMARY

At the regularly scheduled Planning Commission hearing on December 15, 2005 the Planning Commission voted to forward a positive recommendation (**unanimous decision**) for this application to the Board of County Commissioners subject to the following six (6) findings of fact and (8) eight conditions of approval:

Findings of Fact:

1. Adequate provisions **have been** made for the public health, safety and general welfare and for open spaces, drainage ways, roads, alleys, or other public ways, water supplies, sanitary wastes, parks, playgrounds and other public needs.
2. The proposed subdivision **does** contribute to the orderly development and land use patterns in the area.
3. The public use and interest **will be** served by permitting the proposed subdivision.
4. The proposed subdivision **does** conform to the general purposes of any applicable policies or plans which have been adopted by the Board of County Commissioners.
5. The proposed subdivision **does** conform to the comprehensive plan and zoning requirements.

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6. The proposed subdivision **does** conform to the general purposes of the Subdivision Ordinance.

Conditions of Approval:

1. This approval is for a preliminary plat, known as Bosch Estates II, to subdivide approximately 5 acres into seven (7) single-family residential lots. The property is zoned Residential Suburban 20,000 (RS-20) and the average lot size in the development is approximately 24,193 square feet as proposed. The land is located within the Pasco Urban Growth Boundary. The land is located in West Pasco, south of Argent Road, east of Road 56, west of Road 52, along the north side of Dradie Road (118-511-085).
2. The **County Public Works Department** has requested and stated the following:
 - a. The plat is lacking sufficient surveying information to properly check some of the lot closures.
 - b. The owner(s) shall construct the proposed roads and cul-de-sac shown on the plat to the current county standards for hard surfaced roads. The owner(s) shall also submit design and construction plans certified and stamped by a licensed professional engineer including drainage calculations or drainage features showing how the storm water will be dealt with. These plans shall be submitted for approval by the county engineer prior to construction commencing. After construction, the owner(s) shall submit an as-built set of plans showing any changes that were done during construction. These plans shall be on mylar and submitted to the county engineer before the county will accept the new roads into the county road system.
 - c. The county has agreed to participate with the improvements of Dradie Street that are outside of the south boundary of the plat. This improvement would be from the west boundary to the east boundary of said plat so Dradie Street will meet full width requirements.
 - d. **Add the following standard language to the plat:**
 - i. Approach permits are required for any new approaches onto county roads;
 - ii. Lot owners shall agree to participate in future L.I.D./R.I.D.'s for roads, drainage, curb & gutters, streetlights, storm sewer, water and/or sanitary sewers.
3. Applicant shall comply with the **Franklin County Irrigation District** for valve and pipe installation specifications. There will need to be a pipe to each lot and a valve installed.
4. The developer is to comply with the Adoption of the 2003 International **Fire Codes** for placement of Fire hydrants within this proposed subdivision. One hydrant shall be placed and installed at the SW Corner of Lot #1.

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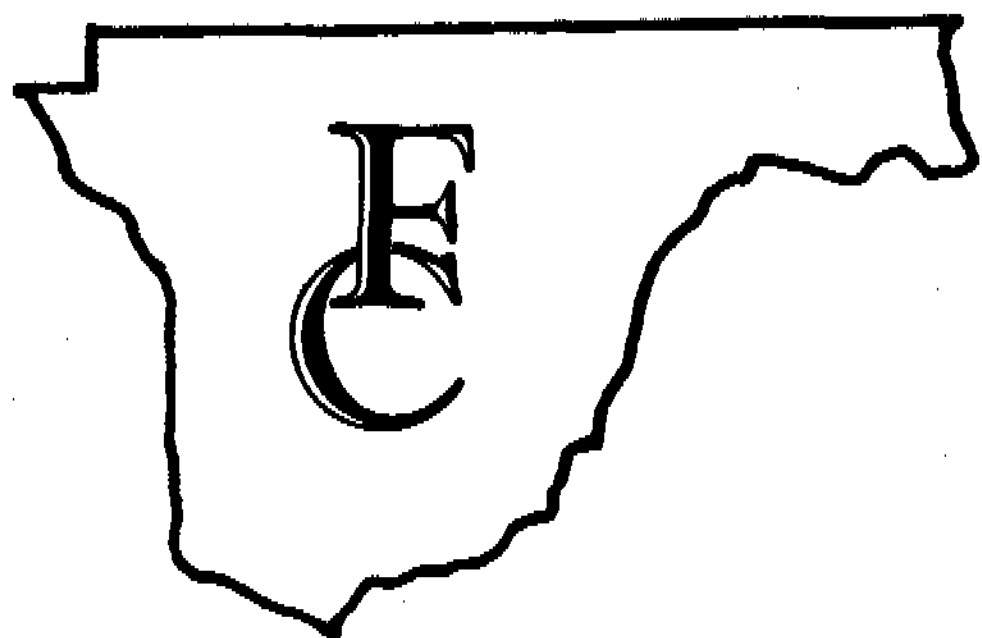
5. The following are the requirements by the City of Pasco for the referenced plat:
 - a. The proposed plat is consistent with the land use map of the Comprehensive Plan and the County zoning designation for the site.
 - b. Water must be extended across the entire frontage of the plat in Dradie Road from its current terminus point in Dradie to the east line of proposed Lot 1. In addition, a water line must be extended through the length of the cul-de-sac. Design and construction of the water line must meet the Standard Specifications of the City.
 - c. All water services are to be connected directly to the water line located in the proposed cul-de-sac street. No services will be permitted on Argent or Dradie.
 - d. An additional 10 feet of R-O-W should be identified for dedication along Argent. The R-O-W is shown for dedication on Dradie but not mentioned along Argent. Argent is an arterial street.
 - e. A note shall be placed on the face of the plat prohibiting direct access of any kind to Argent Road.
6. Applicant shall meet and comply with the standards of the **Benton-Franklin Health Department**. (See letter dated October 19, 2005).
7. Applicant shall comply with **Franklin PUD** specifications and requirements. PUD facilities may not straddle lot lines. PUD requests a 10' square easement in the SW corner of Lot 2, NW corner of Lot 3, SE corner of Lot 5 and Lot 6. Other easements are acceptable.
8. The **County Planning Department** has determined the following for this application:
 - a. The land to be subdivided is zoned RS-20.
 - b. The land is located within the City of Pasco's Urban Growth Area Boundary.
 - c. As proposed by the applicant this project will occur in one (1) Phase and is not a Phased development.
 - d. Final Plat shall be developed by a licensed Surveyor.
 - e. Applicant shall contact the City of Pasco Engineering Department for specifications and requirements for city water.
 - f. Road Right-of-Way: Current County standards are as follows: 28' wide with no parking; 32' wide with one side parking; and 36' wide with 2 sides of parking. Applicant shall comply with the standards existing at the time of construction.

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- g. A 5' high split rail (3 rail) vinyl fence is required along the north side of the development (Lots 4-5) along Argent Road. Coordination and acceptance of the type and location of the fence shall occur with the Planning Department. A statement shall be placed on the face of the plat, and in the applicant/developer's covenants that the maintenance of the fence shall be the responsibility of the owner(s) of Lot 4 and 5.
- h. During construction on each property, all construction debris shall be maintained on-site and properly disposed of. Dust control measures including an adequate water supply shall be provided. **(This statement shall be placed on the Plat).**
- i. All lot owners shall provide grass/lawn in the unimproved portion of the right-of-way between the property line and the edge of pavement and/or curb. Maintenance of the landscaping is the requirement of each individual lot owner. **(This statement shall be placed on the Plat).** *This applies only to the developments internal roadway and does not apply to Argent Road.*
- j. The land shall be in compliance with the County Fire and Nuisance codes at all times.
- k. The following shall be complied with for Enhanced 911 Emergency purposes: Address blocks shall be provided for all new lots. Addresses should be gained via the Planning Department in coordination with the County's Enhanced 911 Coordinator.
- l. The Final Plat shall be developed in accordance with the County Subdivision Ordinance. See Chapter 6 of Ordinance 03-2000 for specifications. Signature blocks and requirements shall be provided for the following: Franklin PUD; Chair, Franklin County Planning Commission; Chair, Board of County Commissioners; Franklin County Irrigation District; Benton Franklin Health Department; County Engineer; County Treasurer; County Assessor; and County Auditor.
- m. All lots in the development are subject to Park Dedication Fees (\$300.00 per new lot/expected new dwelling unit). These fees may be paid prior to recording the final subdivision plat or at the time when a building permit is to be issued for the applicable lot(s). If the applicant chooses to not pay the fees prior to recording, then **a statement shall be placed on the plat** stating that Park Dedication Fees apply to ALL LOTS IN THE DEVELOPMENT (LOTS #1 - 7) and shall be paid prior to building permit issuance for a new home on each applicable lot.
- n. Preliminary plat approval is valid for a five (5) year period following approval by the Board of County Commissioners.
- o. After final plat recording, one (1) paper copy of the recorded plat shall be distributed to the Planning Director and one (1) paper copy to the County Assessor.

MOTION

Grant approval of subdivision application SUB-2005-04, subject to the six (6) findings of fact and eight (8) conditions.



FRANKLIN COUNTY

COMMISSIONERS

Courthouse - 1016 North 4th
Pasco, Washington 99301
(509) 545-3535

RESOLUTION NUMBER

2006 016

PRELIMINARY APPROVAL

BEFORE THE BOARD OF COMMISSIONERS, FRANKLIN COUNTY, WASHINGTON IN THE MATTER OF COUNTY PLANNING

RE: SUB 2005-04, to subdivide approximately 5 acres into seven (7) single-family residential lots. The property is zoned Residential Suburban 20,000 (RS-20) and the average lot size in the development is approximately 24,193 square feet as proposed. The land is located within the Pasco Urban Growth Boundary.

APPLICANT: Bosch Construction Company (Gary Bosch), PO Box 2841, Pasco, WA 99301.

WHEREAS, the Board of County Commissioners of Franklin County has reviewed the recommendation by the Franklin County Planning Commission for the preliminary subdivision application of the Bosch Construction Company (Gary Bosch) and has recommended preliminary approval of the preliminary subdivision subject to the following findings of fact and conditions of approval:

Findings of Fact:

1. Adequate provisions **have been** made for the public health, safety and general welfare and for open spaces, drainage ways, roads, alleys, or other public ways, water supplies, sanitary wastes, parks, playgrounds and other public needs.
2. The proposed subdivision **does** contribute to the orderly development and land use patterns in the area.
3. The public use and interest **will be** served by permitting the proposed subdivision.
4. The proposed subdivision **does** conform to the general purposes of any applicable policies or plans which have been adopted by the Board of County Commissioners.
5. The proposed subdivision **does** conform to the comprehensive plan and zoning requirements.
6. The proposed subdivision **does** conform to the general purposes of the Subdivision Ordinance.

Conditions of Approval:

1. This approval is for a preliminary plat, known as Bosch Estates II, to subdivide approximately 5 acres into seven (7) single-family residential lots. The property is zoned Residential Suburban 20,000 (RS-20) and the average lot size in the development is approximately 24,193 square feet as proposed. The land is located within the Pasco Urban

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Preliminary Approval

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Growth Boundary. The land is located in West Pasco, south of Argent Road, east of Road 56, west of Road 52, along the north side of Dradie Road (118-511-085).

2. The **County Public Works Department** has requested and stated the following:
 - a. The plat is lacking sufficient surveying information to properly check some of the lot closures.
 - b. The owner(s) shall construct the proposed roads and cul-de-sac shown on the plat to the current county standards for hard surfaced roads. The owner(s) shall also submit design and construction plans certified and stamped by a licensed professional engineer including drainage calculations or drainage features showing how the storm water will be dealt with. These plans shall be submitted for approval by the county engineer prior to construction commencing. After construction, the owner(s) shall submit an as-built set of plans showing any changes that were done during construction. These plans shall be on mylar and submitted to the county engineer before the county will accept the new roads into the county road system.
 - c. The county has agreed to participate with the improvements of Dradie Street that are outside of the south boundary of the plat. This improvement would be from the west boundary to the east boundary of said plat so Dradie Street will meet full width requirements.
 - d. **Add the following standard language to the plat:**
 - i. Approach permits are required for any new approaches onto county roads;
 - ii. Lot owners shall agree to participate in future L.I.D./R.I.D.'s for roads, drainage, curb & gutters, streetlights, storm sewer, water and/or sanitary sewers.
3. Applicant shall comply with the **Franklin County Irrigation District** for valve and pipe installation specifications. There will need to be a pipe to each lot and a valve installed.
4. The developer is to comply with the Adoption of the 2003 International **Fire Codes** for placement of Fire hydrants within this proposed subdivision. One hydrant shall be placed and installed at the SW Corner of Lot #1.
5. The following are the requirements by the City of Pasco for the referenced plat:

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- a. The proposed plat is consistent with the land use map of the Comprehensive Plan and the County zoning designation for the site.
 - b. Water must be extended across the entire frontage of the plat in Dradie Road from its current terminus point in Dradie to the east line of proposed Lot 1. In addition, a water line must be extended through the length of the cul-de-sac. Design and construction of the water line must meet the Standard Specifications of the City.
 - c. All water services are to be connected directly to the water line located in the proposed cul-de-sac street. No services will be permitted on Argent or Dradie.
 - d. An additional 10 feet of R-O-W should be identified for dedication along Argent. The R-O-W is shown for dedication on Dradie but not mentioned along Argent. Argent is an arterial street.
 - e. A note shall be placed on the face of the plat prohibiting direct access of any kind to Argent Road.
6. Applicant shall meet and comply with the standards of the **Benton-Franklin Health Department**. (See letter dated October 19, 2005).
 7. Applicant shall comply with **Franklin PUD** specifications and requirements. PUD facilities may not straddle lot lines. PUD requests a 10' square easement in the SW corner of Lot 2, NW corner of Lot 3, SE corner of Lot 5 and Lot 6. Other easements are acceptable.
 8. The **County Planning Department** has determined the following for this application:
 - a. The land to be subdivided is zoned RS-20.
 - b. The land is located within the City of Pasco's Urban Growth Area Boundary.
 - c. As proposed by the applicant this project will occur in one (1) Phase and is not a Phased development.
 - d. Final Plat shall be developed by a licensed Surveyor.
 - e. Applicant shall contact the City of Pasco Engineering Department for specifications and requirements for city water.

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Preliminary Approval

SUB-2005-04

Page 4

- f. Road Right-of-Way: Current County standards are as follows: 28' wide with no parking; 32' wide with one side parking; and 36' wide with 2 sides of parking. Applicant shall comply with the standards existing at the time of construction.
- g. A 5' high split rail (3 rail) vinyl fence is required along the north side of the development (Lots 4-5) along Argent Road. Coordination and acceptance of the type and location of the fence shall occur with the Planning Department. A statement shall be placed on the face of the plat, and in the applicant/developer's covenants that the maintenance of the fence shall be the responsibility of the owner(s) of Lot 4 and 5.
- h. During construction on each property, all construction debris shall be maintained on-site and properly disposed of. Dust control measures including an adequate water supply shall be provided. **(This statement shall be placed on the Plat).**
- i. All lot owners shall provide grass/lawn in the unimproved portion of the right-of-way between the property line and the edge of pavement and/or curb. Maintenance of the landscaping is the requirement of each individual lot owner. **(This statement shall be placed on the Plat).** *This applies only to the developments internal roadway and does not apply to Argent Road.*
- j. The land shall be in compliance with the County Fire and Nuisance codes at all times.
- k. The following shall be complied with for Enhanced 911 Emergency purposes: Address blocks shall be provided for all new lots. Addresses should be gained via the Planning Department in coordination with the County's Enhanced 911 Coordinator.
- l. The Final Plat shall be developed in accordance with the County Subdivision Ordinance. See Chapter 6 of Ordinance 03-2000 for specifications. Signature blocks and requirements shall be provided for the following: Franklin PUD; Chair, Franklin County Planning Commission; Chair, Board of County Commissioners; Franklin County Irrigation District; Benton Franklin Health Department; County Engineer; County Treasurer; County Assessor; and County Auditor.

Resolution Number 2006 016
Preliminary Approval
SUB-2005-04
Page 5

- m. All lots in the development are subject to Park Dedication Fees (\$300.00 per new lot/expected new dwelling unit). These fees may be paid prior to recording the final subdivision plat or at the time when a building permit is to be issued for the applicable lot(s). If the applicant chooses to not pay the fees prior to recording, then **a statement shall be placed on the plat** stating that Park Dedication Fees apply to ALL LOTS IN THE DEVELOPMENT (LOTS #1 - 7) and shall be paid prior to building permit issuance for a new home on each applicable lot.
- n. Preliminary plat approval is valid for a five (5) year period following approval by the Board of County Commissioners.
- o. After final plat recording, one (1) paper copy of the recorded plat shall be distributed to the Planning Director and one (1) paper copy to the County Assessor.

WHEREAS, the public use and interest will be served by giving preliminary approval to the above-mentioned application.

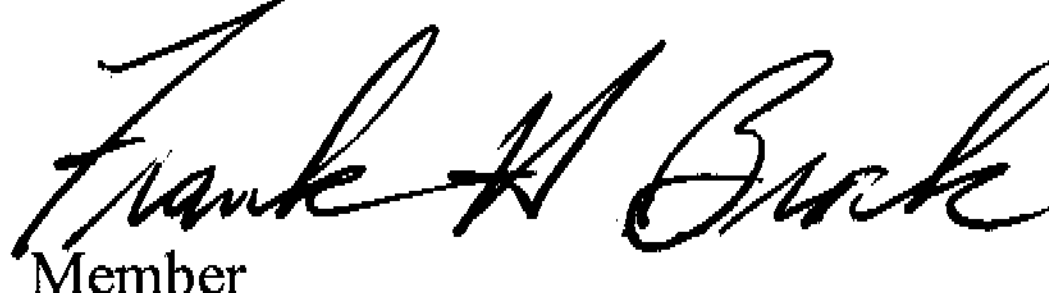
NOW THEREFORE, BE IT RESOLVED that the above-mentioned application be given preliminary approval in accordance with the provisions of the Franklin County Subdivision Ordinance #03-2000.

SIGNED AND DATED THIS 9th DAY OF JANUARY 2006.

**BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, WASHINGTON**


Chairman


Chair Pro Tem


Member

Attest:


Clerk of the Board

FRANKLIN COUNTY ACTION SUMMARY

Agenda Item: Franklin County Transportation Plan	TYPE OF ACTION NEEDED		Consent Agenda
Meeting Date: January 9, 2006	Execute Contract		
Subject: Franklin County Transportation Plan	Pass Resolution		
	Pass Ordinance	X	
Prepared By: Greg Wendt	Pass Motion	X	Other: ** <i>Public Meeting</i>
Reviewed By: Jerrod MacPherson	Other		

BACKGROUND INFORMATION

This application is for the creation of the Franklin County Transportation Plan. The Plan is being developed to be consistent with the Transportation Element of the 2005 Growth Management Comprehensive Plan and assists in the implementation of the Comprehensive Plan.

SUMMARY

At the regularly scheduled Planning Commission hearing on December 15, 2005, the Planning Commission voted to forward a positive recommendation (unanimous vote) for this application to the Board of County Commissioners subject to the following five (5) findings of fact.

FINDINGS OF FACT/RECOMMENDATIONS

1. This application is in compliance with the intent and spirit of the Franklin County Development Regulations (Zoning).
2. That this application is in compliance with the 2005 Franklin County Comprehensive Plan, including the Transportation Element.
3. This application is consistent with RCW 36.70A, the Growth Management Act.
4. This application is consistent with the County-wide Planning Policies.
5. The adoption of the Franklin County Transportation Plan has been consistent with and is in compliance with the public participation requirements of the Growth Management Act RCW 36.70A.
 - a. Notification of the Public Meetings/Workshops and Public Hearings were posted as per County Ordinances and State law.
 - b. All workshops/public meetings and public hearings were advertised as open to the public and public input opportunities were granted on each occasion.

Page 2
Transportation Plan
January 9, 2006

- c. The following Public Meetings/Workshops and Public Hearings were held and advertised in the Franklin County Graphic/Tri-City Herald Newspapers or were listed on the Planning Commission's Agenda which is available on-line and at the County Annex Building.

October 4, 2005	Planning Commission	Public Meeting/Workshop in Pasco <i>(continued from Sept. 6, 2005)</i>
December 15, 2005	Planning Commission	Public Hearing in Pasco

MOTION

Grant approval of the Franklin County Transportation Plan, subject to the five (5) findings of fact.

Franklin County



Transportation Plan

Ordinance # 1-2006

Franklin County Transportation Plan
Ordinance # 1-2006 adopted January 9, 2006

EXHIBIT 4

Neva J. Cerf
January 9, 2006
District 1

Robert E. Koch
District 2

Frank H. Brock
District 3



Fred H. Bowen
County Administrator

Rosie H. Rumsey
Human Resources Director

Patricia L. Shults
Executive Secretary

Board of County Commissioners
FRANKLIN COUNTY

ORDINANCE NUMBER # 1-2006

**BEFORE THE BOARD OF COUNTY COMMISSIONERS OF FRANKLIN COUNTY,
WASHINGTON:**

**IN THE MATTER OF COUNTY PLANNING – FRANKLIN COUNTY
TRANSPORTATION PLAN**

APPLICANT: Franklin County, 1016 North 4th Avenue, Pasco, WA 99301.

WHEREAS, on January 9, 2006 the Clerk of the Board did set this date for a public meeting to consider the positive recommendation of the Franklin County Planning Commission to adopt the Franklin County Transportation Plan.

WHEREAS, at the public meeting the Board has found as follows:

1. The County Planning Commission, after public hearing and consideration on the **Franklin County Transportation Plan** did recommend approval of said Plan; and
2. This application is in compliance with the intent and spirit of the Franklin County Development Regulations (Zoning).
3. That this application is in compliance with the 2005 Franklin County Comprehensive Plan, including the Transportation Element.
4. This application is consistent with RCW 36.70A, the Growth Management Act.
5. This application is consistent with the County-wide Planning Policies.
6. The adoption of the Franklin County Transportation Plan has been consistent with and is in compliance with the public participation requirements of the Growth Management Act RCW 36.70A.
 - a. Notification of the Public Meetings/Workshops and Public Hearings were posted as per County Ordinances and State law.
 - b. All workshops/public meetings and public hearings were advertised as open to the public and public input opportunities were granted on each occasion.

ORDINANCE NUMBER # 1-2006
Franklin County Transportation Plan
Page 2

- c. The following Public Meetings/Workshops and Public Hearings were held and advertised in the Franklin County Graphic/Tri-City Herald Newspapers or were listed on the Planning Commission's Agenda which is available on-line and at the County Annex Building.

October 4, 2005	Planning Commission	Public Meeting/Workshop in Pasco (continued from Sept. 6, 2005)
December 15, 2005	Planning Commission	Public Hearing in Pasco

WHEREAS, it appears to be in the public use and interest to approve said Transportation Plan.

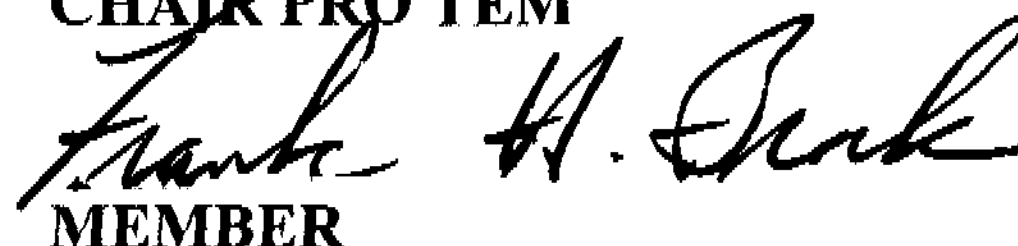
NOW, THEREFORE, BE IT ORDAINED that the Franklin County Transportation Plan described above, and attached herein, be implemented in accordance with the Franklin County Development Regulations (Zoning) Ordinance #7-2005 and the Franklin County Comprehensive Plan and be established to read as attached.

SIGNED AND DATED THIS 9th DAY OF JANUARY 2006.

**BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, WASHINGTON**


CHAIRMAN


CHAIR PRO TEM


MEMBER

ATTEST:


CLERK OF THE BOARD

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FRANKLIN COUNTY

TRANSPORTATION PLAN

THE GROWTH MANAGEMENT ACT (GMA)

The GMA placed renewed emphasis on transportation planning to better ensure that transportation and land use planning are consistent and interrelated. The Act requires counties and cities to include a transportation element in their comprehensive plans that meet certain minimum requirements.

Among those requirements is the establishment of minimum traffic standards. Counties and cities must establish minimum level of service (LOS) standards for all arterials and transit routes to serve as a gauge for performance of the system. These standards serve both a planning function and a regulatory function; determine how much additional development will be permitted prior to system upgrades; and determine the extent of the system upgrades required.

One of the most significant new requirements of the GMA is that of concurrency. The Growth Management Act requires counties and cities that adopt comprehensive plans pursuant to the GMA to:

Adopt ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impact of development are made concurrent with the development.

The Act provides that “concurrent with the development” means that improvements and strategies are in place at the time of development or that a financial commitment is in place to complete the improvements or strategies within six years. This provision provides local governments and developers needed flexibility in those instances when it is not practical or necessary to construct improvements or implement strategies at the time of development.

Another important element of the GMA was establishment of Regional Transportation Planning Organizations (e.g., Benton-Franklin Council of Governments) to broaden transportation planning and coordinate land use planning at a regional level.

The required transportation element must include: (a) Land use assumptions used in estimating travel; (b) Facilities and service needs; (c) Finance; (d) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions; and (e) Demand management strategies.

related (local, regional, and state) financial plans, and funding priorities for transportation facilities and services of statewide significance, as identified by the Transportation Commission.

Transportation Facilities and Services of Statewide Significance in Franklin County include:

SR12: I-182 to Walla Walla County Line
SR 17: SR 395 to Adams County Line
I-182: Benton County Line to SR 12
SR 395: Benton County Line to Adams County Line
Amtrak Passenger Rail Service: Vancouver to Spokane via Pasco
The Pasco Intermodal Center (Amtrak, Greyhound)
The Burlington Northern Santa Fe Railroad
The Pasco Switching/Hump Yard (BNSF)
The Columbia Basin Railroad: Connell to Adams and Grant Counties
The Port of Pasco
The Columbia/Snake Navigable River System
Ice Harbor Dam & Lock
Lower Monumental Dam & Lock

LAND USE AND TRANSPORTATION

The importance of integration and consistency of land use planning with transportation planning cannot be overstated. Land use is now recognized as the basis for making significant public investment decisions, including those associated with transportation. Transportation is a public service with its demand determined by the physical separation of activities (i.e., the arrangement of land uses). Therefore, land use policies and transportation policies need to be consistent with one another as they work in a single unified direction. To accomplish this, the community and its decision-makers need to have a greater understanding of the procedures and purposes underlying transportation and land use planning.

Comprehensive planning requires that forecasts be made regarding growth for the community. These forecasts allow planners and decision-makers to consider how the transportation system will function in the future with increases in travel demand.

POPULATION FORECASTS

The population forecasts for Franklin County and the incorporated cities are described in the Franklin County Comprehensive Plan and are based on data obtained from the U.S. Bureau of Census and the state's Office of Financial Management. The overall county population during the term of this plan is expected to increase by approximately 12,000 people. For the most part the population increase will occur in the Pasco/Riverview area. The rural, unincorporated population during this period is projected to increase by about 2100 persons. The rural cities are anticipated to grow at a rate of about 1.5% to 2% percent per year;

ANALYSIS OF THE EXISTING TRANSPORTATION NETWORK

Functional Classification of Roads

Functional classification is the division of highways, roads, and streets into groups having similar characteristics of providing mobility and/or land access. Basic to the classification system is the understanding that individual roads and streets do not function independently since most of the travel involves movement through a network of roads. It is, therefore, necessary to channel travel within the roadway network in a logical and efficient manner. Functional classification defines the role a road or street serves within the network. In simple terms, highways, streets, and roads function as arterials, collectors, or local access.

Arterials provide the highest degree of mobility (speed and reduced travel times) and have limited access to local property. Collectors generally provide equal emphasis upon mobility and land access. Local roads and streets emphasize land access in lieu of mobility.

Functional classifications and criteria utilized for rural areas somewhat differ from urban and urbanized areas. The streets of small cities (under 5,000 population) are classified as rural.

Rural arterials are divided into principal and minor categories. Rural principal arterials consist of a connected or integrated network of continuous routes that serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel. Such routes serve all, or virtually all, urban areas of 50,000 population or more and a large majority of those with populations of 25,000 and over.

Rural minor arterials, in conjunction with the principal arterials, form an integrated network that links cities and larger towns and other traffic generators that attract travel over long distances. They provide interregional and intercounty service. They are spaced at intervals, consistent with population density, so that all developed areas of the state are within a reasonable distance of an arterial highway; and provide service to corridors with trip length and travel density greater than those predominately served by rural collector or local systems. Minor arterials, therefore, constitute routes expected to provide relatively high overall travel speeds with minimum interference to through movement.

Rural collector roads generally serve intra-county travel rather than statewide travel and constitute those routes on which (regardless of traffic volume) predominant travel distances are shorter than on principal or minor arterial routes. Consequently, more moderate speeds may be typical. Rural collectors are divided into major and minor categories.

Rural major collectors provide service to any county seat not on an arterial route; to larger towns not directly served by the higher systems; and to other traffic generators of equivalent intra-county importance, such as consolidated schools, shipping points, county parks, important industrial and agricultural areas, etc. Major collectors link these places with nearby

Rural Franklin County Road System

Information concerning the functionally classified road system in Franklin County is contained in Tables 3 and 4. Table 3 inventories characteristics of the Franklin County rural classified road system, including roadway dimensions and pavement type and rating, while Table 4 details the functional classification of the rural county road system.

Following Table 4 is Figure 1, a map of the rural Franklin County Functionally Classified Road System.

TABLE 2 - RURAL FRANKLIN COUNTY CLASSIFIED ROAD INVENTORY

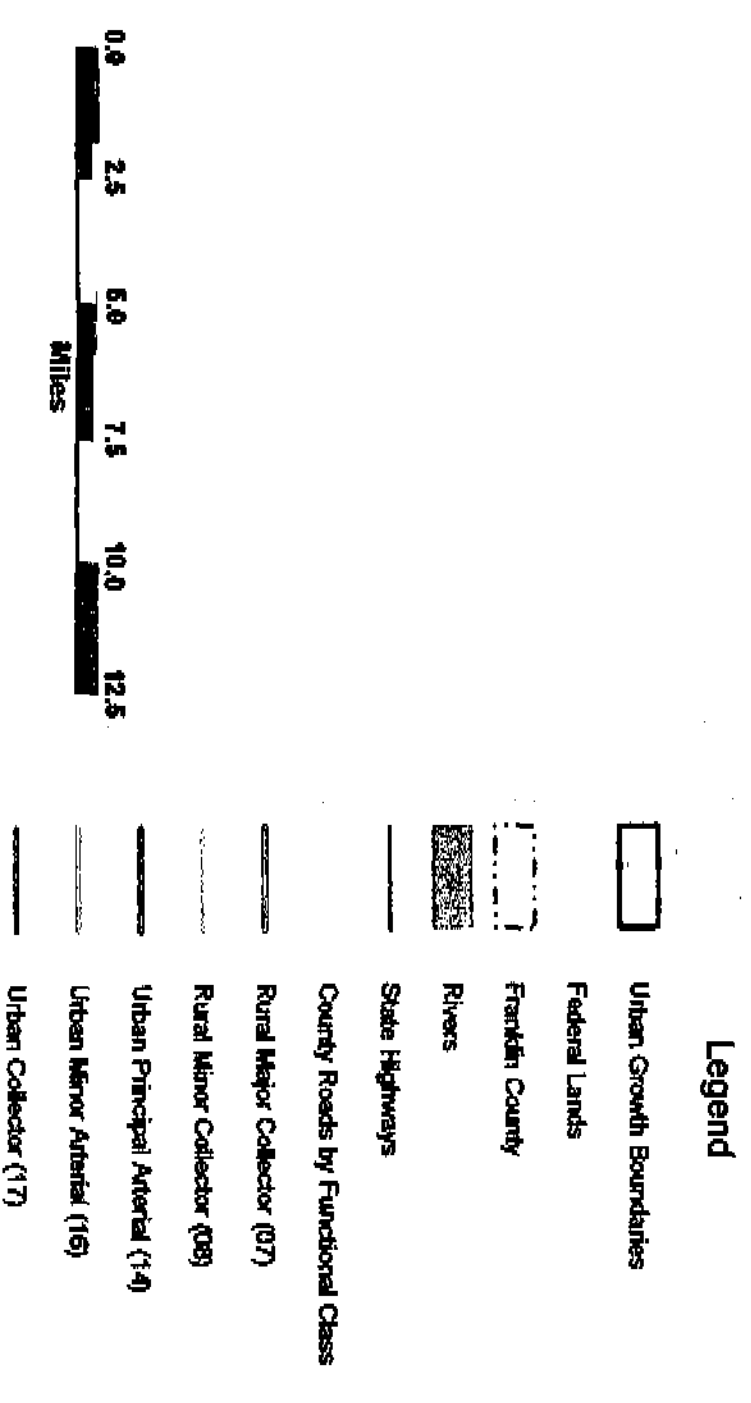
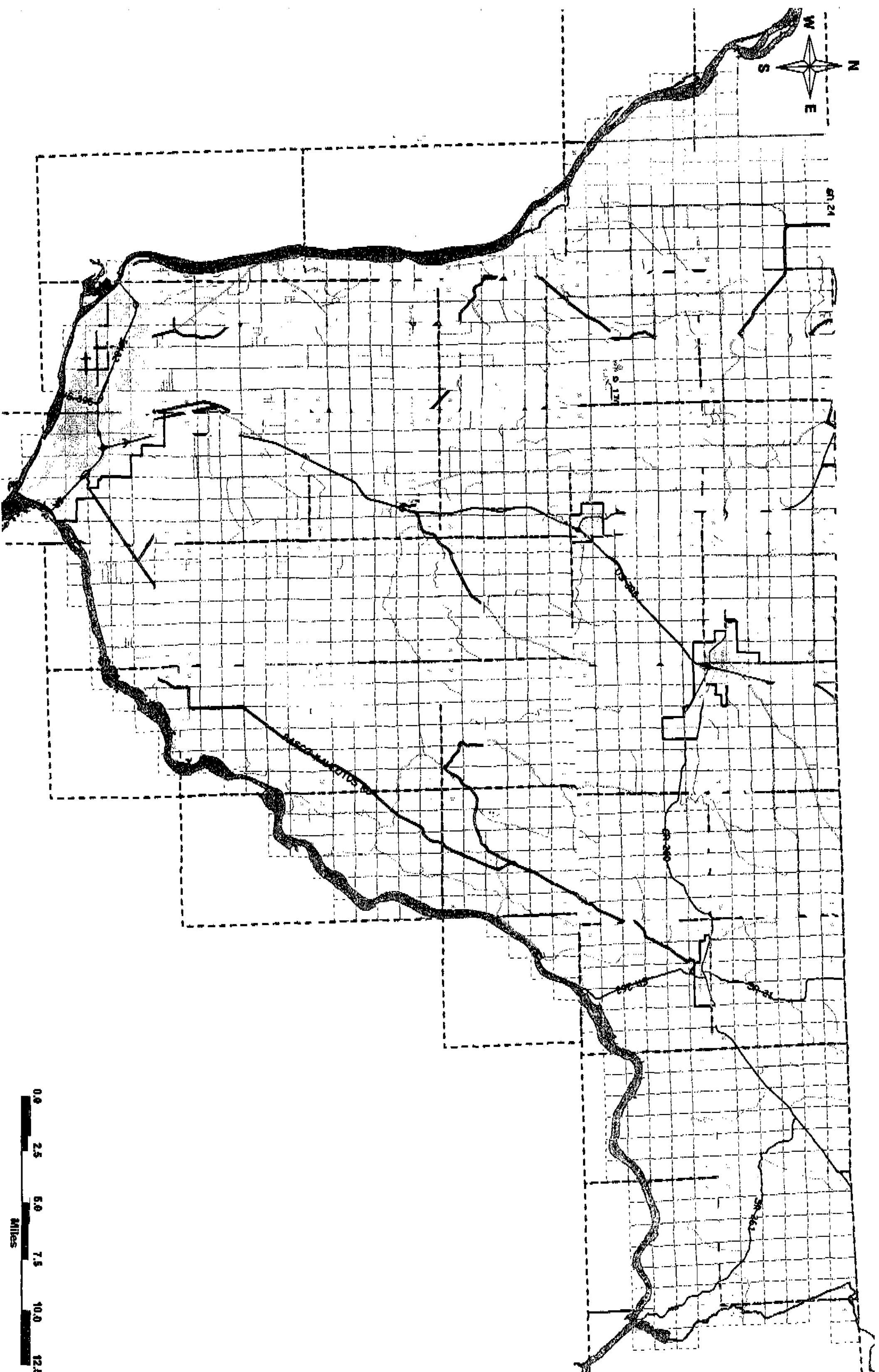
SEGMENT	Length	Functional Class	Pavement Type/Width	Pavement Rating	Shoulder Type/Width	Year Rated
Blanton Rd.: SR 395 to Blackman Ridge	1.26	Maj. Col.	ACP-24'	95	ACP-6'	2002
Blanton Rd.: Blackman Ridge to Overturf	5.14	Maj. Col.	ACP-24'	95	Grav.-6'	2002
Blanton Rd.: Overturf to SR 260	11.37	Min. Col.	ACP-24'	95	Grav.-6'	2002
Booker Rd.: SR 17 to Muse Road	0.57	Maj. Col.	ACP-22'	100	ACP-2'	2002
Burr Can. Rd.: Pasco-Kahlotus to Wallace Walker*	5.28	Min. Col.	BST-24'	100	BST-4',2'	2002
Clark Rd.: Glade North to Road 36	0.77	Min. Col.	BST-24'	83	BST-4'	2002
Clark Rd.: Road 36 to Road 68	2.78	Min. Col.	ACP-22'	100	ACP-3'	2002
Clark St. West: Connell WCL to Cemetery Rd.	0.11	Min. Col.	BST-24'	100	Grav.-2'	2001
Clark St. West: Cemetery Rd. to SR 260	0.32	Min. Col.	BST-24'	100	BST-2'	2001
Columbia R. Rd.: Taylor Flats to Sagemoor Rd.	5.84	Min. Col.	BST-24'	100	None	2003
Coyan Rd.: Hatton Rd. to E. Warehouse	5.24	Min. Col.	Grav.-20'	N/A	None	
Coyan Rd.: E. Warehouse to SR 17	4.11	Min. Col.	BST-24'	100	None	2003
Crestloch Rd.: Selph Landing to Vineyard	1.7	Min. Col.	BST-20'	100	BST-4'	2003
Dent Rd.: Taylor Flats to Court	4.16	Min. Col.	BST-22'	92	BST-2'	2003
Dilling Rd.: SR 260 to Muse Drive	5.05	Min. Col.	BST-24'	99	BST-2'	2003
Eltopia West: SR 395 to W. of Fir Rd.	0.22	Maj. Col.	ACP-24'	99	ACP-8'	2003
Eltopia West: W. Fir to Glade North	4.91	Maj. Col.	BST-22'	100	BST-2'	2003
Eltopia West: Glade North Vicinity	0.11	Maj. Col.	ACP-24'	100	ACP-2'	2003
Eltopia West: Glade N. Vic. To Taylor Flats	3.98	Maj. Col.	BST-22'	100	BST-2'	2003
Filbert Rd.: Wahluke Rd. to Buffalo Rd.	1.03	Min. Col.	BST - 22'	100	BST-2'	2001
Filbert Rd.: Buffalo to Mtn. Vista Rd.	3.31	Min. Col.	Grav.-28'	N/A	None	
East Foster Wells Rd.: SR 395 to MP 2.95	2.95	Maj. Col.	BST-24'	100	BST-2'	2003
East Foster Wells Rd.: MP 2.95 to P-K Hwy.*	3.05	Maj. Col.	ACP-24'	100	ACP-	
Glade North Rd.: Pasco NCL to Selph Landing	3.68	Maj. Col.	ACP-24'	100	ACP-4',5'	2002
Glade North Rd.: Selph Landing to MP 12.93	8.96	Maj. Col.	BST-24'	100	BST-4'	2002
Glade North Rd.: Eltopia West Vicinity	0.37	Maj. Col.	ACP 24'-32'	100	ACP-6'	2002
Glade N. Rd.: E.W.V. to R-170	9.26	Maj. Col.	BST - 24'	100	BST-4'	2002
Hatton Rd.: Coyan Rd. to Williams Rd.	1	Min. Col.	BST-24'	100	None	2003
Hendricks Rd.: SR 17 to Sagehill Rd.	9.06	Min. Col.	BST-22'	100	Grav.-4'	2003
Hendricks Rd.: Sagehill to MP 10.39	1.33	Maj. Col.	ACP-22'	100	ACP-6'	2003
Hendricks Rd.: MP 10.39 to Mtn. Vista Rd.	4.56	Maj. Col.	ACP-22'	100	ACP-6'	2003

Selph Landing Rd.: Glade N. to Taylor Flats	3.22	Maj. Col.	BST-23'	92	None	2003
Selph Landing Rd.: Taylor Flats to Col. R. Rd.	1.77	Min. Col.	BST-23'	100	None	2003
Sheffield Rd.: Mesa WCL to MP 2.04	2.04	Min. Col.	BST-22'	90	BST-2'	2003
Snake River Rd.: Pasco-Kahlotus to MP 7.36	2.24	Min. Col.	BST-22'	97	BST-2'	2002
Snake River Rd.: MP 7.36 to Moulton Rd.	2.46	Min. Col.	BST-18'	98	BST-2'	2002
Snake River Rd.: Moulton to Overturf	2.66	Maj. Col.	BST-16'- 18'	95	BST-2'	2002
Taylor Flats Rd.: Rd. 68 to MP 0.43	0.43	Maj. Col.	ACP-26'- 36'	100	AC-6',3'	2003
Taylor Flats Rd.: MP 0.43 to Birch	4.87	Maj. Col.	BST -24'	100	BST-3'	2003
Taylor Flats Rd.: Birch Rd. to Eltopia W.	6.02	Maj. Col.	BST -24'	100	BST-3'	2003
Taylor Flats Rd.: Eltopia W. to Ringold	2.14	Maj. Col.	BST -24'	100	BST-3'	2003
Vineyard Dr. E.L SR 395 to Crestloch	4.45	Min. Col.	BST-22'	91	BST-2'	2003
Vineyard Dr. W.: SR 395 to Oregon St.	1.23	Min. Col.	BST-22'	94	BST-2'	2003
Wadsworth Rd.: SR 260 to Ritchard Rd.	4.55	Min. Col.	BST-20'	100	Grav.-2'	2003
Wahlake Rd.: Klamath to Hollingsworth	3.49	Min. Col.	BST-22'	100	BST-2'	2003
Wahlake Rd. N.: Filbert to Sagehill Rd.	3.08	Min. Col.	BST-22'	100	BST-2'	2003
Williams Rd.: Hatton Rd. to SR 395	0.78	Min. Col.	BST-22'	100	BST-3'	2002

* Construction pending

TABLE 3- RURAL FRANKLIN COUNTY FUNCTIONALLY CLASSIFIED ROADS

SEGMENT	MILES
Principal Arterial	
SR 12: MP 293.21 (UAB) to MP 294.70 (Walla Walla Co. Line)	1.53
SR17: MP 8.94 (Mesa NCL) to MP 21.80 (Adams Co. Line)	12.80
SR 395: MP 24.59 (UAB) to MP 45.51 (Mesa SCL)	20.92
SR 395: MP 46.43 (Mesa ECL) to MP 55.92 (Connell SCL)	9.29
SR 395: MP 55.94 (Connell ECL) to MP 61.24 (Adams Co. Line)	5.30
Total Principal Arterial	49.84
Minor Arterial	0.00
Major Collector	
SR 21: MP 0.20 (Kahlotus NCL) to MP 7.62 (Adams Co. Line)	7.37
SR 260: MP 0.00 (SR 17) to MP 6.51 (Connell WCL)	6.51
SR 260: MP 7.38 (Connell ECL) to MP 24.59 (Kahlotus WCL)	15.69
SR 260: MP 25.33 (Kahlotus ECL) to MP 37.19 (Adams Co. Line)	11.87
SR 261: MP 15.04 (Columbia Co. Line) to MP 29.39 (SR 260)	14.33
SR 263: MP 0.00 (Port of Windust) to MP 8.83 (Kahlotus SCL)	8.83
Booker Road: SR 17 to Muse Road	0.57
Mail Road: Scooteney Road to SR 24	4.38
Scooteney Road: Mail Road to SR 17	0.51
Hendricks Road: Sagehill Road to SR 24	8.94
R-170: SR 17 to Ringold Road	15.03
Sagehill Road: R-170 to SR 24	10.50
Moulton Road: Snake River Road to Pasco-Kaholtus Road	6.27
Overturf Road: Blanton Road to Snake River Road	6.51
Ringold Road: Taylor Flats Road to R-170	3.02
Snake River Road: Moulton Road to Overturf Road	2.66
Ektopia West Road: SR 395 to Taylor Flats Road	9.22
Blanton Road: SR 395 to Overturf Road	6.40
Sagemoor Road: SR 395 to Taylor Flats Road	6.22
Selph Landing Road: Oregon Street to Taylor Flats Road	3.68



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Franklin County Regional Information System
1016 North 4th Avenue
Pasco, Washington 99301
Telephone: (509)545-3571 Fax: (509)546-3575

Amended August 14, 2005
Approved by Franklin County
GMA Board

County Roads by Functional
Classification
GMA Comp Plan
2005
EXHIBIT 4 January 9, 2006

Truck Routes

The Statewide Freight and Goods Transportation System route segments within rural Franklin County are shown on the following table and map. Annual tonnages for the five classifications are:

Tonnage Class	Annual Tonnage (thousands)
T-1	Over 10,000
T-2	5000-10,000
T-3	300-5,000
T-4	100-300
T-5	Over 20 in 60 days

The cities, counties, ports, WSDOT, and the BFCG have cooperatively developed the regional freight system, based on truck counts, weight information, and local knowledge of freight and freight movements. At present there is no funding specifically earmarked for the freight system. Should such funding materialize, a high priority will likely be directed toward all-weather surfacing of freight routes currently subject to seasonal restrictions.

TABLE 4 – FREIGHT & GOODS TRANSPORTATION SYSTEM

SEGMENT	Length	FGTS Class	Functional Class	All Weather
Alder Road: Glade North to Taylor Flats Road	3.99	T-5	Local	No
Auburn Road: Eltopia West to Glenwood	1.16	T-5	Local	No
Bellevue Road: Eltopia West to Glenwood	6.89	T-5	Local	No
Bellflower Road: Wahluke to Columbia Road	2.61	T-5	Local	No
Blackman Ridge: Gertler to Snake River Road	4.30	T-5	Local	No
Blanton Road: SR 395 to Overturf Road	6.40	T-4	Maj. Col.	Yes
Blanton Road: Overturf Road to SR 260	11.37	T-4	Min. Col.	Yes
Booker Road: SR 17 to Muse Road	0.57	T-3	Maj. Col.	Yes
Burr Canyon: Pasco-Kahlotus to SR263r	5.28	T-5	Min. Col.	No
Cherry Drive: Dogwood Road to Taylor Flats	2.23	T-5	Local	No
Colonial Road: Russell Road to Sheffield Road	2.18	T-5	Local	No
Columbia Road: Bellflower to Hollingsworth	2.00	T-5	Local	No
Copp Road: SR 260 to Miller Road	1.32	T-5	Local	No
Cottonwood Drive: Sagemoor to Dogwood	4.24	T-5	Local	No
Coyan Road: Warehouse Road to SR 17	4.11	T-4	Min. Col.	No
Coyan Road: SR 17 to Scooteney Road	2.89	T-5	Local	No
Crestloch Road: SR 395 to East Vineyard Dr.	2.00	T-4	Min. Col.	Yes
Crestloch Road: East Vineyard Dr. to Frontier Road	2.81	T-4	Local	No
Curry Road: Blanton Road to Miller Road	1.62	T-5	Local	No
Dayton Road: Alder Road to Dogwood Road	4.00	T-5	Local	No
Delancy Road: Reynolds Road to SR 260	4.59	T-5	Local	No
Dent Road: Taylor Flats Road to Court Street	4.19	T-5	Min. Col.	No
Dilling Road: SR 260 to Muse Drive	5.05	T-5	Min. Col.	No
Dogwood Road: Ione Road to Cherry Drive	4.94	T-5	Local	No
Dogwood West: Taylor Flats to Cottonwood Dr.	1.61	T-5	Local	No

TABLE 4 - FREIGHT & GOODS TRANSPORTATION SYSTEM (CONT'D.)

SEGMENT	Length	FGTS Class	Functional Class	All Weather
Martindale Road: Pasco-Kahlotus Road to S. End	2.36	T-5	Local	No
McClenny Road: Pasco-Kahlotus Road to Votaw Road	2.95	T-5	Local	No
Miller Road: Curry Road to Copp Road	4.87	T-5	Local	No
Moon Road: SR 260 to 1.75 Miles North	1.75	T-5	Maj. Col.	No
Moon Road: MP 1.75 to Paradise Road Vic.	1.63	T-5	Maj. Col.	Yes
Moon Road: Paradise Road Vic. To Muse Road	1.90	T-5	Maj. Col.	No
Moulton Road: Snake River to Pasco-Kahlotus	6.27	T-5	Maj. Col.	No
Mound Road: Rangeview Road to End	0.48	T-5	Local	No
Mountain Vista Road: Hollingsworth to Filbert Road	2.66	T-3	Min. Col.	No
Mountain Vista Road: Filbert Road to Hendricks	5.23	T-3	Min. Col.	No
Murphy Road: Pasco-Kahlotus Road to Klundt Road	1.97	T-5	Local	No
Muse Drive: Dilling Road to Krug Road	0.82	T-5	Local	No
Old SR 17 South: Russell Road to Mesa SCL	1.07	T-4	Min. Col.	No
Oregon Street: UAB to Selph Landing Road	2.73	T-4	Maj. Col.	No
Overturf Road: Blanton Road to Gurtler Road	2.60	T-4	Maj. Col.	No
Overturf Road: Gurtler Road to Snake River Road	3.91	T-5	Maj. Col.	No
Paradise Road: Warehouse Road to SR 17	3.28	T-5	Local	No
Pasco-Kahlotus Road: UAB to Milepost 5.90	5.90	T-3	Maj. Col.	Yes
Pasco-Kahlotus Road: Milepost 5.90 to McClenny Road	12.20	T-3	Maj. Col.	No
Pasco-Kahlotus Road: McClenny Road to SR 263	22.66	T-4	Maj. Col.	No
PH #15: Overturf Road to SR 260	10.10	T-5	Min. Col.	No
Phend Road: SR 395 to Frontier Road	4.24	T-5	Local	No
R-170: SR 17 to Sagehill Road	8.37	T-3	Maj. Col.	Yes
R-170: Sagehill to Ringold	6.66	T-3	Maj. Col.	No
Radar Hill Road: Mail Road to S. End	0.75	T-4	Local	No
Rangeview Road: Sagehill Road to Mond Road	3.60	T-4	Local	No
Reynolds Road: PH #15 to Pasco-Kahlotus	5.81	T-5	Local	No
Ringold Road: Glade North to Taylor Flats	3.07	T-4	Min. Col.	No
Ringold Road: Taylor Flats Road to R-170	3.02	T-3	Maj. Col.	No
Ringold Road: R-170 to Ringold River Road	0.83	T-5	Local	No
Road 68: UAB to Taylor Flats Road	1.01	T-3	Maj. Col.	Yes
Columbia River Road: Taylor Flats to Sagemoor	5.84	T-4	Min. Col.	No
Russell Road: Old SR 17 to Glade North Road	5.98	T-4	Min. Col.	No
Russell Road: Glade North Road to R-170	5.25	T-5	Min. Col.	No
Sagehill Road: R-170 to Hollingsworth Road	2.00	T-3	Maj. Col.	Yes *
Sagehill Road: Hollingsworth Road to Hendricks Road	3.91	T-3	Maj. Col.	Yes
Sagehill Road: Hendricks Road to SR 24	4.59	T-3	Maj. Col.	No
Sagemoor Road: SR 395 to Frontier Road	3.48	T-4	Local	No
Sagemoor Road: SR 395 to Glade North Road	2.24	T-4	Maj. Col.	Yes
Sagemoor Road: Glade North to Taylor Flats Road	3.98	T-4	Maj. Col.	No
Sagemoor Road: Taylor Flats Columbia R. Road	3.60	T-4	Min. Col.	No
Scooteney Road: Hendricks Road to Mail Road	5.12	T-5	Min. Col.	No
Scooteney Road: Mail Road to Adams CL	0.38	T-4	Maj. Col.	No
Selph Landing Road: SR 395 to Oregon Street	2.85	T-4	Min. Col.	No
Selph Landing Road: Oregon St. to Taylor Flats	3.68	T-4	Maj. Col.	No
Selph Landing Road: Taylor Flats to Col. R. Road	1.77	T-4	Min. Col.	No

A huge number of storage facilities, many on farms, are scattered throughout the county to accommodate these products until they are needed. The problem arises during freeze/thaw cycles of late winter and early spring when load restrictions hamper shipments. Farmers, shippers, and commodity brokers then have problems meeting contract deadlines.

As shown in the previous Table 3, the county has 524 miles of freight and goods routes, but only 69.96 miles (13 percent) are all-weather surfaced. In these times of limited transportation funds, the process of all-weather surfacing these vital routes is moving at a slow pace. To date the legislature has not earmarked any funds for the freight and goods system.

Following is Figure 2, a map of the Franklin County Freight and Goods Transportation System.

Marine Transportation

The Columbia-Snake River system, with its government locks at each of eight dams, affords 465 miles of water transportation from Astoria, Oregon, at the mouth to Lewiston, Idaho. Over 11 million tons of cargo moves on this water highway every year. One tug and barge can move 3,500 tons of grain. It would take 116 trucks or 35 rail cars to move the same quantity.

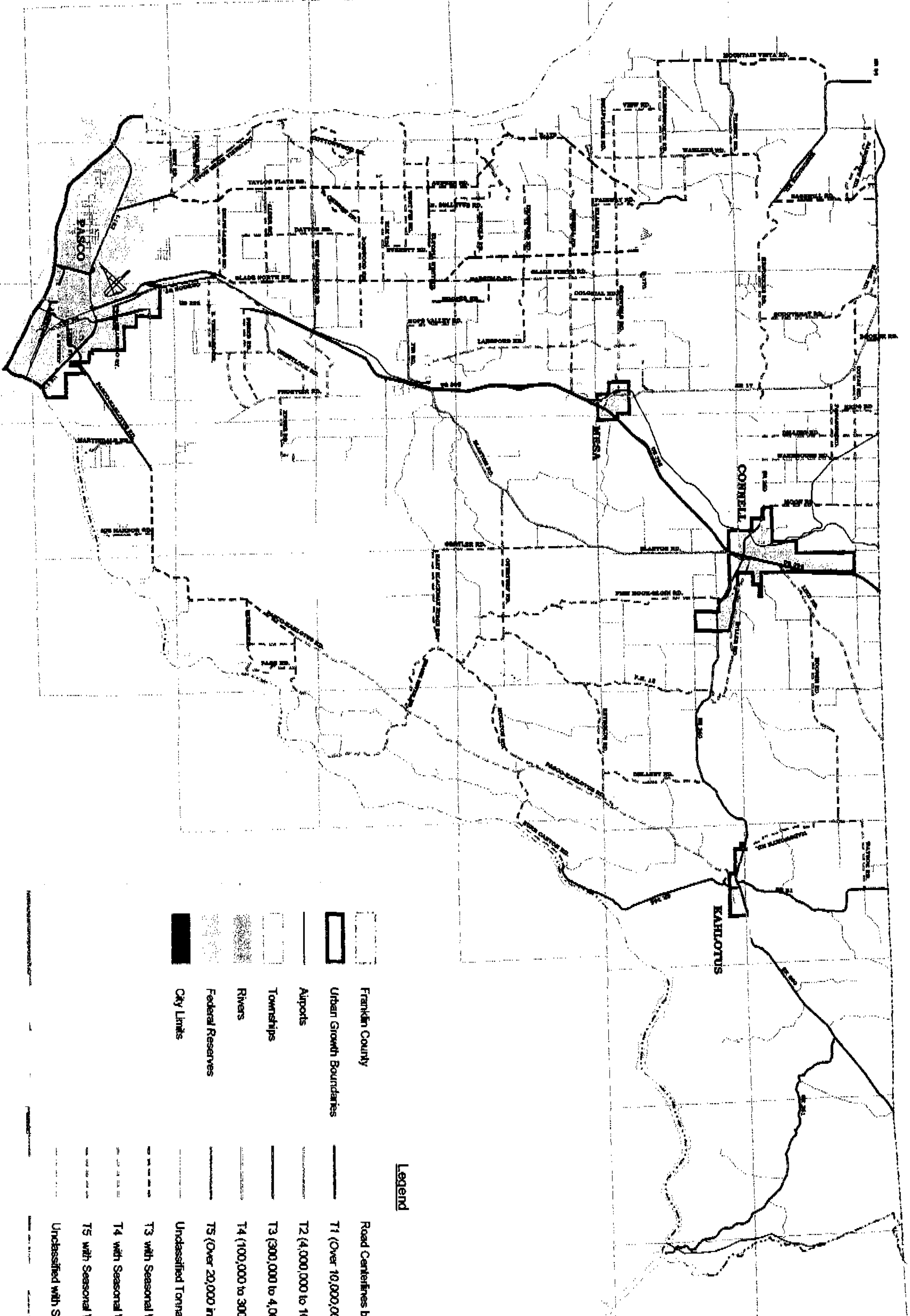
Tidewater Barge Lines operate terminals at Vancouver, Umatilla, East Pasco, Central Ferry, and Wilma/North Clarkston, each served by truck and/or rail. A primary feature is combination barges to haul petroleum upriver and grain downstream. Logs, fertilizers and containers are also frequently hauled.

There are 17 barge terminals in the Mid-Columbia and Snake navigation region. Those within the three-county region are the Port of Benton, Kennewick, Pasco, Walla Walla, and Kahlotus (Windust). Seven more ports lie upriver, including the last one at Lewiston, Idaho. Annual cargoes on the Snake River approximate 4.4 million tons at Ice Harbor. Downstream cargoes account for about 70 percent of the total movements, grain shipments being about 85 percent of that down-bound traffic. Petroleum and chemical products dominate up-bound movement.

Overall, Snake cargoes account for about a third of the total cargo volumes carried by barge on the Columbia. Most importantly, the Snake generates about two-thirds of the grain carried on the Columbia.

Barges supply petroleum products to the Chevron tank farm near Pasco as well as for local needs from two private terminals in East Pasco.

Annually the Port of Pasco has handled about 4,300 containers (113,000 tons). A new crane installed in 2000 has increased their capacity by 20,000 pounds per load (10,790 tons/year).



Legend

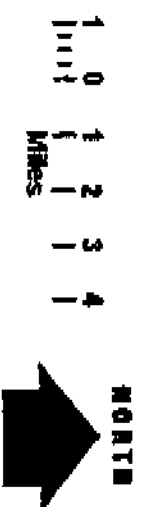
Franklin County	Road Centerlines by Tonnage Class
Urban Growth Boundaries	T1 (Over 10,000,000 Tons Annually)
Airports	T2 (4,000,000 to 10,000,000)
Townships	T3 (300,000 to 4,000,000)
Rivers	T4 (100,000 to 300,000)
Federal Reserves	T5 (Over 20,000 in 50 Days)
City Limits	Unclassified Tonnage
	T3 with Seasonal Weight Restrictions
	T4 with Seasonal Weight Restrictions
	T5 with Seasonal Weight Restrictions
	Unclassified with Seasonal Weight Restrictions

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Franklin County Regional Information System
1015 North 4th Avenue
Pasco, Washington 99301
Telephone: (800)545-3571 Fax: (800)545-3575

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Freight and Goods
Transportation System
Franklin County, Washington
EXHIBIT 4 January 9, 2006

The Tri-Cities Inland Port Concept Study was initiated in 1999 to take economic advantage of the confluence of rail, highway, water, and air transportation modes in the Tri-Cities region. The intent was to link intermodal facilities for transport of grain, bulk commodities, and containerized cargo to and from the seaports of Seattle and Tacoma, and Portland and Vancouver, via multiple inland transportation routes. Preliminary feasibility studies resulted in shelving the project.

Snake River Draw Down/Dam Breaching to enhance endangered salmon and steelhead species continues to be a major issue potentially affecting power generation, irrigation of farmlands, recreational activities, and water transportation upriver from Pasco to Lewiston, Idaho. If such actions are implemented there will be severe impacts to the economy of the region, as well as increased need for rail and highway facilities to move freight and goods. Furthermore, port facilities on the Columbia River in Benton, Franklin and Walla Walla counties would have considerably increased significance and need for capacity improvements.

With drawdown or dam breaching the 4.4 million tons of commodities now shipped by barge through the Ice Harbor locks would be shipped by truck (700 per day) or by rail. There would be a strong shift away from roads leading to the Snake River and greatly increased loads on roads leading to Columbia River ports in the Tri-Cities area. That shift would increase traffic on three primary corridors: SR 395; SR12/SR124 through Walla Walla County; and the SR 26/SR260/Pasco-Kahlotus Road corridor. In essence, these three corridors would replace the river as the primary route to Tri-Cities ports for trans-shipment to barges for delivery to the Portland area.

A consultant study for the Legislative Transportation Committee in 2000 indicates the following corridor improvement costs (millions) under an all-truck scenario, including 20-year life cycle costs.

SR 395: Ritzville to Tri-Cities	\$30-\$34
SR 26/SR 260/Pasco-Kahlotus Road	\$53-\$61
SR 124/SR 12: Clarkston to Tri-Cities	\$58-\$64
Pasco Area Direct Routes to Ports	\$15-\$18

Under an all-rail scenario (i.e. no shift to trucks) the infrastructure improvement costs were estimated at \$240 to \$276 million, including some highway improvements.

Impacts to local roads in Franklin County due to the potential shift from the Snake River ports to Tri-Cities area ports is a major concern. In order to reasonably accommodate these increased truck movements, infrastructure improvements would be necessary to maintain adequate road performance and minimal travel delay. Needed improvements include adding

capacity; pavement rehabilitation; increased maintenance; reconstruction to provide adequate structural stability and/or width; and upgrading bridges to correct or reduce deficiencies.

Transit to Connell could be feasible, but would require a three-tenths of one-percent increase in local sales tax and capturing the area's legally allowable dollar-for-dollar match of Motor Vehicle Excise Tax (MVET). The city opted not to pursue that option after minimal citizen turnout at a meeting to discuss putting it on the next ballot. Also, the MVET has since been rescinded.

Greyhound bus service and Amtrak rail service are available at the Pasco Intermodal Terminal.

Aviation Facilities

The Connell Airport (privately owned) is situated on a small ridge within Washtucna Coulee, about 1.5 miles east of the city. The facility has a 50-foot wide, 3,100 – foot long paved runway with runway lights, a visual approach slope indicator, and a centerline approach lighting system. Most of the lighting system is non-standard under FAA specifications. Furthermore, the runway does not meet FAA line-of-sight standards due to a humped design.

The paved tie-down and fueling area has a holding capacity of about 35 aircraft. Three hangars house six aircraft. About a dozen aircraft are based here.

The airport has limited long-term development potential due to terrain limitations. The pavement does not have proper slope or thickness to meet general utility type aircraft use. Extensive earthwork would be needed for the runway, the taxiway, and terminal areas to provide proper slopes and clearances in order to meet FAA criteria.

A 1998 study selected a new airport site northeast of Connell to the north of and paralleling Lind Road. To date no plans are eminent for its implementation.

Residents of rural Franklin County have access to the Tri-Cities Airport in Pasco for commercial flights on major carriers to national and international destinations. The Richland Airport and Kennewick's Vista Field provide business and small-plane flights.

Railroads

The Burlington Northern-Santa Fe (BNSF) mainline from Pasco to Spokane passes through Mesa and Connell. This track sees about 25 through freight movements daily. Total tonnage exceeds 50 million gross ton-miles per mile per year, reflective of the export grain trains which operate via this route to water terminals at Portland, Kalama, and Longview. This line operates close to its maximum practical capacity. Long range planning includes a second track. Spur tracks serve industry in Mesa and Connell.

The Columbia Basin Railroad branches off the BNSF at Connell, extending northerly into Adams and Grant counties. The Port of Moses Lake will soon begin operation of grain hopper cars on this line.

A common practice is chip sealing to prolong roadway surface life. This produces a very rough surface, requiring increased effort by bicyclists (rolling resistance). The county will consider using 3/8" minus aggregate in lieu of 1/2" - 1/4" in those areas where bicycle traffic would warrant.

Washington State bicycle/automobile collision data for 2002 in Franklin County shows a total of 8 accidents with 7 injuries and no fatalities. All of the incidents occurred on city streets.

Pedestrian/automobile collisions for 2002 in Franklin County totaled nine with six injuries and one fatality. Eight of those accidents occurred on city streets and one occurred on a county road. The fatality was on a city street.

Pedestrian/bicycle circulation throughout rural Franklin County is discussed further in the Regional Non-Motorized Transportation Plan for Benton and Franklin Counties and Tri-Cities Urban Area, prepared by the BFCG, November 2000.

Accident Summary

The following table summarizes 2000-2002 accidents in the rural county. The total accident numbers have increased approximately 12 percent for the years 2000-2002 compared to the previous period of 1997-1999 (311 versus 282).

Nearly 43 percent (134) of the total 3-year accidents occurred on five major routes. This is a notable decrease from the 1997-1999 total of 59 percent (166). Those routes are the most heavily traveled, including freight and goods, and have 50-55 mph speed limits except in a few congested areas. The decrease is partly attributable to safety-related improvements completed by Franklin County in the interim. These include: replacement of a narrow bridge; upgrading and improving bridge rail, transition rail and termini ends for numerous bridges; and several widening and repaving/overlay projects.

TABLE 5-RURAL FRANKLIN COUNTY ACCIDENT SUMMARY

		2000	2001	2002
Property Damage		65	83	40
Injury		32	34	50
Fatality		3	5	1
Total Annual Accidents		105	114	92
Glade North Road	55mph	11	21	19
Taylor Flats Road	55 mph	8	8	6
R-170/Ringold Road	55mph/50mph	10	6	8
Sagehill Road	55 mph	4	4	8
Pasco-Kahlotus Road	55 mph	7	8	6

secondary measures. LOS for two-lane facilities is determined by both mobility and accessibility. The Transportation Research Board's Highway Capacity Manual (HCM) contains a method for estimating the LOS for two-lane facilities where time delay data is not available. In addition, the HCM defines LOS ratings of "A" through "F" for highway segments, intersections, and arterial street segments, based on the volume of traffic and the available capacity of the facility. These "A" through "F" descriptors are further defined in the following table.

TABLE 6 - LEVEL OF SERVICE DEFINITIONS: ROADS/STREETS

LEVEL OF SERVICE CATEGORY	DEFINITION
Level of Service A	Describes a condition of free flow with low volumes and high speeds. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. Stopped delay at intersections is minimal.
Level of Service B	Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions.
Level of Service C	In the range of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. The selection of speed is now significantly affected by interactions with others in the traffic stream, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
Level of Service D.	Represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
Level of Service E	Represents operating conditions at or near the maximum capacity level. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns.
Level of Service F.	Describes forced or breakdown flow at very low speeds and long delays. Volumes exceed theoretical capacity. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Operations within the queue are characterized by stop-and-go waves that are extremely unstable.

The Washington State Department of Transportation has adopted an LOS standard of C for rural Highways of Statewide Significance (HSS) routes and LOS D for urban HSS routes. For Non-HSS routes, LOS standards adopted by the local MPO/RTPO apply. The Benton-Franklin-Walla Walla RTPO has adopted the WSDOT standards. All segments of the state highway system in Franklin County are rural.

Most segments of the state highway system in Franklin County, both currently and projected out to 2013 and 2023, function at LOS C or better. However, according to the data, SR 17 between Mesa and the Grant County line is projected to operate at LOS D by 2023. This condition merits further investigation by WSDOT.

TABLE 7 - FRANKLIN COUNTY STATE HIGHWAY SYSTEM

**Traffic Volumes and Level of Service
HIGHWAYS OF STATEWIDE SIGNIFICANCE**

State Route	Begin Route Milepost	End Route Milepost	Length	2004 AADT	2004 LOS	2013 AADT	2013 LOS	2023 AADT	2023 LOS
017	9.52	11.60	2.08	3358	C	4312	D	5223	D
017	11.60	14.69	3.09	3597	C	4619	C	5595	D
017	14.69	21.80	7.11	3679	C	4724	C	5721	D
395	25.11	30.18	5.07	14034	C	18022	B	21826	B
395	30.18	37.37	7.19	12631	A	16405	A	19869	B
395	37.37	46.28	8.91	11018	A	14309	A	17330	A
395	46.28	55.08	8.80	7631	A	9912	A	12004	A
395	55.08	61.24	6.16	6357	A	8256	A	9999	A

NON- HSS ROUTES

State Route	Begin Route Milepost	End Route Milepost	Length	2004 AADT	2004 LOS	2013 AADT	2013 LOS	2023 AADT	2023 LOS
260	0	5.57	5.57	1706	B	2085	B	2380	C
260	5.57	7.53	1.96	3946	B	4822	C	5504	C
260	7.53	11.66	4.13	862	A	1053	A	1202	B
260	11.66	14.81	3.15	722	A	883	A	1008	A
260	14.81	16.99	2.18	722	A	883	A	1008	A
260	16.99	20.98	3.99	722	A	883	A	1008	A
261	15.02	15.18	0.16	501	A	612	A	698	A

Rural Franklin County Road System

The need for future roadway improvements was assessed through the use of level of service analysis. This methodology compared anticipated traffic volumes of a roadway against the practical capacity of that typical roadway to determine the level of service (A through F) at

additional segment is estimated to be operating at LOS C and two segments of Glade North Road will degrade to LOS D. Projecting the 2013 volumes out to 2023 determined the following segments would operate at LOS D, indicating the need to plan for added capacity:

Glade North Road: Pasco NCL to Selph Landing – 9,803 ADT, LOS D, Level Terrain
Glade North Road: Selph Landing to MP 12.93 - 6,269 ADT, LOS D, Rolling Terrain
R-170: MP 7.45 to Sagehill Road – 5,308 ADT, LOS D, Rolling Terrain
Taylor Flats Road: MP 0.43 to Birch Road - 5,930 ADT, LOS D, Rolling Terrain

TABLE 9 - RURAL FRANKLIN COUNTY CLASSIFIED ROAD ANALYSIS

SEGMENT	2004 ADT	2004 LOS	2013 ADT	2013 LOS	2023 ADT	2023 LOS
Blanton Rd.: SR 395 to Blackman Ridge	318	A	423	A	491	A
Blanton Rd.: Blackman Ridge to Overturf	318	A	423	A	491	A
Blanton Rd.: Overturf to SR 260	371	A	491	A	570	A
Booker Rd.: SR 17 to Muse Road	793	A	1050	A	1218	B
Burr Can. Rd.: Pasco-Kahlotus to Wallace Walker	118	A	161	A	187	A
Clark Rd.: Glade North to Road 36	1397	A	1849	A	2146	A
Clark Rd.: Road 36 to Road 68	113	A	150	A	174	A
Clark Rd.: Connell WCL to Cemetery Rd.	1294	A	1713	A	1988	A
Clark Rd.: Cemetery Rd. to SR 260	1294	A	1713	A	1988	A
Columbia R. Rd.: Taylor Flats to Sagemoor Rd.	650	A	860	A	998	A
Coyan Rd.: Hatton Rd. to E. Warehouse	31	A	41	A	47	A
Coyan Rd.: E. Warehouse to SR 17	171	A	226	A	262	A
Crestloch Rd.: Selph Landing to Vineyard	410	A	543	A	630	A
Dent Rd.: Taylor Flats to Court	370	A	490	A	569	A
Dilling Rd.: SR 260 to Muse Drive	422	A	558	A	648	A
Eltopia West: SR 395 to W. of Fir Rd.	829	A	1098	A	1274	A
Eltopia West: W. Fir to Glade North	829	A	1098	A	1274	A
Eltopia West: Glade North Vicinity	1229	A	1627	A	1888	A
Eltopia West: Glade N. Vic. To Taylor Flats	1176	A	1556	A	1806	A
Filbert Rd.: Wahluke Rd. to Buffalo Rd.	366	A	485	A	563	A
Filbert Rd.: Buffalo to Mtn. Vista Rd.	55	A	73	A	85	A
Foster Wells Rd.: SR 395 to MP 2.95	526	A	697	A	809	A
Foster Wells Rd.: MP 2.95 to P-K Hwy.*	-	-	837	A	971	A
Glade North Rd.: Pasco NCL to Selph Landing	6380	C	8447	D	9803	D
Glade North Rd.: Selph Landing to MP 12.93	4080	C	5402	D	6269	D
Glade North Rd.: Eltopia West Vicinity	3014	B	3991	B	4632	B
Glade N. Rd.: E.W.V. to R-170	2211	B	2928	C	3398	C
Hatton Rd.: Coyan Rd. to Williams Rd.	22	A	29	A	34	A
Hendricks Rd.: SR 17 to Sagehill Rd.	475	A	629	A	731	A
Hendricks Rd.: Sagehill to MP 10.39	136	A	180	A	209	A
Hendricks Rd.: MP 10.39 to Mtn. Vista Rd.	106	A	140	A	163	A
Hendricks Rd.: Mtn. Vista Rd. to SR 24	260	A	344	A	399	A
Hollingsworth Rd.: Sagehill Rd. to Wahluke	398	A	527	A	612	A

Sheffield Rd.: Mesa WCL to MP 2.04	634	A	839	A	973	A
Snake River Rd.: Pasco-Kahlotus to MP 7.36	64	A	84	A	97	A
Snake River Rd.: MP 7.36 to Moulton Rd.	45	A	60	A	69	A
Snake R. Rd.: Moulton to Overturf	77	A	102	A	119	A
Taylor Flats Rd.: Rd. 68 to MP 0.43	3794	B	5023	B	5830	C
Taylor Flats Rd.: MP 0.43 to Birch	3794	C	5023	C	5830	D
Taylor Flats Rd.: Birch Rd. to Eltopia W.	3195	C	4230	C	4909	C
Taylor Flats Rd.: Eltopia W. to Ringold	1426	A	1888	A	2192	A
Vineyard Dr. E.L SR 395 to Crestloch	694	A	892	A	1035	A
Vineyard Dr. W.: SR 395 to Oregon St.	393	A	521	A	604	A
Wadsworth Rd.: SR 260 to Ritchard Rd.	22	A	29	A	34	A
Wahluke Rd.: Klamath to Hollingsworth	463	A	613	A	711	A
Wahluke Rd. N.: Filbert to Sagehill Rd.	376	A	498	A	578	A
Williams Rd.: Hatton Rd. to SR 395	114	A	151	A	175	A

*Construction Pending

CURRENT AND FUTURE TRANSPORTATION NEEDS

Washington State Highway System

WSDOT developed the 2003-2022 Washington State Highway System Plan (HSP), as a component of the Washington Transportation Plan (WTP) to address future needs for state owned highways. The HSP does not address previously identified capacity issues on SR 17. However, the WTP is being updated and there will be an opportunity to amend it.

HSP project lists are presented as Mobility Strategies, Safety Strategies, Economic Initiative Strategies and Environmental Retrofit Strategies. The Plan shows several projects in Franklin County along SR 395 in the "Safety Strategy" section. The projects, at the following locations, all involve construction of an interchange and frontage roads: SR 395 and Foster Wells Road; SR 395 and Vineyard Drive; SR 395 and Crestloch/Selph Landing Road; SR 395 and Sagemoor Road; SR 395 and Eltopia/Blanton Road and SR 395 and Muse Road. The "Economic Initiative Strategy" section lists two interchange projects on SR 395: SR 395 and Lind Road, and SR 395 and Muse Road.

Additionally, routine maintenance and resurfacing activities will be necessary on the state system. This would consist of a bituminous surface treatment overlay of the road surface, with safety restoration, administered as scheduled by the Washington State Department of Transportation.

Franklin County Road System

The preceding level of service analysis determined that in ten years 12.64 miles of Glade North Road will operate below the adopted level of service standard of "C". In twenty years, four segments constituting 18.43 miles (less than 2% of the rural road system) would operate

Franklin County
Transportation Plan
Ordinance Number # 1-2006

10	Countywide Paving Priority Pgm.	2004-2009	1,000
11	Intersection Approach	2004-2009	150
12	Pasco-Kahlotus Rd.: Levy Rd. to Murphy Rd. (Reconstruct to All-Weather	2010	800
13	Pasco-Kahlotus Rd.: Murphy Rd. to McClenny Rd. (Reconstruct to All-Weather)	2011	600
14	Pasco-Kahlotus Rd.: Milepost 5.90 to Levey Road (Reconstruct and All-Weather Surface)	2006	1,000
15	Countywide Bridge Replacement or Rehabilitation	2006-2009	800
16	Frontier - East Elm Connection (New All-Weather Road)	2007	750
17	Glade North Rd.: Selph Landing Rd. to Bridge #901-5.34 (Overlay for All-Weather)	2008	700
18	New County Road providing access to the Juniper Dunes Wilderness Area	2009	800
Subtotal: 2004-2009			\$12,925
2010-2016			
Project #	Project	Year	Project Cost (\$000s)
19	Dent Road/Powerline Rd. extension: Road 100 to Road 68 (Construct new road)	2010	500
20	New Block 17 Road: East Foster Wells to E. Vineyard	2011	800
21	Glade N. Rd: Bridge #901-5.34 to Sagemoor: Reconstruct with Structural Overlay	2012	600
22	Palouse Falls Rd.: SR 261 to State Park (Grade, Drain, Surface, BST)	2013	200
23	Coyan Rd.: SR 395 to Moon Rd. (Reconst., RRO'xing & All-Weather Rd.)	2013	1,000
24	Countywide Safety Improvements (Guardrail, Bridge Rail, etc.)	2010-2016	200
25	Intersection Improvement Program (Reconstruct & BST)	2010-2016	350
26	Illumination Program (Illum, Signs, etc.)	2010-2016	700
27	Pasco-Kahlotus R.: MP 18.11 to MP 23.00 (Reconstruct, Realign, and All-Weather Surface)	2014	1,000
28	Paving Priority Program (Upgrade to Hard Surface Std.)	2010-2016	2,100
29	Hendricks Rd.: SR 17 to Scootenev Rd. (Reconstruct - All-Weather)	2014	1,200
30	Taylor Flats Road Bridge (MP 3.46) (Widen to 40')	2015	84
31	Pasco-Kahlotus R.: MP 23.90 to MP 27.50 (Reconstruct, Realign, and All-Weather Surface)	2015	1,000
32	Oregon St: Pasco NCL to Selph Landing (Reconstruct to All-Weather Std)	2015	1,000
33	Hendricks Rd.: Scootenev to MP 5.30 (Reconstruct to All-Weather)	2016	800
Subtotal: 2010-2016			\$11,534
2017-2023			
Project	Year	Project Cost (\$000's)	
34	Hendricks Rd.: MP 5.30 to Sagehill Rd. (Reconstruct to All-Weather)	2017	600
35	Glade North Rd: Sagemoor Rd. to Eltopia West Rd. (Upgrade to All-Weather Rd.)	2017	1,500
36	Glade North Rd.: Pasco NCL to Selph Landing Rd. (Expand to 4-Lane)	2018	893
37	Hollingsworth Rd. Bridge (Replacement)	2018	300
38	Sagehill Road: Hendricks Rd. to SR 24 (Upgrade to All-Weather Road)	2019	1,000
39	Glade North Rd.: Eltopia W. Rd. to Ringold Rd. (Upgrade to All-Weather Rd)	2020	800
40	Warehouse Rd. Bridge Replace. (MP 1.75)	2020	300
41	Countywide Safety Improvements (Guardrail, Bridge Rail, etc.)	2017-2023	500
42	Intersection Improvement Program (Reconstruct & BST)	2017-2023	350
43	Illumination Program (Illum, Signs, etc.)	2017-2023	700
44	Gravel Priority Program (Upgrade to hard Surface Std.)	2017-2023	2,100
45	Settler Rd. Bridge Replace. (MP 0.98)	2020	300
46	Glade North Rd.: Ringold Rd. to Russell Rd. (Upgrade to All-Weather Rd.)	2021	1,000
47	PH#15: Overturf Rd. to SR 260 (Reconstruct & All-Weather Std.)	2023	2,000
Subtotal: 2017-2023			\$12,343
Total Cost			\$36,802

The level of service analysis summarized in the preceding Table 10 determined that by 2023 four roadway segments would operate at LOS “D”, indicating the need for capacity improvements. Glade North Road from the Pasco City Limits to Selph Landing Road and from Selph Landing Road to MP 12.93 will warrant expansion to four lanes. Similarly, Road 68 from the Urban Area Boundary to Taylor Flats Road will require expansion to four lanes.

Taylor Flats Road in the vicinities of the intersections with Alder Road and Cypress Drive has rolling terrain segments warranting future addition of northbound truck climbing lanes (approximate MP 3.70 to MP 4.45 and MP 7.14 to MP 7.54).

Only one capacity-related project, Glade Road North from the Pasco City Limits to Selph Landing Road, is listed as funded. Franklin County will monitor the level of service on the three remaining segments and reprioritize them as needed.

Franklin County has indicated specific roadway segments for upgrades to all-weather status (i.e. no seasonal weight restrictions) within 20 years. 28 projects on the lists include improvements due to pavement condition (BST restoration) or upgrading to all-weather status.

The Intersection Approach Program intermittently upgrades intersections and approach roadways (1500’ approaches) by regrading, surfacing and applying Bituminous Surface Treatment (BST). The Countywide Illumination Program periodically illuminates intersections and upgrades signing. The Gravel Priority Program improves gravel roads by grading, draining, adding crushed surfacing, and BST. Funding for these three on-going programs has been interspersed with the other planned improvement projects in the 20-year period.

The Bridge Replacement/Rehabilitation Program upgrades or replaces bridges of inadequate strength, width, etc.

Franklin County Transportation Revenue Forecast

The two tables below outline the revenue forecasts used as a basis for the preceding project lists. The project costs are based on those listed in the TIP and RTP and further reviewed by Franklin County Public Works staff. Potential revenue and maintenance & operations costs are based on the RTP. Transportation revenue is estimated and maintenance and operations costs subtracted, leaving estimated project revenue. Project costs are subtracted from the revenue and an ending balance is determined.

TABLE 13 – FRANKLIN COUNTY 2004-2023 PROJECT COSTS

Year	Urban Projects	Rural Projects	Total
2004 - 2009	\$1,510,000	\$12,925,000	\$14,435,000
2010 - 2016	\$2,130,000	\$11,543,000	\$13,664,000
2017 - 2023	\$2,740,000	\$12,343,000	\$15,083,000

Federal & State Funds

The federal Surface Transportation Program (STP) funds available through the Transportation Equity Act for the 21st Century (TEA 21) provide flexibility in funding. Federal funds can now be allocated more easily to the various modes of transportation, including streets and highways, transit, pedestrian facilities, bicycle facilities and other project types.

The Federal STP programs available to rural counties and cities are Regional Allocations (rural counties and cities within); Statewide Competitive; Transportation Enhancements; Safety; and Bridge Replacement/ Rehabilitation.

The annual STP rural allocation to Franklin County and its cities requires 13.5 percent local matching funds. Up to 15 percent of those funds may be utilized on rural minor collectors. The balance must be spent on arterials and major collectors. The Statewide Competitive STP funds likewise require 13.5 percent local match and can only be used on arterials and major collectors.

The Statewide Enhancement Program funds assorted activities (not highways as usual) on any public roadway and also requires 13.5 percent local match. The Bridge Replacement/ Rehabilitation Program likewise applies on any public roadway and requires 20 percent match.

The Safety Program funds guardrail, roadside hazard elimination, intersection safety improvements, alignment revisions, railroad crossing improvements, and high accident hazard elimination. The program applies to any public roadway and requires 10 percent local matching funds.

Other federal and state programs address disaster relief, Community Development Block Grants, preservation or acquisition of rail lines or unused railroad rights-of-way, economic revitalization, and public works trust fund loans.

The County Road Administration Board (CRAB) programs applicable to Franklin County are the County Arterial Preservation Program (CAPP) and the Rural Arterial Program (RAP). CAPP funds are disbursed to counties by direct annual allocations and do not require matching funds. The RAP is an annual competitive process requiring 10 percent local match.

Many proposed or planned projects are eligible for state funding through the Public Works Trust Fund. The PWTF is a loan program for local jurisdictions. About \$40 million is available annually. Loans may not exceed \$3.5 million. Interest rates fall in the one to three percent range.

<i>Districts</i>	Special taxing district for transportation purposes created by cities and/or counties. Allows more than one jurisdiction to join together for the purpose of acquiring, constructing, improving, providing, and funding any city street, county road, or state highway improvement within the district. With voter approval, has authority to levy property tax and issue general obligation bonds. With city/county approval, has authority to impose fees on building construction or land development.
<i>Land and Water Conservation Fund (LWCF)</i>	Available to cities, counties, and the state to provide funds for trail development. Project must create or expand trail development.
<i>Developer Contributions</i>	
<i>Development Regulations</i>	Various development regulations (especially subdivision ordinances) may require certain facilities to be available, frequently requiring developers to finance them.
<i>Special Assessments</i>	Local Improvement or Road Improvement Districts may be formed to finance street improvements through a special assessment on benefited property.
<i>Industrial Revenue Bonds</i>	IRBs are special debt instruments under the IRS code allowing tax-free interest. Bonds are retired by revenue generated from the benefited property. Can be used for streets. This power is limited by requirements in the IRS code.
<i>NEPA/SEPA Mitigation</i>	Public facilities, including streets, traffic signals, or additional lanes may be required in order to mitigate adverse environmental impacts from development. As part of the development approval process the city or county can require that the developer mitigate the impacts on the public facilities caused by the development. The two parties may agree to negotiate an agreement that determines the appropriate share of the funding, and establishes the developer's methods of payment for mitigation of direct impacts. A developer may agree to pay a monetary fee or to mitigate through donation of a right-of-way or completed facilities. Negotiated agreements are entered into voluntarily and are enforceable by the city or county.
<i>Impact Fees</i>	System of fees authorized under the Growth Management Act to finance public facilities. Generally imposed as a condition for

less secure than taxing powers, this type of debt usually has higher interest costs than GO bonds. Rarely used for street financing, but theoretically possible. Street utilities could increase the use of this type of debt. Industrial revenue bonds are technically a specialized type of revenue bond.

Double Barreled Bonds Debt secured by taxing authority (under one of the two types of GO methods), but debt service is paid out of other revenues. This allows revenue bonds to enjoy lower interest benefits of GO bonds.

Special Assessment Debt Bonds financed by the formation of a special assessment district (Local Improvement District, Road Improvement District, or Utility Local Improvement District). Predominate method of debt financing of developer contributions. Must be based on benefit to the assessed properties and must meet requirements of IRS codes. Can be augmented by general revenues (usually by absorbing financing costs or "buying down" interest rates).

TABLE 15– FEDERAL & STATE FINANCIAL ASSISTANCE PROGRAMS

FUND SOURCE & PURPOSE	FROM	TO
TEA-21 STP Regional Allocation – Improvements to roads, bridges, transit facilities, and other modes	FHWA *	City, County, Transit, Other public agencies
TEA-21 STP Statewide Competitive – Encourage effective use of existing facilities, innovative projects, corridor preservation, private participation, and economic development	FHWA *	All public parties through local, state and federal agencies
TEA-21 STP Enhancements – Nonmotorized transportation, beautification, scenic highways, easements, historic preservation, pedestrian, and bicycle facilities.	FHWA *	All public parties, through local, state, and federal agencies
TEA-21 STP Railway/Highway Crossing – To reduce fatalities, injuries, and damages through improved railway crossings.	FHWA *	City, County
TEA-21 STP Hazard Elimination – To improve specific locations which constitute a danger to vehicles or pedestrians as shown by frequency of accidents.	FHWA	City, County
Bridge Replacement – To replace or rehabilitate deficient bridges.	FHWA **	City, County
Emergency Relief – Repair serious damage to	FHWA	City, County, Public

TABLE 16 - TRADITIONAL INFRASTRUCTURE FUNDING METHODS

FUNDING METHOD	DESCRIPTION
General Obligation Bonds	Voter approved and non-voter approved
Revenue Bonds	Payable solely from revenue dedicated to repayment
“Double Barreled” Bonds	General Obligation Bonds paid by an identified revenue, rather than general revenue
Special Assessment Districts	Local improvement District/Road Improvement District, a legally defined area organized to implement public improvements and assess benefiting property owners for cost and debt services
Transportation Benefit Districts	Taxing district for transportation. Can issues voter approved general obligation bonds and revenue bonds, levy property taxes and impose development fees.

TABLE 17 – PRIVATE INFRASTRUCTURE FUNDING METHODS

FUNDING METHOD	DESCRIPTION
Operational/True/Financing Leases	A form of “privatization”. Developer builds a facility, leases to government for a charge to recover cost and profit
Development Impact/Mitigation Fees	Charges to a private party imposed by the controlling jurisdiction at the time development permits are granted
Right-of-Way Donations	Voluntary donations of right-of-way to city by the developer
Extraction/Dedication	Dedication of land, an in-kind contribution by a developer to resolve adverse infrastructure impacts of an individual development
Private Initiatives	Transportation improvement voluntarily initiated and paid for by private developer
Voluntary Agreements	Developer and a jurisdiction reach a project-specific agreement to mitigate the impact of development
“Latecomer” Agreement	Reimbursement of cost contracts designed to repay developer for costs of completed improvements

TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM programs promote the use of travel modes other than the single-occupant vehicle (SOV), shift trips out of peak travel periods, and enable elimination of certain types of trips. TDM helps solve transportation-related air pollution, energy, and congestion problems by helping move more people in fewer vehicles and reducing vehicle miles traveled. TDM promotes alternatives to SOVs, such as transit, car and vanpools, biking and walking, alternative work schedules, and telecommuting. These alternatives increase transportation system efficiency and can forestall the need for costly capacity improvements.

improvements; compatibility of land use and transportation facilities; encourage non-motorized facilities; and promote mobility for all people, goods, and services.

These transportation goals and policies, along with those in the Land Use Element, will coordinate and guide orderly growth and infrastructure development for the foreseeable future. They are intended to increase predictability and provide for timely decisions to perpetuate an efficient transportation system as the County and its cities grow. The motorized and non-motorized transportation system will continue to play an integral part in the economic success or failure of downtown areas. These goals and policies are critical to the long-term interests of the county, including livability, economic vitality, and environmental preservation; support the long-range circulation plan; and address managing land use change by developing facilities and services in a manner that directs and controls land use patterns and intensities.

GOAL 1 - *To ensure that transportation facilities and services needed to support development are available concurrent with the impacts of such development, which protects investments in existing transportation facilities and services, maximizes the use of these facilities and services, and promotes orderly compact growth.*

Policies:

1. Adopt and enforce ordinances that prohibit development approval if the development causes the level of service of transportation facilities to decline below LOS "C".
2. Accommodate development only when the required street and road improvements have been made prior to or concurrent with actual development. Concurrency indicates that facilities are available within six years of the development.
 - a. Payment of mitigation fees is considered concurrency.
 - b. Required improvements included and funded in the six-year TIP constitutes concurrency.
3. Maintain concurrency between transportation and development by requiring binding site plans for all commercial and industrial development.
4. Require new subdivision development to be improved to county road standards.
5. Platted but undeveloped right of way should not be permitted to be used for residential access until the roadway has been developed to adopted standards and accepted by the county.

-
7. Encourage the improvement and establishment of terminal facilities to enhance agricultural, commercial, and industrial use.
 8. Preserve opportunities for industrial development that could be enhanced by accessibility to rail service.
 9. Preserve existing rail infrastructure and rail service within the county.
 10. Continue to give top priority to maintenance and preservation of existing transportation facilities and services.
 11. Provide a safe and efficient transportation and circulation system that addresses the needs of the county residents, promotes and supports the desired land use pattern, and is developed concurrent with new growth.
 - a. The county shall make every effort to provide all segments of the population with safe and convenient access from their homes to places of employment, shopping, recreation, and to public facilities and services.
 12. Encourage cooperation between governmental and private enterprises to increase overall safety awareness.
 13. Investigate traffic calming measures to reduce automobile speeds in pedestrian areas such as residential neighborhoods and school zones.
 14. Provide appropriate traffic control measures.
 15. Provide safe crossings at potentially hazardous locations for pedestrians and bicyclists.
 16. Upgrade at-grade railroad crossings to provide rubber or concrete crossing materials.
 17. Promote energy efficient modes of transportation such as high occupancy vehicles, bicycling, and walking.

GOAL 3 - *To recognize bicycle and pedestrian movement as basic means of circulation and to assure adequate accommodation of bicycle, pedestrian, and physically challenged persons needs in all transportation policies and facilities.*

Policies:

GOAL 4 - *To minimize the segmentation, loss, and compromising of agricultural lands and productivity resulting from new road construction.*

Policies:

1. Where terrain permits, new roads shall continue the current grid system of roads and property lines.

GOAL 5 - *To manage, conserve and protect the county's natural resources through a balance of development activities complemented with sound environmental practices.*

Policies:

1. Facilities associated with transportation and circulation should be located and designed with respect to such natural features as topography, soils, geology, floodplains, streams, shorelines, marshes, and aquifer recharge areas.
2. Route new roadways to avoid encroaching on natural preserves, parks and recreation areas and identified critical areas, and to preserve scenic areas and open spaces.
3. Strive to plan, construct, and maintain transportation facilities in such a manner as to promote positive social, economic, and environmental impacts.
4. Provide adequate review procedures to ensure that transportation projects and improvements protect aesthetic values.
5. Ensure the preservation and construction of the natural and built environments through proper management and allocation of land uses and transportation facilities.

GOAL 6 - *To actively influence the future character of the county by managing land use change and by developing facilities and services in a manner that directs and controls land use patterns and intensities.*

Policies:

1. Review development proposals, rezoning and vacating petitions, variance requests, subdivision plats and commercial and industrial construction site plans to ensure coordination with the Transportation Element.

-
- a. Provide vehicle parking, bicycle racks and facilities for the physically impaired.

GOAL 8 - *To provide a local transportation system that is coordinated and consistent with the regional transportation network.*

Policies:

1. Coordinate with the cities, the RTPO, WSDOT, and other affected groups and agencies to establish an integrated planning effort that ensures consistency and compatibility between transportation plans and objectives.
2. Coordinate with the State Department of Transportation in the review of development requests adjacent to or impacting state routes.
 - a. Provide an environmental buffer strip between state routes and adjacent uses to minimize disturbance due to noise and other highway impacts.
3. Involve affected neighborhoods and other interested citizens and groups in the planning of road improvement projects.
4. Public awareness and review should be an integral part of any proposed transportation plan, program, or project.

GOAL 9 - *To secure funding through grants, mitigations, and general funds for safety and capacity measures to maintain adopted LOS standards.*

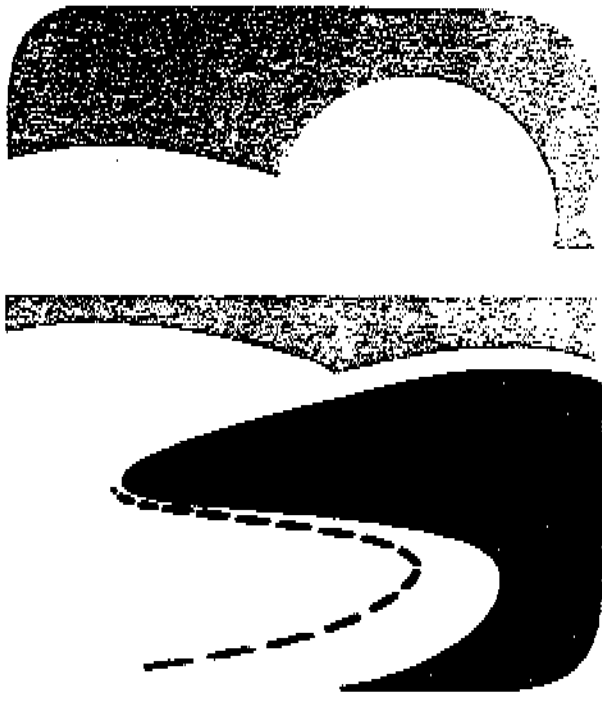
Policies:

1. Pursue federal and state grants.
2. Use an environmental mitigation system that identifies:
 - a. Safety and capacity improvements based on projected LOS deficiencies.
 - b. Costs of improvements needed to mitigate increased traffic reflected in the annual capital improvement plan update.
 - c. Fair share costs determined from the capacity improvement cost and the 20-year increase in traffic. (Update annually for newly added projects and mitigation of fair share costs.)

For many projects subject to SEPA, extensive environmental analysis is not necessary when in compliance with comprehensive plan/EIS documents. Other projects will require more detailed impact analysis and potentially include mitigation measures to reduce or eliminate significant adverse impacts and any unavoidable impacts.

It is important to provide a balance between transportation planning and environmental protection under SEPA. That balance cannot be fully reached in the planning stage of the Transportation Plan. Impact prediction is difficult or impossible on major transportation projects until the time of project design and scheduling. Therefore, site specific projects will require further environmental analysis at that time.

Beyond the need for roadside ditches to handle storm water, it is not anticipated that most projects identified in this 20-year plan will have significant adverse impacts on the environment. On the other hand, some bridge replacement and rehabilitation projects would require mitigation measures, both during and after construction, to minimize adverse impacts on wasteway and riparian areas.



FRANKLIN COUNTY

PUBLIC WORKS DEPARTMENT

Tim Fife, P.E., Public Works Director/County Engineer
Guy F. Walters, Assistant Public Works Director

DATE: January 9, 2006
TF-06-003

TO: Board of County Commissioners
Franklin County, Washington

FROM: Tim Fife, P.E.
Public Works Director/County Engineer

SUBJECT: Franklin County Irrigation District #1
Road Closure Request

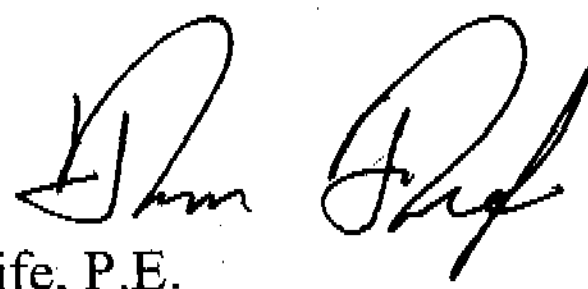
Franklin County Accommodation of Utilities Policy requires that the interference with traffic should be kept to a minimum, and road closures only occur when they are absolutely necessary.

The Franklin County Irrigation District #1 awarded a contract to remove and replace irrigation lines on Road 48 and Road 52. The contract did not reflect our policy in regards to road closure. Their contractor bid the project based upon closing the roads during the day. To keep the roads open and require flaggers at this point would require an additional \$20,000.

Therefore, I recommend that we allow road closures during working hours for this project subject to receiving a traffic control plan in accordance with the Manual Uniform Traffic Control Devices.

Dated this 9 day of January, 2006.

Recommended:


Tim Fife, P.E.
Public Works Director/County Engineer

Approved:


Neva J. Corkrum, Chair


Robert E. Koch, Chair Pro Tem


Frank H. Brock, Member

Attest:


Clerk of the Board

2006 017

FRANKLIN COUNTY RESOLUTION NO.

BEFORE THE BOARD OF COMMISSIONERS, FRANKLIN COUNTY, WASHINGTON

**RE: APPROVAL FOR THE PURCHASE OF FOUR FUJITSU HAND-HELD
COMPUTERS FROM DOUGLAS COUNTY FOR THE ASSESSOR'S OFFICE
IN AN AMOUNT NOT TO EXCEED \$1,550**

WHEREAS, the Franklin County Assessor notified the Board during the Commissioners' Proceedings for September 19, 2005 that four assessors were using hand-held computers from Douglas County on a trial basis; and

WHEREAS, the Assessor now desires to purchase said hand-held computers at a cost of \$350 each; and

WHEREAS, the Information Services Director suggested using the 2005 Current Expense I.S. Budget to pay for said procurement;

NOW, THEREFORE, BE IT RESOLVED the Franklin County Board of Commissioners hereby approves the purchase of four Fujitsu hand-held computers from Douglas County for the Assessor's Office in an amount not to exceed \$1,550, to be paid from the 2005 Current Expense Information Services Budget, Number 001-000-350, line item 518.80.48.0002 (R&M – Miscellaneous Computer Repairs).

APPROVED this 9th day of January 2006.

**BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, WASHINGTON**


Neva J. Corkrum, Chair


Robert E. Koch, Chair Pro Tem


Frank H. Brock, Member

Attest:


Clerk to the Board

Originals: Auditor
Minutes
Information Services

cc: Accounting Department
Assessor

Patricia Shults

From: Toni Fulton
Sent: Wednesday, January 04, 2006 8:28 AM
To: Patricia Shults
Subject: Fujitsu Handheld Computers

Pat,

Some time ago (approximately 3 months ago), Steve Marks discussed the purchase of four (4) Fujitsu handheld computers from Douglas County with the Commissioners.

Please create a resolution using the attached invoice, to be paid from I.S. 2005 Budget, per Kevin.

Thank you so much,
Toni

**Douglas County M I S****Management of Information Systems**

Post Office Box 40
Waterville, WA 98858
Phone: 509-745-8533
Fax: 509-745-9026

INVOICE
INVOICE # 364
DATE: 12/27/2005

Bill To:
Franklin County Assessor

For:
Fujitsu Handhelds

DESCRIPTION	AMOUNT
Four (4) Fujitsu handheld computers @ \$350 each	1400.00

TOTAL \$1400.00

Please make all checks payable to Douglas County M I S. Vendor has been paid.

If you have any questions concerning this invoice, call Jessi Saucedo at 509-745-8533, or send an email to jsauceda@co.douglas.wa.us.

THANK YOU FOR YOUR BUSINESS!

FRANKLIN COUNTY RESOLUTION NO. 2006 018

BEFORE THE BOARD OF COUNTY COMMISSIONERS, FRANKLIN COUNTY, WASHINGTON

RE: 2006 INTERLOCAL COOPERATION AGREEMENT FOR EMERGENCY DISPATCH SERVICE BETWEEN FRANKLIN COUNTY, THE CITY OF PASCO AND THE CITY OF CONNELL

WHEREAS, Franklin County Dispatch users (Franklin County Sheriff, City of Pasco, Pasco Police Department, Pasco Fire Department, City of Connell and Connell Police Department) desire to establish a modern, fully equipped, adequately trained and staffed Emergency Dispatch Center to assist in providing emergency response for the benefit of its citizens; and

WHEREAS, the County has developed and is presently maintaining and operating an Emergency Dispatch Center capable of receiving emergency telephone messages from the public in need of emergency police, fire or ambulance service and of dispatching personnel to such calls; and

WHEREAS, said Dispatch users desire to utilize the County's Emergency Dispatch Center in an effort to promote efficiency in the delivery of emergency services to the public at a reasonable cost; and

WHEREAS, pursuant to R.C.W. 36.01.010 and R.C.W. 36.32.120 the legislative authority of each county is authorized to enter into contracts on behalf of the County and have the care of County property and management of County funds and business; and


WHEREAS, the Board of Franklin County Commissioners constitutes the legislative authority of Franklin County and desires to enter into this arrangement as being in the best interest of Franklin County;

NOW, THEREFORE, BE IT RESOLVED the Franklin County Board of Commissioners hereby approves the attached 2006 Interlocal Cooperation Agreement for Emergency Dispatch Service between Franklin County, the City of Pasco and the City of Connell, and authorizes the Chairman to sign said agreement on behalf of the Board.

APPROVED this 9th day of January 2006.

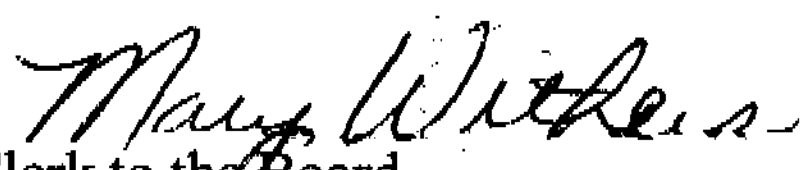
BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, WASHINGTON


Neva J. Corkrum, Chair


Robert E. Koch, Chair Pro Tem


Frank H. Brock, Member

Attest:


Clerk to the Board

Originals: Auditor
City of Connell
City of Pasco

cc: Minutes
Connell Police Department
Pasco Police Department
Pasco Fire Department
Franklin County Sheriff's Department
Franklin County Dispatch
Franklin County Prosecutor

2006 INTERLOCAL COOPERATION AGREEMENT FOR EMERGENCY DISPATCH SERVICE

THIS AGREEMENT, made and executed this 9th day of JAN., 2006, by and between Franklin County, State of Washington, and the Sheriff of Franklin County, Washington acting jointly, hereinafter referred to as "County" and the undersigned municipal corporations hereinafter referred to as "Dispatch Users" or individually as the "Dispatch User," WITNESSETH;

THE PURPOSE of this agreement is to establish a modern, fully equipped, adequately trained and staffed, Emergency Dispatch Center to assist Dispatch Users in providing emergency response for the benefit of its citizens residing in the Dispatch User jurisdictions who are served by the Dispatch Center. This Interlocal Cooperation Agreement will replace and supersede all prior Interlocal Dispatch Service Agreements between the Dispatch Users and Franklin County, except for the "Supplemental Agreement for Emergency Dispatch Services," dated the 18th day of December 2000, a copy of which is attached and hereby incorporated by reference as a supplement to this 2006 Agreement.

WHEREAS, County has developed and is presently maintaining and operating an Emergency Dispatch Center capable of receiving emergency telephone messages from the public in need of emergency police, fire or ambulance service, and of dispatching Dispatch User personnel to such calls, as well as providing on line BI-PIN computer information, and information from State of Washington ACCESS Systems to such users, and

WHEREAS, each Dispatch User has a responsibility to provide a means for the receipt of, as well as the dispatch of, appropriate emergency equipment and personnel in answer to said emergency calls from persons living within the geographic boundaries of the "Dispatch User", and

WHEREAS, it is agreed by the parties that a modern, fully equipped, adequately staffed, Emergency Dispatch Center would promote efficiency and provide for greater cooperation and coordination in the delivery of emergency services to the public at a reasonable cost, Now, Therefore,

IN CONSIDERATION of the mutual covenants and agreements herein contained, and pursuant to the authority granted by Chapter 39.34 RCW, it is hereby agreed by the parties as follows:

2006 018

I OPERATIONS

A. Emergency Dispatch Center. County will provide, maintain and operate an emergency dispatch center to include the furnishing, maintenance, repair and replacement of all facilities, phones, radios, teletypes, hearing impaired phones, fax machines, language line, I/MDT System, Access to CAD system via mobile data terminal interface, computer aided dispatch, and other required electronic equipment as well as qualified personnel necessary to courteously, efficiently and effectively receive and dispatch emergency calls for service 24 hours per day, seven days per week, 365 days per year.

Dispatcher Requirements and Qualifications. All dispatchers shall be required to attend and successfully complete dispatch-training courses to certify them to "Dispatcher II" standards as developed by the Washington Criminal Justice Training Commission. County shall have at least one bilingual Dispatch Center staff member assigned to each shift in order to more effectively communicate with the Spanish-speaking residents who are served by the Dispatch Center.

B. Professional Service. County agrees to provide professional quality dispatch service that is free from rude or unprofessional conduct toward the public or employees of the Dispatch Users and operates in strict compliance with established radio procedures. In the event of complaints which are appropriately documented and provided to them, County agrees to provide to Dispatch Users unedited taped cassette copies of all questioned service interchanges as well as a written report of the action taken in response to each complaint. Such service reviews shall be completed and responded to within 15 days of receipt from a Dispatch User agency. As part of an ongoing quality service review a brief summary of all complaints and their dispositions shall be made available to the Dispatch Oversight Committee at their quarterly meetings.

C. Dispatch User Operations. Dispatch Users agree to have adequate staffing immediately available to receive information about, and to respond to, such emergencies. Dispatch Users shall in no way have direct supervision or control over the personnel or equipment owned and operated by the Dispatch Center. The sole responsibility and function of Dispatch User shall be to receive and respond to such calls in a timely manner. Dispatch Users shall defend, indemnify and hold the County harmless from Dispatch User caused delay in handling said emergency calls, or for negligent, misfeasant or malfeasant acts of Dispatch User personnel in answering said calls or performing any of their official functions associated therewith. Dispatch Users shall avoid rude or unprofessional conduct toward employees of the Dispatch Center and operate in strict compliance with established radio procedures.

D. Additional Services. In addition to the receipt and dispatch of said emergency calls, County shall provide to Dispatch Users access to information available through W.A.S.I.S., D.O.L., BI-PIN Computer Systems, Mobile Data Terminals and the Computer Aided Dispatch System. The provisions of the supplemental agreement between the City of Pasco and Franklin County for dispatch services, dated 18th day of December 2000, are hereby incorporated in and made a part of this agreement by this reference (See Appendix "C").

E. Systems Support. County agrees to provide back up dispatch systems necessary to assure that such center remains operational in all circumstances. In the event such operating systems or backup systems become inoperative through damage by fire, casualty or act of God, County shall use temporary systems to assure continuing dispatch service. County shall use all reasonable means to return said dispatch center to full operational capacity within 24 hours.

II MAINTENANCE

A. Equipment Costs and Maintenance. Each Dispatch User agrees to provide, at its own expense, all radio and electronic equipment required to receive and respond to County Dispatch Center communications. Such radio and electronic equipment shall be of good quality and capable of receiving and broadcasting upon such frequencies as shall be licensed for use by the F.C.C. Such equipment shall be maintained and operated by Dispatch User personnel in a manner that will minimize interference with other Dispatch Users of the County Dispatch Center. In the event such operating systems or backup systems become inoperative, Dispatch User shall employ all reasonable means to return said system to full operation within 24 hours.

III ADMINISTRATION

A. Dispatch Oversight Committee. A Dispatch Oversight Committee shall be organized to manage and administer the operations of the Emergency Dispatch Center. The Dispatch Oversight Committee shall be comprised of:

1. Two members representing and selected by Pasco Police Department,
2. One member representing County Law Enforcement,
3. One member representing the Pasco Fire Department,
4. One member representing the Connell Police Department.

Each member of the Oversight Committee shall have one vote and all representatives shall be appointed by their Dispatch User or Users no later than the 1st day of January of each year for the term of this agreement and can only be removed by the appointing authority.

B. Administrative Responsibilities. It shall be the responsibility of the Oversight Committee to oversee the operations and management of the Emergency Dispatch Service. Additionally, the Oversight Committee shall provide the County Commissioners with appropriate observations and recommendations pertaining to the operation and administration of the Dispatch Service. County shall be responsible to implement the policies, contracts and the annual budgets approved by the governing bodies of the participating jurisdictions.

C. Administrative Procedure. The Oversight Committee shall meet quarterly with and provide guidance to the Dispatch Manager, who is selected by the County Sheriff, concerning matters to include, but not limited to, the following issues:

1. Budget, to include capital outlay expenditures;
2. Staffing levels, training and selection criteria for dispatchers;
3. Dispatch equipment (primary and backup);
4. Operating policies of the Dispatch Center;
5. The addition of new Dispatch Users;
6. The assignment and allocation of radio frequencies.

The Dispatch Oversight Committee shall also forward all appropriate recommendations for the operation and management of the Dispatch Service to the County Commissioners for approval. This process will require a simple majority vote. All non-voting Dispatch Users may attend oversight meetings and provide input concerning operation of the Dispatch Center. When making recommendations, the Dispatch Oversight Committee will have voting power concerning all matters related to Dispatch Center operation, to include those issues mentioned above.

D. **Dispute Resolution.** In the event that disputes arise over any issue concerning the Dispatch Center, all parties agree to utilize the services of a mutually agreed upon third party arbitrator to help the parties resolve such issues. Any one Dispatch User or Users may request resolution by arbitration. In the event that an Arbitrator cannot be agreed on within fifteen (15) days all parties agree to utilize an Arbitrator chosen by the American Arbitration Association or the FMCS. The aggrieved parties shall share payment for the services of such arbitrator equally. Such costs shall not be paid for from the Dispatch Service budget. The findings of the Arbitrator will be binding on all parties.

E. **Supervision and Control.** County shall in no way have supervision or control over the responding personnel, vehicle or equipment owned and operated by any Dispatch User, nor shall County in any manner be responsible for or determine the number or adequacy of emergency vehicles or personnel provided by any Dispatch User. The sole responsibility and function of the County shall be to receive emergency calls from the public, to timely dispatch equipment and personnel in accordance with the Dispatch User provided priority call system and to provide requested information to Dispatch User personnel, all in an expeditious manner.

F. **Hold Harmless.** County shall defend, indemnify and hold Dispatch Users harmless for any claims or damages caused by the Dispatch Center caused delay in answering said calls, and for the negligent, misfeasant or malfeasant acts of any Dispatch Center personnel in answering or delivering said dispatch or performing any of their official functions whatsoever.

IV FINANCE

- A. The budget for Dispatch Center operation for year 2006 shall not exceed \$753,995.
- B. **Dispatch Service Funding.** Funding for dispatch services shall be apportioned to Direct Dispatch Users and Contract Users based on the formula described below:

1. Base Fees/Contract Fees. Each Direct Dispatch User shall pay a base fee and each Contract Dispatch User shall pay a contract fee which is collectively intended to pay for the minimum staffing and equipment necessary to effectively operate the Dispatch Center 24 hours per day, 7 days per week, and 365 days per year (See Appendix "A").
2. Direct Dispatch. A "Direct Dispatch User" agency is defined as a Dispatch User who relies on the Dispatch Center to answer emergency calls for them, who has the ability to use all other dispatch services including radio communications and has access to all dispatch provided information systems.
3. Contract Dispatch User. A "Contract Dispatch User" agency is defined as an agency that utilizes some, but not all, of the services that are provided to Direct Dispatch Users. The contract fee for such agencies is set by the Dispatch Oversight Committee and is based on a minimum contract fee plus the actual cost attributed to the level of use of dispatch services.
4. Usage Fee. Beginning January 1, 2000, each Direct Dispatch User shall pay a usage fee equal to the percentage of calls documented for their agency by the incident numbering system in use for their agency for the prior calendar year. All calls to the Dispatch Center requesting Law Enforcement, Fire and Ambulance services from the Dispatch User, as identified on Appendix "B" attached herein and incorporated by reference, are to be counted using said system. Only fire calls that result in an actual emergency response will be counted. This usage fee shall be applied to that portion of the Dispatch Center budget that remains unpaid after application of the base and contract fees that have been agreed upon by each agency. For purposes of continuity the 2006 usage percentage for the Direct Dispatch Users may not exceed the 2002 usage percentage. An audit will be performed to compare methods for future assessments.
5. Payment. Each Direct Dispatch User shall pay one-quarter (1/4) of the base and usage fees quarterly on or before February 28th, May 31st, August 31st and November 30th of the current contract year.
6. Estimated Fees and Annual Report. Estimated Direct Dispatch User and Contract Dispatch User fees for the upcoming year shall be established and communicated to each Dispatch User by September 1st of each contract year. Copies of the final Dispatch Center budget for the coming year will be provided to each Direct Dispatch User by December 15th. An annual report of all revenues and expenditures for the preceding calendar year shall be provided to each Direct Dispatch User by March 15th.
7. Budget Increases. The County agrees to allow City input on salary and benefits negotiations for dispatch personnel prior to reaching final approval.

C. Capital Outlay and Maintenance Fund. The County agrees to budget no less than \$5,000 as capital outlay each year for replacement and improvement of the central dispatch system for each year this agreement is in effect. Any money that is not spent during said year shall be deposited into the "Radio Maintenance Fund" which is a fund for capital expenditures related to dispatch center operation. Capital outlay costs shall be considered a part of the total cost of operation and maintenance of the dispatch system. All capital outlay expenditures shall require recommendation or approval by the Dispatch Oversight Committee prior to expenditure. The County shall administer all funds created by this agreement.

D. Equipment Use and Ownership. It is understood by all parties to the Interlocal Agreement that some Direct Dispatch Users may have some of their own communication equipment housed at the Franklin County Public Safety Building or at a joint use facility used by the Dispatch Center. It is understood that acquired or loaned equipment used under a joint use agreement with the Dispatch Center shall be covered for loss and maintained in working order by the Dispatch Center. If such user chooses to remove such equipment or terminate this agreement, County shall be given a 180-day advance written notice of such intent. Under such circumstance it shall be the responsibility of the Dispatch Center to replace such equipment as necessary to assure continuing operation of the Dispatch Center. All capital assets acquired after the effective date of this agreement shall be owned proportionately by all Direct Dispatch Users based on the percentage of the Dispatch Center budget each paid in total user costs.

V DURATION

A. Duration of Agreement. This agreement shall be effective when signed by the participating jurisdictions. It shall be reviewed annually but will remain in effect until all Dispatch Users who are a party to this agreement have signed a new agreement.

B. Termination or Withdrawal. This agreement shall remain in full force and effect until canceled by the parties hereto. A Dispatch User may terminate its part of the agreement by written notice to the County 90 days before the end of the calendar year, at which time it shall announce the intended removal of its communications equipment at the end of the year. The County shall terminate services to any user if payment of Dispatch User Fees is not received within 90 days after the due dates outlined in this agreement.

VI NEW DISPATCH USERS

A. Additional Dispatch Users. The addition of Dispatch Users shall be subject to a majority vote of acceptance by the Dispatch Oversight Committee. The Oversight Committee shall recommend the fee to be assessed to the New Dispatch User. Within 60 days following acceptance of an additional Dispatch User, County shall provide a revised schedule of Dispatch User fees and shall credit or refund to Dispatch Users any refund that is due as a result of this action.

**VII
MODIFICATION**

A. Modification. Final approval for all modifications to the Interlocal Agreement shall remain with the agency head that is authorized to sign this document. Any clause or provision of this agreement can be modified or renegotiated without the execution of the entire agreement.

DATED at Pasco, Washington this 9th day of JAN., 2006.

Attest:

Franklin County, Washington, a Municipal Corporation

May Withers 1-9-2006
Clerk of the Board of County
Commissioners

Steve Carburn
Chairman, Board of County
Commissioners of Franklin Co.

Franklin County Sheriff
User Agency

Robert J. Latham
Representative

City of Pasco
User Agency

Loysie Olson
Representative

Pasco Police Department
User Agency

Dennis Austin
Representative

Pasco Fire Department
User Agency

Greg Larson
Representative

City of Connell
User Agency

David D. Walton
Representative

Connell Police Department
User Agency

Bob Ball
Representative

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Contract Agencies

Sub-Total

Pasco Police
Franklin Co S.O.

Sub-Total
TOTALS

Base Fees	\$322,335	Franklin Co. S.O.	\$252,646	2006	Pasco Total =	\$475,437
Usage fees	\$431,660	Contract Fees	\$28,500	2005	Pasco Total =	\$464,635
2006 Total Budget	\$753,995	Total FCSO Cost	\$224,146	2006	Total Increase =	\$10,802
				2006	Cost Increase %	2.32%
				2006	Usage Cost per %	\$4,656

2006 Dispatch Fee Schedule Appendix "B"

Contract Agencies	Contract Fee
Pasco Airport Police	\$ 3,000.00
Franklin Co. Hospital Dist. #1	\$ 10,000.00
Franklin Co. F.P.D. #1	\$ 3,000.00
Franklin Co. F.P.D. #2	\$ 1,500.00
Franklin Co. F.P.D. #3	\$ 8,800.00
Franklin Co. F.P.D. #4	\$ 1,500.00
Columbia Basin College	\$ 700.00
Sub-total	\$ 28,500.00

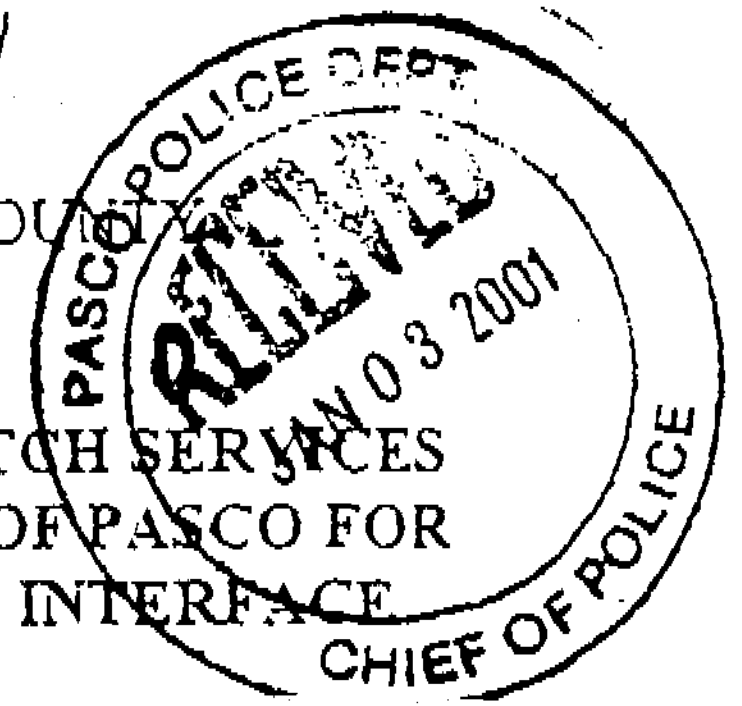
Direct User Agencies	Base Fee	% of Use	Use Fee	Total Cost
Pasco Police Dept.	\$ 134,317.00	74.00%	\$ 263,633.00	\$ 397,950.00
Franklin Co. Sheriff	\$ 134,317.00	23.76%	\$ 84,638.00	\$ 218,955.00
Connell Police Dept.	\$ 17,922.00	2.24%	\$ 7,990.00	\$ 25,912.00
Pasco Fire Dept.	\$ 17,922.00	79.00%	\$ 59,565.00	\$ 77,487.00
Contract Agencies (FCSO Paid)	\$ 17,857.00	21.00%	\$ 15,834.00	\$ 33,691.00
Subtotals	\$ 322,335.00	200.00%	\$ 431,660.00	\$ 753,995.00

Base Fees	\$ 322,335.00
Usage Fees	\$ 431,660.00
Total Budget	\$ 753,995.00

FRANKLIN COUNTY RESOLUTION 2000- 511

BEFORE THE BOARD OF COUNTY COMMISSIONERS, FRANKLIN COUNTY,
WASHINGTON

RE: SUPPLEMENTAL AGREEMENT FOR EMERGENCY DISPATCH SERVICES
FOR 2000 BETWEEN FRANKLIN COUNTY AND THE CITY OF PASCO FOR
JOINT PURCHASE OF MOBILE DATA COMMUNICATIONS INTERFACE
MODULE FOR CAD LINK



WHEREAS, Franklin County Resolution Number 99-342 approved the 2000 Interlocal Cooperation Agreement for Emergency Dispatch Service between Franklin County, the Sheriff of Franklin County and "Dispatch Users"; and

WHEREAS, the City of Pasco instituted the installation of Mobile Data Communications terminals in its police cars and desires to upgrade the level of services; and

WHEREAS, the county also desires utilization of this upgrade for the benefit of the Sheriff Department's patrol units and is best achieved by the joint utilization of this electronic equipment; and

WHEREAS, pursuant to R.C.W. 36.01.010 and R.C.W. 36.32.120 the legislative authority of each county is authorized to enter into contracts on behalf of the County and have the care of County property and management of County funds and business; and

WHEREAS, the Board of Franklin County Commissioners constitutes the legislative authority of Franklin County and desires to enter into this arrangement as being in the best interest of Franklin County;

NOW, THEREFORE, BE IT RESOLVED the Board of County Commissioners hereby approves the attached Supplemental Agreement for Emergency Dispatch Services for 2000 between Franklin County and the City of Pasco for the joint purchase of Mobile Data Communications interface module for CAD link presently operated by the County as part of the Emergency Dispatch Center.

APPROVED this 18th day of December, 2000.

BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, WASHINGTON

Sue Miller
Sue Miller, Chair

Frank H. Brock
Frank H. Brock, Member

Neva J. Corkrum
Neva J. Corkrum, Member

Attest:

Mary Withers
Clerk to the Board

Originals: Auditor
Minutes
City of Pasco

cc: Dispatch
Prosecutor
Sheriff

SUPPLEMENTAL AGREEMENT FOR EMERGENCY DISPATCH SERVICES

This Supplemental Agreement is entered into this 18th day of DEC. ~~October~~, 2000, between Franklin County (hereinafter referred to as "*County*") and the City of Pasco (hereinafter referred to as "*City*") for the purpose of supplementing that Interlocal Cooperation Agreement for Emergency Dispatch Services, dated the 1st. day of November, 1999, wherein the *County* and *City*, together with other dispatch users are parties.

In consideration of the mutual promises contained herein, it is agreed as follows:

SECTION I PURPOSE

The *City* has instituted the installation of Mobile Data Communications terminals in its police cars, and desires to upgrade the level of services incident to that system to provide for digital dispatch displays and communication which requires the installation of additional electronic hardware to the existing emergency dispatch equipment utilized by the parties under the existing Interlocal Cooperation Agreement for Emergency Dispatch Services, dated November 1, 1999, and the *County* likewise desires utilization of this upgrade for the benefits of the Sheriff Department's patrol units which is best achieved by the joint utilization of this electronic equipment and its associated software components and to further share the cost of the implementation, maintenance and utilization of this service.

SECTION II RESPONSIBILITY OF THE CITY

The *City* shall procure, deliver and install the Intergraph I/MDT interface module and all necessary associated equipment for its integration into the Intergraph CAD link presently operated by the *County* as part of the Emergency Dispatch Center. The *City* does hereby sublicense to the *County* all rights for the use of the software, its update and supplements incident to the interface module. The *City* grants to the *County* joint use of the electronic equipment and software incident to the I/MDT interface module.

SECTION III RESPONSIBILITIES OF THE COUNTY

The *County* shall pay the sum of FORTY FOUR THOUSAND THREE HUNDRED SEVENTY THREE DOLLARS and 00/100 (\$44,373.00), plus tax, as part of their contribution for the purchase of equipment and the operation of the I/MDT interface module. The *County* shall integrate the I/MDT interface module and its supporting software as a part of the Emergency Dispatch Center providing all additional power, wiring, protection, maintenance and operation for the system.

SECTION IV
NO ALTERATION OR MODIFICATION OF SYSTEM

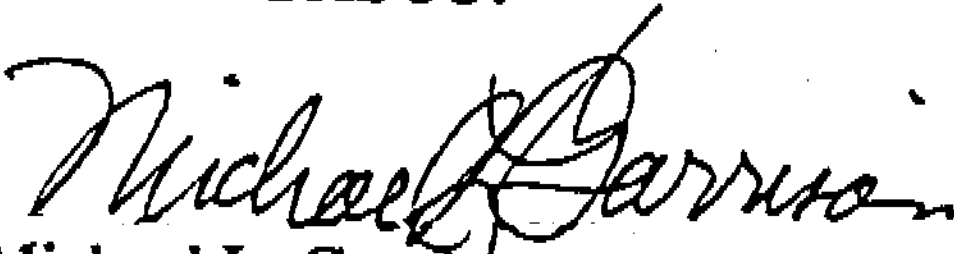
Neither the *County* nor *City* shall modify, alter, disconnect, or supplement the system, other than manufacturer's recommendation upgrade, without written prior agreement of the other. Should the parties be unable to agree on any modification, utilization, or operation of the system, the dispute shall be submitted to arbitration. In the event an arbitrator cannot be mutually determined by the parties, each party shall select an arbitrator, and the two selected arbitrators shall select a third arbitrator and hear the dispute as an arbitration panel. Decision of the arbitrator or majority of arbitrators shall be binding upon the parties.

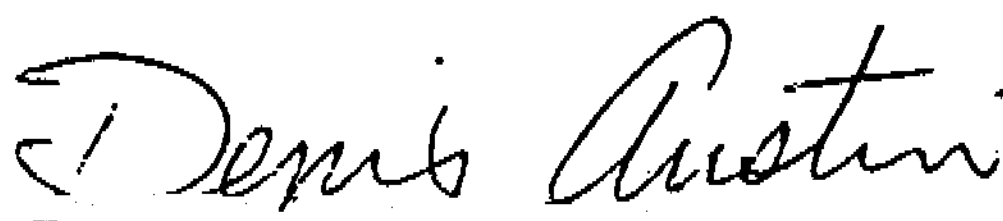
SECTION V
AFFECT ON INTERLOCAL COOPERATION AGREEMENT FOR
EMERGENCY DISPATCH SERVICES

Except as specifically supplement by this Agreement, all terms of the Interlocal Cooperation Agreement for Emergency Dispatch Services, dated November 1, 1999, not inconsistent herewith, shall remain in full force and effect.

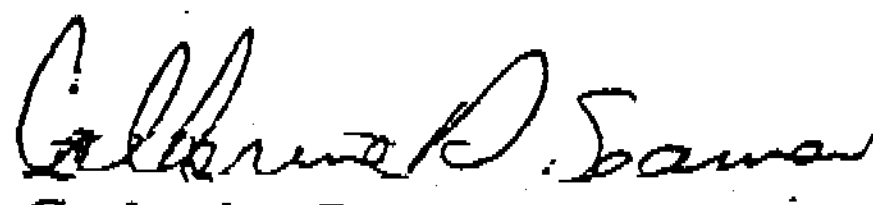
DATED this 18th DEC day of ~~October~~, 2000

CITY OF PASCO:



Michael L. Garrison
Mayor



Denis Austin
Chief of Police

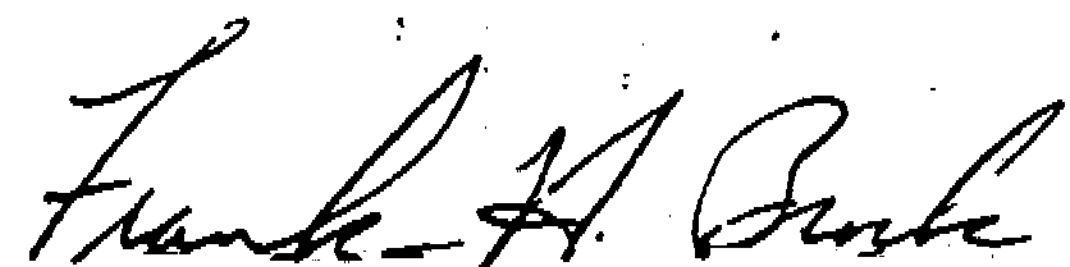
ATTEST:


Catherine D. Seaman
Deputy City Clerk

FRANKLIN COUNTY:


Sue Miller
Chairman

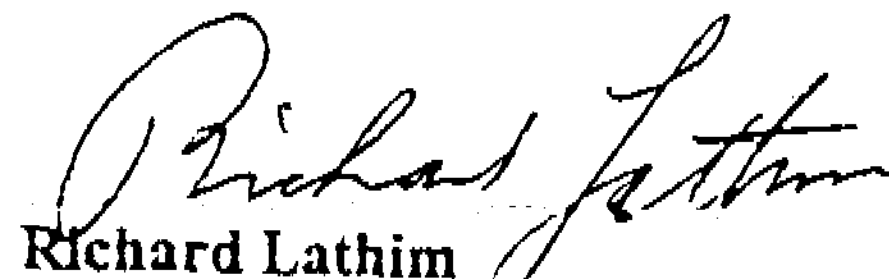

Neva J. Cookrum
Commissioner


Frank H. Brock
Commissioner

APPROVED AS TO FORM

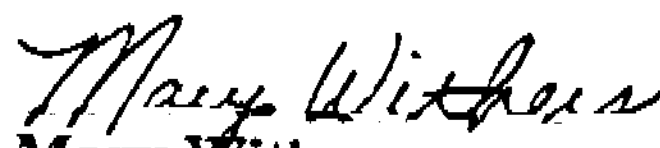


Leland B. Kerr
City Attorney




Richard Lathim
Franklin County Sheriff

ATTEST:



Mary Withers
Clerk to the Board

APPROVED AS TO FORM:



for Steve Lowe
Franklin County Prosecutor

FRANKLIN COUNTY RESOLUTION NO. 2006 019

BEFORE THE BOARD OF COUNTY COMMISSIONERS, FRANKLIN COUNTY,
WASHINGTON

**RE: 2006 CITY OF PASCO – FRANKLIN COUNTY CORRECTIONAL FACILITIES
USE AGREEMENT**

WHEREAS, the City of Pasco desires to continue to utilize Franklin County Correctional Facilities and its personnel and services for the incarceration of City prisoners; and

WHEREAS, pursuant to R.C.W. 36.01.010 and R.C.W. 36.32.120 the legislative authority of each county is authorized to enter into contracts on behalf of the County and have the care of County property and management of County funds and business; and

WHEREAS, the Board of Franklin County Commissioners constitutes the legislative authority of Franklin County and desires to enter into this arrangement as being in the best interest of Franklin County;

NOW, THEREFORE, BE IT RESOLVED the Franklin County Board of Commissioners hereby approves the attached 2006 City of Pasco – Franklin County Correctional Facilities Use Agreement, effective January 1, 2006 through December 31, 2006.

APPROVED this 9th day of January 2006.

BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, WASHINGTON


Neva J. Corkrum, Chair


Robert E. Koch, Chair Pro Tem


Frank H. Brock, Member

Attest:


Clerk to the Board

Originals: Auditor
Minutes
City of Pasco
Corrections

cc: Prosecutor
Sheriff's Department

**2006 CITY OF PASCO - FRANKLIN COUNTY
CORRECTIONAL FACILITIES USE AGREEMENT**

This agreement is made and entered into this 9th day of JAN., 2006 by and between **Franklin County**, a political subdivision of the State of Washington (hereinafter "County") and the **City of Pasco, Washington**, a municipal corporation (hereinafter "City").

For and in consideration of the considerations, covenants and agreement contained herein the parties agree as follows:

I. PURPOSE

The City, desiring to utilize Franklin County Correctional Facilities (hereinafter "Jail") and its personnel and services maintained by the County for the incarceration of City prisoners, in accordance with the Interlocal Cooperation Act (Chapter 39.34 RCW) and the City and County Jails Act (Chapter 70.48 RCW), hereby enters into an agreement with the County for use of jail and its personnel and services for confinement of City prisoners. It is the purpose of this agreement to provide for the joint use by the parties of the jail facilities and its personnel and services at the jail located at the Franklin County Correctional Facilities in the City of Pasco.

II. DEFINITIONS

- A. **"City Prisoner"** shall mean a person who is booked into the jail pursuant to an arrest, in the City limits of Pasco, by a Pasco Police Officer, for the commission of a misdemeanor.
- B. **"City Prisoner Day"** shall mean any portion of a consecutive twenty-four hour period and shall include when a City prisoner is only booked and released, as calculated using the current I/LEADS methodology for counting jail days.
- C. **"Average Daily Population" (ADP)** is calculated by dividing the total number of prisoner days for all prisoners being held in the jail by the actual number of days in the year.
- D. **"Total Prisoner Days"** shall mean the total number of prisoner days for all prisoners housed at the Jail during a specified period of time without regard for the type of program they are being held under such as Trustee, work release, etc., the agency they are being held for, or the criminal charges they are being held on.
- E. **"Jail Budget"** for the purpose of this agreement shall not exceed \$2,718,035 for the initial term of this agreement and shall only include the following expenses:
 - 1. Budget accounting and reporting system (BARS) line items.
 - a. Personnel and line items assigned to the 2006 Franklin County Corrections Budget #540: \$2,449,086.
 - b. Personnel and line items assigned to the 2006 Franklin County Jail Kitchen Budget #550: \$235,695.

2006 019

2. That portion of the 2006 Franklin County Jail Support Services Budget:
 - a. 14.5% (\$23,114) of the Franklin County Auditor's Office Budget specifically identified as a jail expense.
 - b. The Franklin County Information Services Budget specifically identified as a jail expense (\$7,030).
 - c. 48% (\$3,110) of the Franklin County Civil Service Budget that is specifically identified as a jail expense.
- F. **"Intake Processing Cost"** shall mean that portion of the jail expenditure budget attributable to the wages and benefits of those personnel assigned to the prisoner intake function. For year 2006 the intake processing cost will not exceed \$258,000 and will increase in subsequent years only by actual increases to wages and benefits for the respective personnel through their collective bargaining agreement.

III. AVAILABILITY OF JAIL FACILITIES

The jail facilities and its personnel and services shall be available, on a space available basis, for confinement of City prisoners held upon arrest, awaiting trial, and serving sentences or jail terms.

IV. COMPENSATION FROM CITY

The City shall pay the County as total compensation for its provision of jail facilities and personnel as specified herein:

- A. **Jail Budget.** The proposed jail budget for any renewal term of this agreement shall be established and provided to each agency housing prisoners at the jail by no later than third Monday in August of the current contract year. This will allow time for review and the filing of a request for binding arbitration (RCW 39.34) if compensation amount cannot be agreed on.
- B. **Budget Approval.** For the purposes of calculating prisoner day costs for the current calendar year, the total jail budget shall not exceed the budget approved by Franklin County Commissioners in December of the preceding year (December 2005 for 2006 Budget).
- C. **Preliminary Estimation and Payment of Jail Costs.** The City shall remit a monthly payment representing the City's estimated share of jail costs, determined as follows:
 1. The estimated jail costs for the respective calendar year will be calculated by dividing the prospective jail budget (2006) by the total prisoner days recorded for the most recent complete calendar year (2004). The product of this process represents the daily prisoner lodging cost and will be multiplied by the total number of prisoner days charged to the City for the most recent complete calendar year (2004). This product will represent the estimated annual prisoner lodging cost for the prospective year (2006).
 2. The prospective (2006) intake processing costs (\$258,000) will be multiplied by the difference between the following percentages and the product will represent the estimated intake processing cost adjustment:

- a. City prisoner days as a percent of total prisoner days for the most recent complete calendar year (2004).
 - b. Number of City bookings as a percent of total Jail bookings for the most recent complete calendar year (2004).
3. Not later than January 1st of prospective calendar year (2006), the estimated annual prisoner lodging cost and the estimated intake processing cost adjustment will be added and the sum divided by 12; the resulting figure will constitute the monthly estimated jail cost to be paid by the City not later than the last day of each month of the prospective calendar year. The Sheriff shall have the right to formally request reduced monthly payment amounts thus assuring against a large credit owing to the City during the Reconciliation Process outlined below.

Jail Costs Estimation Formula

Jail budget / total prisoner days from prior complete year = Prisoner day rate.
 Prisoner day rate (no higher than \$54) X City's prisoner days = Estimated Prisoner lodging cost
 City's percent of total bookings minus City's percent of total prisoner population X Percent of booking cost to be paid for intake processing cost
 Prisoner lodging cost plus intake processing = Estimated annual City Jail cost
 Estimated annual City Jail cost / 12 = Monthly payment of estimated City Jail cost

- D. **Reconciliation Process.** Not later than February 1st of each calendar year the actual prisoner days experienced in the preceding calendar year will be applied to the formula used for estimated jail cost (below), provided the total annual prisoner days attributed to the jail shall not be less than 38,326 (representing an average of 106 prisoners per day). The resulting annual cost will be compared to the estimated annual cost actually paid by the City. Any amount due the County by the City will be paid within 30 days of invoice to the City. Any amount due the City by the County will be credited in the March billing.

2006 Reconciliation Formula

2006 Jail budget (\$2,718,035) / total 2006 prisoner days = 2006 Prisoner day rate
 2006 Prisoner day rate (no higher than \$54) X City's 2006 prisoner days = Actual 2006 Prisoner lodging cost
 City's percent of total bookings minus City's percent of total prisoner population X Percent of \$258,000 to be paid for intake processing cost
 2006 Actual Prisoner lodging cost plus intake processing = 2006 Actual City Jail cost

V. PAYMENT

The City agrees to pay the County, by the 15th of each calendar month, the amount pre-calculated using the formula outlined in Section IV.C, above. The County agrees to credit overpayments by the end of March of the following year (or in subsequent months) until total reimbursement has been completed. The City agrees to pay shortages, billed by February 15th, by the 15th of March.

VI. MEDICAL COSTS AND TREATMENT

- A. The County shall have the right to refuse to accept a City prisoner who, at the time of delivery to the jail for confinement, is in need of medical attention until the City has made arrangements satisfactory to the County for such medical attention.
- B. The County will provide medical services for all prisoners within the jail in accordance with the provisions of Chapter 289-200 WAC.
- C. In the event a prisoner requires medication or medical or dental treatment or care not available in the health care program within the jail, provided by the County, the City shall be responsible as follows:
 - 1. With respect to City prisoners, the City will be responsible for all medication and all such medical or dental treatment or care to the extent such costs are not paid by the prisoner, insurance, public assistance or other sources.
 - 2. With respect to those prisoners who are not City prisoners, as defined in Section II.A, but who are confined on the basis of charges initiated by City police officers, the City shall reimburse the County for the cost of medication and such medical or dental treatment or care provided to the prisoner prior to disposition of the charges by sentencing or otherwise to the extent that the cost is not paid by the prisoner, insurance, public assistance or other sources.
- D. The County agrees to use reasonable efforts to obtain reimbursement from the prisoner, insurance, public assistance or other sources, of such costs of medication, medical/dental treatment or care. The County shall, except in cases of emergency which prevent the County from obtaining City authorization, obtain advance authorization from the Chief of Police or his designee whenever a prisoner, for whom the costs of medication, medical/dental treatment or care is the responsibility of the City pursuant to this agreement requires such medication or medical or dental treatment or care. The City agrees to provide to the County, when requested, written verification of any authorization of, or refusal to authorize care or treatment for City prisoner.
- E. The County shall, subject to the City's authorization required by Section VI.D, have the authority to make arrangement for medication, medical/dental treatment or care not available in the health care program within the jail.
- F. It is agreed by the parties that the County shall have the authority to determine the existence of emergencies requiring medication, medical/dental treatment or care without the advance authorization from the City specified in Section VI.E.
- G. The County shall be responsible for all medical expenses due to injuries incurred during the course of a prisoner's incarceration caused by the negligent or intentional act of the County.

VII. TRANSPORTATION OF PRISONERS

The City shall be responsible for all transportation of City prisoners to and from Franklin County Correctional facilities, excepting to and from Pasco Municipal Court at the Public Safety Building and the Franklin County Correctional facilities.

VIII. TRANSFER OF CUSTODY

City police officers delivering persons to the jail for confinement shall provide the receiving officer of the jail with an arrest warrant, citation, court order, other documentation or a completed detention request form satisfactory to the receiving officer which indicates the legal basis for confinement of the person and in the absence of such documentation the receiving officer may refuse to accept the person for confinement.

- A. City police officers delivering persons to the jail for confinement shall remain in the immediate presence of such persons, shall be responsible for such person and shall be considered to have such person in their sole custody until the jail receiving officer has accepted documentation for such person's confinement and physical custody of that person and has indicated that the delivering officer may leave. At such time, and only at such time, will the County have assumed custody of and responsibility for the person to be confined.
- B. City prisoners shall be subject to all applicable rules, regulations and standards governing the operation and security of the jail. All City officers delivering persons to the County jail shall comply with those rules, regulations and standards.

IX. ACCESS TO PRISONERS

City police officers and investigators shall have the right to interview prisoners at any reasonable time within the jail. City police officers shall be afforded equal priority for use of jail interview rooms with other departments, including Franklin County Sheriffs Department.

X. POSTING OF BAIL

The County shall serve as agent for the City in receipt of bail bonds or moneys posted for City prisoners only during those hours the courthouse is closed for business.

XI. WORK RELEASE

In the event that it is desired that a City prisoner participate in the jail Work Release program, City prisoners shall be treated exactly as County prisoners and shall be entitled to participate in the Work Release program solely on a space available basis.

XII. CITY PRISONER

City Prisoner shall be released from the jail only:

- A. Upon the authorized, written request of the City police; or
- B. By order of the Court having jurisdiction of a City prisoner and the matter for which such prisoner being confined; or
- C. For appearance by the prisoner in the Court having jurisdiction of such prisoner; or
- D. In compliance with a valid Writ of Habeas Corpus; or
- E. For necessary medical or dental treatment or care not available within the jail; or

- F. When the prisoner has completed service of the sentence, the charge pending against the prisoner has been dismissed, or bail or other satisfactory recognizance has been posted, as required by the Court.

XIII. RECORD KEEPING

The County, based on consultation with the City's Chief of Police, agrees to maintain a system of record keeping relative to the booking and confinement of each City prisoner in such a style and manner as is equivalent to the County's records pertaining to its prisoners under the current BI-PIN system. The County shall, within 5 days of the conclusion of each month during the term of this agreement, provide the City with copies of its reports including monthly total prisoner days and City prisoner days including year-to-date total prisoner days and City prisoner days.

XIV. INDEMNIFICATION

- A. The City shall indemnify and hold harmless the County and its officers, agents and employees from and against any and all claims, actions, suits, liability, loss, costs, expenses, and damages of any nature whatsoever resulting from, arising out of, or incident to any act or omission of the City, its officers, agents, or employees in the performance of this agreement or in arresting, detaining, charging, transporting, interrogating or otherwise dealing with persons either before or after presentation to and acceptance by the County for confinement in the Jail.

In the event that any suit based upon such a claim, action, loss, cost, expense, or damage is brought against the County, the City shall defend the County at its sole cost and expense; provided that the County retains the right to participate in any such suit if any principle of governmental or public law is involved. If final judgment is entered against the County, or its officers, agents, or employees, the City shall satisfy the same in full.

- B. The County shall indemnify and hold harmless the City and its officers, agents and employees, from and against any and all claims, actions, suits, liability, loss, cost, expenses and damages of any nature whatsoever resulting from, arising out of or incident to, any act or omission of the County, its officers, agents or employees in the performance of this agreement or in confining persons who have been presented by the City to and accepted by the County for confinement in the jail while said persons are in the jail or in the custody of the County outside the jail.

In the event that any suit based on such a claim, action, loss, cost, expense, or damage is brought against the City, the County shall defend the City at its sole cost and expense; provided that the City retains the right to participate in such suit if any principle of governmental or public law is involved. If final judgment is rendered against the City, or its officers, agents, or employees, the County shall satisfy the same in full.

XV. NON-DISCRIMINATION POLICY

It is the policy of Franklin County that no person shall be subjected to discrimination in the County or by its subcontractors because of race, color, national origin, sex, age, religion, creed, marital status, disabled or Vietnam era veteran status, or the presence of any physical, mental, or sensory handicap.

The City shall execute in writing, an assurance that it will comply with the County's Non-discrimination Policy and provide a copy to the County upon execution of the agreement.

XVI. AUTHORITY

- A. This agreement shall become effective upon the approval of the Franklin County Board of Commissioners and the City Council of the City of Pasco, Washington in a manner authorized by law.
- B. As provided in Section XVII below, the Jail shall be administered by the Franklin County Sheriff and no separate legal or administrative entity is created for the purposes of this agreement. For the purposes of RCW 39.34.030, the Franklin County Sheriff is designated as the administrator responsible for administering this cooperative undertaking. Unless otherwise specifically agreed in writing, any real or personal property acquired, held, or utilized by the parties hereto shall remain the property of the acquiring party subject to full rights of reassignment and disposal.
- C. Nothing in this agreement shall preclude the City from creating, maintaining, operating or utilizing its own holding and other facilities for City prisoners.

XVII. ADMINISTRATION

This agreement shall be administered by the Franklin County Sheriff.

XVIII. REMEDIES

No waiver of any right under this agreement shall be effective unless made in writing by the authorized representative of the party to be bound thereby. Failure to insist upon full performance on any occasion shall not constitute consent to, or waiver of, any continuation of nonperformance or any later nonperformance, nor does payment of a billing or continued performance after notice of a deficiency in performance constitute an acquiescence thereto.

XIX. DURATION

The term of this agreement shall commence on January 1, 2006 and terminate at midnight, December 31, 2006 (hereinafter referred to as the original term). This agreement shall be automatically renewed for successive one (1) year terms (hereinafter referred to as renewal terms) in accordance with the same terms and conditions as provided herein, however, either party may terminate this agreement at the conclusion of the original term or any renewal term by providing the other with written notice of its intent to terminate at least **180** days prior to the conclusion of that term.

XX. MODIFICATION

Final approval for all modifications to the interlocal agreement shall be by the mutual written consent of both parties.

XXI. TERMINATION AS BY AGREEMENT

In addition to the method of termination by non-renewals provided in Section XIX above, this agreement may be terminated at any time by written agreement of the parties thereto.


XXII. DISPUTE RESOLUTION

Should any dispute arise concerning the interpretation, enforcement, breach, or default of this agreement, (excluding compensation issues which will be handled as provided for by RCW 39.34) dispute resolution shall be by arbitration located in Pasco, Washington. Arbitration shall be conducted by a mutually agreed arbitrator, however, if the parties are unable to agree on an arbitrator, arbitration shall be by tri-partite arbitration with each party selecting an arbitrator, and the chosen arbitrators selecting the third arbitrator. Arbitration shall be conducted in conformity with the rules established by the American Arbitration Association.

DATED this 9th day of JANUARY, 2006.

City of Pasco:

Joyce Olsen
Mayor



Franklin County:

Frank Brock
Commissioner



ATTEST:

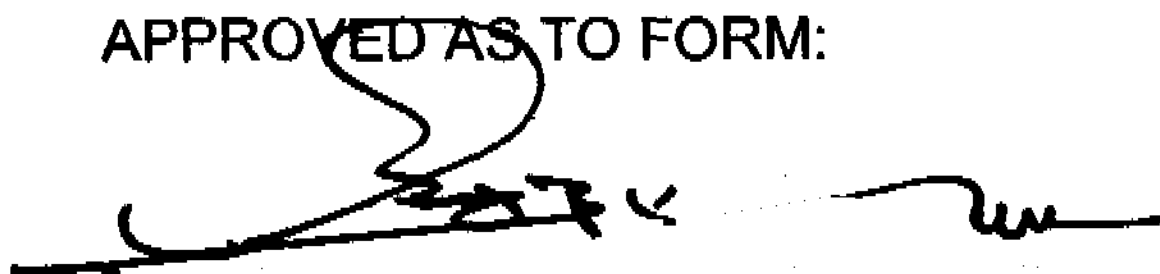
Sandy Kenworthy
Deputy City Clerk

Neva Corkrum
Commissioner



APPROVED AS TO FORM:

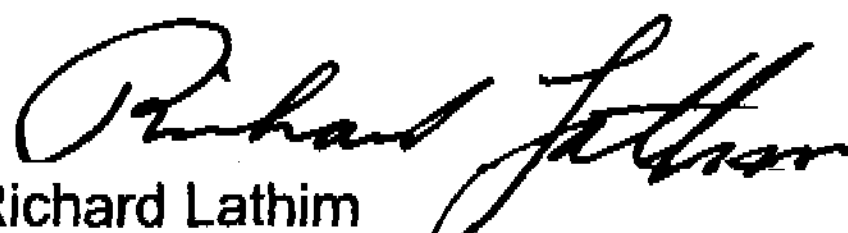
Leland B. Kerr
City Attorney



Robert Koch
Commissioner

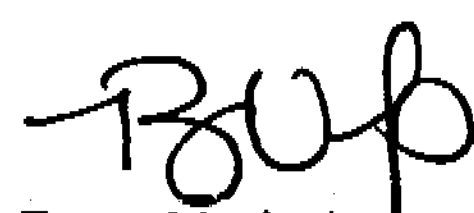


Richard Lathim
Franklin County Sheriff



APPROVED AS TO FORM:

Ryan Verhulp
Chief Civil Deputy Prosecuting Attorney



FRANKLIN COUNTY RESOLUTION NO. 2006 020

**BEFORE THE BOARD OF COMMISSIONERS, FRANKLIN COUNTY,
WASHINGTON**

**RE: APPROVAL FOR THE AUDITOR'S OFFICE TO PURCHASE A
SCANNING WORKSTATION, FLAT SCREEN MONITOR AND
ASSOCIATED HARDWARE FROM TYLER TECHNOLOGIES, INC.
IN AN AMOUNT NOT TO EXCEED \$15,000**

WHEREAS, the Franklin County Auditor discussed the need to purchase a receipting / scanning workstation, flat screen monitor, scanner, scan image card, label printer, receipt printer and cash drawer during the Commissioners' Proceeding for January 4, 2006; and

WHEREAS, the Auditor received a hardware quote from Tyler Works, Tyler Technologies, Inc., in the amount of \$12,745 for said equipment and installation; and

WHEREAS, the Auditor O&M Fund Committee approved the purchase, as indicated on the hardware quote; and

WHEREAS, the Board of Franklin County Commissioners constitutes the legislative authority of Franklin County and deems this to be in the best interest of the County;

NOW, THEREFORE, BE IT RESOLVED the Franklin County Board of Commissioners hereby approves the purchase of a scanning workstation, flat screen monitor and associated hardware from Tyler Technologies, Inc., for the Auditor's Office, utilizing funds from the 2006 Auditor O&M Fund, Budget Number 102-000-001, line item 514.75.64.0000 (Machinery & Equipment), at a cost not to exceed \$15,000.

BE IT FURTHER RESOLVED the Chairman is hereby authorized to sign the hardware quote on behalf of the Board.

APPROVED this 9th day of January 2006.

**BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, WASHINGTON**


Neya J. Corkrum, Chair


Robert E. Koch, Chair Pro Tem


Frank H. Brock, Member

Attest:


Clerk to the Board

Originals: Auditor (2)
Minutes

cc: Accounting Department
Information Services



tyler works.

Tyler Technologies, Inc. | Eagle Division

**Hardware Quote
for
Franklin County, WA**

PK2005-186

December 6, 2005

ITEM	DESCRIPTION	
1.	Receipting / Scanning Workstation IBM ThinkCentre M50 Series 3.0GHz Pentium IV processor, 3.5" 1.44MB floppy drive, 512MB RAM, 512KB cache, 40GB IDE hard disk, NVIDIA TNT2 Vanta /16MB SDRAM, 2-button mouse, 101-key keyboard, Windows XP Pro, Intel PRO/100 VE Ethernet NIC. Warranty: Three year limited warranty.	\$1,295.00
2.	Dell 19" Flat Screen Monitor 19-inch, TFT, Midnight Gray, 1280x1024 Pixels, 0.294 mm Pixel Pitch, Hard Coating, 15-pin D-Sub, 100 mm VESA Compliant Warranty: Three year limited warranty.	\$410.00
3.	Scanner Fujitsu FI-5750C duplex document scanner with maximum document size of 12" x 34", 57 PPM portrait letter (@300 dpi), 114 ipm duplex portrait letter (@300 dpi), 200 page automatic document feeder, resolutions from 300 to 600 dpi. Warranty: First 3 months on site, then 9 months return-to-Fujitsu.	\$8,210.00
4.	Scan Image Card 650i Card w/Image Processing Engine Software and Cable Warranty: Boards are warranted to be free of defects for one year from the date of shipment. If the client returns the product info card, it is warranted for an additional year, for 2 years total.	\$980.00
5.	Label Printer Zebra TLP 2844 Bar Code Document Label Printer with 203dpi resolution, 4ips print speed. Includes parallel port expansion card. Warranty: One year return to factory.	\$480.00
6.	Receipt Printer and Cash Drawer Cash Drawer and Star Micronics Impact Dot Matrix Receipt Printer w/journal option, 28 or 40 Columns Print format, 3.2 to 5.5 lines per second. Warranty: Star Receipt Printer is one year return to factory.	\$525.00
7.	Uninterrupted Power Supply APC SmartUPS 700 for PC, Monitor, Scanner, Receipt and Label Printers.	\$285.00

**Hardware Quote
for
Franklin County, WA**

December 6, 2005

2006 020

PK2005-186

8. Staging and Installation Services

\$320.00

Includes all professional services staging of the hardware and software. Franklin County will be responsible for the on-site installation of the hardware. One hour of phone hardware installation support has been included @ \$140 per hour. The final billing will be adjusted to reflect the actual time spent performing this support.

9. Shipping, Handling and Insurance

\$240.00


This line item reflects the repacking, shipping and insurance costs for the Eagle Project Office to ship the staged equipment to Franklin County for installation.

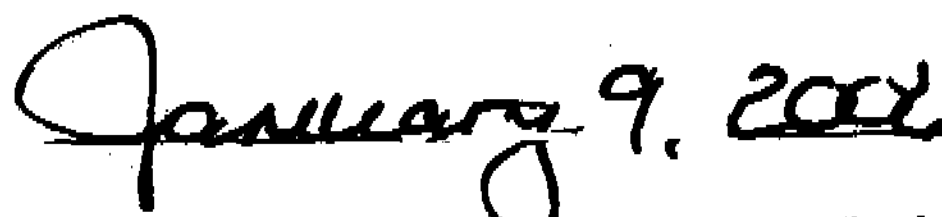
Quote Total

\$12,745.00

Eagle will honor the prices quoted in this proposal for 30 days.

I, **Neva J. Corkrum**, would like to place the order for the software licenses on this quote.

 (Signature)
Chairman (Title)

 (Date)

Once Eagle has ordered the equipment listed above, the County will be responsible for all shipping and insurance charges incurred plus a 15% restocking fee on all returned merchandise (cost of equipment x 15%). For return merchandise, responsibility for

Buyer's acceptance of these terms and conditions shall be indicated by the Buyer's signed approval for ordering the equipment listed on this form.

Approved By Auditor of M Committee
Michael Kello - County Clerk 1/4/06
Steve Marks - Assessor 1/4/06
Dan Brulle - Coroner 1/4/06
Jessamy Cottland - Treasurer 1/4/06

FRANKLIN COUNTY RESOLUTION NO.**BEFORE THE BOARD OF COMMISSIONERS, FRANKLIN COUNTY, WASHINGTON****RE: AUTHORIZING THE AUDITOR'S OFFICE TO CONTRACT WITH LEMASTER & DANIELS
PLLC TO ASSIST FRANKLIN COUNTY WITH THE TECHNICAL REVIEW OF THE
DECEMBER 31, 2004 ANNUAL FINANCIAL REPORT****and****INTRA BUDGET TRANSFER IN THE AMOUNT OF \$2,500 WITHIN THE 2006 CURRENT
EXPENSE AUDITOR BUDGET, NUMBER 001-000-060**

WHEREAS, the Franklin County Auditor discussed the need to contract with LeMaster & Daniels PLLC to assist Franklin County with the technical review of the December 31, 2004 annual financial report during the Commissioners' Proceeding for January 4, 2006; and

WHEREAS, LeMaster & Daniels will provide an independent review of the annual financial report with respect to the implementation of Government Accounting Standards Board (GASB) Statement Number 34, the applicable interpretations and additional standards issued in conjunction with GASB Statement Number 34, and the overall reporting presentations of the annual financial report, as identified on the attached letter from Edwin G. Jolicoeur, CPA, Owner/Member of the Firm; and

WHEREAS, the Auditor recommended utilizing funds from the new Senior Accountant line item, as the position will not be filled in January; and

WHEREAS, funds will need to be transferred from the Senior Accountant line item to the Professional Services line item to pay for said services; and

WHEREAS, the Board of Franklin County Commissioners constitutes the legislative authority of Franklin County and deems this to be in the best interest of the County;

NOW, THEREFORE, BE IT RESOLVED the Franklin County Board of Commissioners hereby authorizes the Auditor's Office to contract with LeMaster & Daniels PLLC to assist Franklin County with the technical review of the December 31, 2004 annual financial report, and authorizes the Chairman to sign the letter as acceptance on behalf of the Board.

BE IT FURTHER RESOLVED the Franklin County Board of Commissioners hereby authorizes an intra budget transfer in the amount of \$2,500 within the 2006 Current Expense Auditor Budget, Number 001-000-060, from line item 514.10.10.0090 (Senior Accountant) to line item 514.10.41.0000 (Professional Services).

APPROVED this 9th day of January 2006.

**BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, WASHINGTON**


Neva J. Corkrum, Chair


Robert E. Koch, Chair Pro Tem

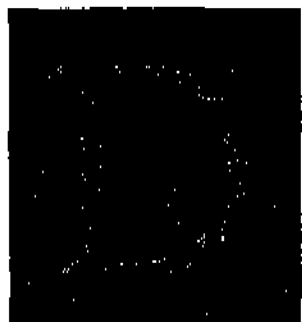

Frank H. Brock, Member

Attest:


Clerk to the Board

Originals: Auditor
Minutes
LeMaster & Daniels PLLC

cc: Accounting Department
Treasurer



LE MASTER &
DANIELS PLLC

700 SEAFIRST
FINANCIAL CENTER
601 W. RIVERSIDE
SPOKANE, WA 99201-0622
(509) 624-4315
FAX (509) 624-8874
www.lemasterdaniels.com

SPOKANE
BOISE
COLFAX
GRANDVIEW
MOSES LAKE
OMAK

OTHELLO
QUINCY
TRI-CITIES
WALLA WALLA
WENATCHEE
YAKIMA

COPY

ACCOUNTING

December 30, 2005

AND

CONSULTING

Mr. Frank H. Brock
Chairman, Board of County Commissioners
Franklin County
412 West Clark
Pasco, WA 99301

SERVICES

MEMBER OF

Dear Mr. Brock:

THE

McGLADREY

NETWORK

The purpose of this letter is to confirm our arrangements to assist Franklin County with the technical review of the December 31, 2004, annual financial report for Franklin County. We have been requested by Mr. Tom Westerman, County Auditor, to provide an independent review of the annual financial report with respect to the implementation of Government Accounting Standards Board (GASB) Statement No. 34, *Basic Financial Statements – and Management's Discussion and Analysis – for State and Local Governments*, the applicable interpretations and additional standards issued in conjunction with GASB Statement No. 34, and the overall reporting presentations of the annual financial report. This letter includes the objectives of the project as we understand them, based on our discussion with Mr. Westerman; the project approach which we believe can best satisfy your needs, and our planned staffing, time frame, reporting, and fees.

PROJECT APPROACH

The County was required to implement GASB Statement No. 34 beginning with its year ended December 31, 2003. Our approach to the project would be to perform a technical review of the December 31, 2004, annual financial report for compliance by Franklin County with the reporting requirements of the new governmental financial reporting model. This review of the annual financial report will focus on the presentation of the new financial reporting model financial information and not on the accuracy of the underlying data being reported. Our engagement will not consist of an audit, review, or compilation of the County's financial statements in accordance with standards of the AICPA.

Project Staffing

We have in-depth training and experience in providing the services described in this letter. I will have primary responsibility for directing the project. Warren Erickson will perform the review of the December 31, 2004, annual financial report.

Mr. Frank H. Brock
Chairman, Board of County Commissioners
Franklin County
December 30, 2005
Page 2

TIMING AND REPORTING

We will be available to begin working with Franklin County on this project the first week of January 2006 and will complete the review of the annual financial report that week. Upon completion of the review we will submit to you by January 16th any comments that we have may have regarding the financial reporting of Franklin County.

PROJECT FEES

Our fees are based on an estimate of the actual time to complete the project. We estimate that our fee for providing the assistance discussed in this letter will be approximately \$1,250 - \$1,500. In accordance with our normal billing policy, we will bill you monthly for services rendered. Direct expenses will be billed in addition to our fees.

We appreciate the opportunity to assist you with this important project. If the arrangements outlined in this letter are satisfactory, please sign the enclosed copy and return it to us. Please call Warren Erickson at 509-624-4315, if you have any questions or would like additional information.

Sincerely,

LeMASTER & DANIELS PLLC

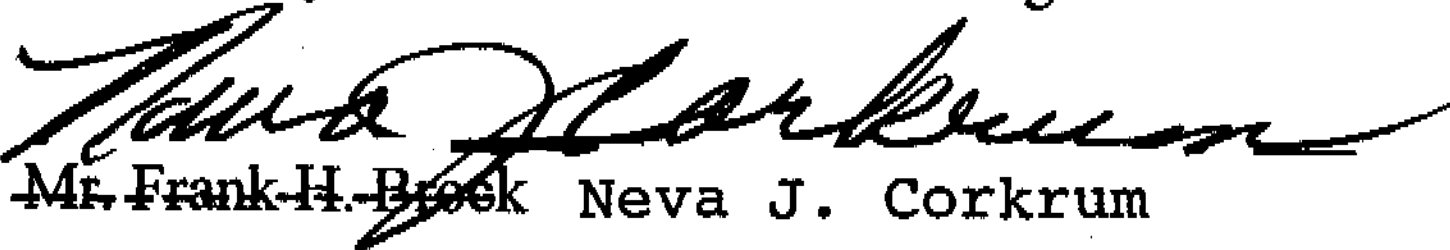


Edwin G. Jolicoeur, CPA
Owner/Member of the Firm

EGJ:jg/prop

This letter correctly sets forth the understanding of Franklin County.

By:


~~Mr. Frank H. Brock~~ Neva J. Corkrum

Title:

Chairman, Board of County Commissioners

Date:

January 9, 2006

January 9, 2006

Le MASTER &
DANIELS PLLC

700 SEAFIRST
FINANCIAL CENTER
601 W. RIVERSIDE
SPOKANE, WA 99201-0622
(509) 624-4315
FAX (509) 624-8874
www.lemasterdaniels.com

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WENATCHEE
YAKIMA

ACCOUNTING

December 30, 2005

AND

CONSULTING

Mr. Tom Westerman, Accountant

Franklin County

SERVICES

P.O. Box 1451

404 West Clark Street

Pasco, WA 99301

MEMBER OF

Dear Mr. Westerman:

THE

Enclosed is the engagement letter for the review of the December 31, 2005, annual financial report of Franklin County.

McGLADREY

NETWORK

Please have Mr. Frank Brock, Chairman of the Board of County Commissioners, review and signed the enclosed engagement letter and mail to our office in the enclosed envelope.

If you should have any questions on the enclosed, please call me at 509-624-4315.

Sincerely,

LeMASTER & DANIELS PLLC

By

Warren N. Erickson, CPA

FRANKLIN COUNTY RESOLUTION NO.

BEFORE THE BOARD OF COUNTY COMMISSIONERS, FRANKLIN COUNTY WASHINGTON

**RE: INCREASE THE REVENUE AND EXPENDITURE BOTTOM LINES OF THE 2005
ELECTION EQUIPMENT RESERVE FUND, NUMBER 104-000-001, BY \$265,742
and**

**INCREASE THE REVENUE AND EXPENDITURE BOTTOM LINES OF THE 2006
ELECTION EQUIPMENT RESERVE FUND, NUMBER 104-000-001, BY \$218,258**

WHEREAS, the Franklin County Auditor notified the Board of County Commissioners that Franklin County would be receiving \$501,000 in grant monies from the Department of Justice, for the Help America Vote Act (HAVA) for the purpose of purchasing new optical scanning equipment; and

WHEREAS, Franklin County received \$265,741.18 during 2005, and will receive the balance of the grant, estimated at \$218,258, during 2006, coded to BARS revenue code #333.16.10.4000; and

WHEREAS, the County Auditor's Election Department is purchasing optical scanning equipment from Sequoia Pacific for fiscal year 2005, in the amount of \$265,741.18; and

WHEREAS, a public hearing was held January 9, 2006, to take testimony for and against increasing the revenue and expenditure bottom lines of the 2005 and 2006 Election Equipment Reserve Funds; and

WHEREAS, the Board of County Commissioners constitutes the legislative authority of Franklin County and deems this to be in the best interest of the County;

NOW, THEREFORE, BE IT RESOLVED the Franklin County Board of Commissioners hereby approves increasing the revenue and expenditure bottom lines of the 2005 Election Equipment Reserve Fund, Number 104-000-001, by \$265,742, thus, increasing the 2005 revenue bottom line from \$205,000 to \$470,742 and 2005 expenditure bottom lines from \$169,851 to \$435,593.

BE IT FURTHER RESOLVED the Franklin County Board of Commissioners hereby approves increasing the revenue and expenditure bottom lines of the 2006 Election Equipment Reserve Fund, Number 104-000-001, by \$218,258, thus, increasing the 2006 revenue and expenditure bottom lines from \$170,750 to \$389,008.

APPROVED this 9th day of January 2006.

BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, WASHINGTON


Neva J. Corkrum, Chair


Robert E. Koch, Chair Pro Tem


Frank H. Brock, Member

Attest:


Clerk of the Board

Originals: Auditor
Minutes
Elections

cc: Accounting
Treasurer

January 9, 2006



**AMERICAN
LEGION
POST # 34**

1029 West Sylvester Street
Pasco, WA 99301
(509) 544-6545
Fax (509) 544-6544

We Are Family



RECEIVED
COUNTY ADMINISTRATOR
DEC 21 2005

December 19, 2005

Frank Brock, Chairman
Franklin County Board of Commissioners
Franklin County Courthouse Annex
1016 N 4th Av
Pasco, WA 99301

Re: Authority for Parking the DAV Van on county property

Dear Chairman Brock:

In accordance with our discussion concerning the need for a parking place in Pasco for the Disabled American Veterans van utilized to carry veterans to and from the Jonathan C. Wainwright Veterans Hospital in Walla Walla, please be advised that The American Legion Post 34 located here in Pasco, hereby formally requests that the Franklin County Board of Commissioners authorize and designate such parking facility on its courthouse area secured parking area. Further, we request the Franklin County Administrator make suitable arrangements with the office of the County Sheriff for (1) permanent storage of the van and its keys, (2) a list of authorized van drivers with proper identification, and (3) an appropriate parking place in one of the county fenced parking facilities.

If the Board of Commissioners would kindly authorize this by resolution, or other appropriate order, we would certainly appreciate this courtesy as the van is being utilized more and more as WW II and Korean War veterans are aging and require medical attention. The van is licensed by the federal government but owned by the Disabled American Veterans and operated by drivers authorized by The Department of Veterans Affairs, Walla Walla, and scheduled by Tom Thomsen, the DAV Hospital Services Coordinator at the Jonathan C. Wainwright Veterans Hospital in Walla Walla.

If you are able to arrange this prior to January 2006 or as soon as possible, it would be greatly appreciated.

January 9, 2006

Respectfully,



C. J. Rabideau, Judge Advocate
The American Legion Post 34
Department of Washington



Keith Lawler, Commander
The American Legion Post 34
Department of Washington

Cc: Fred Bowen, Franklin County Administrator
Richard Lathim, Franklin County Sheriff
Tom Thomsen, DAV Hospital Services Coordinator
File

CHANGE OF STATUSPlease enter the following change(s) as of: 1/4/06Name Cherry / Jones

Employee payroll # _____

Social Security # _____

FROM**TO**

Job Title

Chief Deputy Chief Deputy

Dept # & Title

160 160

Budget Line Item #

512.30.10.030 512.30.10.030

Grade - Step / Hourly Rate

54/1 3,631.00 54/2 3,815.00
3,631.00**REASON FOR CHANGE:**

- ☐ Hired
☐ Regular Full Time
☐ Temporary Full Time
☐ Regular Part Time
☐ Temporary Part Time
☐ Seasonal
☐ Rehire
☒ Promotion
☐ Demotion

- ☐ Transfer
☐ Length of Service Increase
☐ Merit Increase
☐ Re-evaluation of Existing Job
☐ Resignation
☐ Retirement
☐ Layoff
☐ Discharge

☐ Leave of Absence to:

- ☐ Family Leave
☐ L&I Leave

Date

Other reason or explanation:

Authorized by: aykApproved by: ayk

Reviewed by Human Resources Department:

Initial /Date

ORIGINAL-HUMAN RESOURCES YELLOW-PAYROLL WORKSHEET PINK-DEPT HEAD GOLD-EMPLOYEE

Revised 6/2002

EXHIBIT 14
Franklin County Auditor

January 9, 2006

1016 North 4th Avenue
Pasco, WA 99301

ZONA LENHART, Auditor
509-545-3840 • Fax: (509) 545-2142
www.co.franklin.wa.us

P.O. Box 1451
Pasco, WA 99301

January 9, 2006

Franklin County Commissioners:

Vouchers audited and certified by the auditing officer by RCW 42.24.080, expense reimbursement claims certified by RCW 42.24.090, have been recorded on a listing, which has been sent to the board members.

Action: As of this date, January 9, 2006,

Move that the following warrants be approved for payment:

FUND Expenditures	WARRANT Range	AMOUNT Issued
Auditor O & M	354-355	\$735.80
Current Expense	48558-48573	\$24,422.41
Current Expense	48574-48578	\$5,359.86
Emergency Management	7670	\$260.40
Election Equipment	300	\$867.92
Current Expense	48579-48587	\$1,651.93
Courthouse Renovation Fund	365	\$2,036.04
Franklin County Enhanced 911	1097-1102	\$14,344.73 ^{\$14,334.73}
Radio Maintenance	346	\$4,345.43
Crime Victims	329-332	\$2,338.32
Courthouse Facilitator	55	\$750.00
Current Expense	48588-48598	\$2,924.88
Franklin County RV Facility	212	\$175.95
Jail Commissary	2139-2143	\$4,550.64
Law Library	963-964	\$3016.44
Election Equipment	301	\$265,741.18
TRAC Operations	9080-9104	\$14,643.94
Current Expense	48599-48660	\$61,094.53

In the amount of ^{\$409,250.40} ~~406,260.40~~. The motion was seconded by
And passed by a vote of 3 to 2.

Accounting
545-3505

Elections
545-3538

Recording
545-3536

Licensing
545-3533

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The overriding goal in developing this Transportation Element was the determination of the transportation needs now and in the future, given the proposed Land Use Element and an assumed level of future growth and development. To achieve this objective, this functional plan is designed to provide the highest level of transportation service practicable while minimizing improvement costs and simultaneously maximizing use of existing funding sources.

HOUSE BILL 1487 – THE LEVEL OF SERVICE BILL

HB 1487 was passed by the Washington State Legislature in 1998 to enhance the identification and coordinated planning for major transportation facilities identified as Transportation Facilities and Services of Statewide Significance (TFSSS).

For these facilities of statewide significance, the legislation identifies specific GMA planning requirements for local jurisdictions, clarifies that the state establishes the level of service, and changes the application of concurrency. The intent is to enhance the coordination of planning efforts and plan consistency through monitoring measures at the local, regional, and state level.

Several sections of the GMA (RCW 36.70A) were amended. In general, the amendments are related to the requirements for each jurisdiction's comprehensive plan transportation element, the county-wide planning process for identification and siting of essential public facilities, plan consistency, and the adoption deadlines established to meet the new requirements. The transportation element shall now include state-owned transportation facilities in the transportation inventory, a new subelement that includes estimates of the impacts to state-owned facilities resulting from land use assumptions, and the LOS for state-owned transportation facilities. The concurrency requirements of the GMA do not apply to highways of statewide significance, except in island counties.

Transportation facilities and services of statewide significance are declared essential public facilities under the GMA. The required countywide planning policies for siting essential public facilities must include these facilities. The new legislation emphasizes the requirement for local plans to be consistent with the statewide plan with regard to identified needs. The process for review of methodologies and development of alternative transportation performance measures under RCW 47.80 (Regional Transportation Planning Organizations or RTPO) is also added with regard to transportation facilities and services of statewide significance, including highways of statewide significance (HSS), and other state highways and ferry routes.

In summary, the new legislation creates a strong tie between the local transportation plan requirements under the GMA and the state's enhanced role in the RTPO process for designating LOS on state-owned facilities, and recognizes the importance of certain facilities as being of statewide significance. This includes provisions for consistency with Washington's Transportation Plan (WTP, currently being updated), the regional plans,

whereas, the unincorporated population is projected at an annual growth rate of 2%. The urban, unincorporated population in the Riverview area is expected to decrease due to annexations by Pasco. By 2025 the population of the City of Pasco will be 80% of the county's total population.

The rural population of Franklin County consists of scattered farms and minor clusters at Basin City and Eltopia and at the junctures of Eltopia West Road with Glade North Road and Taylor Flats Road. The combined population of these four rural settlement areas (2200) is expected to increase in 20 years to 3000 (low growth rate) or as much as 3400 (high growth rate). In either case, the 800-1200 increase will reflect slowly increasing traffic on SR 395, Glade North Road and to a minor extent, Taylor Flats Road.

The 1.5 percent growth rate used to forecast future traffic on county roads was determined through discussions with Franklin County Public Works staff. It is reasonable based on a review of historic annual increases on volumes on the County road system. SR 395 has shown a recent trend approaching 5 percent, which is indicative of increased interstate and intrastate movement of people and freight and goods. The expected growth in rural Franklin County will not significantly impact the reserve capacity of four-lane SR 395 or the other two-lane state routes in the county.

larger towns or cities, or with routes of higher classification, and serve the more important intra-county travel corridors.

Rural minor collectors are spaced at intervals, consistent with population density, to collect traffic from local access roads and provide for all developed areas to be within a reasonable distance of a collector road. Minor collectors provide service to the remaining smaller communities and link locally important traffic generators with their rural hinterland.

Rural local access roads and streets constitute the rural mileage not classified as arterial or collector. These facilities serve primarily to provide access to adjacent land and to provide travel service over relatively short distances as compared to collectors or arterials.

Franklin County – State Highway System

The Washington State Department of Transportation (WSDOT) has assigned functional classifications to state highway system routes in Franklin County. Additionally, WSDOT has designated a portion of its highway system as Highways of Statewide Significance (HSS). In Franklin County, State Route (SR) 17 and SR 395 are HSS routes. SR 12 is also an HSS route, but is within the city limits of Pasco. Other state highways in the County include SR 21, SR 260 and SR 261.

Following is Table 2, which lists characteristics of state highways in Franklin County, including functional class, posted speed and number of lanes.

TABLE 1 - FRANKLIN COUNTY STATE HIGHWAY SYSTEM

State Route	Begin Route Milepost	End Route Milepost	Functional Class	Posted Speed	Lanes	HSS Route	Urban/ Rural
17	8.94	21.8	Principal Arterial	60	2	Yes	Rural
21	0.20	7.62	Major Collector	55	2	No	Rural
260	0.00	6.51	Major Collector	55	2	No	Rural
260	7.78	24.48	Major Collector	65	2	No	Rural
260	25.33	37.19	Major Collector	55	2	No	Rural
261	15.04	29.39	Major Collector	50	2	No	Rural
263	0.00	2.95	Major Collector	50	2	No	Rural
263	2.95	3.69	Major Collector	25	2	No	Rural
263	3.69	8.54	Major Collector	50	2	No	Rural
263	8.54	8.83	Major Collector	25	2	No	Rural
395	25.53	27.15	Principal Arterial	55	4	Yes	Rural
395	27.15	27.35	Principal Arterial	55	3	Yes	Rural
395	29.48	31.35	Principal Arterial	45	4	Yes	Rural
395	31.35	36.94	Principal Arterial	60	4	Yes	Rural
395	36.94	67.80	Principal Arterial	70	4	Yes	Rural

Hendricks Rd.: Mtn. Vista Rd. to SR 24	1.93	Maj. Col.	BST-24'	100	BST-2'	2003
Hollingsworth Rd.: Sagehill Rd. to Wahluke	4.15	Min. Col.	BST-24'	100	BST-2'	2003
Hollingsworth Rd.: Wahluke to Mtn. Vista	4.15	Min. Col.	BST-24'	100	BST-2'	2003
Hoover Rd.: Lind Rd. to MP 8.25	8.25	Min. Col.	BST-22'	98	BST-2'	2003
Hoover Rd.: MP 8.25 to Wadsworth Rd.	1.42	Min Col.	BST-24'	100	None	2003
Klamath Rd. West+A74+A45: R-170 to Wahluke Rd.	0.99	Min. Col.	BST-22'	100	BST-2'	2002
Langford Rd.: Eltopia West to R-170	9.34	Min. Col.	BST-24'	100	None	2003
Lind Rd. Connell ECL to SR 395	0.29	Min. Col.	ACP-20'-24'	95	ACP-3',6'	2003
Lind Rd.: SR 395 to 0.22 Mi. NE	0.22	Min. Col.	ACP-22'	95	Grav.8'	2003
Lind Rd.: 0.22 Mi. N. of SR 395 to Adams	9.08	Min. Col.	BST-24'	99	BST-2'	2003
Mail Rd.: Scooteney Rd. to MP 0.24	0.24	Maj. Col.	BST-21'	100	BST-6'	2003
Mail Rd.: MP 0.24 to SR 24	4.14	Maj. Col.	BST-20'	100	Grav.-6'	
Moon Rd.: SR 260 to Railroad X'ing	2.19	Maj. Col.	BST-24'	100	BST-2'	2003
Moon Rd.: Railroad to Muse Rd.	2.9	Maj. Col.	BST-24'	100	None	2003
Moulton Rd.: Snake R. Rd. to Pasco-Kahlotus	6.27	Maj. Col.	BST-22'	99	BST-2'	2003
Mtn. Vista Rd.: Hollingsworth to Hendricks	7.89	Min. Col.	BST-24'	100	BST-2'	2003
Muse Dr.: Dilling Rd. to Krug Rd.	0.82	Min. Col.	BST-24'	99	None	2003
Old SR 17 South: Russell Rd. to Mesa SCL	1.07	Min. Col.	BST-22'	100	Grav.-6'	2002
Oregon St.: Foster Wells to MP 3.00	2.9	Maj. Col.	BST-24'	55	BST-2'	2003
Oregon St.: MP 3.00 to Selph Landing	0.29	Maj. Col.	BST-24'	31	Grav.-5'	2003
Overturf Rd.: Blanton Rd. to Snake R. Rd.	6.51	Maj. Col.	BST-22'	100	BST-2'	2002
Pasco-Kahlotus Rd.: Pasco ECL to MP 0.74	0.74	Maj. Col.	ACP-28'	100	ACP-8'	2000
Pasco-Kahlotus Rd: MP 0.74 to SR 263	40.34	Maj. Col.	BST-26'	95	Grav.-2'	2002
PH #15: Overturf Rd. to MP 4.05	4.05	Min. Col.	BST-20'	94	Grav.-2'	2002
PH #15: MP 4.05 to MP 4.36	0.31	Min. Col.	BST-16'	95	Grav.-2'	2002
PH #15: MP 4.36 to Copp Rd. (SR 260)	5.74	Min. Col.	BST-20'	97	Grav.-2'	2002
R-170: SR 17 to MP 6.67	6.67	Maj. Col.	ACP-22'	100	ACP-3'	2003
R-170: MP.6.67 to MP 7.45	0.78	Maj. Col.	ACP-28'	100	ACP-3'	2003
R-170: MP 7.45 to Sagehill Rd.	0.92	Maj. Col.	ACP-22'	100	ACP-3'	2003
R-170: Sagehill Rd. to Ringold Rd.	6.66	Maj. Col.	BST-24'	100	BST-2'	2003
Ringold Rd.: Glade N. Rd. to Taylor Flats	3.07	Min. Col.	BST-24'	100	None	2003
Ringold Rd.: Taylor Flats to R-170	3.02	Maj. Col.	BST-24'	100	None	2003
Road 68 North: UAB to Taylor Flats Rd.	1.01	Maj. Col.	ACP-24'	100	ACP-4'	2002
Russell Rd: Old SR 17 to R-170	11.23	Min. Col.	BST-24'	100	BST-2'	2002
Sagehill Rd.: R-170 to MP 2.35	2.35	Maj. Col.	ACP-24'	100	ACP-8'	2002
Sagehill Rd.: MP 2.35 to Hendricks Rd.	3.56	Maj. Col.	ACP-22'	100	ACP-6'	2002
Sagehill Rd: Hendricks Rd. to SR 24	4.59	Maj. Col.	BST-24'	100	BST-2'	2002
Sagemoor Rd.: SR 395 to MP 0.05	0.05	Maj. Col.	BST-24'	100	BST-3'	2003
Sagemoor Rd.: MP 0.05 to Glade N. Rd.	2.19	Maj. Col.	BST-22'	100	BST-6'	2003
Sagemoor Rd.: Glade N. Rd to Taylor Flats	3.98	Maj. Col.	BST-24'	98	BST-3'	2003
Sagemoor Rd.: Taylor Flats to Columbia R. Rd.	3.6	Min. Col.	BST-22'	100	BST-2'	2003
Scooteney Rd.: Hendricks Rd. to Mail Rd.	5.12	Min. Col.	BST-24'	100	BST-2'	2003
Scooteney Rd.: Mail Rd. to SR 17	0.51	Maj. Col.	BST-24'	100	BST-2'	2003
Selph Landing Rd.: SR 395 to Oregon St.	2.85	Min. Col.	BST-20'	34	Grav-2'	2003
Selph Landing Rd.: Oregon St. to Glade N.	0.46	Maj. Col.	BST-23'	50	None	2003

Taylor Flats Road: Road 68 to Ringold Road	13.46
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**TABLE 3- RURAL FRANKLIN COUNTY FUNCTIONAL CLASSIFICATION
(CONT'D)**

SEGMENT	MILES
Major Collector (Cont'd)	
Foster Wells Road: SR 395 to Pasco-Kahlotus Road	6.00
Oregon Street: Foster Wells Road to Selph Landing Road	3.19
Glade North Road: UAB to R-170	22.27
Pasco-Kahlotus Road: UAB to SR 263	40.76
Road 68: UAB to Taylor Flats Road	1.01
Moon Road: SR 260 to Muse Road	5.09
Total Major Collector	240.28
Minor Collector	
Mtn. Vista Road: Hollingsworth Road to Hendricks Road	7.89
Wahluke Road: Filbert Road to Sagehill Road	3.08
Hendricks Road: SR 17 to Sagehill Road	9.06
Coyan Road: SR 395 to SR 17	9.38
Hatton Road: Coyan Road to Williams Road	1.00
Hoover Road: Lind Road to Wadsworth Road	9.67
Wadsworth Road: SR 260 to Ritchard Road	4.55
Muse Drive: Dilling Road to Krug Road	0.82
Dilling Road: SR 260 to Muse Drive	5.05
Williams Road: Hatton Road to SR 395	0.78
Filbert Road: Wahluke Road to Mtn. Vista Road	4.34
Hollingsworth Road: Sagehill Road to Mtn. Vista Road	6.96
Sheffield Road: Mesa WCL to 0.28 mi. W. of Langford Road	1.80
Klamath Road: R-170 to Wahluke Road	0.99
Old SR 17 South: Russell Road to Mesa SCL	1.07
Blanton Road: Overturf Road to SR 260	11.37
PH #15: Overturf Road to Copp Road	10.10
Burr Canyon Road: Pasco-Kahlotus Road to Wallace Walker Road	5.28
Langford Road: Eltopia West Road to R-170	9.34
Snake River Road: Pasco-Kahlotus Road to Moulton Road	4.70
Sagemoor Road: Taylor Flats Road to Columbia River Road	3.60
Columbia River Road: Taylor Flats Road to Sagemoor Road	5.84
Crestloch Road: Selph Landing Road to Vineyard Drive	1.70
Vineyard Drive: SR 395 to Crestloch Road	4.45
Dent Road: Taylor Flats Road to Court Street West	4.16
Clark Road: Glade North Road to Road 68	3.55
Clark Street West: Connell WCL to SR 260	0.43
Scooteney Road: Hendricks Road to Mail Road	5.12
Lind Road: Connell NCL to Adams County Line	9.97
Wahluke Road: Klamath Road to Hollingsworth Road	3.49
Ringold Road: Glade North Road to Taylor Flats Road	3.07
Russell Road: Old SR 17 to R-170	11.23
Minor Collector (Cont'd)	
Vineyard Drive: SR 395 to Oregon Street	1.23
Selph Landing Road: Taylor Flats Road to Columbia River Road	1.77
Selph Landing Road: SR 395 to Oregon Street	2.85
Total Minor Collector	169.69
Total Classified Roads in Rural Franklin County	459.81
Total Local Access Roads in Rural Franklin County	612.97
Total County Roads-Rural Franklin County	958.34
Total State Routes in Rural Franklin County	114.44

TABLE 4 – FREIGHT & GOODS TRANSPORTATION SYSTEM (CONT'D.)

SEGMENT	Length	FGTS Class	Functional Class	All Weather
Elm Road: Glade North Road to West End	4.11	T-5	Local	No
Elm Road: SR 395 to East End	0.09	T-4	Local	No
Eltopia West Road: SR 395 to Glade North Road	5.21	T-3	Maj. Col.	Yes
Eltopia West Road: Glade North Road to Taylor Flats Road	4.01	T-3	Maj. Col.	No
Eltopia West Road: Taylor Flats to Auburn Road	1.11	T-5	Local	No
Everett Road: Elm Road to Fir Road	1.03	T-5	Local	No
Fairway Road: Klamath Road to R-170	2.04	T-5	Local	No
Falls Road: Vineyard Dr. to Frontier Road	2.54	T-4	Local	No
Falls Road: Frontier Road to End	1.34	T-4	Local	No
Fanning Road: Columbia R. Rd. to McDonald Dr.	1.62	T-5	Local	No
Filbert Road: Wahluke Road to Mtn. Vista Road	3.30	T-5	Min. Col.	Yes
Fir Road: Eltopia West to Hope Valley Road	2.60	T-5	Local	No
Fir Road: Everett Road to Taylor Flats Road	2.50	T-5	Local	No
Fir Road: Taylor Flats Road to W. of Fir Way	1.94	T-4	Local	No
Fir Road: W. of Fir Way to West End	1.10	T-5	Local	No
Fishhook-Elgin Road: Haverland-Koontz to SR 260	11.50	T-5	Local	No
Foster Wells Road: SR 395 to MP 2.95	2.95	T-4	Maj. Col.	No
Foster Wells Road: MP 2.95 to Pasco-Kahlotus Road	3.05	T-4	Maj. Col.	Yes *
Frontier Road: Falls Road to Crestloch Road	2.66	T-4	Local	No
Frontier Road: Crestloch Road to N. End	1.61	T-5	Local	No
Garfield Road: Glade North to N. End	6.06	T-5	Local	No
Gertler Road: Blackman Ridge to Blanton Rd.	6.83	T-5	Local	No
Glade North Road: UAB to Selph Landing Road	4.26	T-3	Maj. Col.	Yes
Glade North Road: Selph Landing to R-170	18.59	T-3	Maj. Col.	No
Glenwood Road: Auburn Road to NE End	5.16	T-5	Local	No
Hendricks Road: SR 17 to Sagehill Road	9.06	T-5	Min. Col.	No
Hendricks Road: Sagehill to Mtn. Vista Road	5.89	T-5	Maj. Col.	Yes
Hendricks Road: Mtn. Vista Road to SR 24	2.09	T-3	Maj. Col.	Yes
Hollingsworth Road: Sagehill Road to Mtn. Vista Road	6.96	T-4	Min. Col.	No
Hooper Road: Eltopia West Road to Garfield Road	3.36	T-5	Local	No
Hoover Road: Lind Road to Wadsworth Road	9.67	T-5	Min. Col.	No
Hope Valley Road: Fir Road to Hooper Road	3.02	T-5	Local	No
Ice Harbor Road: Pasco-Kahlotus Road to S. End	2.60	T-5	Local	No
Ironwood Road: Langford Road to Millwood Rd.	7.04	T-5	Local	No
Klamath Road: Drummond Road to Glade North Rd.	0.97	T-4	Local	No
Kamath Road: Glade North Road to R-170	3.89	T-5	Local	No
Klamath Road: R-170 to Wahluke Road	1.00	T-4	Min. Col.	Yes
Klundt Road: Murphy Road to McClenny Road	2.02	T-5	Local	No
Krug Road: Paradise Road to Muse Drive	2.06	T-5	Local	No
Kruse Road: Frontier Road to E. End	3.20	T-5	Local	No
Lanford Road: Eltopia West Road to R-170	9.34	T-4	Min. Col.	No
Lind Road: Connell ECL to SR 395	0.29	T-4	Min. Col.	Yes
Lind Road: SR 395 to Adams Co. Line	9.30	T-4	Min. Col.	No
Mail Road: Scootency Road to SR 24	4.38	T-4	Maj. Col.	No

* Funded TIP Project

Sheffield Road: Mesa WCL to Langford Road	1.52	T-4	Min. Col.	No
Sheffield Road: Lanford Road to Glade North	4.05	T-5	Local	No
Snake River Road: End of Road to Pasco-Kahlotus	5.12	T-5	Local	No

TABLE 4 – FREIGHT & GOODS TRANSPORTATION SYSTEM (CONT'D.)

SEGMENT	Length	FGTS Class	Functional Class	All Weather
Snake River Road: Pasco-Kahlotus to Moulton Road	4.70	T-5	Min. Col.	No
Snake River Road: Moulton Road to Overturf Road	2.66	T-5	Maj. Col.	No
Taylor Flats Road: Road 68 to Ringold Road	13.46	T-3	Maj. Col.	No
Vineyard Drive: SR 395 to Crestloch Road	4.45	T-4	Min. Col.	No
Vineyard Drive: SR 395 to Oregon Street	1.23	T-4	Min. Col.	No
Wadsworth Road: SR260 to Ritchards Road	4.55	T-5	Min. Col.	No
Wadsworth Road: Ritchards Road to Watson Road	0.94	T-5	Local	No
Wahluke Road: Klamath Road to Hollingsworth Road	4.49	T-4	Min. Col.	No
Wahluke Road: Hollingsworth Road to Filbert Road	2.17	T-5	Local	No
Wahluke Road: Filbert Road to Sagehill Road	3.08	T-5	Min. Col.	No
Warehouse Road: SR 260 to Cohan Road	4.00	T-4	Local	No
Watson Road: Wadsworth Road to SR 21	2.94	T-5	Local	No
Williams Road: Hatton Road to SR 395	0.78	T-4	Min. Col.	No
STATE FREIGHT AND GOODS ROUTES				
SR 12: UAB to Walla Walla Co. Line	1.53	T-1	Prin. Art.	Yes
SR 17: Mesa NCL to Adams Co. Line	12.80	T-2	Prin. Art.	Yes
SR 21: Kahlotus NCL to Adams Co. Line	7.37	T-3	Maj. Col.	Yes
SR 260: SR 17 to Connell WCL	6.51	T-3	Maj. Col.	Yes
SR 260: Connell ECL to Kahlotus WCL	15.69	T-3	Maj. Col.	Yes
SR 260: Kahlotus ECL to Adams Co. Line	11.87	T-3	Maj. Col.	Yes
SR 261: Columbia Co. Line to SR 260	14.33	T-3	Maj. Col.	Yes
SR 263: Windust to Kahlotus SCL	8.83	T-3	Maj. Col.	Yes
SR 395: Pasco NCL to Mesa SCL	20.92	T-1	Prin. Art.	Yes
SR 395: Mesa ECL to Connell SCL	9.29	T-1	Prin. Art.	Yes
SR 395: Connell ECL to Adams Co. Line	5.30	T-1	Prin. Art.	Yes
Total County Freight & Goods Routes	524.03			70.25
Total State Freight & Goods Routes	114.44			114.44

Further analysis of the 524.03 miles of county freight and goods routes yields 174.04 miles of Major Collector with 51.66 miles (29.7 percent) all-weather surfaced; 159.29 miles of Minor Collector with 18.99 miles (11.9 percent) all-weather surfaced; and 190.70 miles of local access roads, none of which are all-weather surfaced.

Seasonal Weight Restrictions

Agriculture is the backbone of the county economy. Wheat is transported to coastal ports for export to other nations. Hay is trucked to Western Washington for horses and dairy cattle. Hay cubes are exported to Asian markets. Produce and other crops such as potatoes, onions, fruit, and seed crops are shipped year around. Seasonal weight restrictions on county roads pose serious problems for mobility of these commodities.

About 95 miles of Franklin County roads would be impacted, resulting in one-time infrastructure costs ranging from \$45-\$54 million. Also, annual accident and maintenance costs attributed to the shift to Franklin County roads were estimated at \$367,000.

The costs presented herein from the consultant study only address roadways and railroads. Other potential costs of dam breaching or drawdown include loss of access for recreation and irrigation facilities due to lowered water levels and loss of electric power generation.

Port of Portland/Barge Transportation

To compound the uncertainty of barge transportation on the Snake and Columbia Rivers, Hyundai Merchant Marine and the "K" halted service to the Port of Portland at the end of 2004, leaving only Hanjin Shipping to handle oceangoing container traffic along the Columbia River to Portland. However, Hanjin Shipping recently announced they would start a new service that would include stops at Portland, Seattle, Vancouver, B.C., and Ports in Japan, South Korea and China.

Pipelines

The Northwest Pipeline Company pipeline runs from Vancouver, B.C. to Vancouver, Washington, and up the Columbia River Gorge to Plymouth. There it branches into two lines. One traverses northwesterly to serve the Yakima Valley and Wenatchee. The other serves the Tri-Cities and Spokane. The maximum pipe size is 30 inches. This system distributes natural gas to Washington's seven utility companies for further distribution to customers. A branch line also extends into Walla Walla from Oregon.

The Chevron Pipeline is a common carrier pipeline that transports refined petroleum products such as diesel and gasoline from Salt Lake City to Pasco and Spokane, where it connects with the Yellowstone Pipeline (Billings, Montana to Spokane and Moses Lake). Chevron's pipeline consists of two, parallel, 6-inch lines up to Pasco, then an 8-inch line to Spokane. When demand exceeds supply for a given product in Pasco, additional product is barged up from Portland. Typically, Chevron is short on diesel in winter and gasoline in summer.

Olympic Pipe Line Company recently proposed to construct an underground pipeline to transport refined petroleum products (gasoline, diesel, aviation fuel) from Western Washington refineries to Central and Eastern Washington. The line would ascend over Snoqualmie Pass, traverse Kittitas and Grant Counties, and then swing southerly through Franklin County to the fuel distribution facility east of Pasco. A connection to an existing pipeline near Pasco would have facilitated transporting fuels to Spokane. At present that plan is on hold.

Public Transportation

The primary mode of transportation in rural Franklin County is by automobile. A 1997 Benton-Franklin Council of Governments (BFCG) study found that service by Ben Franklin

Amtrak passenger service operates on the BNSF trackage; however, individuals must board at the Pasco intermodal terminal.

Rideshare/Vanpool

Ben Franklin Transit (BFT) of the Tri-Cities operates a regional rideshare/vanpool program. In addition to matching individuals for their vans, BFT also assists, where possible, in matching people for private van and carpools. At present, BFT vanpools operate from Franklin County to the Boise Cascade facility in Walla Walla County, the Lower Monumental and Ice Harbor Dams on the Snake River and multiple sites on the Hanford Nuclear Reservation. BFT also maintains a vanpool program with Arc of Tri-Cities, an agency providing assistance and services to the mentally and physically handicapped, conveying Arc clients to multiple sites throughout the Tri-City area.

Pedestrian/Bicycle Circulation

Rural Franklin County consists of irrigated and dry land farm and range lands. To some extent, population and local services are clustered in the unincorporated areas of Eltopia and Basin City. Basin City resembles a small town in that it supports a school, church, and some retail businesses. As with the rest of the rural county, bicycle and pedestrian travelers in these cluster areas utilized the county road shoulders.

The Columbia Plateau Trail utilizes the abandoned BNRR line from Pasco and Ice Harbor to Kahlotus on the Snake River to Cheney near Spokane. The old rail bed will be crushed rock surfaced for use by pedestrians, equestrians, and bicyclists. The State Parks and Recreation Commission manages the trail. Placing crushed rock throughout the trail began in 1998 and will be completed as funding can be secured.

The Franklin County comprehensive plan specifies joint county/city standards for urban growth areas, including streets and sidewalks; promotes development of a bi-county bicycle trail system; and supports use of Columbia River levees for recreation. Policies encourage efficient multi-modal and non-motorized transportation systems based on regional priorities and coordinated with county and city comprehensive plans. An objective is to meet the needs of bicyclists, pedestrians, and equestrians traveling on county roads and to encourage provision of non-motorized facilities, including sidewalks, where it is appropriate to provide safe and convenient access between properties and facilities.

Franklin County utilizes a combination of local, state, and federal funds to finance transportation improvements. Federal funds, including the Enhancement Program, have played a key role in completion of the Tri-Cities Rivershore Trail and the Basin City project mentioned above. Numerous county road segments have been hard surfaced to "all weather" status to the benefit of motorized and non-motorized travel. Other planning projects will all-weather surface and widen where needed to provide adequate shoulder width for non-motorized travel.

North Richland Toll Bridge Study

A long-standing idea to relieve congestion in the Tri-Cities has been to construct another Columbia River bridge crossing at North Richland. The intent was to connect SR 240 and the Hanford Reservation to SR 395 north of Pasco via Horn Rapids Road in Benton County and Alder Road in Franklin County.

This route concept was initially studied in 1980 as a toll bridge. The study concluded that a toll of \$3 to \$4 would be required to make the project feasible in terms of cost. When a toll of that magnitude was added to the traffic simulation model, the toll bridge route only attracted about 1,000 vehicles per day, far short of that needed to pay off the debt. At a toll of \$0.50 the route would have attracted up to 13,000 vehicles, again insufficient for pay back. A revisit to the toll bridge concept in 1993 produced similar results.

The primary intent of the toll bridge route was to relieve congestion on SR 240 (Richland Bypass), George Washington Way in Richland, and Stevens Drive extending into the Hanford Reservation. The toll bridge study determined that such congestion relief in Richland would not occur with the toll bridge. Expansion of the SR 240 Bypass from 4 lanes to 6 lanes in 2001 will substantially relieve commuter congestion in Richland; thus, delaying any potential feasibility of a North Richland Toll Bridge to well into the future.

LEVEL OF SERVICE STANDARDS

Introduction

A level of service (LOS) is a designation that describes a range of operating conditions on a particular type of facility. The Transportation Research Board's 1994 Highway Capacity Manual (HCM) defines the level of service concept as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers.

The critical point in this definition is the need to define service quality in terms that are perceived by drivers and passengers. Several key measures are used in the 1994 HCM to describe service quality, including speed, travel time, density, and delay.

Level of service standards are quantifiable measures of the public services a city or county provides to its residents. These standards are used to determine deficiencies that need to be corrected in existing infrastructure and to identify future infrastructure needs. By establishing an acceptable level of service, individual elements of systems, such as roadways, can be rated. This rating allows the jurisdiction to determine what it should do to provide a target level of service to its residents.

Definitions

Level of Service (LOS) for transportation facilities is defined by capacity. The primary measure of service quality is time delay, with speed and capacity utilization employed as

Growth Management Act

The Growth Management Act requires local jurisdictions to set transportation level of service standards. These standards will ensure that proper infrastructure is built to support the adopted land use plan. In the past, land use planning has not been performed in conjunction with transportation planning. Transportation planning has been typically conducted as a reaction to over-development, causing many jurisdictions to develop without proper infrastructure to support development. Consequently, many jurisdictions are experiencing severe congestion on their roadways.

A land use plan is usually adopted before the transportation plan because the land use will drive the transportation infrastructure needs. If the land use plan created an immitigable demand on the transportation network, then the land use plan must be revised to meet the transportation level of service standards set by the local jurisdiction.

The Growth Management Act required *level of service standard* is also used to determine whether transportation improvements or transportation services will be available to serve proposed development at the time of development or within six years. This requirement is called "concurrency." If services that will operate at the established level of service standard will not be concurrent with a proposed development, either financing for the improvement must be expedited or the development cannot be granted approval. Level of service standards are also used in the establishment of traffic impact mitigation fees. Finally, the level of service standard is used as a tool in the programming of transportation improvement funds to determine priorities between needs.

Regional Level of Service Standards

The Benton-Franklin Council of Governments' November 2001 Regional Transportation Plan sets uniform urban and rural area level of service standards for the three-county region. For urban areas over 5,000 population the uniform LOS is "D." For rural areas and small cities under 5,000 population the uniform LOS is "C." Level of service is to be designated for all arterials and collectors on the "Functional Classification" system. Franklin County has adopted the regional LOS "C."

LEVEL OF SERVICE ANALYSIS

Washington State Highway System

Table 8, below, forecasts traffic volumes on the State highway system based on recent counts. The volumes are increased at various rates based on the function and history of each road segment.

which it would operate. That service level was then compared with the regionally adopted LOS "C" to determine any need for capacity improvements.

The following two tables pertain to the Franklin County rural road system.

Table 9, taken from the Highway Capacity Manual (FHWA) presents estimated maximum average daily traffic for two-lane rural highways as related to LOS, terrain type, and design hour factor (K). The criteria assume a typical traffic mix of 14 percent trucks, 4 percent RVs, and no buses. A 60-40 directional split is used, along with no passing zone values of 20 percent, 40 percent, and 60 percent for level, rolling, and mountainous terrain, respectively.

TABLE 8-MAXIMUM AADT'S VS. LEVEL OF SERVICE & TYPE OF TERRAIN FOR TWO-LANE RURAL HIGHWAYS.

K-FACTOR LEVEL TERRAIN	LEVEL OF SERVICE				
	A	B	C	D	E
0.10	2,400	4,800	7,900	13,500	22,900
0.11	2,200	4,400	7,200	12,200	20,800
0.12	2,000	4,000	6,600	11,200	19,000
0.13	1,900	3,700	6,100	10,400	17,600
0.14	1,700	3,400	5,700	9,600	16,300
0.15	1,600	3,200	5,300	9,000	15,200
ROLLING TERRAIN					
0.10	1,100	2,800	5,200	8,000	14,800
0.11	1,000	2,500	4,700	7,200	13,500
0.12	900	2,300	4,400	6,600	12,300
0.13	900	2,100	4,000	6,100	11,400
0.14	800	2,000	3,700	5,700	10,600
0.15	700	1,800	3,500	5,300	9,900
MOUNTAINOUS TERRAIN					
0.10	500	1,300	2,400	3,700	8,100
0.11	400	1,200	2,200	3,400	7,300
0.12	400	1,100	2,000	3,100	6,700
0.13	400	1,000	1,800	2,900	6,200
0.14	300	900	1,700	2,700	5,800
0.15	300	900	1,600	2,500	5,400

NOTE: All values rounded to the nearest 100 vpd. Assumed conditions include 60/40 directional split, 14 percent trucks 4 percent RV's, no buses. For level terrain, 20 percent no passing zones were assumed; for rolling terrain, 40 percent no passing zones; for mountainous terrain, 60 percent no passing zones.

Table 10, Rural Franklin County Classified Road Analysis, is based on the above table. It contains traffic volumes for the county road system based on recent counts and increased at an annual rate of one and one-half percent to estimate future volumes. Using the preceding Table 9, LOS values for 2004, 2013 and 2023 were determined based on a K-factor of 10 percent, terrain type (level, rolling, mountainous), and projected traffic volumes.

As shown in the table below, most of these road segments currently operate at LOS A or B and seven segments operate at LOS C, the regionally adopted LOS standard. By 2013, one

Hollingsworth Rd.: Wahluke to Mtn. Vista	398	A	527	A	612	A
Hoover Rd.: Lind Rd. to MP 8.25	46	A	61	A	70	A
Hoover Rd.: MP 8.25 to Wadsworth Rd.	30	A	39	A	45	A
Klamath Rd.: R-170 to Wahluke Rd.	465	A	616	A	715	A
Langford Rd.: Eltopia West to R-170	623	A	825	A	957	A
Lind Rd. Connell ECL to SR 395	729	A	965	A	1120	A
Lind Rd.: SR 395 to 0.22 Mi. NE	159	A	209	A	243	A
Lind Rd.: 0.22 Mi. N. of SR 395 to Adams	159	A	209	A	243	A
Mail Rd.: Scooteney Rd. to MP 0.24	358	A	473	A	549	A
Mail Rd.: MP 0.24 to SR 24	358	A	473	A	549	A
Moon Rd.: SR 260 to Railroad X'ing	247	A	327	A	380	A
Moon Rd.: Railroad to Muse Rd.	227	A	301	A	350	A
Moulton Rd.: Snake R. Rd. to Pasco-Kahlotus	87	A	115	A	133	A
Mtn. Vista Rd.: Hollingsworth to Hendricks	519	A	687	A	797	A
Muse Dr.: Dilling Rd. to Krug Rd.	96	A	125	A	146	A
Old SR 17 South: Russell Rd. to Mesa SCL	338	A	447	A	518	A
Oregon St.: Foster Wells to MP 3.00	1039	A	1376	A	1597	A
Oregon St.: MP 3.00 to Selph Landing	781	A	1033	A	1199	A
Overturf Rd.: Blanton Rd. to Snake R. Rd.	55	A	73	A	85	A
Pasco-Kahlotus Rd.: Pasco ECL to MP 0.74	2774	B	3673	A	4263	B
Pasco-Kahlotus Rd: MP 0.74 to SR 263	1850	A/B	2451	B	2845	B/C
PH #15: Overturf Rd. to MP 4.05	13	A	18	A	21	A
PH #15: MP 4.05 to MP 4.36	32	A	43	A	50	A
PH #15: MP 4.36 to Copp Rd. (SR 260)	38	A	49	A	57	A
R-170: SR 17 to MP 6.67	3569	B	4726	B	5485	C
R-170: MP.6.67 to MP 7.45	3569	B	4726	B	5485	C
R-170: MP 7.45 to Sagehill Rd.	3455	B/C	4574	B/C	5308	C/D
R-170: Sagehill Rd. to Ringold Rd.	1653	A/B	2188	A/B	2539	B/C
Ringold Rd.: Glade N. Rd. to Taylor Flats	763	A	1010	A	1172	A
Ringold Rd.: Taylor Flats to R-170	1412	B	1869	B	2169	B
Road 68: UAB to Taylor Flats Rd.	4843	C	6412	B	7442	C
Russell Rd: Old SR 17 to R-170	539	A	714	A	829	A
Sagehill Rd.: R-170 to MP 2.35	3249	C	4303	C	4994	C
Sagehill Rd.: MP 2.35 to Hendricks Rd.	2757	B	3652	B	4238	B
Sagehill Rd: Hendricks Rd. to SR 24	2056	B	2722	B	3159	C
Sagemoor Rd.: SR 395 to MP 0.05	520	A	688	A	799	A
Sagemoor Rd.: MP 0.05 to Glade N. Rd.	838	A	1111	A	1289	A
Sagemoor Rd.: Glade N. Rd to Taylor Flats	1140	A	1509	A	1751	A
Sagemoor Rd.: Taylor Flats to Columbia R. Rd.	563	A	746	A	865	A
Scooteney Rd.: Hendricks Rd. to Mail Rd.	222	A	294	A	341	A
Scooteney Rd.: Mail Rd. to SR 17	296	A	392	A	455	A
Selph Landing Rd.: SR 395 to Oregon St.	334	A	442	A	513	A
Selph Landing Rd.: Oregon St. to Glade N.	1222	A	1618	A	1877	A
Selph Landing Rd.: Glade N. to Taylor Flats	876	A	1160	A	1346	A
Selph Landing Rd.: Taylor Flats to Col. R. Rd.	362	A	479	A	556	A

in the mid to upper range of LOS D. As such, traffic congestion is generally not a problem in rural Franklin County.

The need for road improvements, therefore, is primarily based on pavement condition; substandard widths; the need for all-weather surfacing on roadways subject to seasonal closures or weight restrictions; the need for hard surfacing of gravel roads; replacement of obsolete bridges; and safety.

Current Six-Year Transportation Improvement Program (TIP)

Each year Franklin County, along with other counties, cities, transit agencies, and other agencies with public roadways must update a six-year capital program for transportation improvements and file it with the regional transportation organization (MPO/RTPO) and the state. That document is called a Transportation Improvement Program (TIP). Projects must be included in the TIP, and meet other eligibility requirements, to qualify for state and/or federal funding. Each Franklin County Six-Year TIP, when adopted by the County Commissioners, is incorporated by reference into the Franklin County Comprehensive Plan and this Comprehensive Transportation Plan.

Franklin County 20-year 2004-2023 Project List

The following lists represent Franklin County's projected roadway needs for the next 20 years. They are comprised of projects from three sources: Franklin County's current TIP, the Franklin County 20-Year Project Lists (Urban and Rural) from Benton-Franklin Council of Governments Regional Transportation Plan (RTP) and projects whose need has surfaced since the RTP was adopted in 2000. The first list covers identified needs for the County's rural road system, the second list represents needs in the urban portion of Franklin County and the third list shows the County's projected unmet needs for the period of 2004 –2023.

TABLE 10 - FRANKLIN COUNTY 2004-2023 PROJECT LIST – RURAL

FRANKLIN COUNTY 2004-2023 PROJECT LIST - RURAL			
2004-2009			
Project #	Project	Year	Project Cost (\$000s)
1	Road 100/Broadmoor Blvd. & Dent Rd. connection to Columbia River Rd. (Construct New Road)	2004	2,000
2	Commercial/Tank Farm Road Study	2004-2008	1,000
3	Glade N. Rd. @ Fir Hill: MP 11.60 to MP 12.90 (Replace Br. With Siphon & Reconstruct to All-Weather)	2004	700
4	Wernett Road 2: Road 62 to Road 64 (Reconstruct and Hard Surface existing alignment)	2004	100
5	N. Wahluke Road Bridge (MP 0.19) (Replacement)	2004	225
6	Everett Bridge Replacement #969-0.42	2004	300
7	E. Foster Wells: MP 4.00 to Pasco-Kahlotus Rd. (Construct New All-Weather Road)	2005	1,200
8	Countywide Safety (Br. Rails, Guardrail, etc.)	2004-2009	500
9	Countywide Illumination Program (Illumination & Signs)	2004-2009	300

TABLE 11 – FRANKLIN COUNTY PROJECT LIST - URBAN

FRANKLIN COUNTY 2004-2023 PROJECT LIST - URBAN			
2004-2009			
Project #	Project	Year	Project Cost (\$000s)
1	Wernett Road: Construct new road, Road 64 to Court Street	2005	300
2	Sylvester Street/Road 60: Road 54 to Court Street -Reconstruct and widen	2006	900
3	Argent Road: Road 52 to Road 100 - Reconstruct and Widen	2009	310
Subtotal: 2004-2009			\$1,510
2010-2016			
5	Argent Road: Improve Intersections Road 52, Road 60, Road 100, etc.	2010	120
6	Court Street and Road 52: Install signal	2010	110
7	Road 52: Sylvester Street to Argent Road: Reconstruct and widen	2011	500
8	Reconstruct Riverview Roads: Reconstruct various roads	2011	700
9	Road 60: Court Street to Argent Road: Reconstruct and widen	2014	700
Subtotal: 2010-2016			\$2,130
2017-2023			
10	Riverview Wide: Install signals, etc.	2017-2023	1,100
12	Riverview Wide: Reconstruct and improve roads	2017-2023	1,640
Subtotal: 2010-2016			\$2,740
TOTAL			\$6,380

TABLE 12 – FRANKLIN COUNTY UNFUNDED PROJECT LIST – RURAL

Project	Project Cost (\$000s)
East Elm Road: Frontier Road to Snake River Rd/PK Highway	2,000
Glade North Rd.: Ringold. to R-170 (Upgrade to All-Weather Road)	800
Road 68: UAB to Taylor Flats Rd. (Expand to 4-Lane)	500
Taylor Flats Rd.: (Construct Truck Climbing Lanes)	526
Russell Road: Old SR 17 to Glade N. Rd. (Upgrade to All-Weather Rd.)	1,200
Selph Landing Road: SR 395 to Glade North Rd. (Upgrade to All-Weather Road)	1,000
Glade North Rd: Sagemoor to Eltopia W. (Expand to 4-lane)	1,000
Replace 10 Bridges	5,000
Reconstruct/Upgrade 20 Miles of Roads to All-Weather	4,000
Total Unfunded Project Cost	\$16,026

Review of the LOS analysis in Table 10 earlier showed traffic volumes are expected to exceed capacity and level of service standards on only a few segments of the existing transportation system. Although six of the projects listed above would construct new roadways, most of the transportation improvement needs defined in Tables 11 - 13 are primarily a function of 1) road conditions and design deficiencies; 2) the need to all-weather surface freight and goods routes; 3) the need to hard surface gravel roads; and 4) the need to replace or rehabilitate bridges.

**TABLE 14 – FRANKLIN COUNTY 2004-2023 20-YEAR TRANSPORTATION COSTS
FINANCIAL ANALYSIS**

Year	Forecasted Revenue	M&O Costs	Project Revenue	Project Costs	Ending Balance
2004 - 2009	\$38,831,000	\$24,992,000	\$13,839,000	\$14,435,000	-\$596,000
2010 - 2016	\$41,972,000	\$28,303,000	\$13,669,000	\$13,664,000	\$5,000
2017 - 2023	\$42,817,000	\$28,303,000	\$14,514,000	\$15,083,000	-\$569,000
Total	\$123,620,000	\$81,598,000	\$42,022,000	\$43,182,000	-\$1,160,000

The preceding tables showed the available revenue and estimated costs for improvements to Franklin County's urban and rural road systems over the next 20 years. Review of the unfunded project component of the 20-year project list (Table 13), in concert with the above revenue forecast, shows an unmet need of more than \$17,000,000.

Agriculture is the backbone of the county economy. Wheat, hay, hay cubes, and other crops such as potatoes, onions, fruit, and seed crops are shipped year around. Seasonal weight restrictions on county roads pose serious problems for mobility of these commodities. In these times of limited transportation funds, the process of all-weather surfacing the County's vital freight and goods routes is moving at a slow pace. To date the legislature has not earmarked any funds for the freight and goods system. This is an area that must be addressed.

Like other sparsely populated, rural counties, Franklin County must rely heavily upon state and federal funding sources to accomplish needed improvements. Furthermore, many of the needed improvements are on roads not eligible to receive state or federal funds. Consequently, innovative financing methods must be used to implement some projects.

The ability of the county to finance the planned improvements will require prioritization of available revenues to assure that funds are available. Actively seeking state and federal grants and state loans is also required. New and innovative funding mechanisms may also be needed. The seeking of public and private partnerships, including business and industry, could help offset any revenue shortfalls. Developers may be required to finance associated infrastructure needs, both within and as a result of such developments.

The following section of the plan outlines many potential funding sources to help Franklin County close the funding gap.

FUNDING MECHANISMS

This section identifies the funding mechanisms available for transportation improvements, including federal, state, and local sources.

Locally Generated Funds

City/County revenue resources can be categorized as unrestricted and dedicated. Unrestricted revenue is available for transportation to the extent that transportation needs can compete with the many other local government needs.

Unrestricted Governmental Funds

General Funds General funds include all local funds subject to appropriation by the governing body – property taxes, local option sales taxes, utility taxes, general state shared revenues, business license fees, etc. These funds may be used for transportation purposes.

Special Property Taxes Additional taxes can be authorized by voters, usually for the purpose of bonds. If proposal is above the statutory limitation for taxing rate, it must be approved by 60 percent of voters with 40 percent turnout. If it is below the legal limitation, a simple majority is sufficient (usually called a “lid lift”). The tax may be temporary or permanent.

Dedicated Governmental Funds for Capital Purposes

Real Estate Excise Tax on sale of real property. Two categories are available; now both can be used for all types of GMA defined capital projects, not just streets. One-fourth cent is authorized for capital facilities; if used, another one-fourth cent may be levied. The projects must be included in the capital facilities element of the comprehensive plan.

Dedicated Governmental Funds for Street Purposes

State Shared A portion of the motor vehicle fuel tax is distributed to cities and counties for “highway purposes.” Local option fuel taxes, equivalent to 10 percent of the state tax, may also be levied by counties for highway purposes.

Local Vehicle License Fee Authorized and collected by counties (subject to referendum), shared with cities.

Street Utility City only, charge of \$2 per month per household or per employee. Cannot exceed 50 percent of total street maintenance costs. Some HCT or HOV charges must be deducted from the employee charge; state employees are exempted.

Transportation Benefit

approval to proceed with development to ensure adequate capital facilities are built. The fees must follow an established procedure and criteria that guard against duplication of fees for the same impact. The fees are only for system improvements that are “reasonably” related to the development and they are set to reflect the proportionate share of the system improvement costs directly impacted by the development.

Voluntary Contributions Voluntary contributions can be made by the developer to facilitate their development. Contributions can be in the form of money, but often are in the form of donated right of way or even a completed facility. Contributions are subject to the same stipulations as a negotiated agreement, however they are not enforceable by law.

*Operating/True/
Financing Leases* A form of “privatization.” Developer builds a facility, leases to government for a charge to recover cost and profit.

Debt Types

Many of the various sources of revenue can be used either to fund the facility at one time or through various debt financing systems.

*Voted General
Obligations (GO)* Debt secured by “full faith and credit” of the jurisdiction: taxing power pledged to repay debt. Usually (not always) involves approval of an additional property tax levy pledged to retire the debt. Requires a vote with a 60 percent approval of those voting at an election with the participation of 40 percent of the number who voted in the last general election in the jurisdiction. Total amount of debt is limited by statute and constitution.

*Nonvoted General
Obligations (NOGO)* This debt is also secured by “full faith and credit” of the jurisdiction. However, no voter approval is required and debt service is paid out of current taxing authority (revenue is diverted from operations and is committed debt service). Sometimes this type of debt may be coupled by a “Levy Lift” vote if additional taxing authority is available in the jurisdiction. Total amount of this type of debt is strictly limited by law. Also called “councilmanic” debt or “inside levy.”

Revenue Bonds Debt is secured by identified revenue source, not the taxing power of the jurisdiction. Such revenue is usually some sort of user fees, such as fare box revenues or toll charges. Since such revenues are

FUND SOURCE & PURPOSE	FROM	TO
Federal Aid System caused by natural disaster or catastrophic failure	**	Agencies
Federal Emergency Management Act (FEMA) Repair serious damage to non-Federal property caused by natural disaster	Fed	City, County
Community Development Block Grant – Fund public facilities, economic development, housing (benefit low-moderate income households)	Fed DCD	Nonentitlement City or County
Essential Rail Assistance Account (ERAA) – Preserve essential freight rail service on economically viable light density lines	WSDOT **	First Class City, County, County Rail District, Port District
Essential Rail Banking Account (ERBA) – Preserve unused rail rights of way for future rail use	WSDOT **	First Class City, County, County Rail District, Port District
Local Rail Freight Assistance Program (LRFA) – Acquire and rehabilitate light density freight rail lines	WSDOT **	Railroad Owners and Operators of Local Jurisdictions
Small City Program – Alleviate and prevent traffic congestion caused by economic development or growth, also matching funds for TEA-21 projects	State TIB	Cities under 5,000 population
City Hardship Assistance Program (CHAP) – Rehabilitate projects on city streets acquired as a result of route jurisdiction transfers after January 1991	State TIB	Cities under 20,000 population
Community Economic Revitalization Board (CERB) – Low-interest loans and occasional grants to finance access roads, etc. for specific private sector development	State ***	City, County, Port District, Special Purpose District
Public Works Trust Fund (PWTF) – Emergency planning construction, capital improvement planning loans for public works improvements, remedying emergencies, planning	DCD	City, County, Special Purpose District

* Administered by Washington State Department of Transportation (WSDOT) Local Programs Division (formerly TransAid)

** Administered by WSDOT TRIP Division

*** Department of Community, Trade and Economic Development

TDM focuses on work-related commuting because traffic congestion is heaviest on weekdays when people are traveling to and from work. Efforts to change commuter behavior need the participation of employers, who can reach commuters (their employees) with information about alternatives to SOVs.

Employers can help change commuting behavior by offering flex time, ride matching, telecommuting, and alternative work schedule programs; bicycle parking and lockers; and “guaranteed ride home” for family emergencies or times when an employee must work late. Preferential parking and lower parking charges for car and vanpools, and transit pass and other transportation allowances are incentives that employers can offer. Disincentives, such as restricted parking or parking charges, can also be used to influence commuting decisions.

At the present time there is no need for TDM in Franklin County. However, the county will develop a TDM plan at such time travel demands exceed level of service standards

INTERGOVERNMENTAL COORDINATION

Franklin County and the Cities within the county are member jurisdictions of the Benton-Franklin-Walla Walla Regional Transportation Planning Organization. Therein, there is coordination of routes crossing jurisdictional boundaries as to functional classification, design standards, and proposed improvement projects. Furthermore, countywide planning policies in the comprehensive plan are coordinated with the cities.

TRANSPORTATION GOALS AND POLICIES

Growth Management Act

The Washington Growth Management Act identifies transportation facilities planning, and efficient multi-modal transportation systems based on regional priorities and coordinated with local comprehensive plans, as a planning goal to guide the development and adoption of comprehensive plans and development regulations [RCW 36.70A.020(3)]. In addition, it identifies a transportation element as a mandatory element of a county or city comprehensive plan [RCW 36.70A.070(6)]. The transportation element must include: (a) land use assumptions used in estimating travel; (b) facilities and services needs; (c) finance; (d) intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions; and (e) demand management strategies [RCW 36.70A.070(6)(a)-(e)].

Countywide Transportation Goals and Policies

County-wide planning policies encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with city comprehensive plans; promote county/city participation in the RTPO; and promote coordination across jurisdictional boundaries. Policies also address concurrency of developments with infrastructure

6. Obtain future roadway rights of way or easements prior to or concurrent with developments to facilitate access to adjoining future developments.
7. Require residential, commercial, and industrial developments to facilitate pedestrian, bicycle, and motorized transportation when deemed appropriate.
8. Require developers/project applicants to finance all on-site and necessary off-site transportation improvements required to mitigate project impacts. Level of service must be defined when devising impact fee formulae.

GOAL 2 - *To develop, maintain and operate a balanced, safe, and efficient multi-modal transportation system to serve all persons, special needs populations and activities in the county.*

Policies:

1. Provide appropriate standards for new roadways and upgrade of existing roadways.
2. Form Local Improvement Districts (LIDs) to improve existing substandard roadways, including provision of sidewalks and bicycle accommodation where appropriate, with costs repaid through local tax assessments.
3. Regularly schedule data collection and analysis, including traffic and accident data, to support studies, planning and operational activities.
4. Maintain a current road system plan for the county and its rural settlement areas that is consistent with the Land Use Element and meets the circulation needs of the residents, businesses, and industry.
 - a. Maintain an annually updated listing of prioritized road improvement needs based on the Transportation Element.
 - b. Annual updates of the six-year Transportation Improvement Program (TIP) shall be consistent with this plan.
5. Connect all transportation modes by coordinating planning of transportation programs, operation of facilities, and project site design.
6. Identify all-weather surface truck routes to serve existing and future agricultural, commercial, and industrial areas for the orderly and efficient movement of freight and goods.

1. Strive to provide a system of bicycle routes and pedestrian walkways that link neighborhoods and public facilities and that enhance the walking and bicycling experience.
 - a. Determine where bicycle and pedestrian routes should be designated and encourage their construction and use.
 - b. Link schools, parks, sport and commercial areas, and other public and semi-public facilities with pedestrian and bicycle facilities.
 - c. Provide illumination at potentially hazardous road crossings.
 - d. Sign and delineate designated bike routes.
 - e. Purchase and install bicycle racks at parks, and other high-use areas.
2. Take advantage of corridors such as power lines, surplus rail and road rights of way, buffer zones, and public lands for multiple use trails and pathways.
3. Require single and multi-family residential development to provide bicycle friendly roads within the development and to the nearest improved roadway.
4. Develop and/or adopt design standards for bicycle friendly roads, sidewalks, crosswalks, bike racks, and multiple use trails and pathways.
5. Require new and improved commercial centers to be located and designed to facilitate access and circulation by alternative transportation modes.
6. Maintain roadways, sidewalks and pathways in a safe condition.
7. Promote educational programs to enhance the safety and practicality of travel by bicycle.
8. Promote the enforcement of traffic laws for bicycle transportation.
9. Identify and include appropriate pedestrian and bicycle elements in major roadway improvement projects to be included in the six-year TIP.
10. Include stand-alone pedestrian and bicycle projects in the six-year TIP.
11. Actively seek state and federal grants for non-motorized transportation improvement projects.

2. Establish procedures to ensure that development does not encroach upon future right-of-way needs.
3. Develop a transportation system that meets the circulation needs of commercial and industrial development.
4. Encourage commercial developments to use joint access points to aid in traffic control and to protect and enhance the carrying capacity of the transportation system.
5. Maintain a current road system plan for the county and its rural settlement areas that is consistent with the Land Use Element and meets the circulation needs of its citizens and businesses, and that will serve to attract future businesses.
6. To the extent feasible, continue the grid system of roads and blocks in new developments.
7. Encourage major traffic generators such as schools, churches, shopping, and industrial areas to locate on or near arterials and collector streets.
8. Coordinate land use and public works planning activities with an on-going program of financial forecasting for needed transportation facilities and services. Utilize the county's long-range financial management plan as a guide for:
 - a. Monitoring the overall effectiveness of the Transportation Element; and
 - b. Balancing land use decisions with the county's financial capability to provide transportation facilities and services.
9. Protect and pursue acquisition of land needed to connect existing and planned rights of way.

GOAL 7 - *To provide a comprehensive system of parks and open spaces that responds to the recreational, cultural, environmental and aesthetic needs and desires of the County's residents.*

Policies:

1. Assure provision of adequate transportation infrastructure, including bicycle and pedestrian facilities, to meet access needs to the County's existing and proposed parks, playgrounds, and open spaces.

- d. Mitigation assessments, determined by the number of development trips and the capacity or safety improvement fair share cost.
 - e. Mitigation assessments that may be used for identified capacity or safety improvements.
- 3. Update the capital improvement plan annually, adding new projects and deleting completed projects.

GOAL 10 - *To provide public transportation service accessibility for elderly, disabled, low and moderate income, youth, and other mobility disadvantaged people between northern Franklin County communities and the Tri-Cities.*

Policies:

- 1. Pursue inclusion in Ben Franklin Transit's Public Transportation Benefit Area when need and public sentiment become evident.
 - a. Periodically sample public interest.
- 2. Consider implementation of shuttle van services to the Tri-Cities, including coordination of interconnecting bus, train, and plane schedules.
- 3. Plan for a park and ride lot/transit center, likely at Connell.
- 4. Support future transit feasibility by encouraging and facilitating high-density residential development in the rural towns and settlement areas.

ENVIRONMENTAL CONSIDERATIONS

Environmentally sensitive areas or critical areas referred to in the Growth Management Act are wetlands, aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, geologically hazardous areas, and air and potable water sources. These areas are addressed in the Franklin County Comprehensive Plan.

The State Environmental Policy Act (SEPA) requires the identification and analysis of the potential environmental impacts of certain projects. Decision-makers can then determine whether to approve the project, approve it with specific mitigation measures, or deny the project due to adverse impacts.