

CHAIRMAN:
Obie O'Brien, County Commissioner
Kittitas County
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LEAD AGENCY:
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Public Works Department
411 N. Ruby, Suite 1
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(509) 962-7523

QUADCO RTPO
Quad County
Regional Transportation Planning Organization

QUADCO Council Meeting Minutes

Date: October 30, 2014
Location: Grant County Public Works Conference Room
124 Enterprise Street SE, Ephrata, WA 98823

Welcome

Chairman Obie O'Brien called the meeting to order and welcomed the 34 persons in attendance (see attendee list in Attachment A).

Introductions & Roll Call

Introductions were made and roll call was collected, a quorum of 15 members were present (see Quorum Call in Attachment B).

Review Minutes

Motion to approve June 20, 2014 minutes; seconded and approved.

Federal Program Target Delivery & Transportation Alternative Program (TAP)

Stephanie Tax, WSDOT's Program Management Manager, discussed the delivery of federal funded projects by local agencies. WSDOT has been setting obligation targets that local agencies must meet, and local agencies have successfully over-delivered their targets for two years. She discussed the difficulty rural agencies have of obligating federal funds soon after funding is awarded because of the limited amount of funds they receive. She said that some local agencies are not submitting their reimbursement requests regularly. If reimbursement is not requested after 9 months, the project is placed on an inactive list. Agencies must provide adequate justification and backup information in order to use federal funds for inactive projects. Adequate justification is an unforeseen circumstance, and cannot be something like not enough staff. Local agencies need to show that they can deliver federally funded projects and that funding is needed at the local level, especially now that the Highway Trust fund and MAP21 is about to expire and new funding amounts will be determined at the federal level. Attachment C includes the Local Agency Task Force's Local Agency Federal OA policy.

Shawn O'Brien said that Moses Lake's Heron Bluff Trail project is under construction and should be completed in November. Derek Mayo said that Ellensburg is about to select an engineering firm to design the John Wayne Pioneer Trail Reconnection Route and expects this project to be constructed in 2015. Paul Mahre said that Soap Lake's SR 17 Lane Reconfiguration and Safety Improvement project is completed. Phil Nollmeyer said that Almira has applied for TIB funds to provide the local match for their Main Street Sidewalk project and expects to hear if it is funded by the end of November.

QUADCO COUNCIL MEETING MINUTES OCTOBER 30, 2014

Regional Transportation Plan (RTP) Update

Jerry Litt, SCJ Alliance, said that SCJ Alliance was hired by QUADCO to conduct the public involvement for QUADCO's RTP update and develop a QUADCO-RTPO website. He summarized the stakeholder meetings that were conducted two weeks ago. One of the major issues brought up at the stakeholder meetings was the need to improve the Palouse River and Coulee City Rail System (PCC) so it can travel at 25 mph.

He also described SCJ Alliance's draft mock-up of the website and invited comments. Stakeholder minutes and the website architecture are included in Attachment D. Scott Yaeger asked when the website will be launched and when QUADCO photos need to be provided for the website. Jan Ollivier said that the launch should happen mid-November and that she will send out a reminder to QUADCO members for photos with a deadline for response.

Patrick Boss said that QUADCO should look at improving access for emergency services across rail lines. Oil and coal trains are blocking access across tracks more frequently, and this is becoming a problem in Ritzville and Quincy. He said mitigation fees could be assessed to improve access across tracks for emergency services. Kathy Bohnet said this is a problem for Wilson Creek as well. She said that the train units are doubled in size and aren't stopping to haul local products such as grain anymore. John Marshall said that this is a big problem for Ritzville's emergency services. Scott said that the City of Ritzville has sent letters expressing the need to resolve emergency access across rail lines. Patrick said that this is a federal issue that is getting worse and QUADCO should take an active role in finding a solution. Dan Sarles said we need to also consider the north-south freight movement, such as freight through Osoyoos B.C. Patrick said that the majority of freight movement by truck in California is affecting how freight in Washington is transported. QUADCO has three main railroad lines traveling through our region. Scott said that he has seen a dramatic change of transport of grain in Adams County from rail to truck.

Human Services Transportation Plan

Madelyn Carlson, People For People's Executive Director, told QUADCO that QUADCO's Human Service Transportation Plan (HSTP) has been completed and the 4-County Group has made recommendations for QUADCO to consider. QUADCO contracted with People for People to prepare this update. This plan identifies the needs and gaps for persons with special needs. Special needs population includes persons 65 years or older, persons with disabilities, persons of low-income, youth 18 years and younger, and veterans. Information was gathered from a wide variety of sources to be used to identify needs and gaps. Madelyn gave a presentation on information included in the HSTP. A copy of the powerpoint presentation and a summary of projects and their ranking are included in Attachment E.

QUADCO COUNCIL MEETING MINUTES OCTOBER 30, 2014

Tom Hanson said that QUADCO's HSTP update is one of the most outstanding HSTP projects he reviewed. He complimented the robust participation that took place to develop this plan. He said that QUADCO's last HSTP plan resulted in \$3.5 million of public transportation funds in our area.

Kathy Bohnet moved to approve the 4-County Group's recommended prioritization of Human Services transportation projects and adopt the Human Services Transportation Plan. Scott Yaeger seconded the motion and it was approved unanimously.

QUADCO Transportation Policy Board Membership

Jan Ollivier explained that Patrick Jones, Port Official on the Transportation Policy Board, no longer works for the Port of Moses Lake. Patrick recommended that Jeffrey Bishop, Port of Moses Lake, replace him on the Board. Shawn O'Brien moved to approve Jeffrey Bishop for the position of Port Official on QUADCO's Transportation Policy Board. John Marshall seconded the motion and it was approved unanimously.

MPO/RTPO/WSDOT Coordinating Committee

Jan Ollivier discussed the August 26, 2014 Coordinating Committee meeting. Minutes of this meeting are included in Attachment F. She said that at this meeting, several RTPOs gave presentations on how they are structured including QUADCO. Also discussed was the need to clarify the purpose of coordinating committee meetings, federal legislative issues, and a committee was formed to implement measures to improve transportation efficiency in accordance with the Governor's Executive Order 14-04 on Carbon Pollution Reduction and Clean Energy Action. Douglas D'Hondt volunteered to be on the transportation efficiency committee in order to represent QUADCO and other rural areas.

Regional WSDOT Planning Offices and Headquarters Updates

Chris Herman, WSDOT Freight Rail Policy and Program Manager, discussed the Palouse River and Coulee City Rail System (PCC). The PCC is the State's longest shortline freight rail system, carrying 20% of the State's wheat crop. Chris discussed the three performance measures for the PCC and explained that WSDOT and the PCC Rail Authority are developing a PCC Rail System Strategic Plan. WSDOT is holding a working session at the Ephrata City Hall, October 30th at 12:30 p.m. to listen to shippers and farmers on issues regarding the PCC. A copy of Chris's presentation is included in Attachment G.

Kathy Bohnet said that the reduction of car-loadings is of great importance to Wilson Creek and surrounding areas. She recommended that the state obtain more rail cars. Patrick Boss said that this is an important rail system that needs funding, but there are other important rail programs that also need funding. Port projects for grain shipment on lines in Moses Lake and Quincy also need assistance. He encouraged WSDOT to keep a holistic view of all rail services needed.

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OCTOBER 30, 2014**

Chris Herman said there are grant and loan programs for these types of rail projects and a \$150,000 study is currently looking at all short line infrastructure in the state.

Don Whitehouse discussed the I-90 Snoqualmie Pass East project. He said that the mild weather we've been experiencing has allowed WSDOT to move forward on foundations for the first avalanche bridge to include 18 shafts. He said that the removal of the snow shed may result in longer delays during avalanche control closures because snow will have to be pushed off of all lanes, not just eastbound lanes. However, they will have a ditch for snow storage and WSDOT should see reduced number of personal vehicle damage claims with the elimination of snowballs rolling off of the snow shed directly onto vehicles.

Dan Sarles, North Central Region Administrator, said that the roundabout in Mattawa has proven to be a very successful improvement in the QUADCO area.

Washington Transportation Plan Update

Paul Parker, Deputy Director of the Washington Transportation Commission, gave a presentation on the latest update to the Washington Transportation Plan. A copy of this presentation is included in Attachment H.

Other Business

There was no other business discussed.

Next QUADCO Meeting

The Council agreed to hold their next meeting on ~~January 15~~ February 5, 2015 at 10:00 a.m. The meeting adjourned at 12:05 p.m.

ATTACHMENT A

Attendees:

<i>Name</i>	<i>Organization</i>	<i>Phone</i>
Brandy Heston	Grant Transit Authority	509-765-0898
Scott Sundean	Town of Wilbur	509-647-5821
John Marshall	Adams County	509-659-3236
Ariel Belino	City of Quincy	509-737-3523
Dave Bierschbach	WSDOT NCR	509-667-3065
Bill Sangster	City of Ephrata	509-750-4196
Phil Nollmeyer	Lincoln County	509-721-0528
Steve Goemmel	City of Davenport	509-725-4352
Derek Mayo	City of Ellensburg	509-962-7230
Paul Gonseth	WSDOT- Yakima SCR	509-577-1630
Scott Yaeger	City of Ritzville	509-659-3289
Kathy Bohnet	Town of Wilson Creek	509-345-2498
Frank White	Odessa	509-982-2761
Jerome Wawers	Grant County	509-754-6082
Brandi Colyar	Adams County	509-659-3279
Tom Hanson	WSDOT – Public Transportation	509-667-3029
Keith Martin	WSDOT ER	509-324-6080
Cindy Carter	Grant Co. BOCC	509-754-2011
Madelyn Carlson	People For People	509-248-6726
Don Whitehouse	WSDOT SCR	509-577-1620
Dan Sarles	WSDOT NCR	509-667-3001
Shawn O'Brien	City of Moses Lake	509-764-3786
Stephanie Tax	WSDOT Local Programs	360-705-7389
Jerry Litt	SCJ Alliance	509-886-3265
Charlene Kay	WSDOT ER	509-324-6195
Mohamed Aly Traore	WSDOT – Eastern Region	509-324-6193
Bob Westby	WSDOT ER	509-324-6086
Bruce Johnson	Town of Reardan	509-796-3921
Pat Boss	Columbia Basin Railroad	360-878-7073
Chris Herman	WSDOT Freight Division	360-628-1134
Bob Walsh	People for People	509-793-1904
Obie O'Brien	BOCC Kittitas County	509-962-7570
Paul Mahre	WSDOT NCR	509-667-3090
Jan Ollivier	Kittitas County	509-962-7610

ATTACHMENT B

QuadCo Quorum Call

October 30, 2014

Member	Present	Proxy/Held By
<u>Adams County</u>	X	
Hatton		
Lind		
Othello		
Ritzville	X	
Washtucna		
<u>Grant County</u>	X	
Coulee City		
Coulee Dam		
Electric City		
Ephrata	X	
George		
Grand Coulee		
Hartline		
Krupp		
Mattawa		
Moses Lake	X	
Quincy	X	
Royal City		
Soap Lake		
Warden		
Wilson Creek	X	
<u>Kittitas County</u>	X	
Cle Elum		
Ellensburg	X	
Kittitas		
Roslyn		
South Cle Elum		
<u>Lincoln County</u>		X
Almira		
Creston		
Davenport	X	
Harrington	X	
Odessa	X	
Reardan	X	
Sprague		
Wilbur	X	

Quorum Present?

-- YES--

--NO--

Quorum = Seven members present (excluding proxies) provided that there is at least one representative from each county or a city within each county.

ATTACHMENT C

Local Agency Task Force Local Agency Federal OA Policy

Washington's Local Agency Task Force was asked to develop a strategy to ensure delivery of the local share (34 percent) of the Federal Highway (FHWA) program. Through discussions, the Task Force has established a Local Agency Federal OA (obligation authority) Policy that sanctions unutilized allocation from MPO/RTPO/County lead agencies that are unable to deliver their annual target.

MPO/RTPO/County lead agencies are provided annual allocations based upon estimated OA available for the current Federal Fiscal Year (FFY). Obligation targets are developed in cooperation with the Local Agency Task Force utilizing the carry-forward balances, previous delivery and current year allocation. For 2014, the formula developed to establish the targets takes: the 2014 allocation; adds 50% of positive carry forward; subtracts the amount exceeded per the 2013 target to come up with the base target. Then adds a multiplier factor against the 2014 available allocation, to achieve \$113.6 million overall target. (For details, see the 2014 Target Calculation.) (Target calculation to be modified for FFY 2015)

If the Statewide Target is delivered by August 1st, then all entities have until the end of the FFY to obligate projects to meet their OA target or their next year's allocation will be reduced accordingly. Once the entire local share of OA is delivered, projects will be authorized through the Advanced Construction (AC) process.

If the Statewide Target has not been delivered by August 1st – Lead agencies that are unable to deliver their OA target by August 1st will have the un-delivered portion of their target sanctioned. The August 1st deadline allows those agencies that met their target sufficient time to program and deliver sanctioned funds.

This policy also positions local agencies to obtain additional obligation authority for local projects to advance, in the event other states fail to deliver their federal program (re-distributed OA). Re-distributed OA will be shared at the same pro-rata share, 66% WSDOT / 34% Local, if projects are available. If received, re-distributed OA will first be applied to projects authorized utilizing AC, and then to additional projects within those lead agencies that met their target by the deadline. Projects that use re-distributed OA or AC utilize the MPO/RTPO/County lead agency allocations.

To assist in delivering the local federal program:

- MPO/RTPO/County lead agencies are to have a four year TIP/STIP of programmed projects, fiscally constrained by year.
- WSDOT will provide:
 - ✓ An updated Target Delivery table to show the status of the programs overall; and

- ✓ Monthly obligation reports to each MPO/RTPO/County lead agency that includes all federal activity in their respective area. (If a project releases funds (de-obligates due to closure, cancellation or good bids) those funds must be obligated on another project in the MPO/RTPO/County lead agency to ensure the full amount of the target is obligated within the year. This includes inactive projects identified by FHWA that are required to be de-obligated and closed.)
- MPO/RTPO/County lead agencies are to work with all their project sponsors with programmed projects for the FFY to:
 - ✓ Ensure delivery of the projects programmed for the FFY;
 - ✓ Identify the projects that are delayed into a future FFY; and
 - ✓ Identify additional projects that are ready to go and able to be delivered this FFY.

By mid-June, all MPO/RTPO/County lead agencies need to submit a plan to the Task Force in the event that they will not meet their target – to address the expected shortfall in the submitted plan. These plans will provide a starting point to identify the next steps, if needed, for ensuring delivery of the statewide local OA.

- Strategies MPO/RTPO/County lead agencies may utilize to ensure delivery of the Target's include:
 - ✓ Localities are to continue to deliver their projects.
 - ✓ Consider increasing the federal share and reduce the local participation to the minimum local match (13.5%). This decision would need the awarding agency's approval. All projects must adhere to the requirements described in the STIP document Appendix C: STIP Administration.
 - ✓ MPO/RTPO/County lead agencies identify additional priority projects that can be programmed for obligation. Projects include those identified in contingency lists approved in current TIPs and forwarded for inclusion in the STIP.
- MPO/RTPO/County lead agencies can begin over-programming their TIP/STIP to maximize the delivery of the Local OA in the last quarter of the FFY.

By August 1st, each MPO/RTPO/County lead agency receiving an allocation must have obligated or have submitted to WSDOT (at Region Local Programs office or Headquarters) complete funding packages for 100 percent of their total target amount. If the Statewide Target has not been delivered by this date:

- WSDOT will notify the MPO/RTPO/County lead agencies of their OA delivery status by mid-August. Included in this notification will be whether funds were sanctioned from the MPO/RTPO/County lead agency specifically and the total amount of sanctioned funds available statewide.
- All MPO/RTPO/County lead agencies that had funds sanctioned are required to reduce their programmed projects accordingly in the October amendment.
- Only those MPO/RTPO/County lead agencies that have met the 100% target will be provided the opportunity to receive the sanctioned funds.

- Projects that could be programmed for obligation include those identified in contingency lists approved in current TIPs and forwarded for inclusion in the STIP.
- Sanctioned funds will be made available based on first come, first serve basis for projects that are programmed and have complete funding packages submitted to WSDOT for obligation.
 - ✓ Project sponsors are to continue to deliver their projects. If funds were sanctioned from the sponsor's MPO/RTPO/County lead area, the project will be processed assuming the next year's allocation.
 - ✓ Projects must be programmed and have complete funding packages submitted to WSDOT (thru Region Local Programs office or Headquarters) by September 15th. NOTE: Any incomplete project submittals will be returned.
- The Task Force may meet in mid-August, if necessary, to review the overall status of the Local OA to ensure statewide delivery of federal program.
- If changes to the TIP/STIP are required due to the receipt of re-distributed OA, WSDOT will incorporate the projects in the STIP as soon as practicable.

MPO/RTPO/County lead agencies that obligate more than their Target and allocated funds should not assume they are utilizing sanctioned funding, but implementing their current program of projects within their own Total Federal Allocation for the current year and possibly future years. In addition, MPOs are limited to obligating no more than two years of their estimated annual allocation, after that Local Programs will AC projects.

Example:

<i>\$'s in millions</i>					
MPO A	Total Available	Target Delivery	Aug 1 Obligated	Aug 1 100% Goal	Aug 1 Sanction
STP	15.0		6.9	-	-
CMAQ	8.0		5.5	-	-
TAP	4.0		4.0	-	-
Total	27.0	17.0	16.4	17.0	(0.6)

Consequences:

If funds are sanctioned, WSDOT will sanction the most flexible funds (e.g., STP) to ensure delivery of the local program. Any sanctioned funds not utilized by the specific MPO/RTPO/County lead agency will be removed from their carry-forward or annual allocation. These lost funds will not be available for future programming by the MPO/RTPO/County lead agency. Sanctioned funds received by an MPO/RTPO/County lead agency are a bonus and will not affect their current or future annual allocations. In the event sanctioned funds are unable to be utilized by other MPO/RTPO/County lead agencies, WSDOT can utilize these funds without repayment.

Conclusion:

FHWA usually provides notification of redistributed OA to state's the second or third week of September. WSDOT will inform the Task Force and applicable MPOs of the planned utilization of the redistributed OA. Due to the limited time, this discussion may be through email and/or impromptu phone conference.

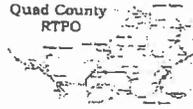
Once the sanctioned funds are obligated, projects authorized utilizing AC or redistributed OA are utilizing the MPO/RTPO/County lead agency allocation.

Maintaining accurate project schedules and managing to regional OA plans are essential for ensuring delivery of the local program of projects. Late notification of schedule changes limits the opportunity for other projects to be added to the program or advanced to utilize these available funds due to their project delays.

The goal of this process is timely delivery of local projects essential to the public for improving safety and movement of people and goods throughout the state.

Project		Fund			Previous		Current					
Agency	Prefix Number	Project Name	Begin	End	Length	STIP ID	Program Name	Phase	Federal	Federal	Obligated	Approved
Soap Lake	TAP 0017(041)	SR 17 Lane Reconfi	6th Ave SE	4th Ave NE	0.65	WA-06472	TAP	PE	0.00	6,661.00	6,661.00	02/25/2014
Soap Lake	TAP 0017(041)	SR 17 Lane Reconfi	6th Ave SE	4th Ave NE	0.65	WA-06472	TAP	CN	0.00	66,561.00	66,561.00	06/19/2014
Moses Lake	TAP 0805(169)	Heron Bluff Trail	South Park Bound	North Park Bound	0.56	WA-06342	TAP	PE	0.00	15,000.00	15,000.00	02/14/2014
Moses Lake	TAP 0805(169)	Heron Bluff Trail	South Park Bound	North Park Bound	0.56	WA-06342	TAP	CN	0.00	110,802.00	110,802.00	06/19/2014

ATTACHMENT D



Meeting Summary

Project Name: QUADCO Regional Transportation Plan Update

Meeting Date and Location: October 14, 2014; Ellensburg

Meeting Description: Stakeholder meeting

Meeting Attendees:

Jan Ollivier, Kittitas County
Doug D'Houndt, Kittitas County
Derek Mayo, City of Ellensburg
Paul Gonseth, WSDOT
Kell McAboy, SCJ Alliance

Contact: Kell McAboy, SCJ Alliance 360.352.1465

Welcome & Introductions

Kell McAboy welcomed the group and thanked everyone for attending the first of four QUADCO Regional Transportation Plan (RTP) update meetings.

Background and Plan Update

Kell gave a brief overview of QUADCO, its members and the RTP update. Kittitas County is the current lead agency, and the plan will be updated in-house by Jan Ollivier. The expectation is that the plan will be updated and adopted by June 2015.

Vision and Goals

Kell discussed the vision and goals of the plan, which are consistent with the state and are intended to guide local agencies in determining regionally significant transportation improvements when developing their six-year transportation improvement programs (TIP).

Regional Transportation Network

Kell discussed the regional transportation network as including at a minimum, all state-owned facilities including roads, rail, airfields and trails.

Jan described the regional network as required by the RCW: 1. Crosses member county lines. 2. Is or will be used by a significant number of people who live or work outside of the county in which the facility, service, or project is located. 3. Significant impacts are expected in more than one county. 4. Potentially adverse impacts of the facility, service, program, or project can be better avoided or mitigated through adherence to regional policies. 5. Transportation needs addressed by a project have



been identified by the regional transportation planning process and the remedy is deemed to have regional significance. 6. Provides for system continuity.

Regionally Significant Projects

Doug brought up Colockum Road, a gravel road that travels northeast out of Ellensburg to Wenatchee. If this road was paved it would add needed redundancy to the system.

Paul added that one of the outcomes of the RTP update could be to include Colockum Road as needing a planning corridor study to provide planning-level cost estimates to determine feasibility.

Paul talked generally about including a section on planning studies needed in the region. What are the overall growth needs of the region compared with the current system network?

Paul asked about the industry of recreation and the opportunities that forest service lands provide, not only for logging, but also recreation. He also mentioned the Federal Lands Access Program (FLAP) as a funding source for roads.

Jan mentioned that the City of Cle Elem has had interest in the past on providing another crossing over the Yakima River, but did not know if that is still a priority.

Paul stated that WSDOT is looking for additional park and ride lots to add capacity to I-90. Kittitas County has several thousand people that commute west to Seattle and south to Yakima. Where WSDOT owns the property, it can be used as leverage for grant match requirements.

Derek talked about the West Ellensburg Interchange roundabout as a regionally significant project.

Website

Kell discussed that SCJ Alliance will be developing an independent website for QUADCO to be hosted with the State of Washington through their EZ View web service. She asked what information should be shared on the site.

Include the following:

- Current and past plans
- Call-for-projects
- Project status reports
- Links to member Counties, Cities and Towns, Economic Development Councils, Chambers of Commerce, MRSC

It was cautioned to not let the site get old, outdated and cluttered. Keep it simple. Put up the basics.

Survey



Kell talked about the draft survey and its intent to be distributed broadly. The information collected should inform the update of the plan, therefore it is important that we are asking the right questions. Kell will send out an updated link to the draft survey next week for feedback.

Open Houses

Kell talked about holding an Open House in late winter, early spring, once a draft plan is ready for public release. There will be one public Open House, or alternative in each county. Alternatives identified included tagging onto existing events like council/chamber meetings or:

- Fairs
- Art walks
- Community events that have booth space
- Homebuilders show at the Kittitas fairgrounds

It was discussed to have the County Commissioner/QUADCO Chair, Obie O'Brien talk about the event on KXLE talk-show radio.

Closing

Paul stressed the importance of identifying regional needs and shortfalls.

Paul asked if Kittitas is experiencing complaints regarding increased rail traffic with the sending of empties eastbound (coal/oil cars). Neither Jan nor Doug have heard any discussion about it. Derek mentioned that Ellensburg consistently gets complaints about the timing to West Ellensburg due to train blockages, but nothing more than usual.

END OF MINUTES

Meeting Summary

Project Name: QUADCO Regional Transportation Plan Update

Meeting Date and Location: October 14, 2014; Moses Lake

Meeting Description: Stakeholder meeting

Meeting Attendees:

Jan Ollivier, Kittitas County
Doug D'Houndt, Kittitas County
Cyndi McGlothern, WSDOT
Greg Wright, Grant Transit Authority
Paul Katovich, Central Washington Grain Growers
Shawn O'Brien, City of Moses Lake
Kell McAboy, SCJ Alliance

Contact: Kell McAboy, SCJ Alliance 360.352.1465

Welcome & Introductions

Kell McAboy welcomed the group and thanked everyone for attending the second of four QUADCO Regional Transportation Plan (RTP) update meetings.

Background and Plan Update

Kell gave a brief overview of QUADCO, its members and the RTP update. Kittitas County is the current lead agency, and the plan will be updated in-house by Jan Ollivier. The expectation is that the plan will be updated and adopted by June 2015.

Website

Kell shared that SCJ Alliance is developing an independent website for QUADCO to be hosted with the State of Washington through their EZ View web service. She talked about the information that will likely be shared such as the current and past plan documents and other items brought up at the stakeholder meeting in Ellensburg earlier in the day.

Open Houses

Kell talked about holding an Open House in late winter, early spring, once a draft plan is ready for public release. There will be one public Open House, or alternative in each county. Cindy expressed importance to reach out to minority groups. Alternatives identified included:



- Spring festival in Moses Lake
- Christmas bazarres
- Farmer's markets
- Grocery stores

It was generally discussed about the audience that QUADCO is trying to reach, whether it is the general public, representatives of industry (growers, fruit, individual trucking companies, etc.) businesses, commuters, transit riders. The key is to find the best venue to allow all interested persons the opportunity to participate.

Survey

Kell talked about the draft survey and its intent to be distributed broadly. The information collected should inform the update of the plan, therefore it is important that we are asking the right questions. Kell will send out an updated link to the draft survey next week for feedback.

Greg stated that Grant Transit Authority (GTA) could get the survey to their ridership. Local jurisdictions could use a direct link to the survey from their websites.

Regional Transportation Network

Kell discussed the regional transportation network as including at a minimum, all state-owned facilities including roads, rail, airfields and trails.

Jan described the regional network as required by the RCW: 1. Crosses member county lines. 2. Is or will be used by a significant number of people who live or work outside of the county in which the facility, service, or project is located. 3. Significant impacts are expected in more than one county. 4. Potentially adverse impacts of the facility, service, program, or project can be better avoided or mitigated through adherence to regional policies. 5. Transportation needs addressed by a project have been identified by the regional transportation planning process and the remedy is deemed to have regional significance. 6. Provides for system continuity.

Regionally Significant Projects

Shawn talked about SR 17 and I-90 widening project, which is now complete. There are not any regionally significant projects at this time in the Moses Lake area, although a second lake crossing is on the State Transportation Improvement Plan (STIP).

Jan asked about a north-south alternative to I-5 for redundancy from Mexico to Canada. Cindy stated that would likely be a US 395 extension, but that WSDOT is focusing on transportation alternatives to adding capacity because of fiscal constraints.

Paul said that spring weight restrictions on non all-weather roads cause delays in travel for trucks hauling grain and that the Douglas County section of the Moses Coulee corridor really needs improved.



Doug talked about equipment needed in the region for all-weather road assessments. A cost-benefit analysis could be done to determine the feasibility of upgrading key trucking routes to all-weather roads.

Cindy asked how we could improve the rail system to accommodate more goods in order to take trucks off roads.

Paul talked about the need to update the PCC Rail line. If the region invested 10 million dollars in 108 miles of track, that would allow for train speeds up to 25mph, keeping it very competitive with barging grain down the Columbia River. Utilizing the PCC line for grain transport keeps trucks off all of the north-south roads in the region from Douglas County south to the Columbia River. It is more efficient to move goods on rail than on local highways given the lack of funding for road improvements.

It was discussed that the Burlington Northern Santa Fe (BNSF) railroad has a bottle neck at the tunnel at Stampede Pass by only being able to accommodate single stack trains and that BNSF cannot handle more traffic through Wenatchee. Trains are sent to grain facilities in Portland.

It was discussed that other agricultural products, such as hay, are shipped in container trucks and hauled via I-90 to the Ports of Tacoma and Seattle.

Paul discussed SR 155 that leads to/from Grand Coulee dam, originally designed as a heavy haul road to handle equipment and replacement parts for the dam. This road has outlived its life expectancy and is in major need of repair. Both the Central Washington Grain Growers and WSDOT have gone after TIGER funds. Both grant requests were unsuccessful. Jan asked if listing this specific project in the RTP as regionally significant would elevate the probability for grant funding.

Greg talked about the GTA staying engaged with transportation agencies to look for partnering opportunities such as incorporating bus turn-outs and sidewalks into a road project. GTA is working with the City of Moses Lake on these safety and congestion improvements at Strafford and Kender now.

It was discussed that the human services needs are expanding and it is expected that ridership will continue to increase in Grant County. Ridership has traditionally been from those who have limited transportation choices due to economic situations, whereas there is a trend toward ridership being from those who move from metropolitan areas where they are more likely to use transit service and young people choosing not to drive.

Park and rides are a big need in convenient locations. GTA is working on getting a multi-modal transit center funded to include stops for Greyhound and Trailways and 37 parking stalls. GTA is also interested in connecting with Link Transit in Wenatchee related to a health shuttle.

END OF MINUTES



Meeting Summary

Project Name: QUADCO Regional Transportation Plan Update

Meeting Date and Location: October 15, 2014; Ritzville

Meeting Description: Stakeholder meeting

Meeting Attendees:

Charlene Kay, WSDOT
Brandi Colyar, Adams County
Kell McAboy, SCJ Alliance

Contact: Kell McAboy, SCJ Alliance 360.352.1465

Welcome & Introductions

Kell McAboy welcomed the group and thanked everyone for attending the third of four QUADCO Regional Transportation Plan (RTP) update meetings.

Background and Plan Update

Kell gave a brief overview of QUADCO, its members and the RTP update. Kittitas County is the current lead agency, and the plan will be updated in-house by Jan Ollivier. The expectation is that the plan will be updated and adopted by June 2015.

Website

Kell shared that SCJ Alliance is developing an independent website for QUADCO to be hosted with the State of Washington through their EZ View web service. She talked about the information that will likely be shared such as the current and past plan documents and other items brought up at earlier stakeholder meetings in Ellensburg and Moses Lake.

It was discussed that the website would be great for the following:

- Call for Projects
- Project Updates
- Descriptions of the different transportation-related grant opportunities and funding sources (in addition to QUADCO's funding source of ~~Transportation Alternative Grant~~)
- Feature project with photos
- Try to simply describe the overall demands and the limited funds (and sources of funds)
- QUADCO Meetings, locations, current contact information



It was cautioned against uploading time-sensitive material (with the exception of meeting dates and other items that are already required by law to be published like the Call for Projects) so that the website does not become outdated and unusable. Must be easy to maintain.

Char mentioned that it would be great to have the region's asset information such as number of road miles, rail miles, number of airfields, Port assets, etc. or any other economic/transportation related information that would be useful in grant applications. A place where everyone in the region could access the same information.

It was also discussed that the website could be a place to provide guidelines for regionally significant projects without hindering local jurisdiction's abilities to receive grant funding.

Regional Transportation Network

Kell discussed the regional transportation network as including at a minimum, all state-owned facilities including roads, rail, airfields and trails.

Kell described the regional network as required by the RCW: 1. Crosses member county lines. 2. Is or will be used by a significant number of people who live or work outside of the county in which the facility, service, or project is located. 3. Significant impacts are expected in more than one county. 4. Potentially adverse impacts of the facility, service, program, or project can be better avoided or mitigated through adherence to regional policies. 5. Transportation needs addressed by a project have been identified by the regional transportation planning process and the remedy is deemed to have regional significance. 6. Provides for system continuity.

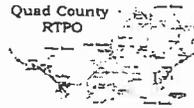
Regionally Significant Projects

Brandi talked about the importance of preserving and maintaining the rural corridors used for ag transport that don't qualify as freight and good corridors (or first/last mile corridors) because they don't meet the thresholds for tonnage. She also mentioned that the County is receiving complaints about the bumpiness of the roads and the damage to transporting apples. This is a legitimate economic concern.

There was discussion about the need to improve ag corridors to all-weather roads.

Char stated that WSDOT does not have funding for capacity projects. She mentioned that the Northeast Washington (NEW) RTPO wants to add capacity to US 395 to Canada, but that WSDOT does not have plans to do that.

Char thought that NEW's updated RTP has a good mix of a programmatic approach and priority project list that QUADCO may want to take a look at for reference. She mentioned that the RTPOs responsibility will increase with the new state rulemaking.



Open Houses

Kell talked about holding an Open House in late winter, early spring, once a draft plan is ready for public release. There will be one public Open House, or alternative in each county.

It was generally discussed about the audience that QUADCO is trying to reach, whether it is the general public, representatives of industry, businesses and commuters. The key is to find the best venue to allow all interested persons the opportunity to participate. Brandi said that Othello is more of a hub for industry and business and would likely be a good location for an open house or similar event.

Survey

Kell talked about the draft survey and its intent to be distributed broadly. The information collected should inform the update of the plan, therefore it is important that we are asking the right questions. Kell will send out an updated link to the draft survey next week for feedback.

Char thought it would be a good idea to create a postcard that provided a link to the survey, which could be distributed broadly. It could also have information for people to request a survey by mail if they did not have access to the internet.

END OF MINUTES



Meeting Summary

Project Name: QUADCO Regional Transportation Plan Update

Meeting Date and Location: October 15, 2014; Davenport

Meeting Description: Stakeholder meeting

Meeting Attendees:

Jan Ollivier, Kittitas County
Phil Nollmeyer, Lincoln County
Rick Becker, Lincoln County
Margie Hall, Lincoln County Economic Development Council
Becky Backstrom, Lincoln Hospital
Tyson Lacy, Lincoln Hospital
Kell McAboy, SCJ Alliance

Contact: Kell McAboy, SCJ Alliance 360.352.1465

Welcome & Introductions

Kell McAboy welcomed the group and thanked everyone for attending the fourth of four QUADCO Regional Transportation Plan (RTP) update meetings.

Background and Plan Update

Kell gave a brief overview of QUADCO, its members and the RTP update. Kittitas County is the current lead agency, and the plan will be updated in-house by Jan Ollivier. The expectation is that the plan will be updated and adopted by June 2015.

Website

Kell shared that SCJ Alliance is developing an independent website for QUADCO to be hosted with the State of Washington through their EZ View web service. She talked about the information that will likely be shared such as the current and past plan documents and other items brought up at earlier stakeholder meetings in Ellensburg, Moses Lake and Ritzville.

It was discussed that the website could describe the gap between transportation needs and available transportation funding. The site could list and link all the member agency's Transportation Improvement Programs.



Regional Transportation Network

Kell discussed the regional transportation network as including at a minimum, all state-owned facilities including roads, rail, airfields and trails.

Kell described the regional network as required by the RCW: 1. Crosses member county lines. 2. Is or will be used by a significant number of people who live or work outside of the county in which the facility, service, or project is located. 3. Significant impacts are expected in more than one county. 4. Potentially adverse impacts of the facility, service, program, or project can be better avoided or mitigated through adherence to regional policies. 5. Transportation needs addressed by a project have been identified by the regional transportation planning process and the remedy is deemed to have regional significance. 6. Provides for system continuity.

Regionally Significant Projects

Kell asked Becky and Tyson from Lincoln Hospital about their interest in the RTP update and if they had any specific transportation issues they wanted to discuss. Tyson described that the hospital often admits patients who arrive by ambulance. When it comes time to discharge, it is discovered that the patient has no means to travel back home. Although there are many volunteer and service organizations that offer rides, they typically require 24 hour advanced notice. This cannot be achieved and the hospital is using its EMTs and ambulance to drive the patient home, thereby taking that resource out of commission during that time. The hospital is located in a geographically challenged area when it comes to transportation choices. Jan will bring this information back to the Human Services group so that the issue can get addressed within that plan.

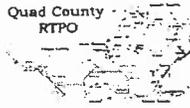
Regionally significant type projects were discussed and Phil asked about the RTP and whether it would list specific projects. Jan explained that there is a desire to keep flexibility by not listing projects, but projects that meet the goals and policies of the plan would be considered regionally significant (preservation/maintenance, safety). Rick stated that QUADCO doesn't receive enough money to distribute to regionally significant projects. In that regard, there may be some benefit to listing large regionally significant projects to assist those in receiving grant funds through other state and federal sources.

Phil discussed the significance of tourism related to Lake Roosevelt and the importance of that road network.

Margie talked about the importance of improving the PCC rail line.

The Sprague Highway project was discussed and its importance to mainline rock and ballast; Bar Regional Facility, local businesses, recreation, and emergency services.

Miles Creston Road has the largest Average Daily Traffic in the county. Most of the corridor has been reconstructed with the exception of the 4.6 mile section from SR 2 to the intersection of Copenhaver road. This section needs to be upgraded.



Freight and Goods routes that need improvement include selected sections of Rocklyn, Waukon, and Kiner roads to name a few.

Lincoln County completed a planning study of all surface routes north of SR 2 in the 90's.

Open Houses

Kell talked about holding an Open House in late winter, early spring, once a draft plan is ready for public release. There will be one public Open House, or alternative in each county.

It was generally discussed about the audience that QUADCO is trying to reach, whether it is the general public, representatives of industry, businesses and commuters. The key is to find the best venue to allow all interested persons the opportunity to participate. Margie will look into opportunities during that timeframe.

Survey

Kell talked about the draft survey and its intent to be distributed broadly. The information collected should inform the update of the plan, therefore it is important that we are asking the right questions. Kell will send out an updated link to the draft survey next week for feedback.

END OF MINUTES

QUADCO-RTPO.com Website Architecture Overview

(Draft 10.29.2014)

Home <i>(Overview Format, 1st tab)</i>	What's New	Grants/Funding Sources	Library	Links	Contacts
<ul style="list-style-type: none"> • QUADCO map • Few paragraphs on what's QUADCO • Side pictures with brief captions that capture pieces of region addressed by transportation system (<i>agriculture, commerce, commuters, safe school routes, etc</i>) • Survey Links • Sign me up for future info link 	<ul style="list-style-type: none"> • Announcements for Events/Open Houses • Announcement about taking public comment • Announcement of 1/4ly meetings • Call for Projects • QUADCO press releases 	<p>Table format with the following:</p> <ul style="list-style-type: none"> • Funder Name (<i>QUADCO, WSDOT, DOE, FHWA, Private?, etc</i>) • Grant/Program Name • Process (<i>What for, who eligible, cycle, amount, etc. Maybe a hot link here to webpage instead if available?</i>) • Contact Info <p>NOTE: List QUADCO first</p>	<ul style="list-style-type: none"> • Old RTP • Drafts of new proposed RTP • Final of new RTP • Minutes from meetings • Any relevant or related reports (<i>Such as Lincoln Counties brief on "History, Description...of the QUADCO RTPO & RTP"</i>) • Projects (<i>create a second tier that lists projects funded & link to that projects webpage.... Or a project highlight if created</i>) • Other? <p>NOTE: Depending on amount of content per county, could break down in future by county</p>	<ul style="list-style-type: none"> • Four County's Web address • 32/33 Local jurisdictions connection (<i>web, FB, email... whatever they have</i>) • Funding table (<i>copy from Grants/Funding tab</i>) • WSDOT • USFW • FHWA • Possibly "Sign me up for future info" (<i>also on home page</i>) • Other? 	<ul style="list-style-type: none"> • Kittitas Contact • Grant Contact • Lincoln contact • Adams contact • Kell • Possibly "Sign me up for future info" (<i>also on home page</i>) • Other? <p>NOTE: For each contact need: name, title, organization, role, email, phone number, address</p>



ATTACHMENT E

4-County Service Providers---Project Ranking Recommendations Funding Years 2015-2017

"A" PROJECTS (SIX TOTAL "A" PROJECTS)

Agency	Title of Project	Type of Project	Service Area	Is the project new/expanded/Preservation	Project Descriptions	Estimated Funds Requested	Estimated Matching Funds
Grant Transit Authority	Preservation of Existing Fixed-Route Express Service from Moses Lake to Warden based Agricultural Processing Plants.	Operating - fixed route		Preservation	Preservation of Fixed-Route Express Transportation Service for the general public with an emphasis on low-income, predominately Hispanic production plant workers. Warden receives services four times daily, seven days per week.	\$160,000	\$160,000
HopeSource	HopeSource Transit System Dial-a-Ride	Operating - demand response	Kittitas County	Preservation	HopeSource Dial-a-Ride is an existing demand response door-to-door operating service supporting the special needs population of Upper and Lower Kittitas Counties.	\$1,125,250	\$125,028
HopeSource/City of Ellensburg	Central Transit - a fixed route public transit system serving the people in the City of Ellensburg	Operating - fixed route	Ellensburg, WA	Preservation	Sustain fixed route public transit system in the City of Ellensburg - Central Transit	\$548,888	\$199,286
Special Mobility Services, Inc.	Continue existing deviated fixed-route service between Davenport and Spokane and between Ritzville and Spokane to provide rural residents access to needed urban services and opportunities.	Operating - route deviated		Preservation	The routes will serve the general public and will utilize one vehicle traveling twice a day between Davenport and Spokane on Mondays, Wednesdays, and Fridays via Hwy 2 and between Ritzville and Spokane on Tuesdays and Thursdays via Hwy 90. The service will accommodate route deviations of up to two miles to allow greater rider access.	\$227,785	\$25,309
People For People	Mobility Management Preservation for Adams, Grant and Lincoln Counties	Mobility Management	Adams, Grant and Lincoln Counties	Preservation	The Mobility Management Preservation project will preserve the Mobility Coordinator-Travel Trainer position that will continue to serve the special needs population and general public. This position is responsible for the coordination of transportation and human resources and increase public awareness.	\$141,088	\$15,677

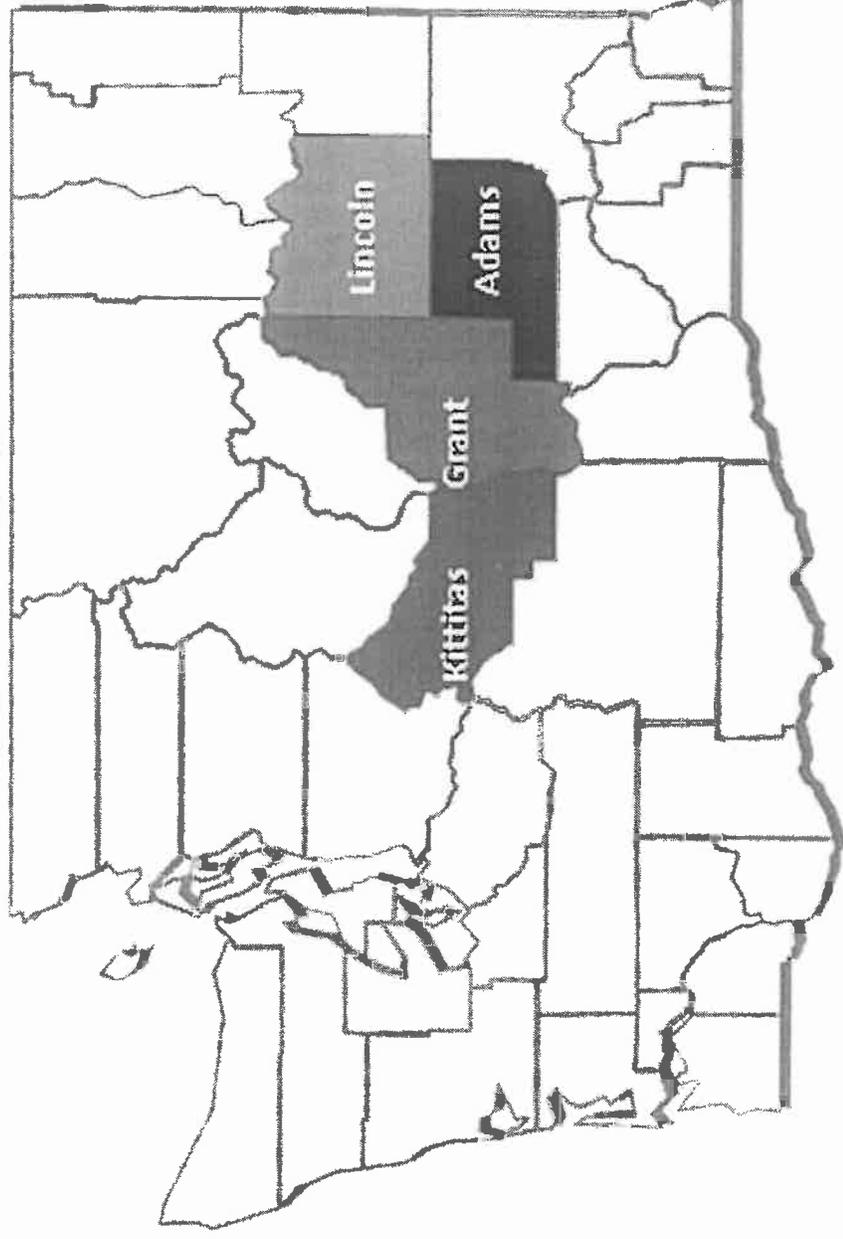
4-County Service Providers---Project Ranking Recommendations Funding Years 2015-2017

"B" PROJECTS (SIX TOTAL "B" PROJECTS)

Agency	Title of Project	Type of Project	Service Area	Is the project new/expanded/Preservation	Project Descriptions	Estimated Funds Requested	Estimated Matching Funds
Grant Transit Authority	Purchase Two Replacement ADA Compliant Buses	Capital - vehicle		Replacement	Purchase of two ADA compliant replacement buses that will allow Grant Transit Authority the ability to maintain fixed-route service levels without mechanical disruptions. The replacement vehicles have 390,276 and 446,772 current miles and is consistent with GTA Fleet Replacement Plan.	\$288,000	\$72,000
Special Mobility Services, Inc.	Purchase one small bus to expand deviated fixed-route service between Davenport and Spokane to provide rural residents with access to vital services.	Capital - fleet expansion		Fleet Expansion	This project will provide a larger sized (22-24 passenger) bus to expand the Davenport Connector Route, a deviated fixed route service between Spokane and Davenport. The service provides needed transportation to the general public and the elderly, people with disabilities, and people with low-incomes.	\$120,000	\$6,000
Special Mobility Services, Inc.	Expand deviated fixed route service between Davenport and Spokane to provide rural residents access to needed urban services and opportunities	Operating - route deviated		Expand Service	The Davenport-Spokane Connector Route serves the general public and travels twice a day between Davenport and Spokane on Mondays, Wednesdays, and Fridays via Hwy 2. The service expansion being requested in this project would expand service to five days per week, and would allow three round trips one day a week.	\$101,439	\$5,072

Coordinated Public Transit Human Services Transportation Plan

QUADCO



4-County Community Transportation Planning Team Members

Established in 2006

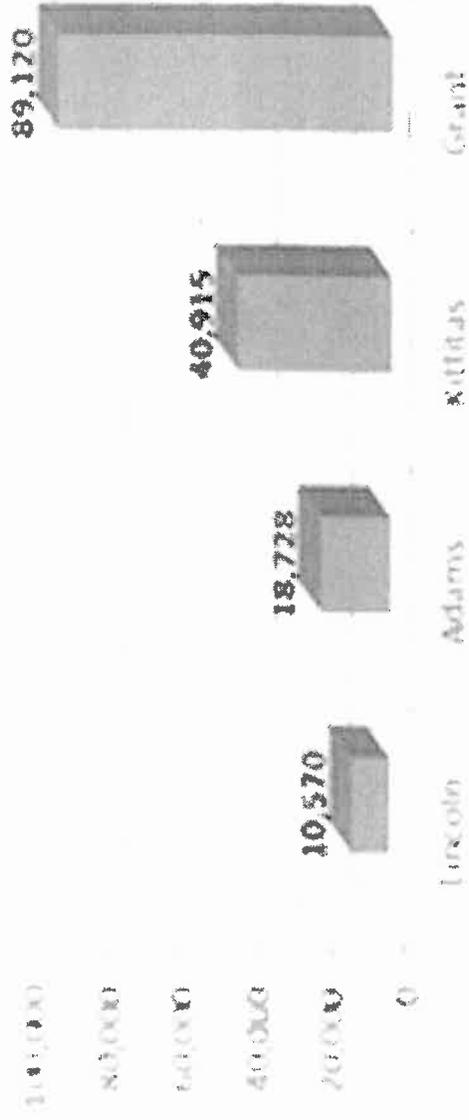
- Employment Security Department
 - Veterans Rep
- Employment Security Department
 - WorkSource Rep
- Department of Social and Health Services
- Elmview - Disabilities
- Aging & Adult Care of Central Washington
- City of Reardan – QUADCO Rep
- Kittitas County Public Works – QUADCO Lead Agency
- Aging & Adult Care of Central Washington
- American Legion - Veteran
- Lincoln County Development Disabilities
- Opportunities Industrialization Center of Washington
- Lincoln County WSU Cooperative Extension
- Special Mobility Services
- HopeSource
- Grant Transit Authority
- People For People
- New – Okanogan County Transportation & Nutrition

Development

- Data collection and analysis
 - U.S. Census, Office of Financial Management, American Community Survey, Department of Health & Human Services, Office of Superintendent of Public Instruction, Health Care Authority, WSDOT, Employment Security
 - Survey of Individuals with Special Needs (English/Spanish) = **741**
 - Survey of Transportation Providers
 - Survey of Health and Human Service Providers = **31**
 - 2-1-1 Call Center – Surveys and Data
 - Lincoln County Public Transportation Feasibility Study
- **Community Forums and Outreach Events**
 - Identified local events, advertised forums, listening sessions (Different strategies for different communities)
 - County Fairs, Farmer Markets, Mule Days, 4-H Events, Veterans Advisory Board, Health Fairs, Homeless Networks, Food Banks

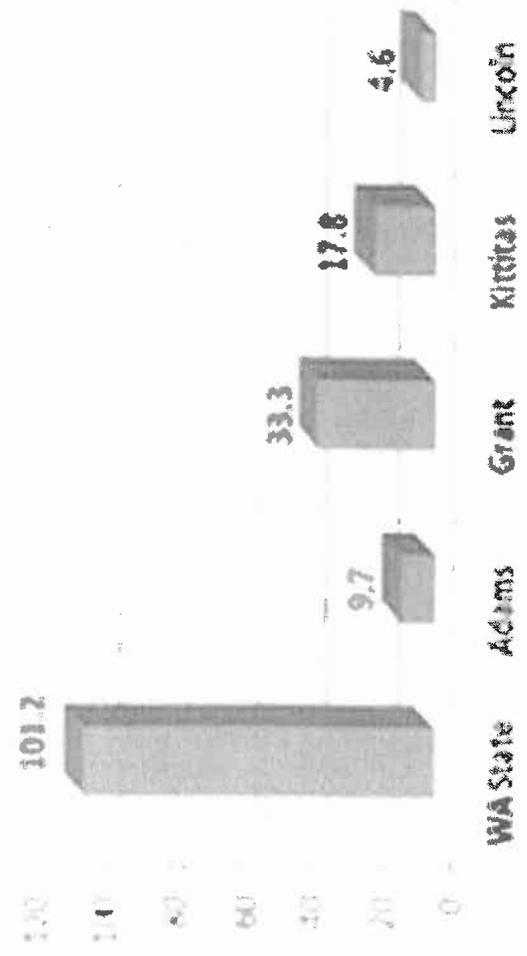
QUADCO POPULATION

Population by County
2010 Census



QUADCO AREA RURAL REGION

Population Density
US Census 2010

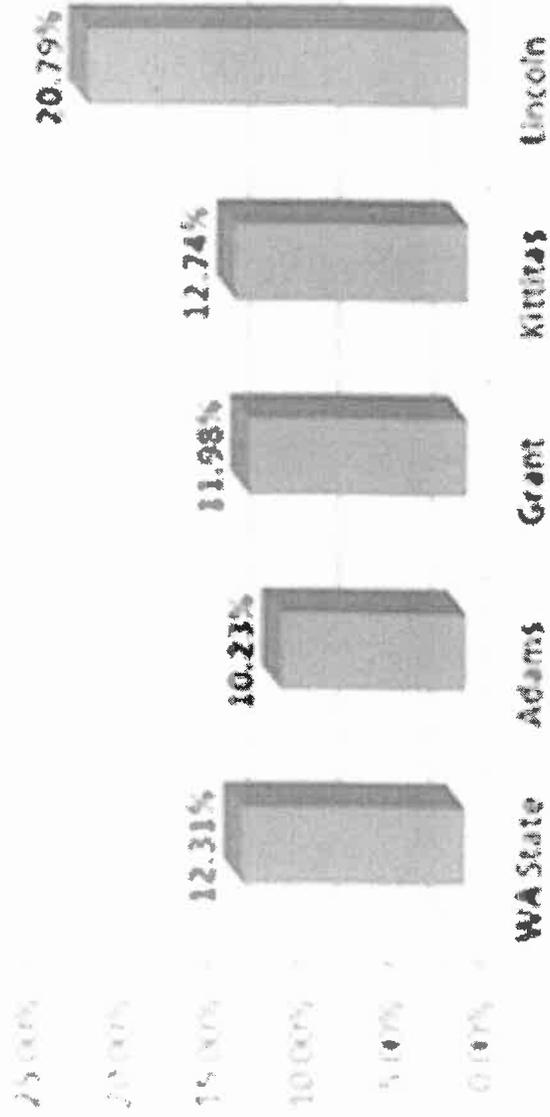


Individuals with Special Needs

- Older Adults (65 years and older)
- Individuals with Disabilities
- Individuals with Low Incomes
- Youth (18 years of age and younger)
- Veterans

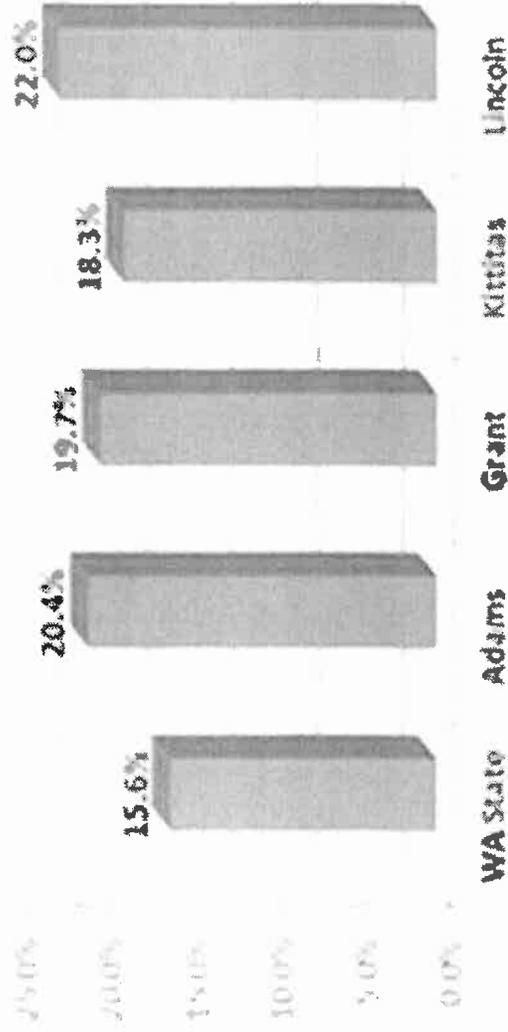
Older Adults – Senior Population

Percent of Senior Population
US Census 2010



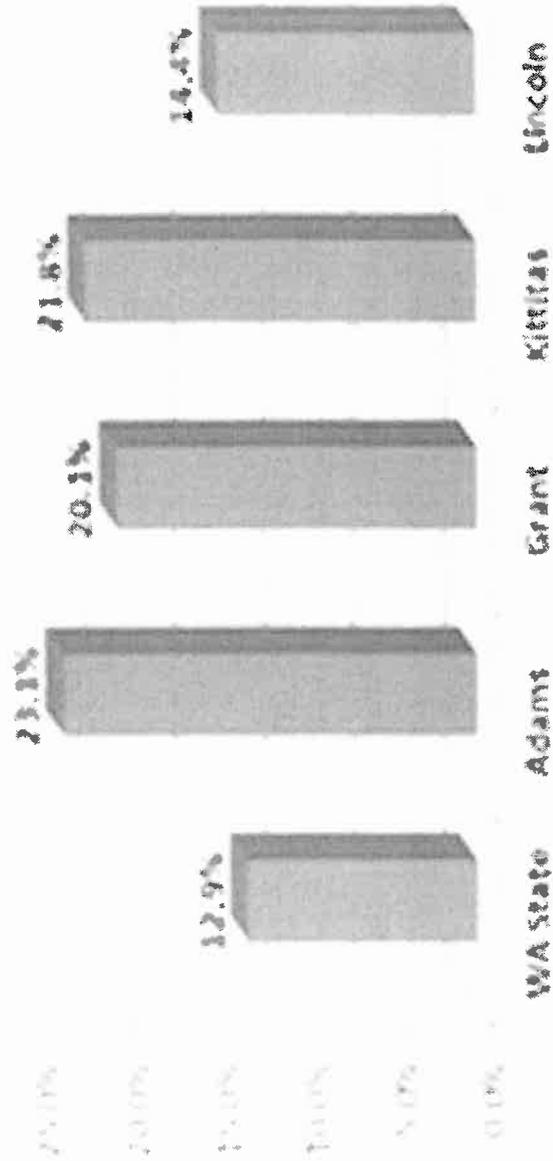
Individuals with Disabilities

Disability Percentages
US Census 2000



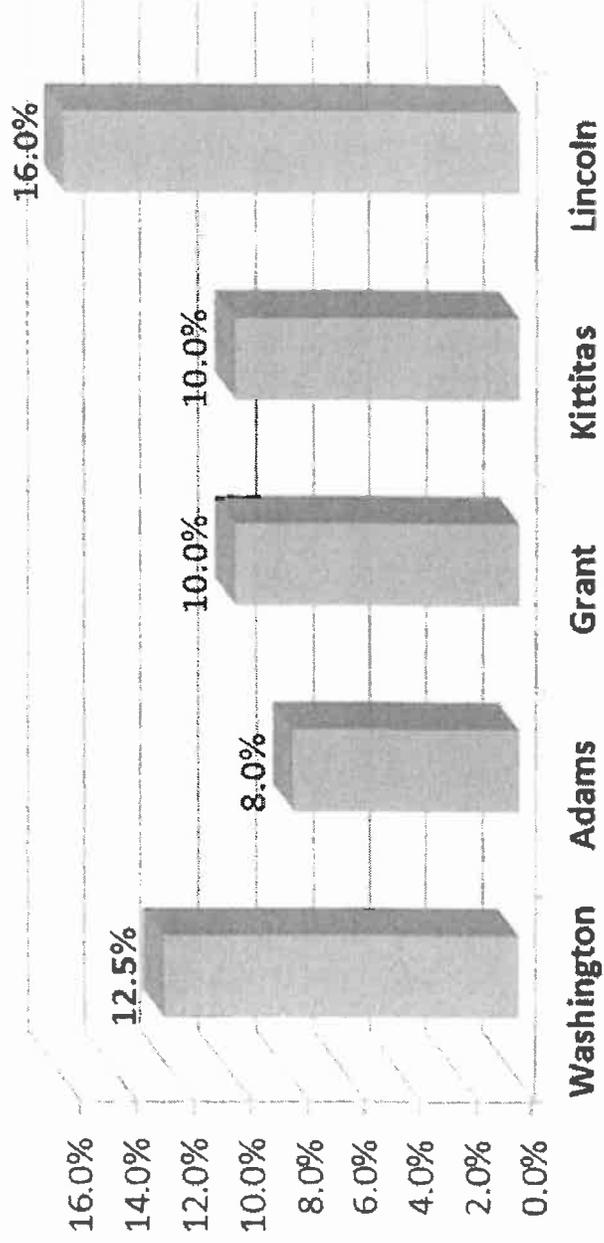
Poverty Level

Percentage of Poverty Level
2008-2012 American Community Survey 5 Year Estimates



Veterans

Veteran Status
2010 American Community Survey

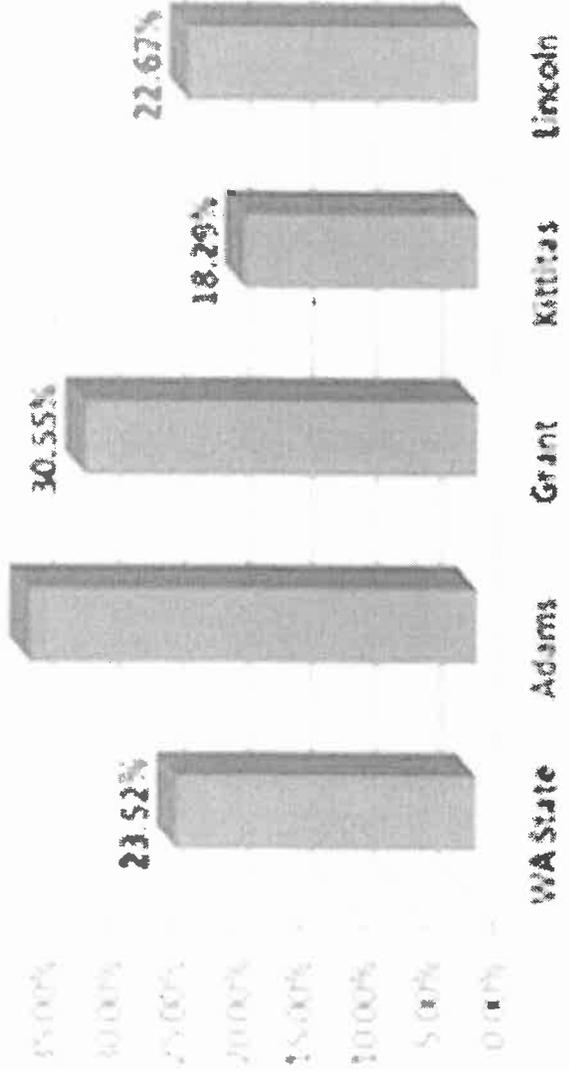


Per Capita Income

Per Capita Income	
2008-2012 American Community Survey	
County	Per Capita
Adams	\$16,539
Grant	\$20,324
Kittitas	\$22,542
Lincoln	\$25,154
WASHINGTON	\$30,661

Youth

**Percent of Population
Age 18 Years and Under
US Census 2010**
34.77%

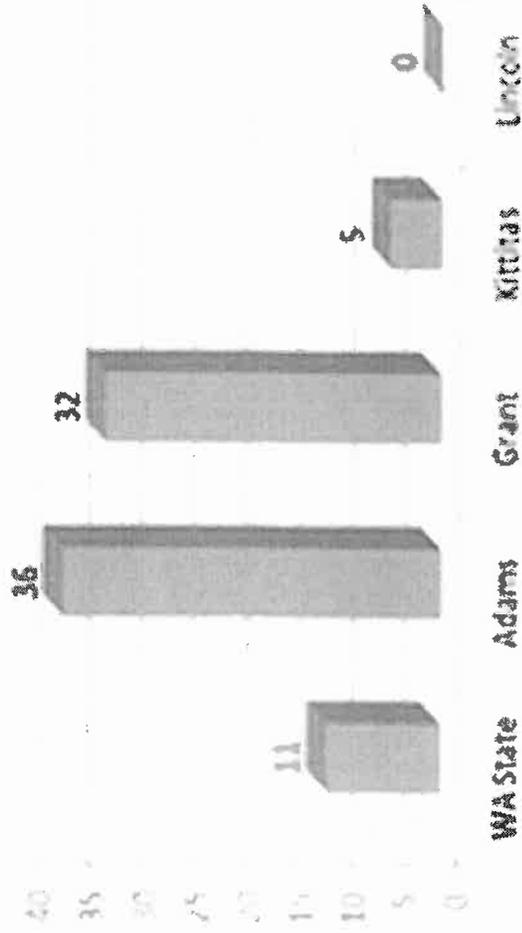


Teen Birth Rate (15-17 years of age)

Teen Birth Rate

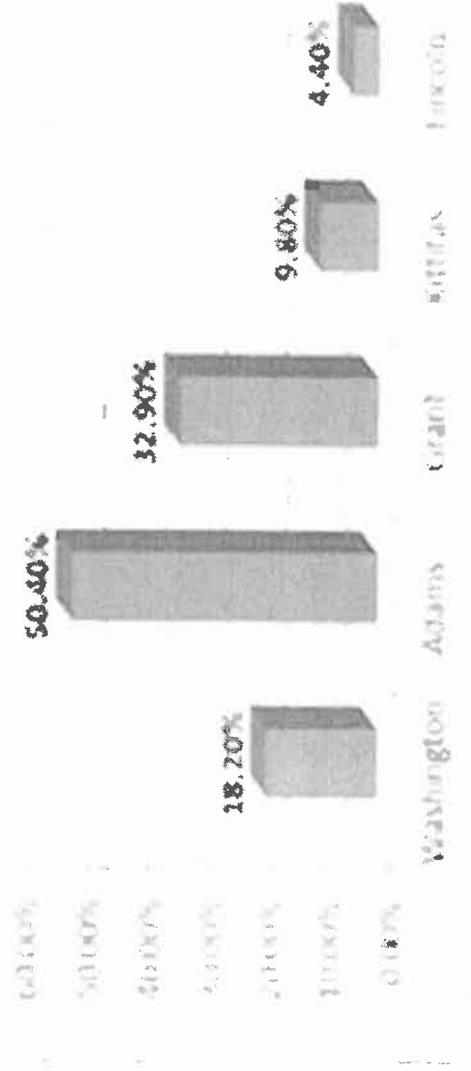
Age 15-17

Washington Kids Count Data, 2012



Limited English Proficient

Language Other than English Spoken at Home
5 Years and Older
2008 - 2012 American Community Survey



Development

- **Emergency Management**
 - Identify existing partnerships and opportunities for collaboration of transportation resources during a disaster
- **Technology**
 - Limited technology to coordinate transportation resources
- **Common Points of Origin & Destination**
 - Rural citizens need to get to and from homes that are in remote locations to the larger community that hosts resources, jobs, activities, health care, and human resources.

Development

- Existing Transportation Services
- Grant Transit Authority – Only public transit service in the four-county region
- WSDOT Grant Funded Projects – HopeSource, People For People, Special Mobility Services, Yakima Transit
- Limited and infrequent private service

Contact Information

- Madelyn Carlson
People For People, CEO
- 509-248-6726
- mcarlson@pfp.org

ATTACHMENT F

DRAFT Summary Notes: MPO/RTPO/WSDOT COORDINATING COMMITTEE MEETING

DATE: August 26, 2014

TIME: 9:30 a.m. – 12:10 p.m.

LOCATION: Puget Sound Regional Council – 1011 Western Avenue Suite 500, Seattle, WA 98104

Time	Description of Item	Materials	Action Item
1	Welcome and Introductions		
2	Survey of MPO/RTPO Directors and New Direction for Coordinating Committee Meetings <ul style="list-style-type: none"> • Reflection on and discussion about input from the survey • Changes that should be implemented to make the meetings more effective • Topics for the committee to address in the coming year 		A. Kevin Wallace will work with committee members to more clearly define the purpose of the coordinating committee meetings and plan for future meetings. <ul style="list-style-type: none"> • This topic for discussion will be put on the November meeting agenda.
3	Legislative Update		B. Charlie Howard will be the representative to form a small group of MPO/RTPO Directors to have an initial phone call with Charles Knutson to discuss the funding implications of the MAP-21 modification to the National Highway System. <ul style="list-style-type: none"> • Following the discussion, the MPOs/RTPOs will send a letter to the legislature in order to proactively address funding.
4	RTPO Planning Issues		C. MPO Planning Issues (updates): <ul style="list-style-type: none"> • Non-TMA MPOs will provide status updates at the November meeting. • MPOs that are TMAs will provide status updates at the February meeting.

DRAFT Summary Notes: MPO/RTPO/WSDOT COORDINATING COMMITTEE MEETING

DATE: August 26, 2014

TIME: 9:30 a.m. – 12:10 p.m.

LOCATION: Puget Sound Regional Council – 1011 Western Avenue Suite 500, Seattle, WA 98104

Time	Description of Item	Materials	Action Item
5	RTPO Legislative Issues		<p>D. Allison Camden will notify the Chair and the MPOs/RTPOs when requests are made for MPO/RTPO input on legislative issues.</p> <ul style="list-style-type: none"> • Kerri Woehler, Amy Scarton, and Allison Camden will discuss how bills will be delivered to the coordinating committee.
6	<p>Governor's Executive Order 14-04: Carbon Pollution Reduction and Clean Energy Action</p> <p>Local governments' technical and financial assistance needs related to:</p> <ul style="list-style-type: none"> • Implementing measures to improve transportation efficiency; and • Updating their comprehensive plans to produce travel and land-use patterns that maximize efficiency in movement of goods and people, and reduce costs and greenhouse gas emissions. 	<p><u>Governor's Executive Order 14-04 on Carbon Pollution Reduction and Clean Energy Action</u></p>	<p>E. Amy Scarton proposed questions regarding implementation of the Governor's EO 14-04. How can WSDOT provide technical and financial assistance?</p> <ul style="list-style-type: none"> • A subcommittee will be formed with options to propose to the Governor. • The sub-committee will submit draft recommendations to the coordinating committee prior to finalizing and submitting the formal recommendations and options to the Governor. • Membership: Leads - Charlie Howard and Lon Wyrick. Other members: Kevin Murphy, Bob Wilson. Other reps to be decided. • Kevin Murphy is the lead contact for the RTPOs, and RTPOs should send information to him. Kevin will send

DRAFT Summary Notes: MPO/RTPO/WSDOT COORDINATING COMMITTEE MEETING

DATE: August 26, 2014

TIME: 9:30 a.m. – 12:10 p.m.

LOCATION: Puget Sound Regional Council – 1011 Western Avenue Suite 500, Seattle, WA 98104

Time	Description of Item	Materials	Action Item
7	Obligation Authority Task Force		an email to the sub-committee to get this going.
8	RTPO Elements in the Notice of Proposed Rulemaking (NPRM) <ul style="list-style-type: none"> • NPRM, WSDOT docket comments, and MPO/RTPO comments 	<u>MPO and RTPO Comments on the Planning Notice of Proposed Rulemaking</u>	F. Discuss the frequency of OA task force meetings, phone calls, and communication at the November meeting.
9	Re-Cap of Decisions and Action Items		

ATTACHMENT G

Palouse River and Coulee City Rail System

June 2014



The PCC Rail System

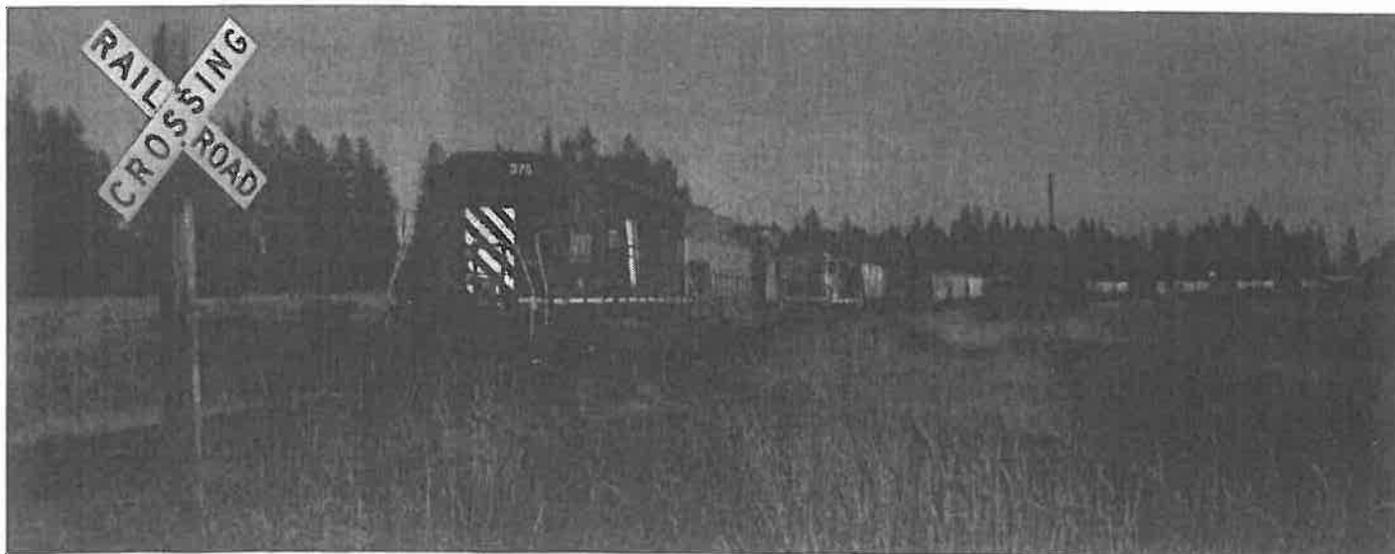
The Palouse River and Coulee City rail system (PCC), a safe and environmentally-friendly transportation system, provides a vital link from Washington's farmers to dinner tables in Washington and throughout the world. This 296-mile rail line is made up of three separate branch lines spanning four eastern Washington counties. Wheat, barley, peas, lentils, fertilizer and lumber are among the products transported on the PCC.

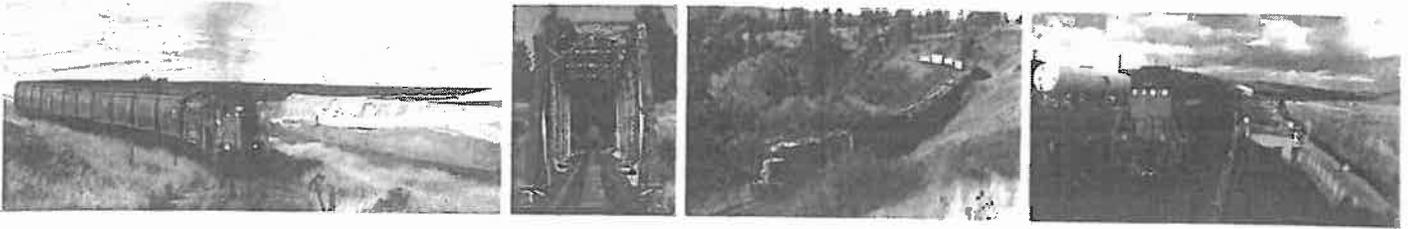
The PCC is the state's longest shortline freight rail system. In the early 2000s, learning the rail lines could be abandoned, Washington's grain cooperatives asked WSDOT to examine the possibility of purchasing the Palouse and Coulee City rail system. Finding that the loss of the PCC could increase roadway maintenance costs with more trucks on the road, WSDOT completed the purchase in 2007 for \$19.1 million. In addition to the purchase, the Washington State Legislature provided an additional \$8.6 million for immediate rehabilitation and maintenance needs. The state's investment in PCC, with subsequent funding, reaches \$34.1 million.

Washington's farmers shipped 20 percent of their wheat in 2012 on the PCC, removing close to 42,000 truckloads from state roadways.

See Inside:

- How is WSDOT Managing the PCC?
- PCC Need for Capital Projects
- PCC Carloadings
- Strategic Plan





How is WSDOT Managing the PCC?

WSDOT, in conjunction with stakeholders, has created three performance measures for the PCC Rail System. WSDOT partners with the rail line operators to implement these criteria. At current car loadings, operator revenue is insufficient to adequately maintain the system. In 2013, PCC operators invested over \$1M in track maintenance.

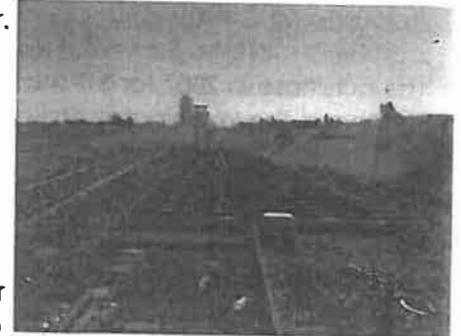
➤ Maintain safe operations:

- **Goal** – Zero grade crossing defects, as defined by the Washington Utilities and Transportation Commission (UTC).
- **Actual** – Six defects remain as of 6/16/14. 79 defects were issued by UTC in 2012.
- **Needs** – The PCC System has 245 public crossings and while many have been addressed over the last several years, a comprehensive program for crossing replacement has been implemented. Based on a 40 year crossing life, six crossings should be replaced per year. The cost of this program is approximately \$300,000 per year and also includes upgrades to signal systems.



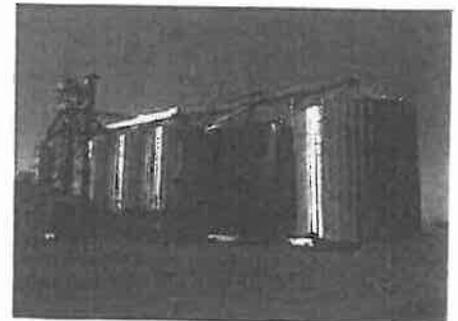
➤ Efficient Operations:

- **Goal** – Strategically important sections (236 of 296 miles, approximately 80% of the system) operating at 25 miles-per-hour.
- **Actual** – 58% of the system is operational at 25 miles-per-hour
- **Needs** – The ability to operate at 25 miles per hour is primarily based on the condition of the track structure. This includes the rail, cross ties, ballast, subgrade and drainage features such as culverts and ditches. For example, the system has 932,400 cross ties. With a tie life of 40 years, 23,310 ties need to be replaced each year. A consultant study performed in 2009 estimated yearly maintenance costs for the PCC to be \$12,750 per mile per year, or a total yearly expense of \$3 million. Therefore the cost to supplement operator track maintenance to maintain 25 mile per hour operations is approximately \$2 million per year.



➤ Economic Development:

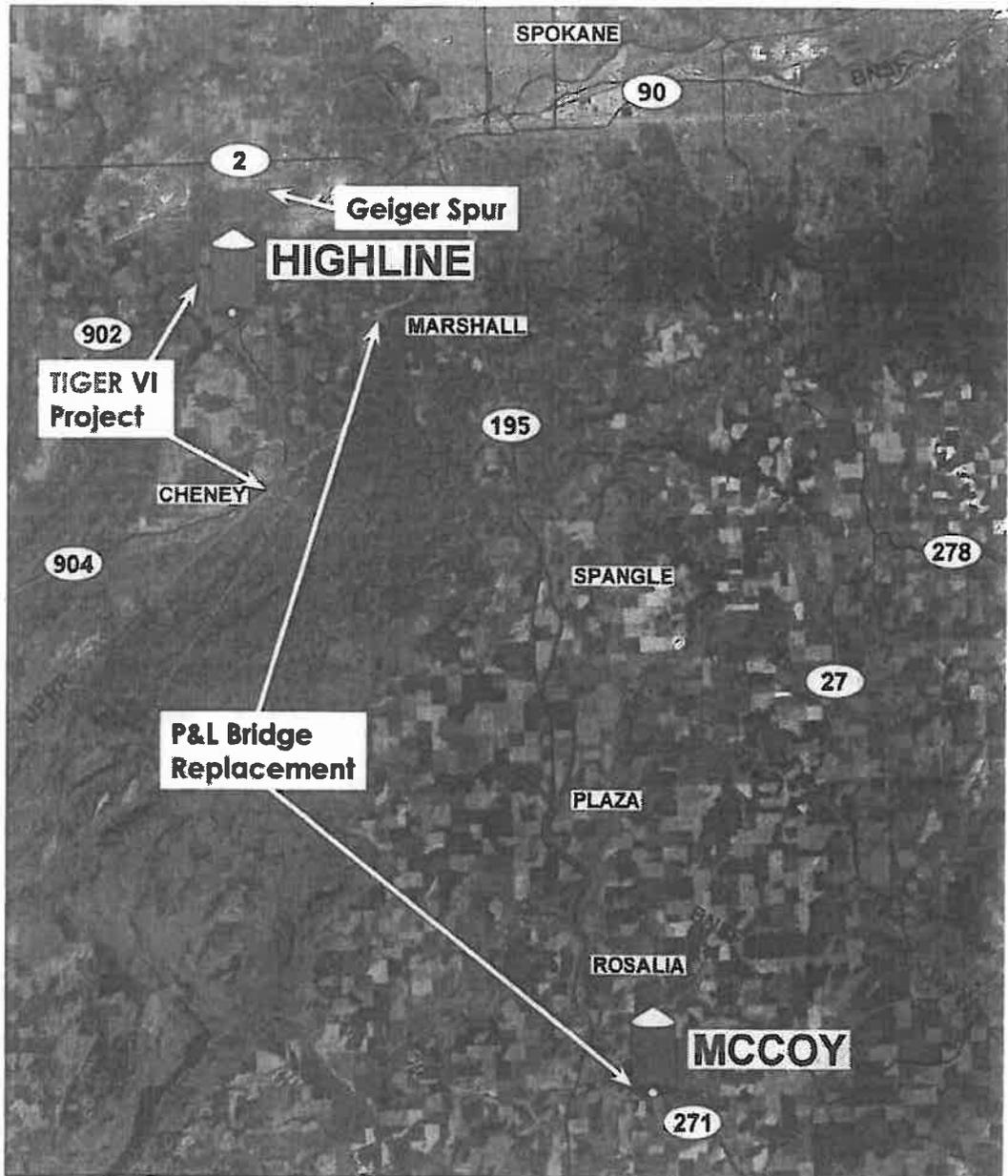
- **Goal** – Improve strategically important sections (141 of 296 miles, approximately 48% of the system) to handle regular operations by modern rail equipment up to 286,000 lb. gross weight on rail (GWOR).
- **Actual** – 44% (62 of 141 miles) of the PCC Rail System can handle intermittent operations by rail equipment that exceeds 286,000 GWOR.
- **Needs** – Operations by 286,000 lb. rail equipment is imperative for economic development. The biggest restrictions to these operations are bridge load ratings and older lighter rail. In response to the State purchase of the PCC, investments in private facilities have occurred on the system. Rail or bridge replacement work to ensure 286,000 lb. rail operations is critical to completed projects such as the McCoy Grain Terminal and proposed projects such as the Highline Grain Terminal.



Private Investment on the PCC System Has Created the Need for Two Capital Projects to Support Economic Development

Highline Grain Terminal

WSDOT submitted an application for a federal TIGER VI Grant Application for \$6.03 million to rehabilitate 6.9 miles (MP 1.0 to MP 7.9) of the Central Washington (CW) Branch of the PCC. The total project cost is \$7.03 million; however contributions by HighLine Grain (\$500,000) and WSDOT (\$500,000) have reduced the federal request by \$1 million. BNSF has also partnered to reconstruct MP 0 to MP 1 of the CW Branch and the rail line operator, Eastern Washington Gateway Railroad, will be responsible for maintenance. Rehabilitation of this section of shortline railroad will provide a critical link between the BNSF Railway at Cheney and the Highline Grain Terminal, a \$25 million privately-owned facility, as well as the Geiger Spur, a Spokane County owned asset serving an industrial area designated for future growth.



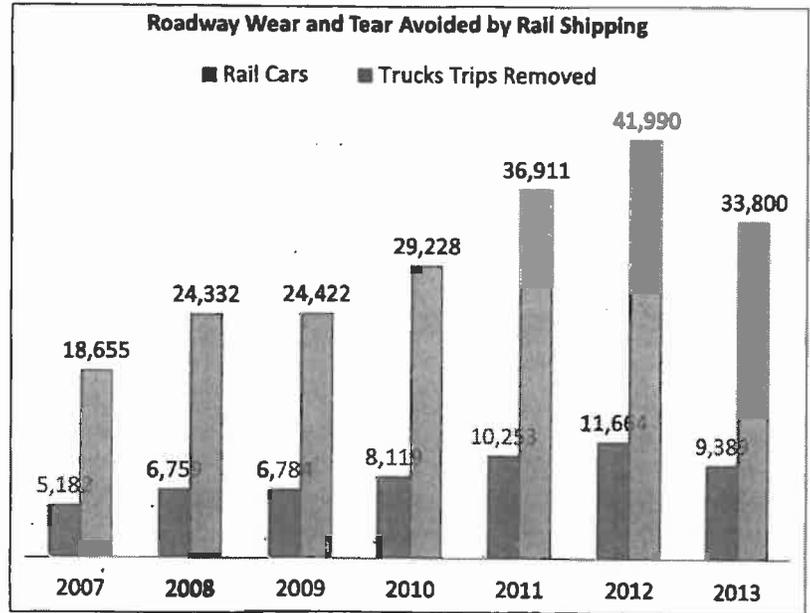
CW Branch – RED
P&L Branch – BLUE

McCoy Grain Terminal

The 1,400 members of the Cooperative Agricultural Producers, Inc. and Pacific Northwest Farmers Cooperative have constructed an \$18 million state-of-the-art facility, located on the state-owned Palouse and Lewiston Branch (P&L) of the PCC, halfway between Rosalia and Oakesdale. To operate at capacity, 286,000 pound railcars must be able to travel this 30-mile segment at 25 mph across 25 bridges, most constructed of wood timbers between 1940 and 1960. Eight of the bridges are currently being repaired under a construction contract funded by the Department of Commerce. The remaining need is for \$5.26 million to repair four and replace 11 bridges between Marshall and McCoy.

PCC Carloadings

While wheat production was essentially unchanged from 2012 to 2013, carloadings on the PCC fell 20% in the same period. The majority of the rail equipment on the PCC is provided by BNSF. A lack of available rail equipment and increase in other traffic was the major contributor to the decreased carloadings in 2013. The chart to the right shows the number of truck trips that didn't occur, due to shipping by rail on the PCC.



Strategic Plan

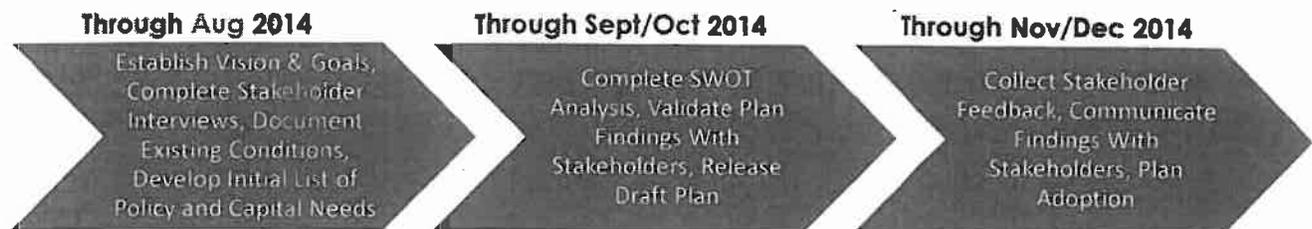
WSDOT, in conjunction with the PCC Rail Authority, comprised of county and port officials, is developing a PCC Rail System Strategic Plan. The purpose of the plan is to outline the vision and goals for the PCC and to communicate what policies and projects are needed to achieve the goals.

The plan is focused around the system's three key goals: safe operations, efficient operations and economic development. The plan has four major elements:

- A description of current conditions
- An analysis of the strengths, weaknesses, opportunities, and threats (SWOT) of the system
- Identify policy and operational recommendations
- Prioritized capital projects

The Strategic Plan is scheduled for completion in December 2014 and will include stakeholder outreach to shippers, cities, counties and regional transportation planning organizations.

Strategic Plan Schedule



For Additional Information, Please Contact:

Barbara Ivanov, Director
WSDOT Freight Systems Division
 360-705-7931
 ivanovb@wsdot.wa.gov
 www.wsdot.wa.gov/freight/rail

Americans with Disabilities Act (ADA)

Information: This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Title VI Statement to Public: Title VI Statement to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinators, George Laue at (509) 324-6018 or Jonte' Sultan at (360) 705-706.

ATTACHMENT H

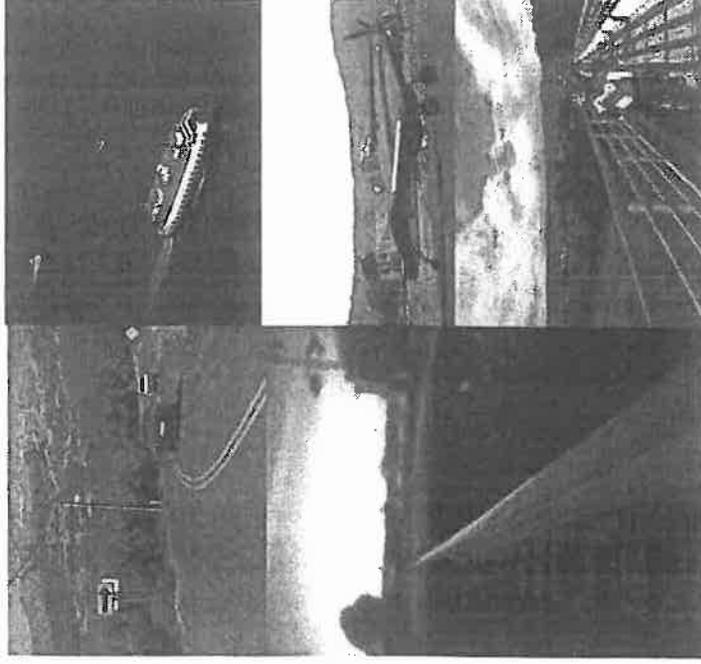


Washington State
Transportation Commission



Washington Transportation Plan 2035

Presentation to
QuadCo RTPO
October 30, 2014



What is the Transportation Commission?

An independent, seven-member citizen body appointed by the Governor for six-year terms and representing the entire state – three from east of the mountains and four from the west. The WSDOT Secretary and a representative from the Governor’s Office are ex officio members.

Roles and Responsibilities

Proposes transportation policy, funding and finance recommendations to the Governor and Legislature.

Designated as the State Tolling Authority and as such, adopts all state highway and bridge tolls as well as setting fares for Washington State Ferries.

Serves as a public forum for transportation policy development.

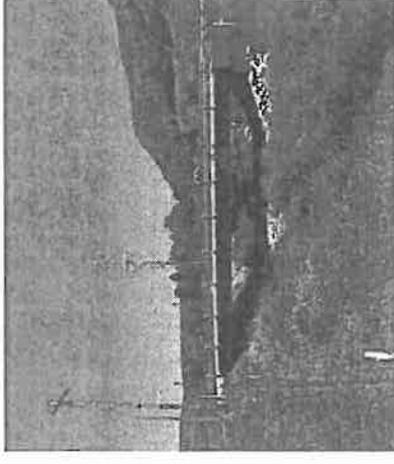
Develops and issues a comprehensive and balanced 20-year statewide transportation plan.

Conducts a statewide outreach program, including on-line surveys, to gather public input into state transportation policy, to promote transportation education, and to understand local and regional transportation needs and challenges. <http://voiceofwashingtonsurvey.org/>



What is today's statewide transportation system?

- 18,046 miles of city streets
- 39,748 miles of county roads and four county ferries
- Over 7,000 miles of state highways and 22 ferries
- 465 miles of Columbia-Snake river barge transport
- Reservation roads and Forest Service roads
- 39 transit agencies
- 75 port districts in 33 of 39 counties
- Sidewalks and bike paths
- Over 5.5 million licensed passenger vehicles, trucks and motorcycles
- Amtrak, Sounder, Link light rail, streetcars
- Freight trains and trucking companies
- Airlines and maritime shipping lines
- Bicycles



What does the Future Bring?

Washington is at a transportation funding crossroads.

- Transportation infrastructure is aging. Statewide, over \$175 billion in transportation system investments are needed in the next 20 years.
- Long-term needs vs. short-term revenue solutions.
- Population to grow by 28% in the next two decades.
- A fixed fuel tax, primary source of transportation revenue, doesn't keep pace with increases in transportation costs.
- Each year debt service payments are absorbing more of the fuel tax revenue. Thus, there is less money for on-going expenses.

The motor fuel tax represents the largest share of state transportation funding, supporting 76 percent of all state transportation investments.



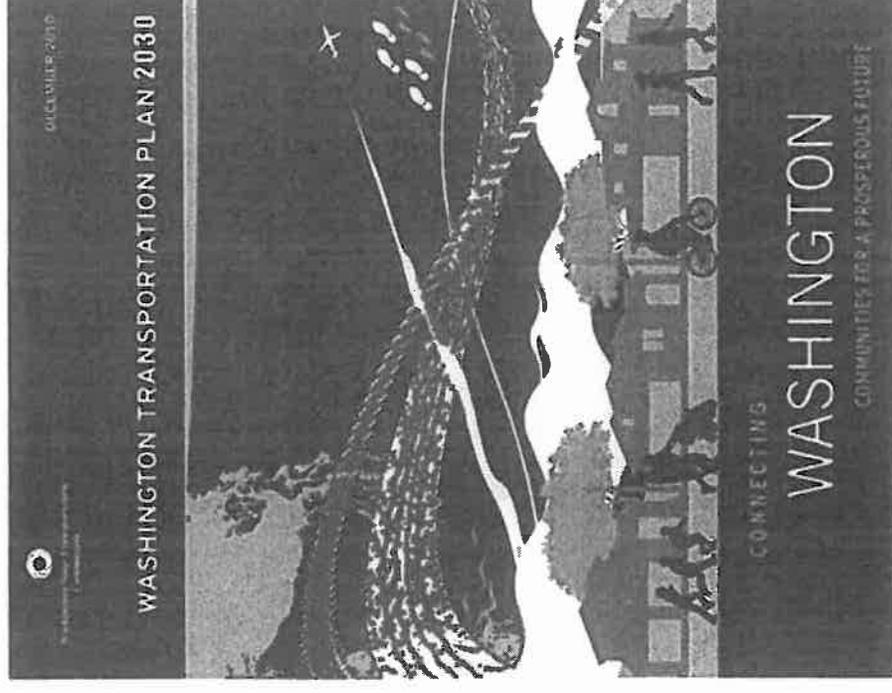
Blueprint for the Future: The Washington Transportation Plan

**A comprehensive and balanced
statewide transportation plan.**

Six transportation policy goals:

- ECONOMIC VITALITY
- PRESERVATION
- SAFETY
- MOBILITY
- ENVIRONMENT
- STEWARDSHIP

RCW 47.04.280



**Washington State
Transportation Commission**

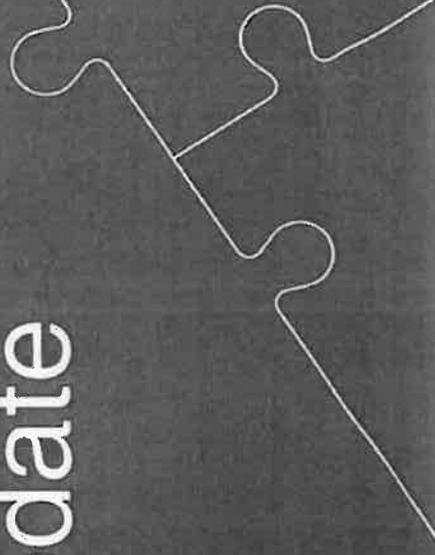


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WASHINGTON TRANSPORTATION PLAN

CONNECTING WASHINGTON COMMUNITIES
FOR A HEALTHY AND PROSPEROUS FUTURE

WTP 2035 Update



Steering Committee and Advisory Group

- Transportation Commissioner Jerry Litt
- WSDOT Assistant Secretary Amy Scarton
- Representing Regional Transportation Planning
Organizations: Lon Wyrick, Thurston County RTPO

Advisory Group Membership

- Association of Washington Business
- Association of Washington Cities
- Department of Commerce
- Department of Ecology
- Freight Mobility Strategic Investment Board
- Governor's Office/OFM
- Healthy Communities
- Puget Sound Partnership
- Puget Sound Regional Council
- Skagit-Island Regional Transportation Planning Organization
- Spokane Regional Transportation Council
- Transportation Choices
- Tribal Representative
- Washington Public Ports Association
- Washington Roundtable
- Washington State Association of Counties
- Washington State Traffic Safety Commission
- Washington State Transit Association



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State of the Transportation System

- **Demographic changes:** Washington's population is aging as well as growing, raising new challenges for addressing the different needs of an older generation of transportation system users.
- **Changing preferences:** While the majority of Washington's commuters continue to drive alone, individuals on average are driving slightly fewer miles and consuming less motor fuel. In the state's urban areas, an increasing number of people are biking, walking, and using public transportation for commuting and other trips.
- **Aging infrastructure:** Overall, Washington's roadways experienced moderate declines in condition since WTP 2030. Across all travel modes, maintenance and preservation needs exceed available transportation revenues. There is a growing backlog of past-due paving and bridge rehabilitation, as well as equipment repair and replacement needs.



State of the Transportation System

- **Shifts in state funding sources:** The state motor fuel tax remains the single largest source of transportation funding in Washington State. Revenue from this source will continue to lose value over time because of inflation, and is vulnerable to possible decreases in total fuel consumption in the long run. Tolling now generates a larger portion of state project financing than it has in the past.
- **Increasing reliance on local funding:** Local governments are shouldering an increasing proportion of transportation expenditures. Local governments rely more heavily than ever on property, sales, and other fees or taxes to meet transportation needs.
- **Growth in freight:** The critical role of freight to the Washington economy is well-understood. Freight tonnage has increased post-recession, and as operators seek to stretch the capacity of a range of modes, including roadways, waterways, rail, and air, freight system maintenance and expansion needs are growing.



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State of the Transportation System

- **Environmental protection:** Policy-makers and citizens have reaffirmed the importance of both reducing environmental impacts from transportation, and making the transportation sector more energy efficient.
- **Technology:** Rapid technological innovations in communications, manufacturing, energy and other sectors have a growing and ever-shifting impact on both transportation demand and supply. There are promising opportunities to extract more capacity from the existing transportation system, but also great uncertainty for system planners, managers, and operators.



WTP 2035 Key Messages

- Washington's future economic vitality and quality of life depend on a multimodal transportation system that is **safe and well-maintained**, and **operates efficiently** to **serve a growing economy and population**. An integrated and coordinated planning process supported by best management practices is necessary to meet these demands, whether moving harvest from farm to market on roads, waterways, rail and air, or getting children safely between school and home using sidewalks, bicycles, and buses.
- A **more defined role for the State in multimodal transportation**, including air, public transportation, and **special needs transportation** is important for Washington's communities across the state. Service providers must have the financial resources and authority to ensure they can deliver efficient services that meet the unique needs of their respective areas.
- Statewide, there is an **identifiable need for a secure, sustainable, long-term source of funding for transportation**. Continuing the funding status quo will result in declining condition and performance of Washington's transportation system, due to **inadequate maintenance and failure to address growing demand**.



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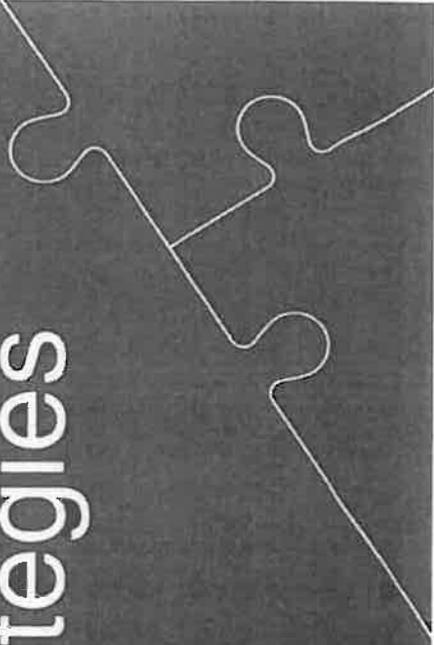


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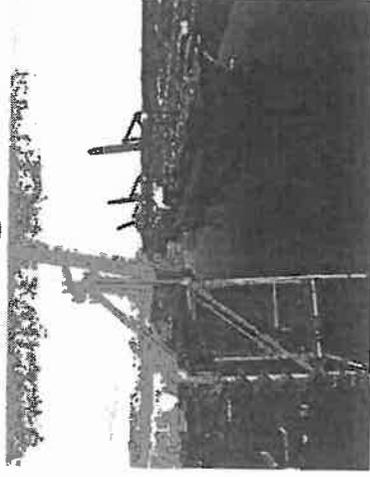
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High Level Strategies



Economic Vitality

- Address the first and last mile of freight connectivity, including key connections to ports, freight terminals and airports
- Protect industrial lands that support ports, logistics activity, and economic development
- Maintain mobility options for all passenger travel modes, including commercial air service to smaller airports

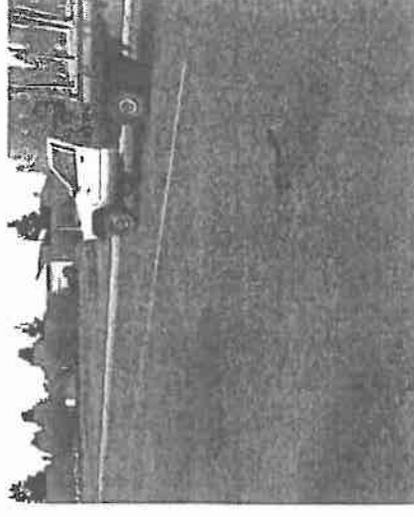


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Preservation

- Prioritize maintenance and preservation of transportation systems
- Apply practical design concepts, and operational and system management strategies, to ensure cost-effective and appropriate investments
- Develop sustainable funding sources that allow a more deliberate approach to system maintenance, preservation and eventual rehabilitation or replacement of critical infrastructure including transit vehicles and ferries

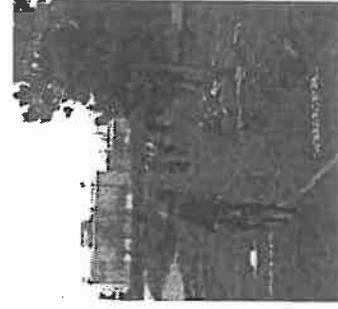
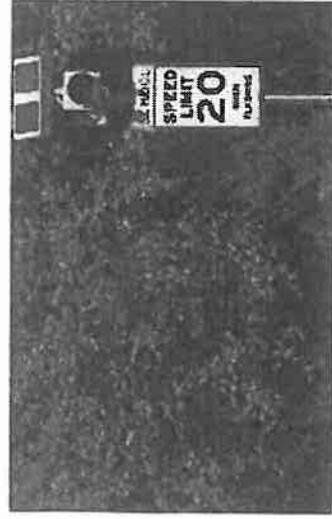


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Safety

- Improve safety and security for all transportation modes and users, on the complete system including state, local and tribal infrastructure
- Identify networks of redundant or alternate routes to maintain mobility in corridors critical for commerce and emergency services
- Continue major investment in seismic retrofit

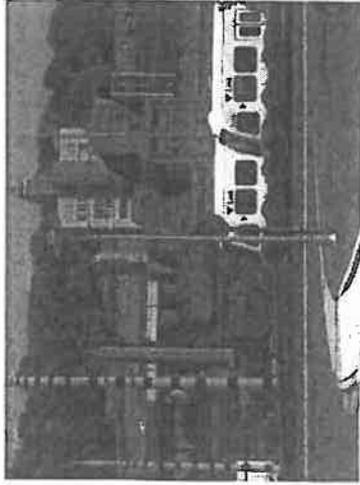


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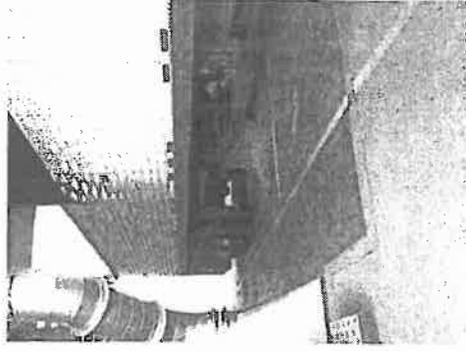
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Mobility

- Anticipate and work to accommodate Washington's changing demographic picture, with all of its implications for changing travel patterns and preferences
- Prepare for impacts and benefits of constantly evolving technology
- Reduce obstacles to multimodal travel and increase the number of realistic travel choices for any given trip



Carrier	Flight	Time	Status
Allegiant	459	2:01 PM	Arriving 1:57 PM
Allegiant	221	1:52 PM	New 2:06 PM
Allegiant	839	3:08 PM	In Air
Allegiant	225	7:52 PM	On Time
Allegiant	233	8:47 PM	On Time
Allegiant	230	1:07 PM	At Gate 12
Allegiant	201	9:32 PM	On Time
Allegiant	211	1:01 PM	New 1:06 PM
Allegiant	282		On Time

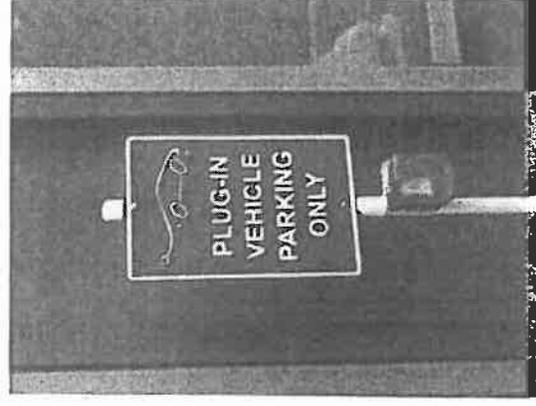
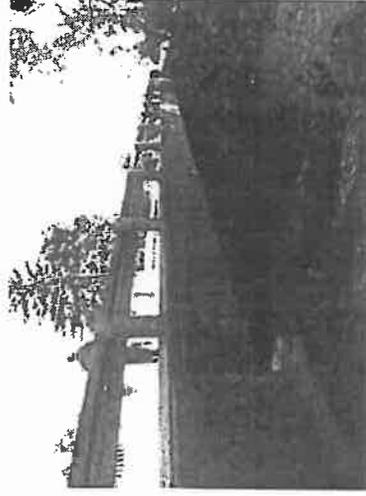
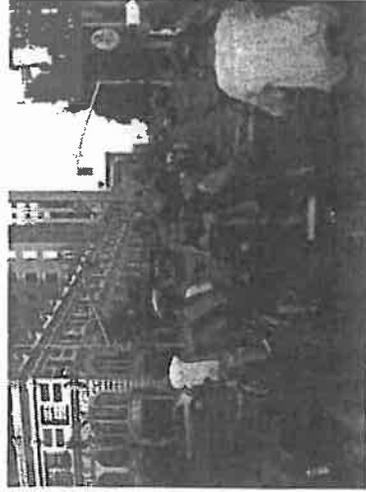


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Environment

- Reduce the transportation system's impacts on the state's natural environment, fish and wildlife, and decrease greenhouse gas emissions
- Improve the energy efficiency of the entire transportation sector
- Take action now to reduce the likelihood of and minimize environmental damage from oil train spills

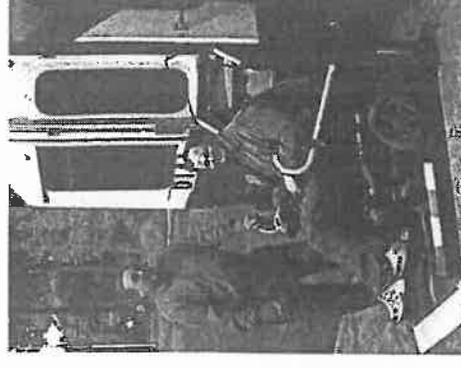
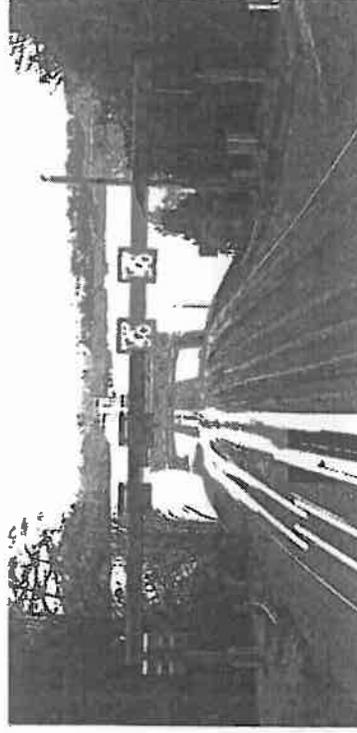


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Stewardship

- Develop a meaningful, implementable set of performance objectives for all state-funded transportation investments
- Better integrate land use policy and transportation planning, including clear linkages between WTP 2035 and the goals of the Growth Management Act
- Extend mobility and accessibility to all user groups and distribute funding costs more equitably



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Next Steps

Policy areas that call for further deliberation and guidance from the WTP Steering Committee and the Transportation Commission:

- Defining the State's role in public transportation, especially transit
- Addressing changing transportation needs through a mix of capacity expansion, system operations, and demand management

Balancing a bold “call to action” with realism about what can be achieved politically and financially.

“What does this Plan mean? Who does it apply to? And how can we get the Legislature to pay attention to it?”



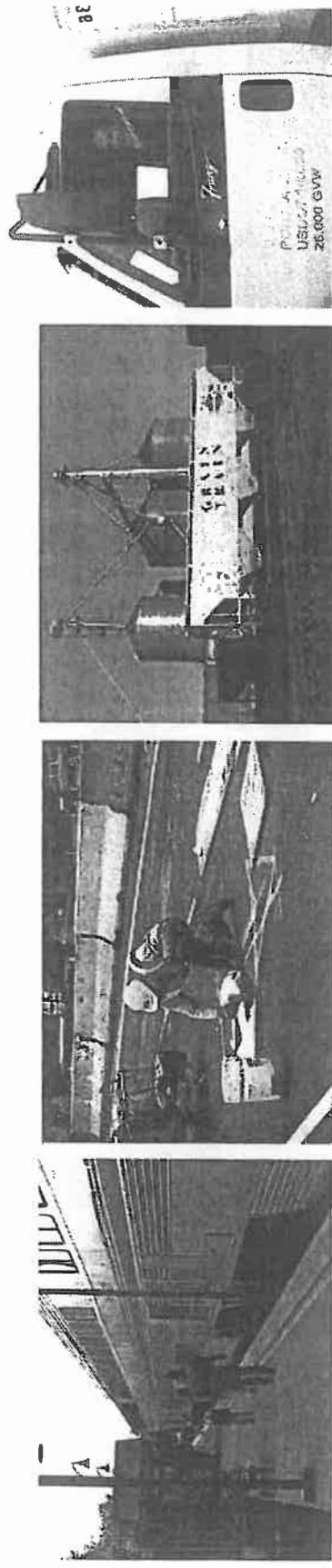
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www.wtp2035.com

**Commission is developing funding and finance recommendations.
Commission adopts WTP 2035 in December.
WSDOT begins revising its state multimodal plan to implement
WTP, including performance measures.**

**Thank you,
Paul Parker, Deputy Director**



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