

Quad County

Regional Transportation Planning Organization (QUADCO)

Regional Transportation Plan 2017-2037

Adams, Grant, Kittitas, and Lincoln Counties

Washington State



Lead Agency: Lincoln County Public Works Department
27234 SR 25N, Davenport, WA 99122
509-725-7041

Adopted 12/8/2016

Quad County Regional Transportation Plan Table of Contents

CHAPTER ONE - INTRODUCTION	1
WHAT THIS PLAN WILL ACCOMPLISH.....	1
THE COMPOSITION OF QUADCO	1
QUADCO RTP REQUIREMENTS	4
PREVIOUS RTP VERSIONS	5
HOW THIS RTP UPDATE WAS PREPARED	5
CHAPTER TWO - MAKING OUR FUTURE VISION HAPPEN	7
QUADCO’S VISION	7
GOALS, OBJECTIVES, AND STRATEGIES.....	7
CONSISTENCY WITH STATE TRANSPORTATION POLICY GOALS	13
QUADCO’S PERFORMANCE STANDARDS	14
QUADCO’S REGIONAL TRANSPORTATION SYSTEM	15
CHAPTER THREE - QUADCO’S UNIQUE CHARACTERISTICS.....	21
PHYSICAL FEATURES.....	21
<i>Sub Regions</i>	21
<i>Terrain</i>	21
<i>Natural Vegetation</i>	22
<i>Water Bodies</i>	22
DEMOGRAPHICS.....	22
<i>Population Trends</i>	22
<i>Population Forecasts</i>	24
<i>Employment Levels</i>	26
ECONOMIC SECTORS.....	27
<i>Agriculture Economy</i>	27
<i>Manufacturing</i>	28
<i>Urban Centers</i>	28
<i>Tourism</i>	29
CHAPTER FOUR - QUADCO’S CURRENT TRANSPORTATION NETWORK.....	31
ROADS.....	31
<i>Federal Functional Classification</i>	31
<i>Trucking Freight</i>	35
<i>Bridges</i>	41
<i>Roadway Condition</i>	44
<i>Road Maintenance and Preservation</i>	46
PEDESTRIAN AND BICYCLE FACILITIES.....	46
<i>Adams County Non-Motorized Facilities</i>	47
<i>Grant County Non-Motorized Facilities</i>	48
<i>Kittitas County Non-Motorized Facilities</i>	48
<i>Lincoln County Non-Motorized Facilities</i>	49
<i>Washington State Non-Motorized Facilities</i>	49

EMERGENCY RESPONSE	49
<i>Overview</i>	49
<i>Emergency Response for People with Special Needs</i>	50
PUBLIC TRANSPORTATION FACILITIES AND SERVICES.....	51
<i>Adams County Public Transportation Services</i>	52
<i>Grant County Public Transportation Services</i>	53
<i>Kittitas County Public Transportation Services</i>	55
<i>Lincoln County Public Transportation Services</i>	57
<i>Coordinated Public Transit Human Services Transportation Plan</i>	59
<i>Park and Ride Lots</i>	59
<i>Workforce Commuting Habits</i>	61
AIRPORTS	61
<i>Introduction</i>	61
<i>Airport Classification</i>	64
<i>Required Planning</i>	64
<i>Airport Operations</i>	64
<i>Airport Emergency Services</i>	66
<i>Airport Maintenance Issues</i>	66
<i>Airport Funding Sources</i>	66
RAILROADS	67
<i>Introduction</i>	67
<i>Active Railroads</i>	69
<i>Abandoned Rail</i>	69
<i>Palouse River and Coulee City Rail System</i>	69
<i>Columbia Basin Railroad</i>	74
<i>Royal Slope Railroad</i>	76
<i>Intermodal Facilities</i>	76
<i>Rail and Waterway Economic Corridors</i>	76
<i>Rail Line Capacity</i>	76
RIVER TRANSPORTATION	80
CHAPTER FIVE - PREPARING FOR THE FUTURE	81
ROAD IMPROVEMENT NEEDS.....	81
PEDESTRIAN AND BICYCLE FACILITY IMPROVEMENT NEEDS	83
PUBLIC TRANSPORTATION IMPROVEMENT NEEDS	84
AIRPORT CAPITAL IMPROVEMENT NEEDS	85
RAILROAD IMPROVEMENT NEEDS.....	86
CHAPTER SIX – FUNDING QUADCO’S TRANSPORTATION NETWORK.....	89
MAJOR FUNDING SOURCES	89
PROBABLE FUNDING LEVELS	93
CHAPTER SEVEN – HOW QUADCO WILL DETERMINE SUCCESS.....	95
QUADCO’S PERFORMANCE MONITORING SYSTEM.....	95

List of Figures

FIGURE 1 - QUADCO STUDY AREA	3
FIGURE 2 – RTPOs OF WASHINGTON.....	4
FIGURE 3 – TRANSPORTATION FACILITIES IN ADAMS COUNTY	16
FIGURE 4 – TRANSPORTATION FACILITIES IN GRANT COUNTY	17

FIGURE 5 – TRANSPORTATION FACILITIES IN KITTITAS COUNTY18
 FIGURE 6 – TRANSPORTATION FACILITIES IN LINCOLN COUNTY.....19
 FIGURE 7 – QUADCO’S FREIGHT AND GOODS TRANSPORTATION SYSTEM.....37
 FIGURE 8 – AGE OF WSDOT BRIDGES.....43
 FIGURE 9 – PUBLIC TRANSPORTATION SERVICE IN THE QUADCO REGION58
 FIGURE 10 – PARK AND RIDE LOTS IN THE QUADCO REGION60
 FIGURE 11 – AIRPORTS IN THE QUADCO REGION63
 FIGURE 12 – RAILROADS IN QUADCO68
 FIGURE 13 – RAIL LINE CAPACITY IN 2008.....78
 FIGURE 14 – RAIL LINE CAPACITY IN 2028.....79

List of Tables

TABLE 1 – TYPICAL COUNTY ROADWAY DESIGN STANDARDS.....14
 TABLE 2 – HISTORICAL POPULATION BY JURISDICTION23
 TABLE 3 – FUTURE POPULATION FORECASTS BY JURISDICTION.....25
 TABLE 4 – LABOR FORCE AND UNEMPLOYMENT RATES.....26
 TABLE 5 – QUADCO AGRICULTURE STATISTICS28
 TABLE 6 – QUADCO TOURISM TRAVEL IMPACTS.....30
 TABLE 7 – HIGHWAYS AND ROADS FUNCTIONAL CLASSIFICATION.....33
 TABLE 8 – CRITICAL RURAL FREIGHT CORRIDORS IN QUADCO REGION.....36
 TABLE 9 – FREIGHT AND GOODS TRANSPORTATION SYSTEM, HIGHWAYS.....38
 TABLE 10 – FREIGHT AND GOODS TRANSPORTATION SYSTEM40
 TABLE 11 – 2014 BRIDGES AND SMALL STRUCTURES.....42
 TABLE 12 – ROAD SURFACE TYPE44
 TABLE 13 – PEDESTRIAN AND BICYCLE FACILITIES47
 TABLE 14 – GRANT TRANSIT AUTHORITY 2013 SERVICE LEVELS.....54
 TABLE 15 – PARK AND RIDE LOTS59
 TABLE 16 – WORKFORCE COMMUTE DATA61
 TABLE 17 – AIRPORTS IN QUADCO62
 TABLE 18 – AIRPORT OPERATIONS IN QUADCO.....65
 TABLE 19 – RAILROADS IN QUADCO69
 TABLE 20 – TWENTY-YEAR MAINTENANCE AND PRESERVATION COSTS.....82
 TABLE 21 – COST TO PAVE CURRENT GRAVEL ROADS.....83
 TABLE 22 – PUBLIC TRANSPORTATION IMPROVEMENT PROGRAM.....84
 TABLE 23 – AIRPORT CAPITAL IMPROVEMENT PROGRAM.....85
 TABLE 24 –RAIL SYSTEM IMPROVEMENT STRATEGIES - PCC CW BRANCH.....87
 TABLE 25 – POTENTIAL AVERAGE ANNUAL ROAD REVENUES93

List of Appendices

- Appendix A – Public Involvement
- Appendix B – Consistency with Local Comprehensive Plans
- Appendix C – How Other RTPOs Ensure GMA Consistency
- Appendix D – QUADCO Agencies’ Six-year Transportation Improvement Programs

Chapter One - Introduction

What This Plan Will Accomplish

This Regional Transportation Plan (RTP) is meant to establish a consistent and meaningful method of making transportation-related decisions on a regional basis. It focuses on the regional transportation system in Central Washington for the Quad County Regional Transportation Planning Organization (QUADCO). It meshes QUADCO local agency plans with Washington's statewide transportation plan, providing a regional perspective.

This plan provides a description of the region's values, goals, and unique characteristics. It considers how people's travel patterns and the transport of freight will change in the future. This information is in turn used to determine whether or not additional transportation facilities, services, and programs are needed to keep our people, goods, and services mobilized for the next twenty years. The plan concludes with a discussion of finances needed for these identified needs.

QUADCO local agencies will use this plan as the foundation for developing their local six-year transportation improvement programs. The projects in the local agencies' six-year transportation improvement programs, which are also on the regional transportation system, will be added to QUADCO's six-year regional transportation improvement program. The end result is a coordinated and consistent approach to guide and help achieve regional transportation priorities.

The Composition of QUADCO

The towns, cities, and counties within Adams, Grant, Kittitas, and Lincoln counties make up QUADCO. QUADCO's Council includes duly elected officials and staff that represent each jurisdiction within the four-county region and who are technically proficient in public policy, planning, and/or engineering. QUADCO's Transportation Policy Board, which has representation from regional jurisdictions, port districts, public transportation, rail service, private business, and the Washington State Department of Transportation (WSDOT), provides recommendations to the Council on transportation policies and decisions. The WSDOT regions that are within QUADCO include parts of North Central Region, South Central Region, and Eastern Region.

The lead planning agency for QUADCO is provided by each of the four counties, with each county public works department taking a two-year turn to provide these services.

Composition of the Council and Policy Board is listed below. Vicinity maps of the QUADCO area are shown in Figures 1 and 2.

QUADCO Council Member Jurisdictions

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

QUADCO Transportation Policy Board - 2017 Membership

<u>Representing</u>	<u>Member</u>	<u>Organization</u>
Major Employer/Business Associate	Rod Van Orman	Anderson Hay
Major Employer/Business Associate	Paul Katovich	Central Washington Grain Growers
WSDOT Regional Administrator	Dan Sarles	WSDOT North Central Region
City Officials	Derek Mayo	Ellensburg
City Officials	Rick Becker	Harrington
City Officials	Shawn O’Brien	Moses Lake
City Officials	Scott Yaeger	Ritzville
Port Official	Dale Pomeroy	Port of Warden
County Official	Todd O’Brien	Adams County
County Official	Jeff Tincher	Grant County
County Official	Mark Cook	Kittitas County
County Official	Phil Nollmeyer	Lincoln County
Railroad Official	Patrick Boss	Columbia Basin Railroad
Public Transportation Official	Jan Ollivier	People For People
QUADCO Council Chair	Mark Stedman	Lincoln County

Figure 1 - QUADCO Study Area

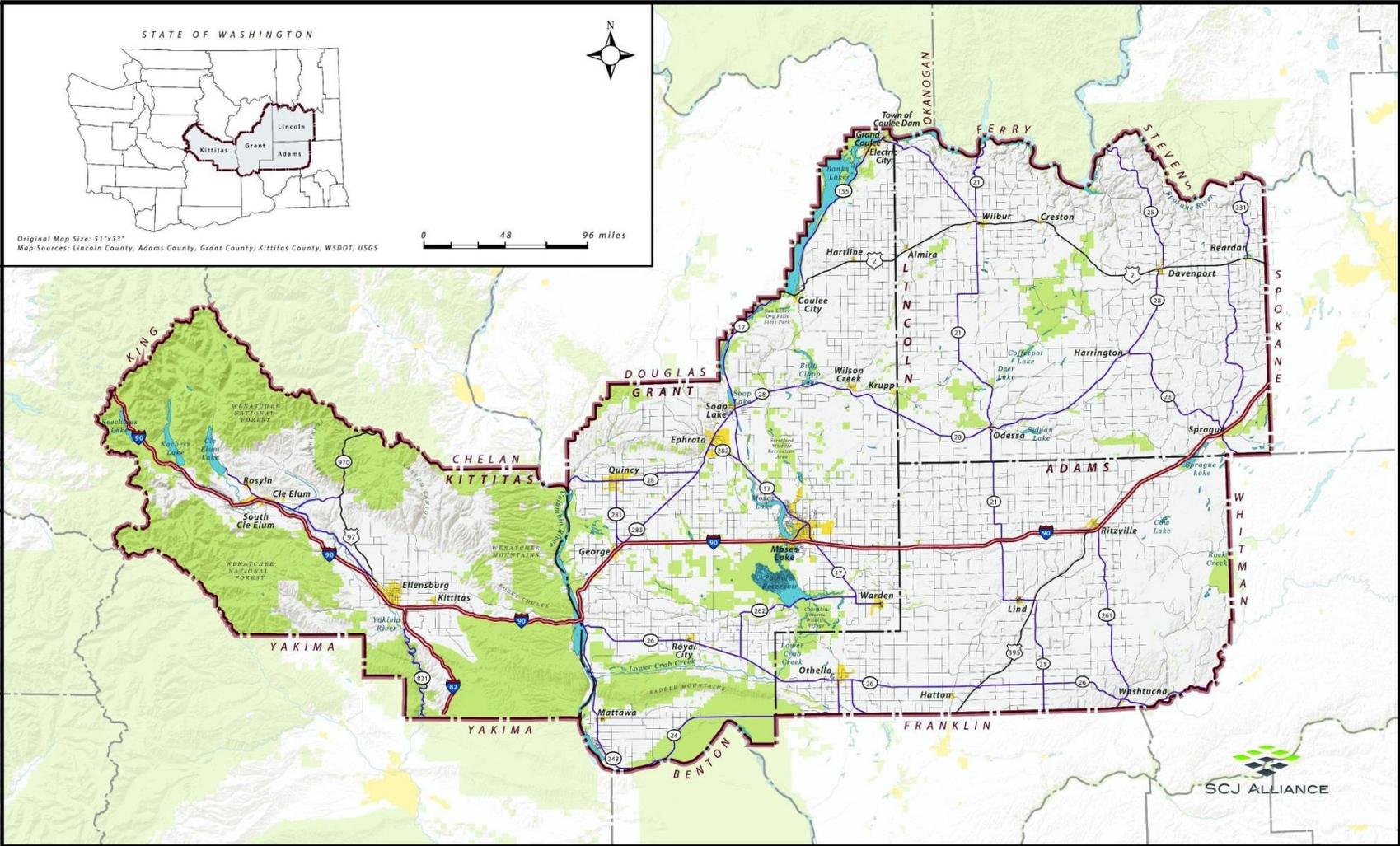
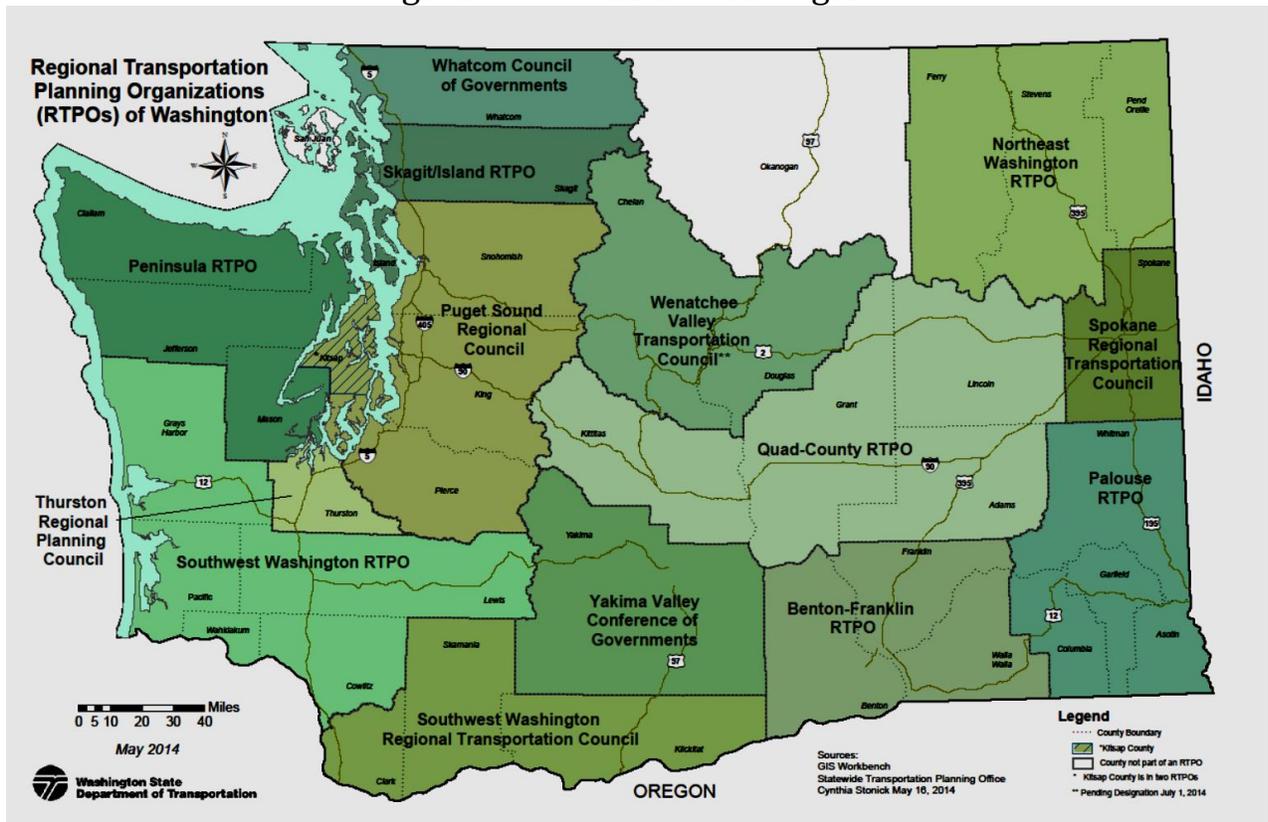


Figure 2 – RTPOs of Washington



QUADCO RTP Requirements

This RTP was developed to be consistent with state requirements in RCW 47.80.030 and the Washington State Department of Transportation RTPO Transportation Planning Guidebook. Meeting state requirements is necessary to ensure local agency transportation projects are eligible for funding through the widest range of programs.

The Quad County Regional Transportation Planning Organization (QUADCO) was formed under the provisions of the 1990 Growth Management Act (SHB 2929). The Regional Transportation Plan and the Transportation Improvement Program are designed and created to meet the requirements of the Growth Management Act (GMA) for both Non-GMA and GMA members.

Each QUADCO jurisdiction is responsible for identifying, planning, programming and constructing the transportation projects within the scope of their responsibility. The involvement of each jurisdiction in the RTPO is voluntary. Consistent with the voluntary nature of participation in the RTPO, the results of the regional planning process are in the form of recommendations for consideration in each jurisdiction’s overall program responsibilities.

This plan is a tool to be used by QUADCO participating jurisdictions to assist them in programming efforts. The RTP helps each QUADCO jurisdiction recognize their needs as well as their neighbors' needs within the context of the region as a whole. The same perspective is true for WSDOT, and state legislation requires the incorporation of these recommendations in WSDOT plans for transportation improvements on state routes within the region.

Previous RTP Versions

On June 8, 1994 the QUADCO RTPO adopted its first Regional Transportation Plan. An addendum to the Plan was adopted on April 30, 2004. A full update was adopted May 18, 2007. Subsequent currency reviews have been completed each biennium and forwarded to the Washington State Department of Transportation in accordance with RCW 47.80.030(2).

How This RTP Update Was Prepared

The preparation of this RTP update was conducted by QUADCO's lead agency, Kittitas County, and involved QUADCO's Transportation Policy Board for input and information. Additionally, SCJ Alliance Consulting Services provided public outreach services, technical review of the draft RTP, geographic information system support, Growth Management Act planning review, and assistance with the development of the six-year regional transportation improvement program component of this RTP.

A comprehensive public outreach process provided stakeholder input and used several different formats to obtain public feedback, develop trend analysis, and create a vision for the RTP. A new public website was created to provide materials and information to the public and to obtain information and comments from the public. An electronic survey was developed to obtain broad public opinion on regional transportation issues and needs. Stakeholder meetings were held with county staff, various city representatives, staff of the three Regions of the Washington State Department of Transportation, and interested parties. Four public open houses, in each QUADCO county, were held to meet face to face with additional stakeholders and the general public.

Summary of the survey results, open house comments, and minutes from the stakeholder meetings are included in Appendix A.

Chapter Two - Making Our Future Vision Happen

QUADCO's Vision

QUADCO's vision is to achieve and maintain a safe, reliable, and cost effective transportation options for the people, goods, and services throughout the QUADCO region.

Goals, Objectives, and Strategies

The following goals, objectives, and strategies are listed below. These are not in order of priority. They should be considered by QUADCO when developing future unified planning work programs and by QUADCO's local agencies when they develop transportation improvements for their six-year transportation improvement programs.

Goal 1 – Safety

Protect the safety of our community.

Objective 1: Improve Safety Through Roadway Design

- Strategy 1: Support the development of safety plans for agencies using collision and road data to identify needed safety improvements.
- Strategy 2: Encourage agencies to develop projects that do not compromise the safety of the transportation system.
- Strategy 3: Support projects that improve safety characteristics such as increasing sight distance, improving curve radii, and improving rail crossings.



Improve Safety For Pedestrians

- Strategy 1: Support the evaluation of safety improvements needed for public transportation bus stops and transfer stations and the coordination of needed improvements with appropriate agencies.
- Strategy 2: Support projects that improve passenger safety and security on public transportation and at associated facilities like park and ride lots and transit centers.
- Strategy 3: Support the identification of safety investments toward known risk factors for pedestrians and bicyclists.
- Strategy 4: Support projects that include developing safe sidewalks and well-lit crosswalks within an appropriate radius of every school in the region and along primary transit routes near activity centers.

Goal 2 - Preservation

Preserve and extend the life and utility of prior transportation system investments.

Objective 1: Preserve Roads and Bridges

- Strategy 1: Support the analysis of bridge and culvert conditions to document needed maintenance and preservation work.
- Strategy 2: Support the analysis of road pavement conditions for the regional transportation network to document needed pavement preservation work.
- Strategy 3: Support the management of system assets and investment inventories to determine needed maintenance and preservation work.
- Strategy 4: Support projects that preserve and extend the life and utility of roads and bridges.

Objective 2: Preserve Other Transportation Modes

- Strategy 1: Support the analysis of existing conditions of airports, rail, transit, and non-motorized transportation systems in the region to document needed maintenance and preservation work.
- Strategy 2: Support preservation projects that extend the life and utility of airports, rail, transit, and non-motorized transportation systems.

Goal 3 - Economic Vitality

Enhance our region's economic vitality by promoting and developing transportation systems that stimulate, support, and enhance the movement of people and goods.

Objective 1: Provide Freight and Goods Movement

- Strategy 1: Support the evaluation of freight movement patterns in the region and the development of recommendations for transportation system improvements to provide for these freight movement patterns.
- Strategy 2: Support the development of an all-weather transportation system and needed investments.

Strategy 3: Support projects that provide improvements or investments identified as needed for an all-weather transportation system.

Strategy 4: Support projects that maintain or improve multi-modal competitiveness for products being transported on roads, rail, and/or river.

Objective 2: Provide Recreation and Tourism Movement

Strategy 1: Support the evaluation of transportation needs for tourism and recreation activities.

Strategy 2: Support projects that provide improvements or investments that encourage and support tourism and recreation activities in the region.

Objective 3: Provide Job Access

Strategy 1: Encourage major employers to establish programs for ridesharing and other transportation demand management systems.

Strategy 2: Support the evaluation of transportation improvements needed to improve access to jobs for all citizens of the region including unemployed and disadvantaged persons.

Strategy 3: Support public transportation service that provides access to jobs.

Strategy 4: Support transportation system projects that enhance the movement of people and goods by providing transportation facilities, motorized and not-motorized, that support the location of jobs, housing, industry, and other activities.



Objective 4: Manage Growth

Strategy 1: Support the identification of areas that are planned for economic development and the evaluation of transportation improvements needed to encourage this development.

- Strategy 2: Support transportation improvement projects that encourage economic development that is consistent with adopted comprehensive and land use plans.
- Strategy 3: Support transportation improvement projects that encourage economic growth in economically depressed areas and are consistent with adopted comprehensive and land use plans.

Goal 4 – Mobility

Enhance the mobility of people and goods throughout the region by providing an interconnected transportation system and opportunities for choosing different transportation modes.

Objective 1: Make Alternative Travel Modes Available

- Strategy 1: Support the identification of transportation improvements needed to connect and support different modes of transportation.
- Strategy 2: Support the evaluation of facilities that provide intermodal connections and prepare a plan for needed enhancements to these facilities and for resolving any constraints identified.
- Strategy 3: Support the evaluation of the movement of goods and people in the region, compare this information with vehicle trip data, and identify needed improvements including interconnectivity of all transportation modes.
- Strategy 4: Support projects that effectively meet the mobility needs for the people, goods, and services in QUADCO.
- Strategy 5: Support needed improvements for public transportation, rail, and aviation system improvements and potential funding sources for these alternative modes.
- Strategy 6: Support projects that are compatible with other travel modes.
- Strategy 7: Support projects that provide for more than one mode of travel, provide effective intermodal connections, provide viable alternatives to the single occupant vehicle, and provide more opportunities to choose between different modes of travel.

Objective 2: Provide Access For All Citizens

- Strategy 1: Support transit providers in their efforts to educate the region on the role of public transportation in the region and alternative transportation options for different users.
- Strategy 2: Support agencies in QUADCO with meeting Title VI of the 1964 Civil Rights Act requirements.
- Strategy 3: Support agencies with more than 50 employees in QUADCO to comply with the Americans with Disabilities Act requirement to develop ADA Transition Plans.
- Strategy 4: Support projects that maximize mobility for population segments dependent on public transportation such as persons with disabilities and those who are elderly.

Objective 3: Improve Mobility through Cooperative Coordination

- Strategy 1: Encourage agencies and private stakeholders to coordinate their decision-making that may impact railroads, elevator and terminal operators, trucking companies,

bus companies, package express services, taxi companies, pipelines, para-transit contractors, and airlines.

Strategy 2: Encourage large employers to provide programs and services that encourage employees to commute to work by means other than driving alone or to change commuting patterns through tele-working, flex-time, or compressed work weeks.

Strategy 3: Support the analysis of roadway classifications to properly classify them to be consistent with state, county, and municipal control and reflect appropriate movement through the region.

Strategy 4: Support the evaluation of improvements needed to provide inter-jurisdictional linkages in the region and from the region to bordering regions.

Strategy 5: Provide regional guidelines that encourage transportation system development to occur consistently throughout the region and that are supportive of local comprehensive plans.

Strategy 6: Encourage agencies to analyze and compare standards, used by their neighboring agencies, for operating conditions, classification schemes, and performance measures. Encourage agencies to make standards more uniform.

Strategy 7: Support coordination of major transportation decisions among affected jurisdictions in and near the region, affected transportation providers in the region, and other private stakeholders.

Strategy 8: Support projects that facilitate inter-jurisdictional linkages and improvements that connect regional origins and destinations.

Goal 5 – Environment

Protect our region’s environment and high quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

Objective 1: Promote Our High Quality of Life

Strategy 1: Encourage rural agencies to develop projects that promote energy conservation, healthy communities, and environmental protection.

Strategy 2: Encourage rural agencies to develop projects that retain aesthetic features on tourist roads and provide guidelines to region agencies.

Strategy 3: Support projects that enhance the area’s high quality of life, protect air and water quality, and meet environmental standards.

Strategy 4: Support projects that identify walking and bicycling facilities needed to improve public health and the region’s environment.

Goal 6 – Stewardship

Improve the quality, effectiveness, and efficiency of our region's transportation system and growing communities with cost effective investments that have public support.

Objective 1: Make Effective and Efficient Transportation Investments

- Strategy 1: Encourage agencies to identify where the transportation system is approaching capacity and evaluate whether low cost demand management strategies could be used to improve the level of service.
- Strategy 2: Encourage agencies to develop programs and tools for major employers, activity centers, and others to encourage ridesharing and other transportation demand management systems.
- Strategy 3: Encourage private stakeholders to consolidate freight facilities wherever feasible and locate freight facilities adjacent to appropriate existing arterials and transportation hubs.
- Strategy 4: Support the evaluation of vehicle, rail, and bus travel time in the region to determine projects needed to reduce inefficient routing.
- Strategy 5: Encourage QUADCO's neighboring agencies to coordinate road projects to reduce the cost of the projects and increase efficiency of service delivery.
- Strategy 6: Support improving existing facilities in the transportation system as a higher priority than providing new facilities, except where new facilities have a lower cost and higher benefit.
- Strategy 7: Support improvements to an inadequate regional infrastructure including the transportation system and water, sewer, and other utility systems.
- Strategy 8: Support projects that provide necessary improvements and are the most cost-effective mode(s) of transportation for the overall good of the region.
- Strategy 9: Support projects that are economically feasible, solve problems in a cost-effective manner, and have high investment value.

Objective 2: Support QUADCO's Growing Communities

- Strategy 1: Support the identification of projects needed to support urban growth boundaries, residential centers, and employment centers identified in or consistent with the comprehensive plans of jurisdictions in GMA counties.
- Strategy 2: Support the evaluation of whether growth and change in the transportation system is consistent with the comprehensive and transportation plans of agencies that are nearby the QUADCO region.
- Strategy 3: Support the evaluation of current and future growth impacts on the transportation system and transportation alternatives needed to maintain safety and level of service standards.
- Strategy 4: Support the identification of future transportation corridors that should be preserved for future rights-of-way.
- Strategy 5: Support projects that provide public facilities and services needed for development as it occurs in GMA counties and are consistent with local comprehensive and transportation plans.

Objective 3: Involve the Public in Transportation Decisions

- Strategy 1: Support the development of a public outreach program to educate the public on transportation expenditures, investments, and respective benefits and encourage involvement of citizens in the planning process.
- Strategy 2: Support the development of public outreach tools such as social media to encourage public access to information and decision making.
- Strategy 3: Encourage communities and jurisdictions reconcile conflicts and strengthen partnerships in order to increase credibility, develop priorities, and inform decision making.
- Strategy 4: Encourage early and continuing public involvement in all aspects of the transportation planning process.
- Strategy 5: Support projects that demonstrate consistency with locally adopted public review policies and have widespread public support.



Consistency with State Transportation Policy Goals

QUADCO’s goals and objectives are consistent with those established in the Washington Transportation Plan (WTP) 2030, adopted in December 2010. The WTP is currently being updated as the WTP 2035 and is based on the following six transportation policy goals:

Economic Vitality: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

Safety: To provide for and improve the safety and security of transportation customers and the transportation system.

Mobility: To improve the predictable movement of goods and people throughout Washington State.

Environment: To enhance Washington’s quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system.

QUADCO’s Performance Standards

QUADCO’s performance standards, established for roadway and transit operational conditions, are called level of service (LOS) standards. The LOS is determined by speed, travel times, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

The regional transportation roadway level of service standard established by QUADCO is LOS C for rural roads and LOS D for urban roads.

Cities and Counties throughout the region also use national standards published by the American Association of State Highway and Transportation Officials as well as the Local Agency Guidelines established by the Washington State Department of Transportation. These standards cover a wide variety of construction and operational standards. For example, county roads are typically designed to the standards described in Table 1 below.

<i>Performance Measure</i>	<i>Principal Arterials</i>	<i>High Volume Arterials</i>	<i>Low Volume Minor Arterials</i>	<i>High Volume Collectors</i>	<i>Intermediate Volume Collectors</i>	<i>Low Volume Collectors</i>
Peak Hour Vol.	2,200	>400	<400	>200	<200	<40
Ave. Daily Traffic	22,000	>4,000	<4,000	>2,000	<2,000	<400
Rural Geometrics ¹	12/8/100	12/4/80	11/3/80	11/3/60	11/2/60	11/1/60
Urban Geometrics	13/8/100	12/8/80	12/8/80	12/7/60	11/7/60	11/6/60
Through Ln. Width	12	12	11	11	11	11
Surface Type	paved	paved	paved	paved	paved	paved
Left Paved Shoulder	8	4	3	3	2	1
Right Paved Shoulder	8	4	3	3	2	1

¹ Lane width, shoulder width, and right-of-way dimensions

QUADCO's Regional Transportation System

The regional transportation system in QUADCO includes the facilities, services, and programs that exhibit one or more of the following characteristics, as required by RCW 47.80.030(1) (b) at a minimum:

1. Crosses member county lines.
2. Is or will be used by a significant number of people who live or work outside 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.

QUADCO's regional transportation system is multimodal and emphasizes movement of people and goods. By definition, all state highways are considered to have regional significance. Since many roads are used to haul grain and other produce to market outside the region, all roads on the Freight and Goods System are also considered to be of regional significance. Other roads that provide access to recreational facilities in the region, that attract visitors statewide, are regionally significant. All railroads, airports, transit systems and non-motorized facilities are considered to be regionally significant. Additionally, each county has identified other regionally significant transportation facilities based on local knowledge of transportation systems important within their county. Transportation facilities for each county are shown in Figures 3 through 6 below.



Figure 3 – Transportation Facilities in Adams County

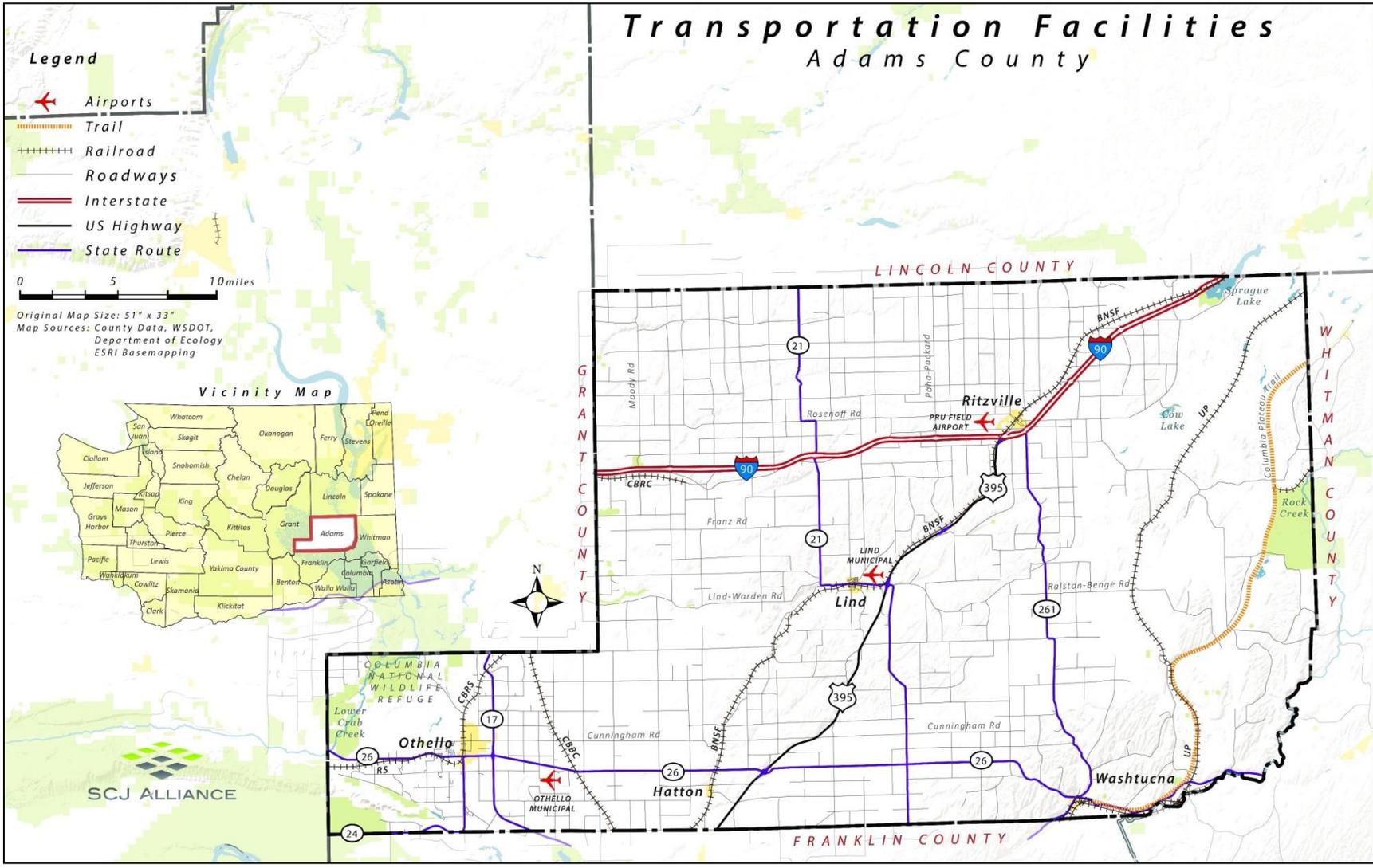
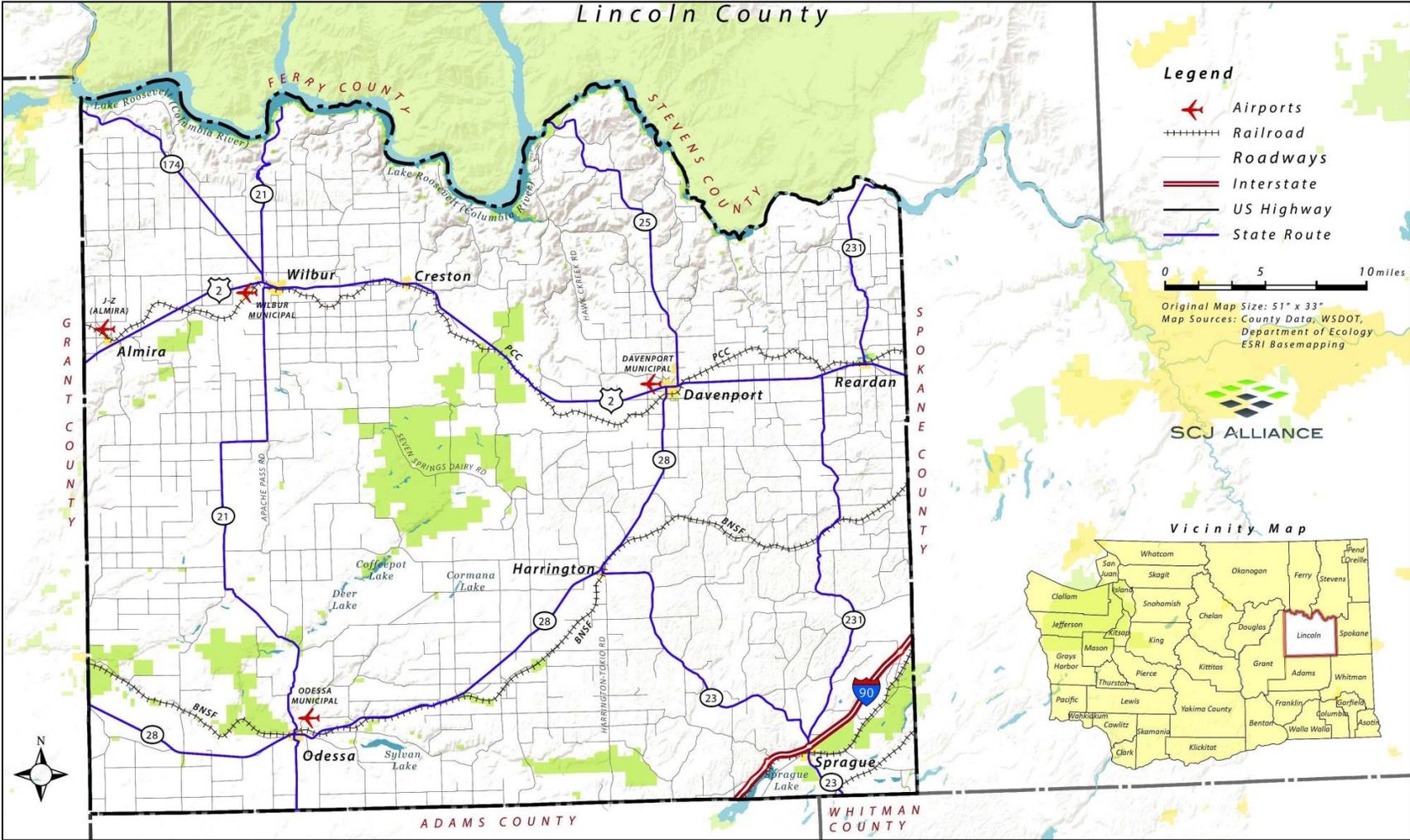


Figure 5 – Transportation Facilities in Kittitas County



Figure 6 – Transportation Facilities in Lincoln County



Chapter Three - QUADCO's Unique Characteristics

Physical Features

The QUADCO region covers an area of 9,214 square miles of central and eastern Washington. The terrain varies from mountains to dry-lands, with major rivers and lakes scattered throughout the region. This area's physical features are conducive to highly productive agricultural lands and popular recreation destinations. A summary of QUADCO's unique physical features is as follows:

Sub Regions

There are three distinct sub regions within the area, each of which has unique physical characteristics. These sub regions are:

1. The dry-lands of Lincoln, Adams, and Grant Counties with their emphasis on grain production, and destination recreation.
2. The irrigated areas of Grant County, Adams County panhandle, and Kittitas County with their emphasis on perishable products, orchards and the timothy hay industry.
3. The mountainous area of Kittitas County with a focus on recreational activities and forest environments.

Terrain

The region's western edge is the eastern portion of the Cascade Range, from the high elevations to the eastern foothills of the Cascade Range. This type of terrain is mostly to the west of the City of Ellensburg. The eastern part of Kittitas County and a sizable portion of western Grant County, consist naturally of low hills with scabland vegetation with scattered irrigated areas. Central and eastern Grant County and western Adams County have considerably flatter irrigated terrains. The rest of Adams County and almost the entire area of Lincoln County rest in the channeled scablands area with limited irrigation.

The Saddle Mountains trend east/west and separate the area around the town of Mattawa from the balance of Grant County. The Mattawa side of these hills is called the Wahluke Slope with the northern side being referred to as the Royal Slope. Although both the lower Mattawa area and the lower portion of the Royal Slope area are irrigated, the remainder of the Saddle Mountains area is not. Its economic activity is focused on hunting and wildlife observation. The Palouse Hills are a feature located further to the southeast, encompassing about one quarter of Adams County with this type of terrain. The northern portion of the Palouse Hills includes Sprague Lake and surrounding areas that have recreational amenities.

Natural Vegetation

Evergreen forests are featured prominently in Upper Kittitas County. The rest of the region's natural vegetation is of the desert and steppe varieties that are being replaced by irrigated crop agriculture within the Columbia Basin Project area.

Water Bodies

Significant water bodies include the Yakima and Columbia Rivers and their constituent lakes. The Columbia River remains navigable to a point just upriver from the southern boundary of the region. The major lakes in Kittitas County include Keechelus Lake, Lake Easton, Kachess Lake, and Cle Elum Lake. The major lakes in Grant County include Frenchman Hills Lake, Potholes Reservoir, Soap Lake, Moses Lake, and Banks Lake. Lake Roosevelt and the Spokane River are the northern border of Lincoln County. Moses Lake and its surrounding water bodies are located near the center of the region. Banks Lake and Lake Roosevelt are two reservoirs of the Columbia River located in the northern portions of the region which feature recreational amenities prominent to the region.

Demographics

Population Trends

The four-county area's 2014 combined population projection is 165,100. This represents approximately 2.4 percent of the state population. It is significant to note that approximately 45% of the region's population is located in unincorporated areas, demonstrating the strong agricultural orientation of the region. Historical population growth is shown in Table 2 below for each jurisdiction within the region, including the percentage increase between 2000 and 2010 census populations and the most recent population estimates for 2014.

Although population growth has slowed down from the previous decade, this sparsely populated region is still growing, up 18% from 2000 to 2010. Several QUADCO communities have grown more than 25% during the 2000 to 2010 ten-year time period including Mattawa growing 70%, Moses Lake growing 36%, Quincy growing 34%, Othello growing 26%, and Kittitas growing 25%. Farming, agricultural processing, industrial production, and low cost housing markets are some of the major contributors to this population growth. Farming in the QUADCO region, with its abundance of sub-regional farm-to-market roads and major transportation facilities, has experienced economic growth over the past several years.

Table 2 – Historical Population by Jurisdiction²

<i>County/ Municipality</i>	<i>1980 Census</i>	<i>1990 Census</i>	<i>2000 Census</i>	<i>2010 Census</i>	<i>% Change 2000-2010</i>	<i>2014 Estimate</i>
Adams	13,267	13,603	16,428	18,728	14%	19,400
<i>Unincorporated</i>	6,031	6,466	7,905	8,818	12%	9,135
<i>Incorporated</i>	7,236	7,137	8,523	9,910	16%	10,265
Hatton	81	71	98	101	3%	110
Lind	567	472	582	564	-3%	565
Othello	4,522	4,638	5,847	7,364	26%	7,695
Ritzville	1,800	1,725	1,736	1,673	-4%	1,680
Washtucna	266	231	260	208	-20%	215
Grant	48,522	54,798	74,698	89,120	19%	92,900
<i>Unincorporated</i>	20,568	25,282	35,797	40,134	12%	41,470
<i>Incorporated</i>	27,954	29,516	38,901	48,986	26%	51,430
Coulee City	510	568	600	562	-6%	565
Coulee Dam (part)	1,439	1,127	4	0	-100%	0
Electric City	927	910	922	968	5%	1,010
Ephrata	5,359	5,349	6,808	7,664	13%	7,930
George	261	324	528	501	-5%	720
Grand Coulee	1,180	984	897	988	10%	1,050
Hartline	165	176	134	151	13%	155
Krupp	87	53	60	48	-20%	50
Mattawa	299	941	2,609	4,437	70%	4,460
Moses Lake	10,629	11,235	14,953	20,366	36%	21,600
Quincy	3,525	3,734	5,044	6,750	34%	7,235
Royal City	676	1,104	1,823	2,140	17%	2,210
Soap Lake	1,196	1,203	1,733	1,514	-13%	1,530
Warden	1,479	1,639	2,544	2,692	6%	2,710
Wilson Creek	222	169	242	205	-15%	205
Kittitas	24,877	26,725	33,362	40,915	23%	42,100
<i>Unincorporated</i>	9,109	10,418	13,614	18,063	33%	18,890
<i>Incorporated</i>	15,768	16,307	19,748	22,852	16%	23,210
Cle Elum	1,773	1,778	1,755	1,872	7%	1,870
Ellensburg	11,755	12,360	15,414	18,174	18%	18,440
Kittitas	853	843	1,105	1,381	25%	1,475
Roslyn	938	869	1,017	893	-12%	895
South Cle Elum	449	457	457	532	16%	530

² State of Washington Office of Financial Management preliminary April 1, 2014 population estimates.

Table 2 – Historical Population by Jurisdiction³
Continued

<i>County/ Municipality</i>	<i>1980 Census</i>	<i>1990 Census</i>	<i>2000 Census</i>	<i>2010 Census</i>	<i>% Change 2000-2010</i>	<i>2014 Estimate</i>
Lincoln	9,604	8,864	10,184	10,570	4%	10,700
<i>Unincorporated</i>	3,778	3,669	4,520	5,081	12%	5,305
<i>Incorporated</i>	5826	5195	5,664	5,489	-3%	5,395
Almira	349	310	302	284	-6%	280
Creston	318	230	232	236	2%	230
Davenport	1,550	1,502	1,730	1,734	0%	1,685
Harrington	507	449	431	424	-2%	415
Odessa	1,009	943	957	910	-5%	900
Rearidan	498	488	608	571	-6%	570
Sprague	473	410	490	446	-9%	440
Wilbur	1,122	863	914	883	-3%	875
Total Counties	96,270	103,990	134,672	159,333	18%	165,100
Unincorporated	39,486	45,835	61,836	72,096	17%	74,800
Incorporated	56,784	58,155	72,836	87,237	20%	90,300

Population Forecasts

Population forecasts are prepared by the State of Washington for each county. The State forecasts are in five-year intervals and in three types of growth rates: high, medium, and low. Medium forecasts are considered the most likely to occur. However, factors that influence population growth are not certain and this should be considered while using these projections for planning purposes.

Each County's future population forecast, assuming medium growth, is shown in Table 3 and the percentage share of each city's population of the county has been carried into the future.

Grant County has the highest growth rate, with a forecasted increase in population of 35% from 2015 to 2035. Lincoln County has the lowest growth rate, with a forecasted increase in population of 2% during the same 20 year period.

³ State of Washington Office of Financial Management preliminary April 1, 2014 population estimates.

Table 3 – Future Population Forecasts by Jurisdiction⁴

<i>County/ Municipality</i>	<i>2010 Census</i>	<i>2015 Estimate</i>	<i>2020 Estimate</i>	<i>2025 Estimate</i>	<i>2030 Estimate</i>	<i>2035 Estimate</i>	<i>% Change 2015-35</i>
Adams	18,728	20,257	21,640	22,964	24,289	25,690	27%
Unincorp.	8,818	9,538	10,189	10,813	11,436	12,096	
Incorporated	9,910	10,719	11,451	12,151	12,853	13,594	
Hatton	101	109	117	124	131	139	
Lind	564	610	652	692	731	774	
Othello	7,364	7,965	8,509	9,030	9,551	10,102	
Ritzville	1,673	1,810	1,933	2,051	2,170	2,295	
Washtucna	208	225	240	255	270	285	
Grant	89,120	95,822	104,078	112,525	121,204	129,779	35%
Unincorp.	40,134	43,152	46,870	50,674	54,583	58,444	
Incorporated	48,986	52,670	57,208	61,851	66,621	71,335	
Coulee City	562	604	656	710	764	818	
Electric City	968	1,041	1,130	1,222	1,316	1,410	
Ephrata	7,664	8,240	8,950	9,677	10,423	11,161	
George	501	539	585	633	681	730	
Grand Coulee	988	1,062	1,154	1,247	1,344	1,439	
Hartline	151	162	176	191	205	220	
Krupp	48	52	56	61	65	70	
Mattawa	4,437	4,771	5,182	5,602	6,034	6,461	
Moses Lake	20,366	21,898	23,784	25,715	27,698	29,658	
Quincy	6,750	7,258	7,883	8,523	9,180	9,830	
Royal City	2,140	2,301	2,499	2,702	2,910	3,116	
Soap Lake	1,514	1,628	1,768	1,912	2,059	2,205	
Warden	2,692	2,894	3,144	3,399	3,661	3,920	
Wilson Creek	205	220	239	259	279	299	
Kittitas	40,915	42,592	45,255	47,949	50,567	53,032	25%
Unincorporated	18,063	18,803	19,979	21,168	22,324	23,412	
Incorporated	22,852	23,789	25,276	26,781	28,243	29,620	
Cle Elum	1,872	1,949	2,071	2,194	2,314	2,426	
Ellensburg	18,174	18,919	20,102	21,298	22,461	23,556	
Kittitas	1,381	1,438	1,527	1,618	1,707	1,790	
Roslyn	893	930	988	1,047	1,104	1,157	
South Cle Elum	532	554	588	623	658	690	

⁴ State of Washington Office of Financial Management, 2012 Projections County Growth Management Population by Age and Sex: 2010-2040.

**Table 3 – Future Population Forecasts by Jurisdiction⁵
Continued**

<i>County/ Municipality</i>	<i>2010 Census</i>	<i>2015 Estimate</i>	<i>2020 Estimate</i>	<i>2025 Estimate</i>	<i>2030 Estimate</i>	<i>2035 Estimate</i>	<i>% Change 2015-35</i>
Lincoln	10,570	10,616	10,707	10,800	10,865	10,862	2%
Unincorporated	5,081	5,103	5,147	5,192	5,223	5,221	
Incorporated	5,489	5,513	5,560	5,608	5,642	5,641	
Almira	284	285	288	290	292	292	
Creston	236	237	239	241	243	243	
Davenport	1,734	1,742	1,756	1,772	1,782	1,782	
Harrington	424	426	429	433	436	436	
Odessa	910	914	922	930	935	935	
Rearidan	571	573	578	583	587	587	
Sprague	446	448	452	456	458	458	
Wilbur	883	887	894	902	908	907	
Total Counties	159,333	169,287	181,680	194,238	206,925	219,363	30%
Unincorporated	72,096	76,600	82,208	87,890	93,631	99,259	
Incorporated	87,237	92,687	99,472	106,348	113,294	120,104	

Employment Levels

Table 4 shows the level of employment in QUADCO has decreased 0.6% from an annual average of 74,970 in 2012 to 74,530 in 2013. However, the unemployment rate throughout the QUADCO area has also decreased 0.9% during the same period. This trend may be due to an increasing number of people traveling outside of the QUADCO area for employment.

Table 4 – Labor Force and Unemployment Rates⁶

<i>County</i>	<i>Annual Average Civilian Labor Force</i>			<i>Annual Average Unemployment Rates</i>		
	<i>2012</i>	<i>2013</i>	<i>% Change 2012-2013</i>	<i>2012</i>	<i>2013</i>	<i>% Change in points 2012-2013</i>
Adams	8,410	8,330	-1.0%	8.9%	8.5%	-0.4% points
Grant	41,480	41,690	-0.5%	9.6%	8.8%	-0.8% points
Kittitas	20,430	20,050	-1.9%	8.3%	7.4%	-0.9% points
Lincoln	4,650	4,460	-4.1%	7.8%	7.6%	-0.2% points
QUADCO	74,970	74,530	-0.6%	9.0%	8.3%	-0.7% points
WA State	3,484,730	3,461,130	-0.7%	8.1%	7.0%	-1.1% points

⁵ State of Washington Office of Financial Management, 2012 Projections County Growth Management Population by Age and Sex: 2010-2040.

⁶ Employment Security Department/LMEA; U.S. Bureau of Labor Statistics, Local Area Unemployment Statistics.

Economic Sectors

Agriculture Economy

Agriculture is the predominant economic activity in the region and highly important to Washington State's economy. This area is known for its tree fruit, wheat, hay, potatoes, cattle, and barley. The market value of crops and livestock in the QUADCO area totals \$1.7 billion. Additional economic facts related to QUADCO agriculture are provided in Table 5.

The more intense agricultural areas of the region are located within the irrigated lands of the Columbia Basin. Crops include potatoes, various vegetables, and specialty plants and seeds. Some of the more labor-intensive agriculture is within the fruit orchards primarily in southern Grant County. The dry land portion of Adams, Lincoln, and northern Grant County produce less-intensive crops such as wheat and barley. Within the dry land area of the region there are portions that are irrigated by well water, thus producing higher density crops than the true dry land areas. Livestock is raised throughout the region and pasture grazing is the principal economic activity in portions of northeastern Kittitas County and the Palouse Hills portion of Adams County. Portions of Kittitas and Lincoln Counties also have well-irrigated croplands outside of the Columbia Basin Project. The total acreage within the region under cultivation for each type of crop varies greatly over time due to normal crop rotation. Thus, it is not possible to present a detailed analysis of the production capabilities of the agricultural portion of the region.

The ratio of dry to irrigated farming has implications on the demand for transportation facilities. Generally, an acre of irrigated cropland produces eight to nine times more tonnage than an acre of dry land. An acre of orchard is even more productive than other irrigated land and yields about 20 times more product than an acre of dry land. Although there is not a one-to-one relationship between tonnage produced and subsequently shipped on the regional transportation system, there is enough of a correlation to clearly indicate that shipments associated with the irrigated lands are considerably more frequent and heavier than those from dry lands.

Changes in the agricultural base and practices need to be closely monitored in order to meet transportation needs. Northern parts of Grant County are being farmed now for hay and potatoes. In some cases these commodities are being stored in facilities on roads that do not meet all-weather standards and distribution of goods is hampered during seasonal road closures. Plus, cold storage plants are being located in QUADCO, allowing fruit producers to ship their products year round – but possibility creating a demand to add on more road closures.

Table 5 – QUADCO Agriculture Statistics⁷

<i>County</i>	<i>Crops & Livestock Market Value</i>	<i># of Farms</i>	<i>Leading Commodities</i>	<i>Co. Ranking in WA's Market Value</i>	<i>Food Processing Gross Sales</i>	<i># of Food Processing Jobs</i>
Adams	\$344,000,000	782	Potatoes, Wheat, Apples	5 th	\$56,000,000	965
Grant	\$1,190,000,000	1,858	Apples, Cattle, Potatoes	2 nd	\$364,000,000	2,188
Kittitas	\$61,000,000	1,038	Hay, Cattle, Apples	17 th	\$8,000,000	303
Lincoln	\$126,000,000	798	Wheat, Barley, Hay	14 th	\$274,000	Unavailable
QUADCO	\$1,721,000,000	4,476	Potatoes, Hay, Wheat, Apples, Cattle, Barley	-----	\$428,274,000	3,456

Manufacturing

Low-cost electricity, availability of rail transportation, abundance of reasonably priced land, easy access to Interstate 90, and high-speed fiber optic network have made much of QUADCO attractive to manufacturing and software firms. Examples of large manufacturing businesses in this region include:

- Fruit, vegetable, hay, stock feed, and wine processing
- Agricultural chemicals and supplies
- Automotive parts
- Data center server
- Building construction products

Urban Centers

Ellensburg and Moses Lake are the urban centers in QUADCO, and the only cities in the region having populations higher than 15,000. They function as significant regional economic activity centers providing residents with major retail, social, medical, and cultural services. Smaller urban areas having populations between 5,000 and 10,000 include Othello, Ephrata, Mattawa, Quincy, and Cle Elum. These cities provide centers of activity for the local surrounding area and for agriculture-related industries such as food processing and fertilizer manufacturing and distribution.

Other larger urban centers outside of QUADCO also influence trips. Upper Kittitas County is within the sphere of influence of the Puget Sound metropolitan area. Ellensburg and its vicinity are divided between being focused on Puget Sound and Yakima. Southern Grant County, Wahluke Slope and Adams County Panhandle areas are oriented toward the Tri-Cities. The balance of Adams County and all of Lincoln County are influenced by Spokane.

⁷ Washington State Department of Agriculture, AGR PUB 103-127 (R/12/12), Agriculture – A Cornerstone of Washington’s Economy, U.S. Department of Agriculture 2007 Census of Agriculture.

The effect of this extra-regional orientation is that a significant proportion of traffic within the region has either an origin or destination outside the region. This differs from the more metropolitan regions west of the Cascades where most trips are internal.

Tourism

Recreation and tourism activities in the area generate a large number of trips that either originate or are destined towards the region's many lakes, rivers and mountains. A large portion of those enjoying recreational amenities within the region are from outside the region.



Tourism travel in QUADCO has added employment and revenue generated by travel related spending. A tourism study conducted by Washington State Department of Commerce indicated that 4,770 workers in QUADCO are supported by tourism dollars spent here in 2009. That is 6.2% of the total number of employees working in the QUADCO area. The tourism industry earned approximately \$94.6 million from travelers spending money in the QUADCO area in 2009 – this includes accommodations, food services, arts, entertainment, recreation, retail spending, gasoline, and transportation costs. An estimated \$689 million in taxes were collected from tourism related business. See Table 6 below for further details.

Major activities include skiing, boating, camping, hiking, fishing, and hunting in Upper Kittitas County; winery tours, golfing, boating, fishing, swimming, and hiking in the Potholes and Bank Lake areas of Grant County; and fishing, boating, wildlife watching and historical touring in portions of northern Adams County and Lincoln County. Major special events in the region include the Ellensburg Rodeo, the laser light show at Coulee Dam and concerts at the Gorge. For many of the recreation activities found in the eastern regions of the state, the people and traffic are generated from the greater Seattle region and travel I-90 through Ellensburg and rely on the goods and services available in Ellensburg and surrounding region.

The Columbia River forms the border between Grant and Kittitas counties as well as the northern border of Grant and Lincoln counties. It is a significant body of water that provides many recreational opportunities throughout much of the region with State Parks and many regional and local parks as well. Moses Lake and the surrounding Potholes also are an attraction to many within the region as well as throughout the state.

Table 6 – QUADCO Tourism Travel Impacts⁸

<i>County</i>	<i>Employment Generated by Travel Spending</i>	<i>% of Total Employment</i>	<i>Travel Generated Earnings</i>	<i>% of Total Earnings</i>	<i>Visitor Generated Tax Collections</i>	<i>% of Total Tax Collections</i>
Adams	330	3.8%	\$5,100,000	1.5%	\$1,087,200	6.8%
Grant	2,540	5.9%	\$51,600,000	2.8%	\$8,919,160	9.4%
Kittitas	1,740	8.7%	\$34,100,000	4.8%	\$5,853,410	12.2%
Lincoln	160	3.3%	\$3,800,000	2.4%	\$580,740	8.6%
4-County QUADCO	4,770	6.2%	\$94,600,000	3.1%	\$16,440,510	9.8%
WA State	143,990	3.7%	\$4,151,400,000	2.0%	\$689,204,660	8.1%

⁸ Washington State County Travel Impacts 1991-2009, Washington State Department of Commerce. Prepared by Dean Runyan Associates, Inc.

Chapter Four - QUADCO's Current Transportation Network

The regional multimodal transportation system consists of the roadway system composed of state highways, county roads, city streets, and town streets; park-and-ride lots; pedestrian and bicycle facilities; transit facilities; airports; and railroads. This section of the RTP summarizes these different transportation modes within the QUADCO region.

Roads

Federal Functional Classification

Our region's roadway system is a network that connects places with people and goods. This roadway network serves different travel objectives, ranging from long-distance passenger and freight travel to short distance trips from home to a shopping center. All public roads are grouped into classes to indicate what role they play within the roadway network. This grouping is called its functional classification.

Roads are classified as either urban or rural, depending on whether or not it is located inside a federally-designated urban area. The next level includes seven different classes representing a road's character and the overall importance it has to the region or area. These classes range from the interstate, a critical component of the transportation system linking the region internally as well as to the rest of the state and nation, to local access roads, roads that serve short distance trips with low speeds and low traffic volumes. QUADCO's regional transportation system includes the state highway system and the county and city arterials and collectors.

The interstate classification is designated by the Secretary of Transportation. Roads in this classification comprise the Dwight D. Eisenhower National System of Interstate and Defense Highways. QUADCO has two roads classified as interstate: I-90 and I-82. Interstate 90 serves as a major east-west facility for travelers and freight movement throughout Washington. It is the one road that connects all four of the QUADCO counties together, traversing 200 miles from the summit of Snoqualmie Pass to the Lincoln County line near Spokane. I-82 also provides an east-west connection for freight and travelers. It connects I-90 near Ellensburg to the Yakima and Tri-Cities urban centers. I-82's eastern terminus is at I-84 near Hermiston, Oregon.

The classification "other freeway expressway" is similar to interstates with separated travel lanes and limited access points. These roads are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them. The roads in QUADCO that are classified as "other freeway expressway" include all or parts of:

- US-2
- US-395
- SR-17
- SR-26
- SR-28
- SR-281
- SR-281 Spur

Arterials in QUADCO include state, city, and county roads. Arterials connect cities and other activity centers with each other. Arterials are frequently the route of choice for trucks and transit buses. They are typically designed for higher travel speeds and minimum interference from intersecting roads and accesses, but do allow for abutting land uses to be served directly. The roads in QUADCO that are classified as principal or minor arterial include all or parts of:

Principal and Minor Arterials by Jurisdiction

<p><u>WSDOT</u></p> <ul style="list-style-type: none"> • US-2 • US-97 • US-395 • SR-17 • SR-24 • SR-25 • SR-28 • SR-155 • SR-281 & spur • SR-282 • SR-283 • SR-970 	<p><u>Ellensburg/Kittitas County</u></p> <ul style="list-style-type: none"> • A St. • Airport Road • Anderson Rd • Bender Road • Canyon Road • Capitol Ave. • Chestnut St. • D St. • Dolarway Rd • Main Street • Manitoba Ave. • Mountain View • Railroad Ave. • Umptanum Rd. • University Way • Vantage Hwy • Water St. • Willow St. • 5th Ave. • 15th Ave. • 18th Ave. 	<p><u>Moses Lake/Grant County</u></p> <ul style="list-style-type: none"> • SR-171 / W. Broadway • N. Stratford Road • S. Pioneer Way • Randolph Rd NE • Patton Blvd • Airway Dr. NE • Broad St NE • Market St. • Valley Rd. • 3rd Ave. • Division St. • Wheeler Rd./Rd. 3 NE • E. Nelson Rd. • Yonezawa Blvd.
<p><u>Quincy/Grant County</u></p> <ul style="list-style-type: none"> • B St. SW • Central Ave • Columbia Way • Division St. 	<p><u>Lincoln County</u></p> <ul style="list-style-type: none"> • Miles Creston Rd 	<p><u>Othello/Adams County</u></p> <ul style="list-style-type: none"> • Broadway/McManomon Rd • Lee St. • S. 7th Ave. • E. Main St. • S. 1st Ave. • E. Scootenev St.
<p><u>Ephrata/Grant County</u></p> <ul style="list-style-type: none"> • A St. SE • Division St. • Dodson Rd. N • Nat Washington Way / SE Blvd. • 1st Ave. NW 		

Collectors, as the name implies, “collect” traffic from local roads to arterial roads. They serve a critical role in the network by gathering traffic from local roads and funneling them to the arterial network. In the rural environment, they generally serve intra-county travel rather than statewide travel and have shorter travel distances than the arterial routes.

Local access roads are intended to provide direct access to abutting land, and are often designed to discourage through traffic. However, some access roads may provide a regional function, such as access to public recreational lands, and are considered to be a part of QUADCO’s regional transportation system.

The individual roads in the QUADCO area that are classified as collectors or local access roads are not listed in this plan, but the lane mileage is summarized in Table 7 below, in addition to the lane mileage for the higher functional classification roads.

Table 7 – Highways and Roads Functional Classification							
<i>Lane Mileage by Federal Functional Classification</i>							
<i>Description</i>	<i>1 Inter- state</i>	<i>2 Other Freeways</i>	<i>3 Principal Arterials</i>	<i>4 Minor Arterials</i>	<i>5 Major Collectors</i>	<i>6 Minor Collectors</i>	<i>7 Local Access</i>
Adams County							
County Roads	---	---	---	0.53	288.88	368.53	1,109
Hatton	---	---	---	---	---	0.87	5.11
Lind	---	---	---	---	---	1.54	9.55
Othello	---	---	---	7.57	3.50	0.49	26.17
Ritzville	---	---	---	---	2.99	1.43	30.23
Washtucna	---	---	---	---	---	---	4.95
National DFW	---	---	---	---	---	---	3.70
State Highways	46.5	114.48	---	0.94	85.27	---	---
State DNR	---	---	---	---	---	---	54.95
State DFW	---	---	---	---	---	---	3.49
Grant County							
County Roads	---	---	---	14.64	401.10	493.49	1,604.42
Coulee City	---	---	---	---	0.74	1.71	4.81
Coulee Dam	---	---	---	0.22	---	---	5.32
Electric City	---	---	---	---	---	1.49	9.26
Ephrata	---	---	---	5.25	5.81	0.18	32.10
George	---	---	---	---	1.27	1.49	4.17
Grand Coulee	---	---	---	0.40	0.57	2.84	9.46
Hartline	---	---	---	---	0.49	0.63	6.09
Krupp	---	---	---	---	0.71	0.22	1.52
Mattawa	---	---	---	---	1.64	0.60	4.61
Moses Lake	---	---	2.65	18.74	16.58	3.02	98.57
Quincy	---	---	---	3.70	4.01	0.78	27.94
Royal City	---	---	---	---	0.76	2.99	7.87
Soap Lake	---	---	---	---	2.25	3.05	16.69
Warden	---	---	---	---	2.07	1.62	18.72
Wilson Creek	---	---	---	---	1.42	1.09	4.37
State Highways	54.32	69.70	40.58	149.53	50.89	---	---
Bureau of Reclamation	---	---	---	---	---	---	3.00

**Table 7 – Highways and Roads Functional Classification
Continued**

<i>Description</i>	<i>Lane Mileage by Federal Functional Classification</i>						
	<i>1 Inter- state</i>	<i>2 Other Freeways</i>	<i>3 Principal Arterials</i>	<i>4 Minor Arterials</i>	<i>5 Major Collectors</i>	<i>6 Minor Collectors</i>	<i>7 Local Access</i>
US Dept of Energy	---	---	---	---	---	---	4.20
State DNR	---	---	---	---	---	---	66.02
State DFW	---	---	---	---	---	---	67.62
State Parks	---	---	---	---	---	---	28.43
National DFW	---	---	---	---	---	---	35.00
<i>Kittitas County</i>							
County Roads	---	---	0.44	0.93	80.62	230.34	253.21
Cle Elum	---	---	---	---	2.59	0.10	24.29
Ellensburg	---	---	4.87	12.50	12.16	---	43.22
Kittitas	---	---	---	---	2.17	0.26	5.44
Roslyn	---	---	---	---	---	---	11.55
South Cle Elum	---	---	---	---	0.01	0.79	4.83
State Highways	104.7 8	0.26	40.26	---	49.72	---	---
State DFW	---	---	---	---	---	---	344.00
State DNR	---	---	---	---	---	---	181.65
State Parks	---	---	---	---	---	---	5.75
USFS	---	---	---	---	---	0.65	353.29
<i>Lincoln County</i>							
County Roads	---	---	---	18.93	326.49	297.39	1,338.64
Almira	---	---	---	---	1.72	---	4.98
Creston	---	---	---	---	0.62	0.02	6.16
Davenport	---	---	---	---	2.52	0.40	21.1
Harrington	---	---	---	---	0.83	0.35	5.01
Odessa	---	---	---	---	0.80	---	9.56
Reardan	---	---	---	---	0.48	---	7.41
Sprague	---	---	---	---	1.31	0.23	5.46
Wilbur	---	---	---	---	1.53	0.02	16.05
State Highways	16.18	21.82	37.25	75.58	141.08	---	---
State DFW	---	---	---	---	---	---	43.12
State DNR	---	---	---	---	---	---	73.13
TOTALS	221.7 8	206.26	126.05	309.46	1,495.60	1,418.61	6,065.19

Trucking Freight

This region is highly dependent on trade and its ability to compete in the global economy. As an agricultural-based region, the freight and goods system is used to transport produce from farms to markets. To remain competitive, QUADCO needs to move the products and goods to its markets efficiently. The ability to mobilize freight is dependent on its multi-modal transportation network, and the regional road system is an important part of this network.

The fruit, hay, wheat, barley, and potato industries in QUADCO are significant creators of freight truck traffic. Truck trips originating in this part of the region are destined for Eastern Washington locations delivering, goods and services, supplies, moving crops to storage, or to processors – as well as heading out of state with everything from unprocessed grains to manufactured food products such as eggs, French-fries, and milk.

I-82, I-90, and US 395 carry between 13 and 35 million tons of freight per year – more than any other roads in QUADCO. Congestion on these highways affects the region’s delivery of freight to markets and intermodal connections in the Puget Sound region. With I-90 as the backbone and the primary east-west roadway facility in the QUADCO region, many products move north-south to I-90, and then move west to the Puget Sound area and the ports of Seattle and Tacoma for worldwide distribution. When I-90 is closed due to weather conditions, or is severely congested due to heavy traffic, then freight from the region cannot reach its destination in a timely manner and perishable items can be damaged.

In addition to the interstate system, WSDOT has identified Critical Rural Freight Corridors in the QUADCO region. These corridors are eligible for National Highway Freight Network funding through the FAST Act. WSDOT used the criteria listed below as the first screening to identify potential freight corridors and then worked closely with MPO and RTPO partners to designate roadway sections along those corridors that have critical needs for improvements as well as freight-related projects to be funded.

- High truck volume/percentage. Truck corridors meeting T-1 or T-2 threshold, or rural principal arterials with a minimum of 25% truck volume (FHWA vehicle class 8-13).
- Connecting established National Highway Freight Network to large intermodal facilities. Major freight intermodal facilities identified in 2014 State Freight Plan.
- Providing access to agricultural or forestry facilities, intermodal port of entry, large industrial/warehouse centers, or significant intermodal freight facilities. Major clusters of agricultural and forestry facilities based on the concentration of facilities. Major industrial/warehouse land meeting a minimum of 200 acre threshold for a cluster in close proximity, based on land use data.
- Scalable to limit Washington’s total candidate mileage to the caps written into the FAST Act (163.31 miles).

The Critical Rural Freight Corridors located in the QUADCO region are shown in Table 8 below.

Table 8 – Critical Rural Freight Corridors In QUADCO Region

<i>State Route</i>					<i>Corridor</i>
<i>Name</i>	<i>County</i>	<i>Start Point</i>	<i>End Point</i>	<i>Length</i>	<i>Type</i>
SR 17	Adams	North of W. Rankin Rd.	Adams/Grant County Line	1.33	T-2
O NE	Grant	I-90	3 NE	3.97	T-2
3 NE	Grant	3 NE	E Wheeler Rd.	0.99	T-2 & T-3
SR 17	Grant	1.3 Mile S. of Rd 3 SE	1 Mile N. of Rd 6 SE	1.55	T-2
SR 281	Grant	I-90	SR 28	10.55	T-2
US 97	Kittitas	SR 9970	Kittitas/Chelan County Line	<u>14.29</u>	T-2
TOTAL Lane Miles:				32.68	

The Washington State Freight and Goods Transportation System (FGTS) classifies roadways, railways, and waterways (<http://www.wsdot.wa.gov/Freight/FGTS/>). The roadway classification includes the following five truck gross tonnage classifications, T-1 through 5-5:

- T-1 more than 10 million tons per year.
- T-2 4 million to 10 million tons per year.
- T-3 300,000 to 4 million tons per year.
- T-4 100,000 to 300,000 tons per year.
- T-5 at least 20,000 tons in 60 days and less than 100,000 tons per year.

In addition, Truck Freight Economic Corridors and their FGTS, resilience, and first/last mile routes are referenced in: <http://www.wsdot.wa.gov/Freight/EconCorridors.htm>.

Dramatic changes in the cost to operate trucks, such as an increase in fuel prices, could result in a decline in truck traffic along the strategic freight corridors of the region with a corresponding increase along local arterials and collectors serving the existing rail stations within and adjacent to the region. Likewise, restrictions on barges navigating the Columbia and Snake Rivers would have a significant impact on trucking grain from the region and shifting these trucks onto US- 395 toward the Pasco barge terminal or coastal ports such as Portland.

All roadway facilities that carry at least four million gross tons annually are considered strategic freight corridor and receive priority for funding through the Freight Mobility Strategic Investment Board (FMSIB). Further details on the FGTS system in QUADCO are shown in Figure 7 and Tables 9 and 10 below.

Figure 7 – QUADCO’s Freight and Goods Transportation System

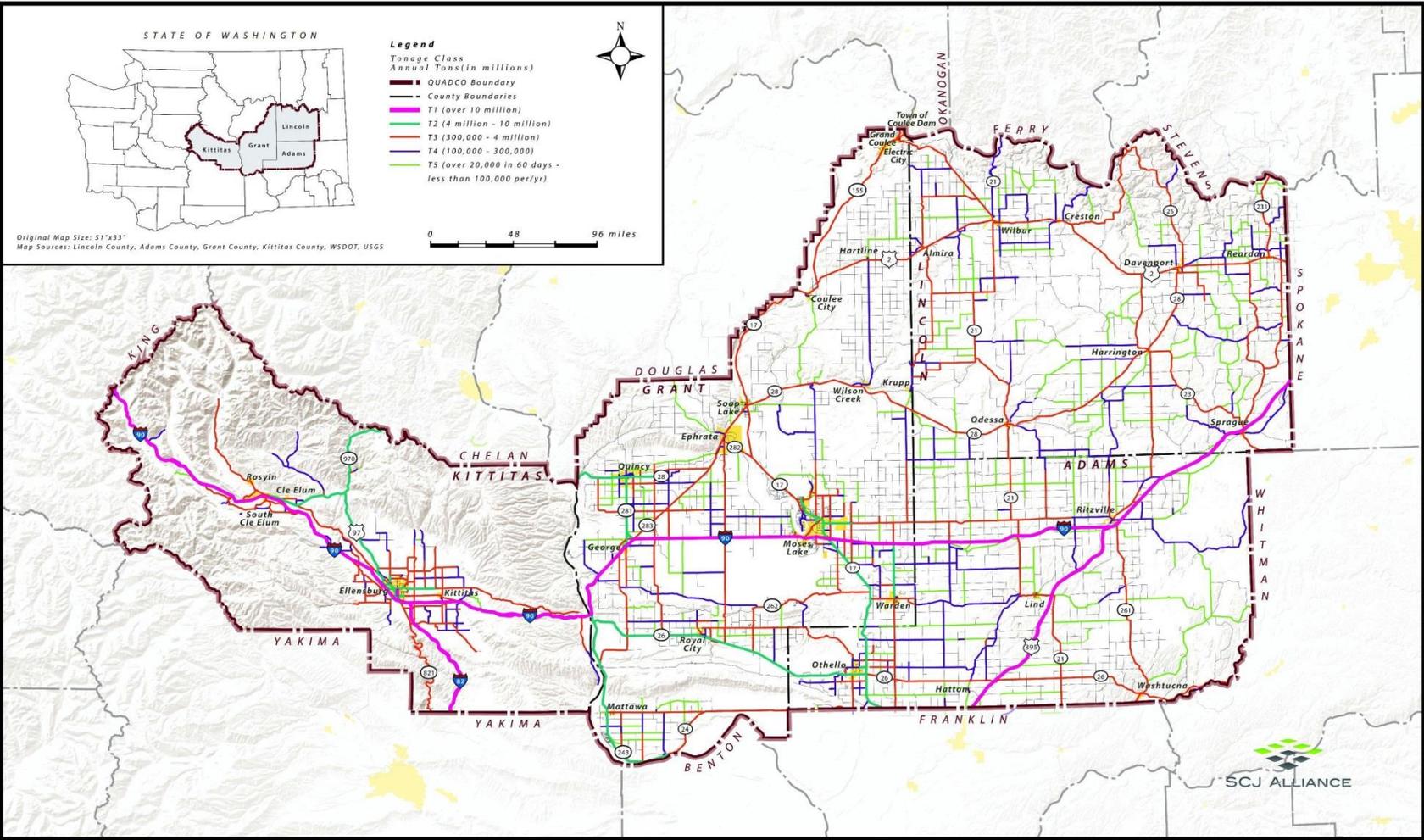


Table 9 – Freight and Goods Transportation System, Highways

<i>State Route Name</i>	<i>Begin and End Limits</i>	<i>FGTS Class</i>	<i>2013 Tonnage</i>	<i>2013 AADT Trucks</i>	<i>Truck %</i>
I-82	I-90 to Yakima Co. Line	T-1	22,940,000	4,100	21%
I-90	King Co. Line to I-82	T-1	34,810,000	6,100	23%
	I-82 to SR 17	T-1	20,760,000	3,500	27%
	SR 17 to US 395	T-1	13,350,000	2,300	23%
	US 395 to Lincoln/Spokane Co. Line	T-1	24,560,000	4,200	25%
US 395	Franklin/Adams Co. Line to I-90	T-1	14,990,000	2,400	33%
SR 17	Franklin/Adams Co. Line to SR 26	T-2	8,750,000	1,400	31%
	SR 26 to I-90	T-2	7,940,000	1,500	22%
	I-90 to Patton Blvd.	T-2	5,360,000	1,200	8%
SR 24	Benton/Grant Co. Line to SR 243	T-2	6,200,000	1,000	25%
SR 26	I-90 to SR 17	T-2	5,340,000	900	27%
SR 28	Douglas/Grant Co. Line to 7 th Ave. SW	T-2	6,780,000	1,400	18%
	7 th Ave. SW to SR 281	T-2	8,830,000	1,500	13%
	SR 281 to Adams Rd.	T-2	3,810,000	900	13%
US 97	I-90 to US-97	T-2	4,340,000	820	30%
	US-97 to Kittitas Chelan Co. Line	T-2	5,090,000	9560	20%
SR 243	SR 24 to SR 26	T-2	4,550,000	820	23%
SR 281	I-90 to SR 28	T-2	6,900,000	1,300	25%
SR 281spur	Burke Spur	T-2	2,550,000	500	23%
SR 970	I-90 to SR 903	T-2	3,290,000	670	19%
SR 970	SR 903 to US 97	T-2	3,190,000	710	17%
SR 903	SR 970 to Oakes Avenue	T-2	4,000,000	990	17%
US 2	Douglas/Grant Co. Line to SR 155	T-3	2,150,000	500	25%
	SR 155 to SR 21	T-3	860,000	230	21%
	SR 21 to SR 28	T-3	2,010,000	520	19%
	SR 28 to Lincoln/Spokane Co. Line	T-3	3,050,000	770	13%
SR 10	SR 970 to US 97	T-3	360,000	160	12%
	Patton Blvd. to SR 282	T-3	3,900,000	990	12%
	SR 282 to US 2	T-3	1,870,000	390	21%
SR 21	Franklin/Adams Co. Line to US 395	T-3	640,000	85	43%
	US 395 to I-90	T-3	350,000	83	22%
	I-90 to SR 28	T-3	560,000	130	39%
	SR 28 to US 2	T-3	580,000	120	39%
	US 2 to SR 174	T-3	1,340,000	350	19%
SR 23	Whitman/Lincoln Co. Line to I-90	T-3	250,000	77	17%
	I-90 to SR 28	T-3	320,000	74	22%

**Table 9 – Freight and Goods Transportation System, Highways
Continued**

<i>State Route Name</i>	<i>Begin and End Limits</i>	<i>FGTS Class</i>	<i>2013 Tonnage</i>	<i>2013 AADT Trucks</i>	<i>Truck %</i>
SR 24	SR 243 to Mt. Vista Rd.	T-3	2,360,000	420	28%
	Mt. Vista Rd to SR 26	T-3	3,700,000	750	20%
SR 25	US 2 to Lincoln/Stevens Co. Line	T-3	780,000	170	24%
SR 26	SR 17 to US 395	T-3	2,720,000	490	21%
	US395 to Adams/Whitman Co. Line	T-3	1,730,000	320	25%
SR 28	Adams Rd. to SR 17	T-3	2,520,000	640	11%
	SR 17 to SR 23	T-3	420,000	110	20%
	SR 23 to US 2	T-3	1,700,000	320	25%
SR 155	US-2 to Fed Res Hwy to physical gap	T-3	720,000	200	15%
SR 170	SR 17 to Warden	T-3	2,000,000	440	17%
SR 171	I-90 to SR 17	T-3	1,890,000	650	5%
SR 174	Douglas/Grant Co. Line to SR 155	T-3	670,000	140	22%
	SR 155 to SR 21	T-3	1,190,000	290	15%
SR 231	SR 23 to US 2	T-3	450,000	84	30%
	US 2 to Bergeron Rd.	T-3	580,000	120	7%
	Bergeron Rd. to Lincoln/Stevens Co. Line	T-3	810,000	200	18%
SR 260	Franklin/Adams Co. Line to SR 26	T-3	750,000	170	25%
SR 261	SR 260 to I-90	T-3	510,000	96	27%
SR 262	SR 26 to SR 17	T-3	420,000	130	17%
SR 282	SR 28 to SR 17	T-3	1,980,000	550	8%
SR 283	SR 281 to SR 28	T-3	2,380,000	460	21%
SR 821	Yakima Co. Line to I-82	T-3	500,000	160	12%
SR 903	Oakes Ave. to Forest Boundary	T-3	1,010,000	380	13%
SR 903 spur	Cle Elum spur east of Cle Elum	T-3	1,480,000	450	16%
SR 906	King Co. Line to Yellowstone Rd	T-3	1,100,000	250	14%
SR 21	SR 174 to Keller Ferry Landing	T-4	120,000	46	18%
SR 906	Yellowstone Rd to I-90 Exit 54 (Hyak)	T-4	170,000	81	19%
SR 906 spur	Hyak Spur	T-4	210,000	100	33%

**Table 10 – Freight and Goods Transportation System
County and City Roads**

<i>Jurisdiction</i>	<i>2013 FGTS Lane Mileage</i>				
	<i>T-1</i>	<i>T-2</i>	<i>T-3</i>	<i>T-4</i>	<i>T-5</i>
Adams Co.	---	0.53	87.86	208.29	310.95
Hatton	---	---	---	0.88	---
Lind	---	---	---	---	1.06
Othello	---	---	---	4.63	---
Ritzville	---	---	0.56	2.55	---
Grant Co.	---	10.46	270.11	262.24	305.63
Coulee City	---	---	---	0.88	0.34
Ephrata	---	---	1.23	3.21	---
George	---	---	2.57	0.39	---
Grand Coulee	---	---	---	1.25	---
Hartline	---	---	---	0.64	0.48
Krupp	---	---	---	0.90	---
Mattawa	---	---	2.00	---	---
Moses Lake	---	4.64	12.21	7.76	1.16
Quincy	---	---	---	6.08	---
Royal City	---	---	0.64	1.15	---
Soap Lake	---	---	---	0.34	---
Warden	---	---	1.96	1.35	---
Wilson Creek	---	---	---	1.32	---
Kittitas Co.	0.40	6.86	187.20	104.44	8.19
Cle Elum	---	---	---	1.81	---
Ellensburg	1.07	8.10	2.12	---	---
Kittitas	---	---	1.33	0.85	0.26
S. Cle Elum	---	---	0.33	0.79	---
Lincoln Co.	---	---	131.90	281.79	363.90
Almira	---	---	1.05	0.32	---
Creston	---	---	---	0.38	---
Davenport	---	---	---	0.77	---
Harrington	---	---	0.58	---	0.34
Odessa	---	---	---	0.15	---
Sprague	---	---	0.62	---	---
Wilbur	---	---	---	0.26	---
TOTAL	1.47	30.59	704.27	895.42	992.31

Some roads are closed to heavy truck loads during the winter months from December through the end of March, due to the freeze/thaw weather conditions. These seasonal closures or roads with “load limits” create a chokepoint in QUADCO’s regional transportation system. The load limits effectively shut down the truck traffic to any load greater than an empty semi-truck or tractor-trailer arrangement. The roads would be irreparably damaged without the application of load limits.

Road closures represent a major impediment to the transport of agricultural products to destinations out of the area. Although much of the area has widespread “home storage” or local grain storage facilities, this represents a major negative impact on the local economy. The problem also extends beyond the agricultural market, to local industries. Supplies and shipment of finished goods are limited by the inadequate roadway system. This is becoming even more critical in today’s economy, which emphasizes on-time delivery of goods.

Local shipping of grains and other products would positively impact the local economy if funding could be secured to reconstruct roads to an all-weather road standard, meaning road closures or “load limits” are not required because the roads hold up to heavy loads under freeze-thaw weather conditions.

Bridges

Bridges fill an important role in maintaining the viability of the roads they serve. They provide important connections to major highways and other routes that connect fields to freight hauling facilities. Providing well maintained bridges that function properly and have the capacity to handle high water flows is vital to the regional transportation system.

Bridges can greatly impact mobility and safety on the regional roadway system if they become dysfunctional and must be either closed or posted for weight limits, no matter how small the bridge is. There are over 100 bridges in each of the four counties. Of these bridges over 60 are considered deficient.

The local agencies work toward reducing the number of bridges requiring weight limit posting and the number of deficient bridges overall. However it is difficult to keep up with an aging infrastructure and the number of deficient bridges has been increasing.

Structures that are less than twenty feet in length are not considered bridges, but small structures. QUADCO has a large number of small structures that span dry drainage channels and the numerous irrigation ditches that sustain the agricultural productivity in the region. Many of these small structures have been in place for over fifty years, dating back to when the Columbia Basin project was developed and have served their useful life. The performance of small structures can have the same effect that bridges have on the regional transportation system. However, funding availability for the replacement of small structures is more limited than for bridges.

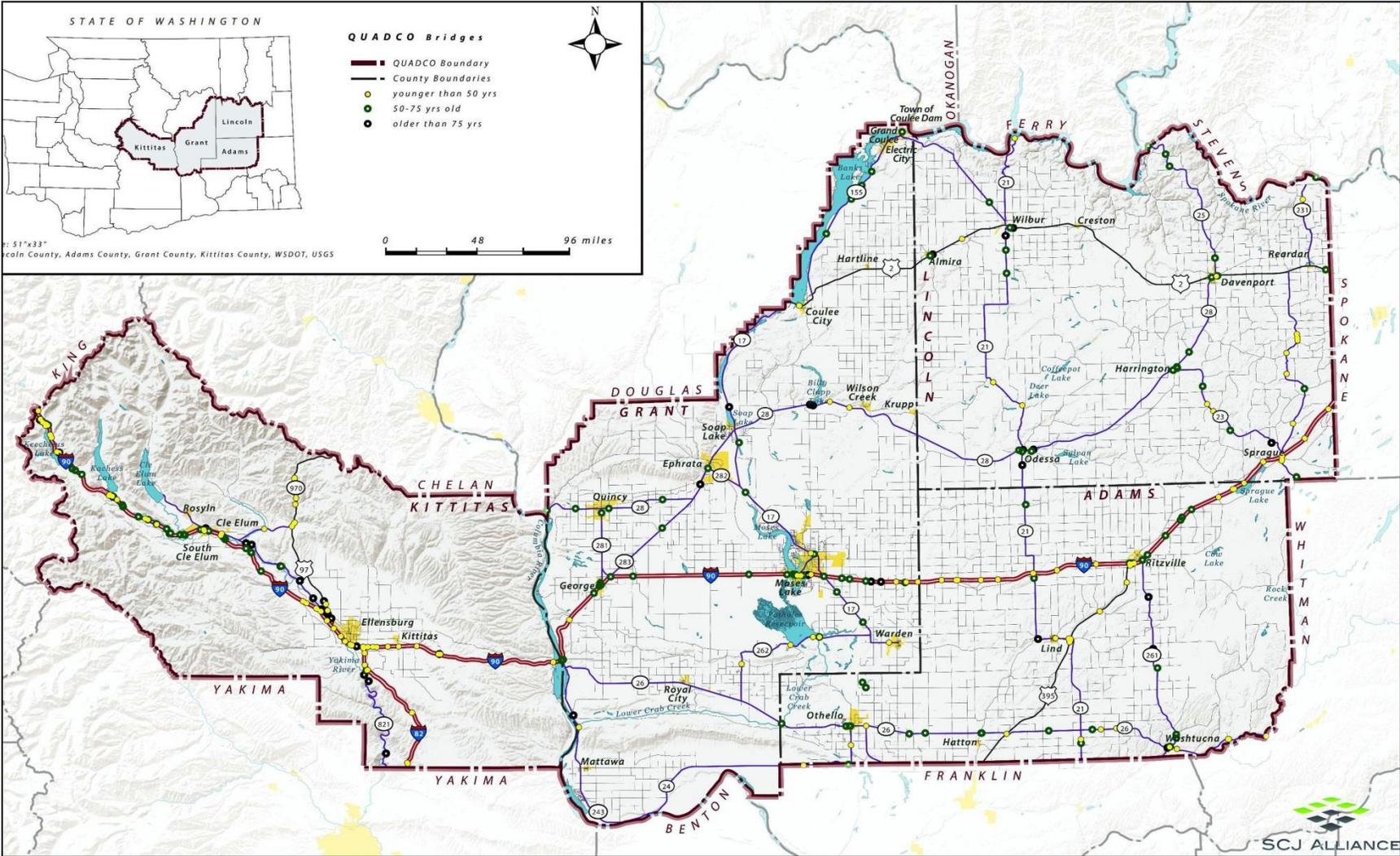
Table 11 summarizes the number of bridges and small structures in QUADCO. Further information on bridges can be found on several different websites, including:

- http://www.crab.wa.gov/County/county_data.cfm
- <http://www.wsdot.wa.gov/Bridge/Structures/>
- https://www.ezview.wa.gov/site/alias_1898/36292/quadco_rtpo.aspx

Table 11 – 2014 Bridges and Small Structures⁹						
<i>Jurisdiction</i>	<i>NBIS Bridges</i>	<i>Small Structures</i>	<i>Functionally Obsolete</i>	<i>Structurally Deficient</i>	<i>Posted/ Posting Recommended</i>	<i>Total Bridges & Small Structures</i>
Almira	3	---	---	---	1	3
Cle Elum	---	4	---	---	2	4
Davenport	2	2	---	2	---	4
Ellensburg	13	8	1	---	21	21
Ephrata	1	---	---	---	---	1
Harrington	2	3	---	---	---	5
Hatton	1	---	1	---	---	1
Kittitas	1	3	---	---	---	4
Krupp	1	---	---	---	---	1
Lind	3	---	---	---	---	3
Moses Lake	1	2	---	---	---	3
Odessa	2	---	---	---	---	2
Quincy	---	1	---	---	---	1
Ritzville	2	2	---	---	---	4
Sprague	1	6	1	---	---	7
Washtucna	1	---	---	---	---	1
Wilbur	3	2	---	---	---	5
Wilson Creek	1	---	---	---	---	1
Adams Co. – Uninc.	112	176	10	7	7	288
Grant Co. – Uninc.	194	65	10	1	8	259
Kittitas Co. – Uninc.	110	151	6	---	1	261
Lincoln Co. – Uninc.	122	3	5	9	9	125
WSDOT SCR	149	---	12	22	---	149
WSDOT NCR	71	---	---	1	---	71
WSDOT ER	563	---	24	35	---	563
TOTAL	1,359	425	70	77	49	1,787

⁹ Source of information for County unincorporated bridges is the County Road Administration Board’s 2014 County Data Tables.

Figure 8 – Age of WSDOT Bridges



Roadway Condition

Many roads within the region are currently sub-standard to current design standards for the region. The need to improve these roads is constantly increasing as the need for freight and agricultural product in the region increases. Some of the roads within the region have been built at a time when standards were lower and have not been improved or upgraded to the current roadway standard since their initial construction. Due to the rural nature of the region these roads were typically designed for a lower volume of traffic. Many of the roads are gravel roads with narrow travel lanes.

Several types of road surfaces exist with each providing unique functional benefits and costs. Cities and counties must maintain all of their roads, not just those that are part of the Freight and Goods System or those that are functionally classified. The traveling public demands maintenance of all roads.

More than half (52%) of the total miles of roads in the QUADCO Region are unpaved. Unpaved roads generally do not meet current design standards. Table 12 below shows how many miles of roads are paved by jurisdiction. Further information on pavement type and road mileage can be found at the following websites:

http://www.crab.wa.gov/County/county_data.cfm

<http://www.tib.wa.gov/TIBDashboard/>

Table 12 – Road Surface Type			
<i>Jurisdiction</i>	<i>Lane Miles of Road</i>		
	<i>Paved</i>	<i>Unpaved/Gravel/ Unimproved</i>	<i>Total Road System</i>
WSDOT in Adams Co.	661.21	----	661.21
WSDOT in Grant Co.	875.62	----	875.62
WSDOT in Kittitas Co.	634.42	----	634.42
WSDOT in Lincoln Co.	616.14	----	616.14
TOTAL - WSDOT IN QUADCO	2,787.39	----	2,787.39
Adams Co.	1,092.17	2,252.01	3,344.18
Grant Co.	1,667.34	2,122.08	3,789.42
Kittitas Co.	612.95	131.44	744.39
Lincoln Co.	769.61	3,082.24	3,851.85
TOTAL - COUNTY IN QUADCO ¹⁰	4,142.07	7,587.77	11,729.84

¹⁰ Source: County Road Administration Board's 2014 County Data Tables.

Table 12 – Road Surface Type Continued			
<i>Jurisdiction</i>	<i>Lane Miles of Road</i>		
	<i>Paved</i>	<i>Unpaved/Gravel/ Unimproved</i>	<i>Total Road System</i>
Almira	7.07	0.41	7.48
Cle Elum	16.18	1.07	17.25
Town of Coulee City	7.02	1.35	8.37
Creston	1.89	3.74	5.63
Davenport	19.60	2.69	22.29
Electric City	8.49	0.33	8.82
Ellensburg	160.0	0.0	160.0
Ephrata	85.44	3.02	88.46
George	5.65	1.14	6.79
Grand Coulee	12.30	2.39	14.69
Harrington	5.78	1.17	6.95
Hartline	3.46	0.71	4.17
Hatton	1.42	1.55	2.97
Kittitas	6.47	1.44	7.91
Krupp	1.84	0.79	2.63
Lind	9.65	2.69	12.34
Mattawa	11.39	0.29	11.68
Moses Lake	285.0	20.82	305.82
Odessa	10.63	0.46	11.09
Othello	87.0	6.0	93.0
Quincy	69.0	2.0	71.0
Reardan	4.93	3.72	8.65
Ritzville	19.75	2.64	22.39
Roslyn	9.47	0.57	10.04
Royal City	6.59	2.15	8.74
Soap Lake	13.49	3.35	16.84
South Cle Elum	4.81	0.05	4.86
Sprague	6.29	2.39	8.68
Warden	12.60	9.23	21.83
Washtucna	4.71	2.05	6.76
Wilbur	9.96	4.95	14.91
Wilson Creek	6.15	1.66	7.81
TOTAL – QUADCO CITY/TOWN¹¹	891.03	86.8	977.83
TOTAL QUADCO AREA	7,820.49	7,674.57	15,495.06

¹¹ Small City Data Source: Transportation Improvement Board Performance Management Dashboard – 2015 PCR Data

Road Maintenance and Preservation

Maintenance of existing roads is vital to the region. These roads connect communities throughout the region and to the rest of the state and provide important means to carry agricultural products from fields to highways, rail service, and inland water ports. As important as rail and barge transport modes are to the region for providing competition between freight hauling modes, without well maintained roads, access to these other modes would not exist.

Taking care of the existing transportation system in a cost effective way is sound asset management. The timing of maintenance and preservation investments is critical to achieving the lowest life-cycle costs. If pavement preservation activities are postponed, a significantly higher cost could accrue.

A pavement management system is an approach used to evaluate pavement and roadway condition to decide on what repair strategies should be used on which roadways in order to efficiently use available funds. The County Road Administration Board (CRAB) requires counties to use a pavement management system for developing their maintenance and preservation programs. The Transportation Improvement Board provides this evaluation for small cities, and uses it to assist in funding decision making.

Pavement preservation activities primarily include chip sealing and crack sealing. Although different treatment methods can be used, the basic concept is that additional road thickness is added. Sometimes, old roadway surface is milled away and removed in order to place new surface on the best bed possible without completely reconstructing the roadway. Typically, it is most beneficial to perform pavement preservation activities about every 7 years.

Cities often prefer overlays as their pavement preservation activity for arterial roadways. Overlays last longer but are significantly more expensive. Therefore, cities often have to use chip seals in order to treat more roadways within their annual budget. WSDOT, who several years ago applied mainly overlays when preserving pavement, is applying chip seals more frequently due to the high cost of overlays.

Pedestrian and Bicycle Facilities

Off-road facilities that are used by pedestrians and bicyclists are important to the regional transportation system by providing a safe alternative to driving on roads. They also benefit the local community by promoting healthy living and providing recreation activities.

The use of and need for non-motorized facilities is an emerging issues in the QUADCO region. Many smaller communities are demonstrating a need for bicycle and pedestrian facilities to serve their populations.

In many of the QUADCO communities, sidewalks are the only type of facility for non-motorized transportation. Separate off-road facilities for pedestrian and bicycle use are sparse throughout the region with the exception of the urban areas of Moses Lake and Ellensburg. These two cities have higher population densities and a system of sidewalks and bike paths that serves these needs. Plus, the City of Ellensburg has a substantial amount of foot traffic and bicycle traffic due to the Central Washington University population.

Many pedestrian and bicycle facilities have received funding in the last ten years. Funding for these types of improvements have been obtained through the Transportation Enhancement Program and the Transportation Alternatives Program, federal funding programs that receive project ranking by QUADCO, WSDOT’s Pedestrian and Bicycle Safety Program, Safe Routes To School Program, and Transportation Improvement Board. The last ten years of funded pedestrian and bicycle facilities are described in Table 13 below.

<i>Project Location</i>	<i>Project Title</i>	<i>Grant Program</i>	<i>Funding Period</i>	<i>Project Cost</i>
Ellensburg	Park Trail Undercrossing of I-90	Transp. Enhancement	2005-2006	\$200,000
Moses Lake	Wanapum Drive Activity Trail	Transp. Enhancement	2005-2006	\$100,000
Othello	4.8 Mile Walk/Bike Path Loop	Transp. Enhancement	2005-2006	\$121,000
Wilson Creek	Wilson Creek Nature Trail	Transp. Enhancement	2005-2006	\$156,000
Grant County	Larsen Trail	Transp. Enhancement	2005-2006	\$192,000
Ephrata	Beezley Hill Trail	Ped. & Bicycle Safety	2005-2007	\$390,000
Moses Lake	S.R.T.S.	Safe Routes to School	2005-2007	\$157,365
Mattawa	S.R.T.S. – Mattawa Elem, Middle, High	Safe Routes to School	2005-2007	\$150,000
Ellensburg	Univ. Way Ped. Traffic Signal	Transp. Imprv. Board	2005	\$61,000
Ritzville	Ph. 1, S Division St. (10 th Av-Bauman St.)	Transp. Imprv. Board	2008	Unavail.
Moses Lake	Peninsula Drive Activity Trail	Ped. & Bicycle Safety	2007-2009	\$437,000
Moses Lake	Lakeshore Drive Activity Trail	Ped. & Bicycle Safety	2007-2009	\$495,000
Cle Elum	Progress Path	Safe Routes to School	2007-2009	\$294,000
Moses Lake	Peninsula Elem. S.R.T.S.	Safe Routes to School	2007-2009	\$36,030
Ellensburg	5 th Ave. Sidewalk	Ped. & Bicycle Safety	2013-2015	\$115,000
Quincy	Quincy Valley K-7 Pathway	Safe Routes to School	2013-2015	\$342,000
Ritzville	Ph. 3, Weber Ave. (W. 1 st – Jackson St.)	Co. Path/Trail Fund	2013	Unavail.
Ritzville	Ph. 2, Weber Ave. (E. of S. Jackson St.)	Transp. Enhancement	2014	Unavail.
Moses Lake	Heron Bluff Trail	Transp. Alternatives	2014-2016	\$125,802
Ellensburg	J.W.P. Trail Recon. Route	Transp. Alternatives	2014-2016	\$377,406
Almira	Main St Sidewalk Impr.	Transp. Alternatives	2014-2016	\$171,062
Ellensburg	Ellensburg Bike Boulevard	Ped. & Bicycle Safety	2015-2017	\$150,000
Mattawa	William Ave. Sidewalk Impr.	Safe Routes to School	2015-2017	\$265,000
Ellensburg	Capitol Ave. Sampson St. Ped Impr.	Safe Routes to School	2015-2017	\$190,000

Adams County Non-Motorized Facilities

The City of Ritzville and Adams County collaborated in 2010 to develop a comprehensive path plan for the Ritzville vicinity. This plan identified needed pathways – pedestrian concrete paths or asphalt bicycle paths. It also indicated the prioritization for

implementation with eleven different phases identified. This plan, titled “Ritzville and Adams Co comprehensive path plan 2010.pdf” is located on QUADCO’s website: www.quadcortpo.com, under the library tab.

Grant County Non-Motorized Facilities

In 2003, Moses Lake prepared their Moses Lake Activity Trails Master Plan to develop a community wide trail system and developed the Parks and Recreation Comprehensive Plan in 2010. This plan placed priority on lakeside trails that provide scenic views, trails that connect parks and schools, multi-use paths that are separated from motorized traffic, and activity trails that form loops. The Moses Lake Activity Trails Master Plan can be found at the following website:

<http://www.cityofml.com/DocumentCenter/Home/View/256>

The Friends of the Lower Grand Coulee, a non-profit corporation formed to share the Lower Grand Coulee experience with the public, has identified a regional trail linking the communities of Soap Lake and Ephrata. The goal is to develop a lake loop trail that leads to the northern terminus of the Ephrata trail system via private easements, public roadways, and DNR canal service roadways.

Kittitas County Non-Motorized Facilities

The City of Ellensburg and Kittitas County have a network of sidewalks, pathways, and wide shoulders marked for bicyclists in and around Ellensburg including:

- John Wayne Pioneer Trail
- Ellensburg Greenway Trail (John Wayne Trail Reconnection)
- Park trails at McElroy Park, Rotary Park, and Irene Rinehart Riverfront Park
- Neighborhood connecting paths



The John Wayne Pioneer Trail is an off-road non-motorized facility that spans Kittitas County. It is a 110-mile long state managed facility, extending from Cedar Falls near North Bend to the Columbia River before Beverly Bridge and attracts 166,000 visitors each year. Within Kittitas County There are 10 locations along the trail that allow visitors to connect to the trail. The City of Ellensburg is continually working on closing the gap in its portion of the trail between the east and west edges

of the City. When completed this trail would link up with the City’s pedestrian-bicycle trail which runs through the Central Washington University campus.

Coal Mines Trail is another multi-use recreational trail located along a 100-foot railroad right-of-way from Cle Elum through Roslyn to Ronald. This trail accommodates walking, hiking, jogging, bicycling, horseback riding and horse-drawn wagons. One objective is to connect the trail through South Cle Elum to the John Wayne Pioneer Trail.

The City of Ellensburg's 2008 Non-Motorized Plan can be found at the following website:

<http://www.ci.ellensburg.wa.us/DocumentCenter/Home/View/527>

Lincoln County Non-Motorized Facilities

The Columbia Plateau Trail, a Washington State Park regional trail, is located on the abandoned Burlington Northern Railroad right-of-way between East Pasco (Ice Harbor Dam) and Fish Lake through the counties of Franklin, Adams, Whitman, Lincoln, and Spokane. As of 2006, the 23 miles between Martin Road (Lincoln County) and Cheney are completed and open for public use. It has 3.75 miles that is ADA accessible and surfaced with asphalt.

Washington State Non-Motorized Facilities

Given the relatively light traffic volumes on many of the roads in the region, bicycle travel is considered a relatively safe activity. The Washington State Department of Transportation also produces a State Bicycle Map that indicates the average daily traffic on all state highways and also shows which state highways have shoulders less than two feet in width. Bicyclists wishing to travel in the area are encouraged to consult this state map.

Trails adjacent to state highways include:

- US 2 Coulee City Park Trail
- SR 17 Moses lake Trails
- SR 17 Soap Lake bicycle path/lane on highway
- SR 28 Columbia river Trail (Grant to Hydro)
- SR 262 Legacy Resort / Potholes Trail
- Heron Bluff Trail – Ephrata
- Moses Lake Trail (I-90 to Airbase on RR alignment)

Emergency Response

Overview

QUADCO's transportation system plays a key role in disaster preparedness, response, and recovery. Each transportation mode can impact or assist in an emergency: highways and roads, air, rail, public transportation, and paths.

There is a wide variety of emergencies that may occur that could either impact QUADCO's transportation system or require transportation services for the emergency response. The types of emergencies that could occur in this region include:

1. Natural disasters such as floods, fires, earthquakes, severe storms, or landslides.
2. Catastrophic failure such as a bridge suddenly collapsing or a hazardous material spill.
3. Homeland security threats or criminal activities.
4. Persons in need of search and rescue or immediate health care.

State and local transportation agencies have the direct responsibility for security and emergency preparedness. Each agency is responsible to develop their own emergency management plan and local methods for evacuation, providing transportation for emergency responders, sheltering, and sharing knowledge of transportation infrastructure. They are also empowered to begin emergency repairs immediately to restore essential traffic service and to prevent further damage to transportation facilities.

Natural disasters occur regularly in the QUADCO region, as well as the need to assist persons with health care needs. However, homeland security threats are rare in occurrence but important to address and take steps that will protect significant infrastructure that could be targeted by terrorists. QUADCO agencies can improve their individual efforts of addressing different types of emergency response by coordinating their planning activities and training exercises.

Emergency Response for People with Special Needs

In emergencies, people with disabilities, low-income people, seniors, and others who cannot afford transportation are often unable to evacuate in dangerous situations. People who cannot operate or cannot afford transportation are at the mercy of the public for transportation during an emergency. These individuals may face a wide range of challenges and may need additional assistance during an emergency evacuation.

Transportation providers play a very important role in emergency management before, during, and after an incident. With proper planning and coordination, transportation providers can provide a life-saving service in emergencies. Transportation providers can use their resources and knowledge of transport to help people with special needs during an emergency.

Before an emergency, transit agencies can prepare to assist persons with special needs by:

1. Take classes in Emergency Management and participate in emergency drills.
2. Collaborate with partner organizations to identify individuals who may require extra transportation assistance.
3. Develop strategies for tracking individuals who will be evacuated including name, point of origin, and final destination.
4. Include members of the public and private sector in your planning.

5. Maintain a list of resources available for an emergency – vehicle type, capacity, and what circumstances can they be used under.
6. Secure agreements with fuel suppliers and keep a list of fuel sites on hand.
7. Identify staff with foreign language and sign language skills.
8. Be aware of passengers who may not hear audible messaging, see visual cues, or need extra assistance with mobility.
9. Establish back-up communications systems in case of communication failure.

During an emergency, transportation is coordinated through the local Emergency Operations Center. Transportation providers should prepare for scenarios on how different groups would be transported. Transportation providers may be asked to provide transportation to individuals who can get to a pick up point, who live independently and require transportation, who live in group settings, who are in acute pain, who have disabilities, and who have limited English proficiency.

Key issues that need to be considered during an emergency are:

1. Emergency Operations Center and transit agency staff need to coordinate the transportation services.
2. Transit agency staff should identify themselves as a representative from the agency when addressing passenger during an emergency.
3. Staff should not make assumptions about a passenger’s ability during an emergency – disabilities can be hidden or heightened during unfamiliar situations.
4. Ensure that personal safety of transit staff.
5. Document passenger information as they board the vehicles including point of origin and any equipment they board with.

After an emergency, emergency management officials should ensure that these individuals with special transportation challenges are returned and they have the specialized tools they need for daily living.

Public Transportation Facilities and Services

QUADCO’s public transportation services are provided by Grant Transit Authority (GTA) and several profit and non-profit organizations. These organizations provide several services including fixed routes, deviated routes, paratransit, park and ride, van pool, dial-a-ride and medical services. The majority of the non-profit services are funded by Washington State Department of Transportation (WSDOT) grants. A detailed description of these services is provided for each County below followed by a map showing the general locations of the transit routes.



Adams County Public Transportation Services

Individuals that are Medicaid eligible and need transportation to an approved health care appointment may qualify for Non-Emergency Medical Transportation (NEMT). NEMT services are available through Special Mobility Services, Inc., the Regional Broker for Adams County. Brokers screen clients and the trip for eligibility and arrange the most appropriate and least costly form of transportation that may include public bus, gas voucher, mileage reimbursement, non-profit providers, Cabulance, commercial bus, train, and air.

Reservations need to be made 48 hours in advance of scheduled appointment. From July 1, 2013 to June 30, 2014, 39,896 rides were provided for eligible services for clients in Adams, Grant, and Lincoln Counties.

People For People provides paratransit (demand response) services in Adams County to special needs populations, funded by Washington State Department of Transportation (WSDOT). People For People has three ADA accessible vehicles to serve Adams County. Transportation is provided for individuals with special needs to access health care, nutrition, social services, education, job training, work, and other community services. People For People provides intercity service in Adams County for the general public that allows connections to Grant Transit Authority. 13,418 rides were provided for clients in Adams County during the July 1, 2013 to June 30, 2014 period.

Northwest Trailways partners with Greyhound to provide service in Ritzville, and this bus line provides daily intercity fixed route bus transportation to: Wenatchee, Everett, Seattle, Tacoma, Omak, Ellensburg, Ephrata, Quincy, Boise, Moses Lake, McCall, Grangeville, Lewiston, Moscow, Pullman, Ritzville, Quincy, and Spokane.

Wheatland Express provides services similar to the Greyhound Bus Line with a connection in Washtucna. Routes are available to Colfax, Seattle, Pullman, and Moscow. Special Mobility

Services, Inc. provides bus services to the general public between Ritzville and Spokane through funds received from WSDOT.

Aging and Adult Care of Central Washington provides transportation services by contracting with People For People for seniors to access services to remain healthy and live independently.

Volunteer Chore Services is a program administered through Catholic Charities of Spokane. Volunteers assist low-income seniors by providing rides to medical appointments and other essential errands. Service is limited and contingent upon the Volunteer Chore Services having a volunteer to match the needs of the client.

CubaExpress Taxi is located in Othello has service available for Othello, Warden, and Royal City Monday through Friday 4:00 a.m. to 12:00 a.m.; Saturday 8:00 a.m. to 10:00 p.m.; Sunday 8:00 a.m. to 5:00 p.m.

Grant County Public Transportation Services

Grant Transit Authority (GTA), the public transportation provider for Grant County, started with a demonstration grant in 1995 and in 1996 voters passed a 2/10th of one percent tax increase to fund public transit services in Grant County.

In 2014, GTA provided the following services:

- Express routes to major agricultural production plants.
- Deviated fixed-routes including services for disabled individuals within $\frac{3}{4}$ mile corridor.
- Non-routed demand-response / paratransit services for qualified ADA eligible individuals.
- Vanpool program for concentrated passenger scenarios.
- Partner with WSDOT, People for People, and Confluence Health to support transportation from the Columbia Basin to Confluence Health in Wenatchee for individuals receiving radiation treatment.
- GTA provides service 7 days per week (limited on weekends) to Moses Lake, Ephrata, Soap Lake, Quincy, George, Royal City, Mattawa, Wilson Creek, Warden, Wanapum Dam, Grand Coulee, Electric City, and Coulee City. This includes service connections to 3 park and ride lots, Amtrak depot in Ephrata, Grant County International Airport, Greyhound in Moses Lake, NW Trailways in Moses Lake and Ephrata, Columbia Station in Wenatchee, and People for People in Warden and Grand Coulee. Service is also provided to Big Bend Community College, Columbia Basin Technical Skills Center, 4 regional hospitals, and numerous social service organizations.
- GTA's fleet consists of 24 accessible coaches, 11 accessible cutaways, and 17 vanpool vans. All GTA buses are equipped with bike racks.

Table 14 – Grant Transit Authority 2013 Service Levels

<i>Type of Service</i>	<i>Passenger Trips</i>	<i>Service Miles</i>	<i>Service Hours</i>
Fixed Route	226,473	912,322	34,177
Demand-response / ADA	114,914	109,174	6,906
Vanpool (15 groups)	45,837	273,965	4,777
Health Shuttle	3,672	-----	-----
TOTAL:	390,896	1,295,461	45,860

Special Mobility Services coordinates transportation services for non-emergency medical visits for qualified individuals. Individuals must be Medicaid eligible and have no other way to reach an approved medical service. Special Mobility Services screen client requests for eligibility and arrange the most appropriate and least costly form of transportation that may include public bus, gas voucher, mileage reimbursement, volunteer drivers, non-profit providers, Cabulance, commercial bus, train, and air. Normally, reservations need to be made 48 hours in advance of scheduled appointment.

People For People provides paratransit (demand response) services in Grant County to special needs populations. They have 19 ADA accessible vehicles serving the Grant County area. In addition to paratransit services, People For People provides transportation for individuals who live outside the GTA service area. Service is provided for individuals with special needs to access employment, job training, education, health care, nutrition, social services, and other vital community services. 10,714 rides were provided for clients in Grant County during the July 1, 2013 to June 30, 2014 period.

Northwest Trailways partners with Greyhound to provide service in Ephrata, Quincy, and Moses Lake, and this bus line provides daily intercity fixed route bus transportation to: Wenatchee, Everett, Seattle, Tacoma, Omak, Ellensburg, Ephrata, Boise, Moses Lake, McCall, Grangeville, Lewiston, Moscow, Pullman, Ritzville, Quincy, and Spokane. Apple Line (Kittitas, Grant, Chelan, and Okanogan) is a route provided by Northwestern Trailways for daily, regularly scheduled bus service between Omak, Wenatchee, Quincy and Ellensburg. The service also connects with Greyhound for service to Seattle. Connections can then be made from Grant Transit Authority to the Apple Line in Quincy.

Amtrak Empire Builder provides daily long-distance rail service between Seattle, Washington and Chicago, Illinois with stops at Spokane, Ephrata, Wenatchee, Leavenworth, Everett, and Edmonds.

Care & Share of Grand Coulee provides transportation assistance in the form of bus tickets or gas vouchers for emergencies only. They serve several small towns such as Almira, Heartline, Coulee City, Wilbur, Coulee Dam, Elmer City, Electric City, and Belvedere. The

service is supported with donations and provides a one-time emergency-only service. This service is provided in Grant, Douglas, Lincoln, and Okanogan counties as their motto is “we touch the four corners of these counties.”

Grant County Integrated Services is a collection of five unique community services. These community agencies provide much needed services to vulnerable populations. One of the support services they provide is transportation to eligible individuals.

Ephrata Senior Center provides eligible seniors with transportation to community events by means of a Washington State Department of Transportation granted vehicle. Transportation is provided for a low fee to attend the community events typically located in the surrounding areas including Soap Lake and Moses Lake.

Grand Coulee Senior Center utilizes a wheelchair accessible vehicle that is operated by People For People and a volunteer driver to provide transportation for seniors to attend social activities and shopping in Spokane as well as to provide other trips for socialization.

Moses Lake Senior Center has a wheelchair accessible vehicle that provides transportation for seniors to attend the senior nutrition program at the center.

Scabland Taxi & Delivery Service is a private for-profit provider of taxi service. Scabland Taxi is locally owned and has been in service with five insured vehicles for over 11 years. Current fares are \$2.50 pick-up, \$2.50 per mile (cash only). Pack's Taxi & Delivery Service requires customers to fill out a form with service type online. They provide services 24 hours a day and 7 days a week with a \$2.50 pick-up charge and a rate of \$2.50 per mile.

Kittitas County Public Transportation Services

HopeSource Transit Systems (HTS) operates the Demand Response (Dial a Ride) door-to-door service for the special needs sector of the population. This service runs Monday through Friday from 7:00 AM to 6:00 PM throughout Kittitas County. Rides for this service must be scheduled 48 hours in advance. HTS has two buses dedicated to servicing the Upper County; one runs door to door in the Upper County while the other is a shuttle connecting both the Upper and Lower County, and it makes six runs daily. HTS dedicates four buses to the lower county one of which makes three stops in the City of Kittitas, Monday thru Friday. The Dial a Ride service provides clients access to medical, social service, employment, and senior nutrition programs, and this represents 82% of the overall rides. The remaining 18% is comprised of shopping, banking, and recreation. HopeSource's Demand Response Service provided 19,736 rides during FY 2013, serving 610 individuals throughout Kittitas County.

HTS also operates Central Transit, a fixed-route service that operates from 7:00 AM to 9:23 PM seven days a week. Central Transit operates in the City of Ellensburg. Central Transit provided 31,603 in 2013. Central Transit is being used and accessed by students and the general population.

Elmview is a non-profit located in Ellensburg and serves clients in Yakima and Kittitas counties. Elmview provides limited transportation services to individuals with disabilities to access employment, community events, social services, and to meet the individual's primary needs.

Transportation assistance is provided through People For People, the Regional Broker for Kittitas County, to Washington State Medicaid clients with a Provider One card and without the means to transport themselves. People For People screens clients for eligibility and arranges the most appropriate and least costly form of assistance. Transportation assistance may include: public bus, commercial bus, train, gas voucher, client and volunteer mileage reimbursement, non-profit providers, for-profit providers, wheelchair van or accessible vehicle, or taxi.

Hospice Friends, located in Ellensburg, provides limited transportation for residents in Kittitas County who are elderly or facing a life threatening illness. The primary focus is transportation to chemotherapy/radiation treatments in Yakima. Hospice Friends trains volunteers to provide individualized transportation as needed.

Ellensburg Adult Activity Center has a vehicle for the purpose of trips and tours for their participants. Services are provided primarily to seniors with an ADA accessible vehicle.

Rodeo Town Taxi operates within the county with three vehicles. Kittitaxi began service in March of 2014 with two vehicles that operate within Kittitas County. The flat fee is \$10.00 per trip within Ellensburg and the immediate area and \$20.00 per trip outside Ellensburg.

The Central Washington Airporter offers residents the option of riding over Snoqualmie Pass to get to Seattle, Sea-Tac airport, medical providers, other care or services not locally available, and to avoid driving or flying during hazardous winter weather conditions. The Airporter provides five daily round-trips.

Greyhound provides limited commercial bus line transportation in the Kittitas County region, serving the city of Ellensburg. Accommodations are available for passengers with disabilities. Connecting with Greyhound, Northwestern Trailways provides daily intercity fixed route bus transportation between Spokane, Wenatchee, Everett, Seattle, Tacoma, Omak, Ellensburg, Ephrata, Quincy, Boise, McCall, Grangeville, Lewiston, Moscow, Pullman and Spokane.

The Yakima-Ellensburg Commuter is funded by WSDOT, Yakima Transit, and Central Washington University (CWU). The service was started in November 2011. The Commuter operates six to seven roundtrips between the Yakima Airport and CWU. The service operates Monday – Friday from 6 AM-6 PM. On an annualized basis, the service provides approximately 45,000 passenger trips. Passengers trips associated with higher education are approximately 65% of total ridership, the other 35% of passengers are typically

individuals who work in one of the communities, need access to life services (medical, dental, social services, etc.), or are simply visiting friends or family.

Lincoln County Public Transportation Services

Washington State Department of Social Health Services (DSHS) pays for transportation services for non-emergency medical visits for qualified individuals. Individuals must be Medicaid eligible and have no other way to reach an approved medical service. Special Mobility Services, Inc., the regional broker for Lincoln County, screens client requests for eligibility and arranges the most appropriate and least costly form of transportation that may include public bus, gas voucher, client and volunteer mileage reimbursement, non-profit providers, Cabulance, commercial bus, train, and air. Reservations need to be made 48 hours in advance of scheduled appointment. From July 1, 2009 to June 30, 2010, the service provided 3,219 rides for eligible services and clients in Lincoln County.

People For People provides paratransit (demand response) services in Lincoln County to special needs populations. People For People has four ADA accessible vehicles serving Lincoln county area. In addition, People For People provides a Community Connector bus service for free intercity transportation between Coulee Dam, Grand Coulee, Wilbur, Creston and Davenport, where passengers can then transfer to a bus route operated by Special Mobility Services, Inc. (their Connector Route) that travels between Davenport, Reardan and Spokane. Special Mobility Services, Inc. also provides a volunteer driver program to transport individuals to medical appointments.

Volunteer Chore Services is a program administered through Catholic Charities of Spokane. Volunteers assist low-income seniors by providing rides to medical appointments and other essential errands. Service is limited and contingent upon the Volunteer Chore Services office having a volunteer to match the need of the client.

Aging and Adult Care of Central Washington provides services by contracting with People For People for senior transportation services. Priority of service is to transport individuals to nutrition sites and medical appointments.

Care & Share of Grand Coulee provides transportation assistance in the form of bus tickets or gas vouchers for emergencies only. They serve several little towns all clustered together such as Almira, Hartline, Coulee City, Wilbur, Coulee Dam, Elmer City, Electric City, Belvedere. The service is supported by donations only and is a one-time emergency-only service. This service is provided in Grant, Douglas, Lincoln and Okanogan counties as their motto is “we touch the four corners of these counties”.

Northwestern Trailways: Connecting with Greyhound, Northwestern Trailways provides daily intercity fixed route bus transportation between Spokane, Wenatchee, Everett, Seattle, Tacoma, Omak, Ellensburg, Ephrata, Quincy, Boise, McCall, Grangeville, Lewiston, Moscow, Pullman and Spokane.

Coordinated Public Transit Human Services Transportation Plan

QUADCO adopted a fully updated “Coordinated Community Transit – Human Services Transportation Plan” in 2014. As part of this plan a list of prioritized projects were developed in order to be incorporated into the QUADCO Transportation Plan. Some projects identified in this plan have been funded through WSDOT’s Consolidated Grant Program. The list of funded transit projects is included in Chapter Five – Preparing For the Future.

QUADCO’s Coordinated Public Transit Plan – Human Services Transportation Plan is adopted as part of this RTP by reference.

Park and Ride Lots

Park and ride lots encourage higher occupancy vehicle usage on the regional transportation system. They provide commute options for people who have a long commute and don’t live near a transit route or need a convenient place to meet their vanpool or carpool. Established park and ride lots tend to be safe places to leave vehicles because they are often equipped with enhanced lighting, emergency call boxes, and security cameras.

The established park and ride lots in QUADCO, all in Grant County, are indicated in Table 15 below and shown in Figure 10.

Table 15 – Park and Ride Lots			
<i>Location</i>	<i>Owner</i>	<i>Address</i>	<i>Number of spaces</i>
I-90 and SR 17 at Moses Lake	WSDOT	470 Washington	26
N. Section of Port of Moses Lake	Port of Moses Lake	SW of SR 17 at Randolph Rd NE	22
I-90 at Exit 78 near Cle Elum	WSDOT	I-90 Exit 78	26
George Park and Ride	WSDOT	I-90 Exit 149, George Minimart	36

Workforce Commuting Habits

Most workers in QUADCO commute alone to work as is typical throughout the state. The average commute time is considerably less in QUADCO than the statewide average. The percentage of workers using other travel modes as compared to statewide workers indicates: a higher average of carpoolers, a lower average of public transit users, a higher average of walkers, and a higher average of other means. See Table 16 below for more details on workforce commute trips in QUADCO as compared to Washington State.

<i>County</i>	<i>Workers 16 years and over</i>	<i>Average commute time (min.)</i>	<i>% drive alone workers</i>	<i>% carpool workers</i>	<i>% public transit users</i>	<i>% walk to work</i>	<i>% using other means</i>	<i>% that work at home</i>
Adams	7,195	16.6	73.8%	12.1%	0.5%	5.7%	2.9%	5.1%
Grant	36,198	18.8	75.0%	11.7%	0.9%	3.4%	2.6%	6.4%
Kittitas	18,359	21.6	71.5%	9.2%	1.0%	8.3%	4.8%	5.2%
Lincoln	4,486	21.0	73.0%	7.4%	0.4%	8.7%	4.7%	5.8%
WA STATE	3,127,950	25.5	72.4%	11.1%	5.7%	3.5%	2.1%	5.3%

Airports

Introduction

There are 134 public-use airports in the state of Washington, with 19 of them serving the QUADCO region, the second highest number of airports of any region in the state. These airports serve an important function in the overall regional transportation system. Figure 4 depicts the airport locations. QUADCO airports serve a variety of general aviation functions including personal and business travel, air ambulance access, flight training, aircraft testing, agricultural spraying, recreational flying, and other uses. Scheduled commercial air service is not provided at any of the airports and air freight does not make up a significant portion of the traffic. A summary of basic airport information is listed in Table 17 and locations are shown in Figure 11 below.

¹² 2012 American Community Survey

Table 17 – Airports In QUADCO

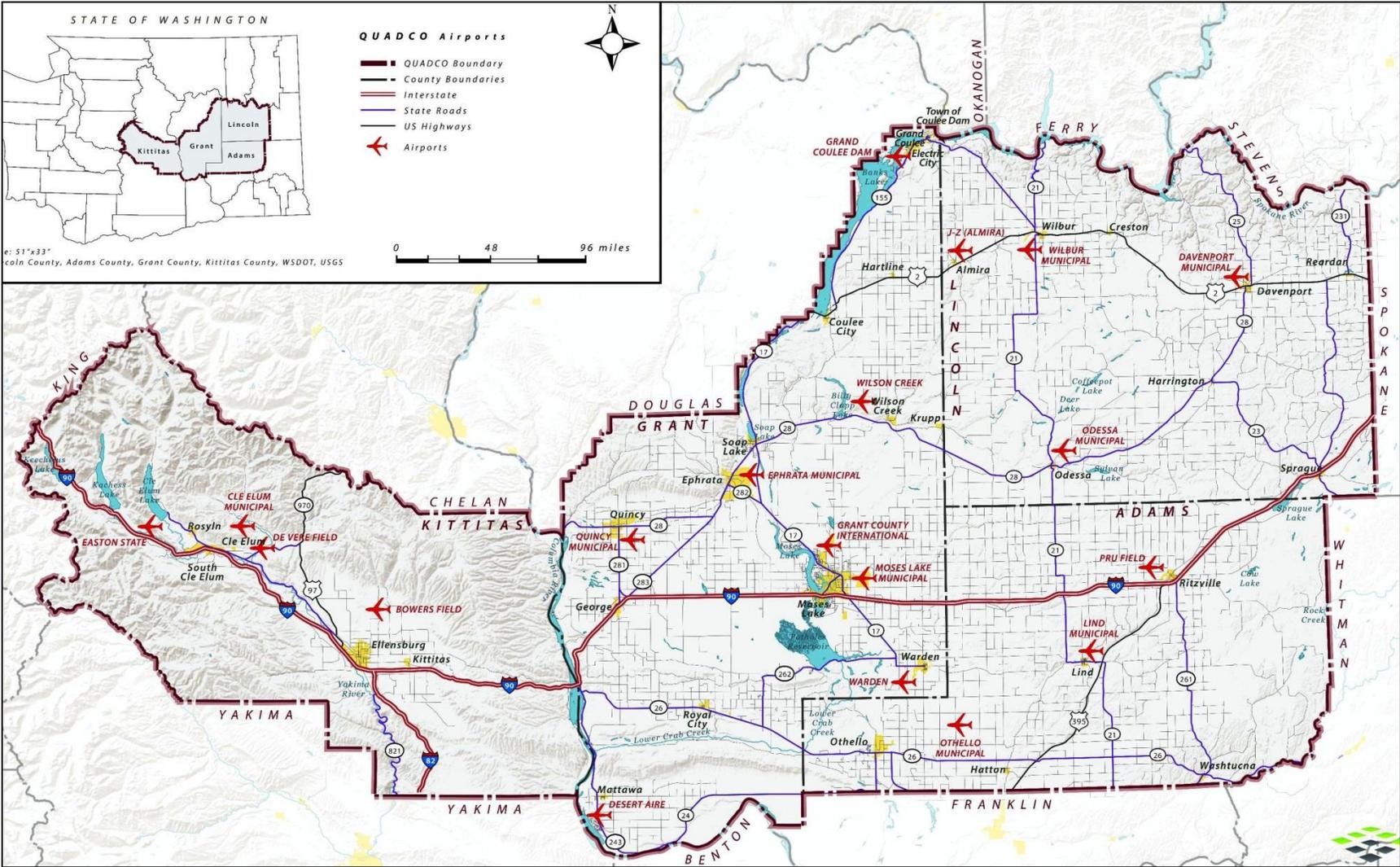
<i>Airport</i>	<i>Owner</i>	<i>NPIAS¹³</i>	<i>2014 Annual Operations</i>	<i>Local Based Aircraft¹⁴</i>	<i>Latest ALP¹⁵</i>
Bowers Field	Kittitas County	Yes	55,000	49	7/2004
Cle Elum Municipal	City of Cle Elum	Yes	1,000	5	2/2007
Davenport Municipal	City of Davenport	Yes	17,000	19	3/2009
Desert Aire	Grant Co. Airport Dist. 1	No	1,152	18	12/2006
De Vere Field	James De Vere	No	----	6	----
Easton State	WSDOT Aviation	No	200	0	----
Ephrata Municipal	Port of Ephrata	Yes	30,500	87	9/2007
Grand Coulee Dam	Grant Co. Port Dist. 7	Yes	11,500	13	11/2006
Grant County Internat.	Port of Moses Lake	Yes	63,315	117	5/2007
J-Z (Almira)	Town of Almira	No	----	0	----
Lind Municipal	Town of Lind	No	1,000	2	----
Moses Lake Municipal	City of Moses Lake	No	13,500	55	2/2010
Odessa Municipal	City of Odessa	Yes	8,200	10	7/2007
Othello Municipal	Port of Othello	Yes	25,000	24	2/2008
Pru Field	City of Ritzville	Yes	1,911	3	12/2003
Quincy Municipal	Port of Quincy	No	500	6	----
Warden	City of Warden	No	500	2	2008
Wilbur Municipal	City of Wilbur	Yes	5,700	16	----
Wilson Creek	Grant Co. Port Dist. 6 (Port of Wilson Creek)	No	250	1	----
TOTAL		----	236,228	433	----

¹³ NPIAS = National Plan of Integrated Airport System. NPIAS airports are eligible for federal funds.

¹⁴ Based on 2015 WSDOT Airport Facilities and Services Report.

¹⁵ Includes the latest Airport Layout Plan (ALP) as of July 22, 2008.

Figure 11 – Airports in the QUADCO Region



Airport Classification

Of the 19 airports in the Quad County region, 10 are included in the FAA's National Plan of Integrated Airport Systems (NPIAS). The National Plan of Integrated Airport Systems (NPIAS) identifies more than 3,300 airports that are significant to national air transportation and thus are eligible to receive Federal grants under the Airport Improvement Program (AIP). The remaining 9 non-NPIAS airports are not eligible to receive Federal grants and must fund planning and improvement projects locally. Funding assistance can also be obtained from the Washington State Department of Transportation's Local Airport Aid Grant Program.

Required Planning

Most of the airports in QUADCO have performed recent master plan or airport layout plan (ALP) updates. These documents serve as an official inventory of existing airport facilities and provide planning guidance for future airport development. An ALP is required for an airport to receive FAA grant assistance.

Airport Operations

Airport operations consist of the number of take-offs and landings at an airport. The definition of one operation is either a take-off or landing. Operations are grouped into two types of operations: local and itinerant.

1. Local operations mean operations performed by aircraft that:
 - Operate in the local traffic pattern or within sight of the airport.
 - Are known to be departing for, or arriving from flight in local practice areas located within a 20-mile radius of the airport.
 - Execute simulated instrument approaches or low passes at the airport.
2. Itinerant operations mean all aircraft operations other than local operations.

The total annual operations for the QUADCO airports are estimated to be 236,228. For perspective, this total is slightly less than the total annual operations reported for Seattle-Tacoma International Airport (313,954), a major commercial airport.

Currently there is no scheduled air transportation service to any of the QUADCO airports. Until 2006, scheduled service was available through Moses Lake's Grant County International Airport. Service was subsidized by the Essential Air Service Program (EAS), a federal program designed to maintain a minimal level of scheduled air service to communities which otherwise would not be profitable. However, the subsidy for Grant County International Airport was terminated in August 2006 and scheduled service was discontinued on September 1, 2006.

Limited air taxi services are reported at three QUADCO airports: Grant County International, Bowers Field, and De Vere Field. Air taxi services are not expected to increase significantly in the near term.

A breakdown of the types of air traffic seen at the QUADCO airports is shown in Table 18 below.

Table 18 – Airport Operations in QUADCO¹⁶							
<i>Airport</i>	<i>2014 Annual Operations</i>	<i>% Military</i>	<i>% Air Carrier</i>	<i>% Air Taxi/Commuter</i>	<i>% Local General Aviation</i>	<i>% Itinerant General Aviation</i>	<i>% Total General Aviation</i>
Bowers Field	55,000	----	----	----	60%	40%	100%
Cle Elum Municipal	1,000	----	----	----	50%	50%	100%
Davenport Municipal	17,000	----	----	----	59%	41%	100%
Desert Aire	1,152	0.2%	----	----	13%	87%	99.8%
De Vere Field	----	----	----	----	----	----	----
Easton State	200	----	----	----	----	100%	100%
Ephrata Municipal	30,500	----	----	----	98%	2%	100%
Grand Coulee Dam	11,500	----	----	----	35%	65%	100%
Grant County International	63,315	31%	8%	4%	35%	22%	57%
J-Z (Almira)	----	----	----	----	----	----	----
Lind Municipal	1,000	----	----	----	80%	20%	100%
Moses Lake Municipal	13,500	----	----	----	89%	11%	100%
Odessa Municipal	8,200	----	----	----	67%	33%	100%
Othello Municipal	25,000	----	----	----	80%	20%	100%
Pru Field	1,911	----	----	----	20%	80%	100%
Quincy Municipal	500	----	----	----	40%	60%	100%
Warden	500	----	----	----	77%	23%	100%
Wilbur Municipal	5,700	----	----	----	93%	7%	100%
Wilson Creek	250	----	----	----	80%	20%	100%
TOTAL	236,228	----	----	----	----	----	----

¹⁶ Aircraft operations are based on current FAA form 5010 data.

Airport Emergency Services

Northwest MedStar provides frequent air ambulance service to and from hospitals throughout the QUADCO area. The following is a list of referring and receiving hospitals who work with this MedStar:

- Columbia Basin Hospital, Ephrata
- Dayton General Hospital, Dayton
- Ritzville
- Kittitas Valley Com. Hospital, Ellensburg
- Quincy Valley Medical Center, Quincy
- Coulee Medical Center, Grand Coulee
- Lincoln County Hospital, Davenport
- Samaritan Healthcare, Moses Lake
- Odessa Memorial Healthcare Ctr., Odessa

This on-demand service provides a vital link between local medical facilities and more capable medical centers in Seattle, Spokane, and the Tri-Cities. A representative from Northwest MedStar expressed an interest in having Automated Weather Observation System (AWOS) equipment installed at the airports they frequent. These systems provide real-time local weather critical to the safety of their short-notice landing and takeoff operations.

The Easton State Airport is open only during summer months, but is a critical asset used as a stopover for flights transiting nearby mountain passes. The airport also serves as a base for search-and-rescue and firefighting operations.

Airport Maintenance Issues

Airport pavements benefit greatly from routine maintenance. A crack seal applied every 3 to 5 years, and a slurry or other rehabilitation process applied every 5 to 7 years, can greatly extend the life of airport pavements.

Airport Funding Sources

Funding improvement projects is a challenge common to most of the airports in QUADCO. Projects that are FAA eligible are supported by shared funding, where 95 percent of the total cost is covered by an FAA grant and 5 percent is covered by the Airport. NPIAS airports receive approximately \$150,000 per year in Non-Primary Entitlement funds from the FAA, dependent upon Congress's yearly reauthorization. Though projects are FAA eligible, this does not ensure that funds will be available or granted to the project by the FAA. The Washington State Department of Transportation Aviation Division can also provide airport grants. These grants are dependent upon available funding and are not guaranteed. In the instance that grants from the FAA and the State fund a project, 95 percent of the project cost is covered by the FAA grant, 2.5 percent of the cost is covered by the State and 2.5 percent is covered by the Airport. Costs for projects that are not eligible for FAA or state funding are applied to developers (as applicable) or to the airport. Though obtaining the local matching funds can still be a challenge, the grant funding allows most of the NPIAS airports to undertake projects beyond routine maintenance, such as improving and expanding facilities and promoting airport growth. Projects that are not eligible for FAA funding include hangar construction and rehabilitation, private hangar and building development, industrial property acquisition, and utility extensions for development.

Railroads

Introduction

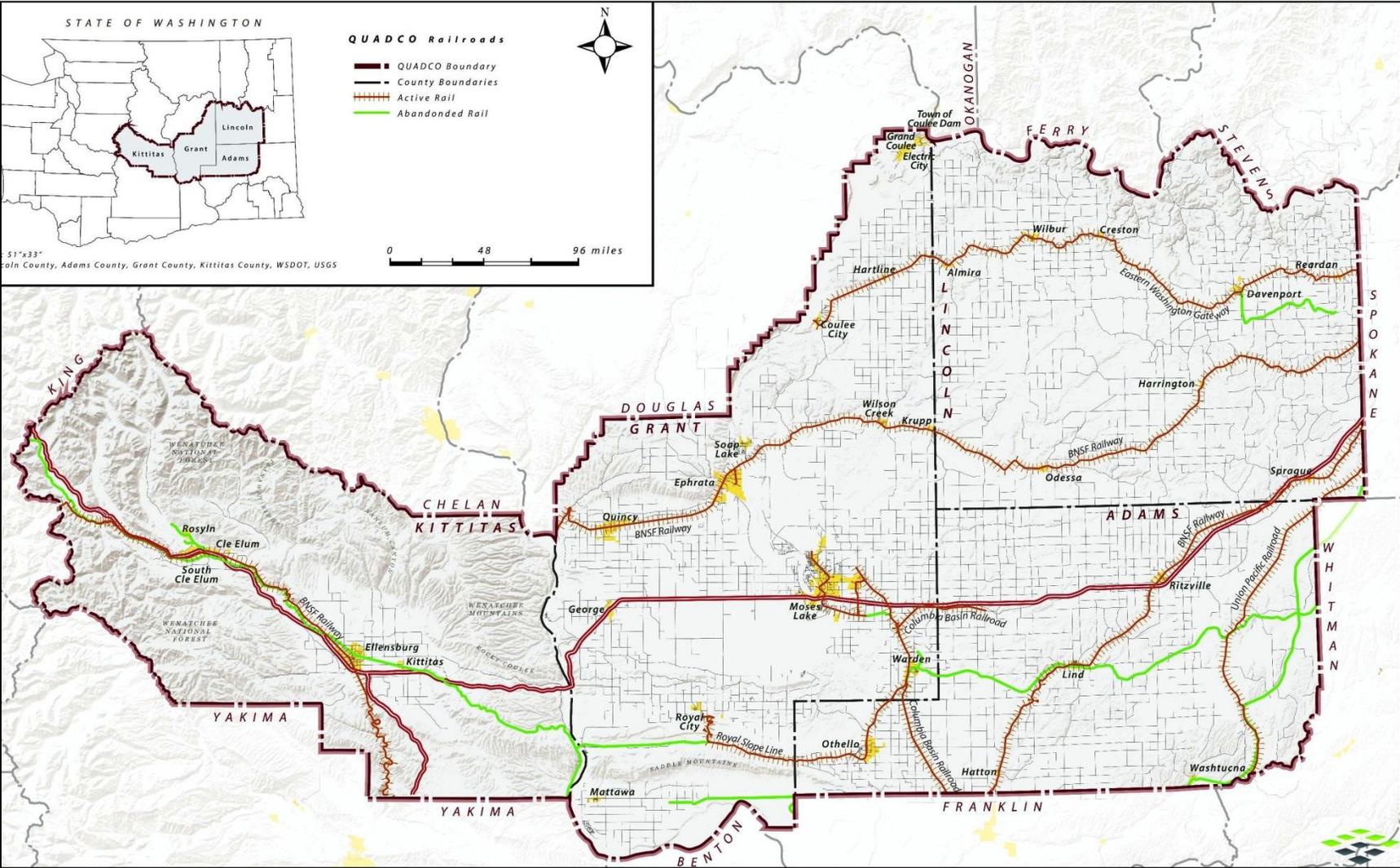
Railroads move important agricultural products from the region to outside markets. This is a significant transportation need for products originating in the QUADCO region. Rail transportation promotes commerce, provides modal choices, complements, and in many instances improves the service of other transportation modes. For instance, a single freight train can replace several hundred trucks, benefitting the region by reduced wear and tear on local roadways and highways, improved transportation safety, and reduced air pollution.

On average, trains are four times more fuel-efficient than trucks. As one rail train can remove more than 280 trucks from the highway, there is an environmental benefit from rail use. In addition, rail use results in reduced roadway wear, roadway maintenance costs, and highway collisions.

The rail network in QUADCO is generally an interconnected rail system that serves the regional and statewide movement of commodities, see Figure 12 below. Approximately 885 miles of railroad cross the QUADCO area. As of 2012, 485 miles (54.8%) of rail are active and 373 miles (42.2%) have been abandoned, see Table 19 below. The Port of Royal is seeking an operator for their rail line. Most of the active railroad network in QUADCO is part of the State Freight Rail Economic Corridor.



Figure 12 – Railroads in QUADCO



Active Railroads

The active railroads in QUADCO include BNSF Railway, the Palouse River and Coulee City (PCC) Rail System, the Columbia Basin Railroad, and the Union Pacific Railroad (UP). The BNSF is the principal active railroad owner in QUADCO. The PCC system is owned by WSDOT and its branches located in QUADCO include the CW branch operated by Eastern Washington Gateway (85 miles long) and the PV Hooper branch operated by the Watco Companies, Inc. (0.9 miles long). The Columbia Basin Railroad is a Class III railroad with 76.4 miles of rail in QUADCO.

Abandoned Rail

Approximately 42% of the rail line in QUADCO is abandoned. The Chicago Milwaukee St. Paul and Pacific railroads abandoned over 220 miles of rail while BNSF abandoned about 125miles.

Table 19 shows the amount of active and abandoned railroads in the QUADCO region.

Table 19 – Railroads in QUADCO¹⁷					
<i>Railroad</i>	<i>Active Rail Owner</i>	<i>Length (miles)</i>	<i>Active (miles)</i>	<i>Abandoned (miles)</i>	<i>Inactive (miles)</i>
Burlington Northern and Santa Fe Railroad (BNSF)	BNSF	399.8	274.7	125.1	----
Palouse River and Coulee City Railroad System, Hooper Line Segment (PCC)	WSDOT	0.9	0.9	----	----
Palouse River and Coulee City Railroad System, CW Line Segment (PCC)	WSDOT	85.0	85.0	----	----
Columbia Basin Railroad (CBRC)	CBRC	76.4	76.4	----	----
Union Pacific Railroad (UP)	UP	57.2	48.1	9.1	----
Royal Slope Line (RS)	Port	26.8	----	----	26.8
Chicago, Milwaukee, St. Paul, Pacific RR (MILW)	MILW	220.4	----	220.4	----
U.S. Government RR, abandoned before 1947	MISC	18.6	----	18.6	----
TOTAL		885.1	485.1 (54.8%)	373.2 (42.2%)	26.8 (3%)

Palouse River and Coulee City Rail System

The Palouse River and Coulee City (PCC) rail system is owned by Washington State, managed by WSDOT in partnership with the PCC Railroad Authority, and operated by private industry. The PCC Railroad Authority was formed by an Inter-local Cooperation Agreement between Grant County, Lincoln County, Spokane County, and the Port of Whitman County to provide for the refurbishment of the Palouse River and Coulee City rail line system. This rail system connects Eastern Washington to the larger freight

¹⁷ Data source: WSDOT GIS workbench railway data (2012)

transportation system and to global gateways enabling access to international markets, an economic benefit for our state. The PCC Rail System is the longest state owned short-line freight system in Washington State. It is a 297-mile rail system with three branches (CW, P&L, and PV Hooper) spanning five eastern Washington counties, Grant, Lincoln, Spokane, Adams and Whitman. The state completed the purchase of PCC in 2007 for \$15.5 million.

After the State purchased the PCC Rail System in 2007, by 2012 the carloads on the PCC rail system doubled with the combined factors of higher crop yield and sufficient grain car availability. The carloads on the CW branch grew threefold. The PCC operators began to run mainline unit trains with less than 110 cars, providing linkage between short lines, grain elevators, and mainline. These operational improvements resulted in more competitive rates, attracted more shippers, and lowered commodity transport costs. Shipper's conservatively estimated a cost savings of \$0.05/bushels via rail shipments, resulting in an overall estimated savings of \$1.5 million in 2013.

The primary shipments on the PCC are agricultural crops and agricultural products. Portions of two branches extend through the QUADCO RTP area, the CW and the Hooper segment of the PV Hooper Branch. Only approximately 0.9 miles of the Hooper Line run through the QUAD County region. The Hooper segment begins at Hooper Junction MP 25.6 (1.3 mile east of the connection with the UP) and connects with the PV segment 26.4-mile easterly in Winona.

PCC-CW Branch

Currently operated by Eastern Washington Gateway Railroad (EWG RR), the CW Branch begins in Cheney, Spokane County, crosses Lincoln County westerly, and ends in Coulee City in Grant County. The branch connects to the BNSF and Union Pacific (UP) railroads on its east side. Wheat and barley are the principle commodities shipped on this line.

Originally constructed in 1888 to 1890, the majority of the existing light and medium weight rail along the line, approximately 108 miles, was installed between 1914 and 1940. There are 16 grain stations, 94 public crossings, 33 private crossings, 54 turnouts, and 20 bridges (833 linear feet – typically wood structures) along the CW branch.

Private industry originally sold the branch because of low profitability and high maintenance cost. To save the PCC from abandonment, WSDOT purchased the rights-of-way and the rail. Providing the branch as public asset offers shippers and farmers broader shipping options. Shippers and farmers rely on the lines to access and serve local, intrastate, and global markets. Shipments on the line grew about threefold between 2007 and 2012 before they slightly decreased in 2013. Based on the estimated crop production in the PCC area of influence, the CW branch is apparently shipping less than the available agriculture crop, indicating potential opportunity to increase shipments along the line.

PCC Rail System Condition

The physical condition of the individual line segments of the existing PCC rail system is fair condition (10 mile per hour condition).. A bridge repair and replacement program, that targets replacement of all timber bridges within 15 to 25 years, needs to be implemented.

While the State and rail operators have performed some maintenance and rehabilitation on the system, the condition of the PCC system has continued to degrade over the last ten years. System traffic doubled between 2007 and 2012 and operator revenue and state funding have not been sufficient to hold conditions at the level they were in 2003. A majority of the bridges on the system are most likely within 5 to 15 years of the end of their useful design life. Tie and ballast condition has also degraded, but to a much lesser degree than bridges. Rail condition is very much like the bridges in that approximately 90 miles of rail on the system is nearing the end of its useful life and will likely need replacements within the next 10 to 20 years.

The condition of the CW branch, as with the PCC Rail system, has continued to degrade. Many segments of the branch operate at below the rated 286,000-pound car capability and speed of 25-miles per hour. The needs for maintenance and rehabilitation include ties and rails replacement; bridges repair and replacement; turnouts, at grade crossings, and ballast rehabilitation. The Palouse River and Coulee City Rail System 2015 to 2025 Strategic Plan provides further details and is available on the WSDOT website.

PCC Rail System At-Grade Crossings

There are two types of at-grade crossings, public and private. Public crossings are either gravel surface or paved roadways and may include active warning devices (flashers and gates). Crossing surfaces can be asphalt, wood plank, rubber panel or concrete panel. Private crossings tend to be used by a single landowner and tend to be gravel or dirt with an average width of 20 foot. Crossings by their very nature require additional maintenance due to upkeep and replacement of the flange-way material and due to shortened tie and rail life for the track through the crossing area. The Washington Utility and Transportation Commission (WUTC) inspects public at-grade highway-rail grade crossings on a periodic basis. There are currently 95 public crossings. Of these crossings, 36 are in good condition and 59 should be replaced.

Private crossings differ from public crossings, as private crossings are not monitored by the WUTC. Private crossings are typically a contractual matter between a private citizen or company that wishes to access private property by crossings the tracks and the railroad operator. On the PCC, this contractual obligation is between the crossing owner and WSDOT. If the private crossing holder is dissatisfied with their crossing, the railroad operator will make the repairs, but the private crossing holder is financially responsible for the work.

PCC Rail System Speed and Weight Restrictions

Monitoring the number of miles of slow orders is a relatively easy way to assess track and some bridge conditions. The top speed on the PCC rail system is 25 mph. In rail yards, at sharp curves, and on steep downgrades speeds can be permanently reduced for safe operation unrelated to track or bridge conditions. As such, any speed restrictions below 25 mph that are not a result of permanent safety issues can be considered a maintenance slow order. Correspondingly, slow orders can vary from day to day and do not capture weight restrictions on the track or bridges, or the condition of road crossings.

Weight restrictions are usually correlated to bridge capacity, but can also be imposed due to track condition. Each line segment has a maximum weight per car. The current national trend supports a maximum weight of 286,000 pounds per car. Currently, only 53.9 miles of the PCC rail system is operating at the maximum level. Similar to slow orders, operators typically only impose weight restrictions when conditions warrant, as they result in higher operating costs for the operator and less competitive rates for customers.

Currently, the CW Branch and Hooper Lines have speed restrictions on 105.7 miles of track and weight restrictions on 107.9 miles of track. Typically, rail operators report changes in track class, speed or weight restrictions and other operating guidelines to the WSDOT. In addition, the operator and WSDOT perform joint track inspections every 6 months at a minimum, typically in April and October. These joint inspections are performed over several days per branch and involve traversing the entire rail line and inspecting ballast, tie and rail condition as well as drainage. These joint inspections determine the rehabilitation priorities.

The decision to call for an “excepted status” is delegated to the operators, who will only impose these when necessary, as “excepted status” typically results in higher operating costs and less competitive rates for customers. Excepted status is the lowest possible condition allowable for train operations due to operating restrictions being placed on it such as:

- Restrict the speed limit to 10 mph or less.
- Restrict the number of rail cars containing hazardous materials allowed on a section of track at a given time, as well as limiting their distance from bridges and railroad crossing.

Private Investments

Since 2007, private investments in facilities either on the PCC Rail System or on facilities that receive commodities from the system have totaled nearly \$70 million. The following are examples of private investment that impact the PCC rail system in QUADCO:

- 1. McGregor Company:** The largest independent fertilizer company in the Pacific Northwest. It receives fertilizer shipments at Lacrosse, Oakesdale, Creston, and at its major receiving and manufacturing center in Mockonema. In 2012, the McGregor Company transformed a defunct biodiesel plant in Creston from an environmental hazard into a clean, compliant agri-chemical facility utilizing rail to receive fertilizer inputs. This company is truly rail dependent, and would have to relocate if rail service terminated, which might affect the costs of shipments of fertilizers for farmers. Recent investments total over \$4.2 million.
- 2. WhitGro Inc.:** A cooperative owned by 400 members located in the heart of Whitman County. WhitGro is serviced by WATCO using the PV Hooper to move products to the Wallula Terminal near the junction of the Columbia and Snake Rivers. The Wallula Terminal is owned and operated by Northwest Grain Growers (NWGG). This partnership between Whitgro, NWGG and the State of Washington has allowed Whitgro to consistently ship close to 2,000 cars annually. WATCO has an agreement with the UPRR to operate across their tracks between the interchange with the PCC at Hooper to Wallula. This operation also utilizes 29 of the State Grain Train cars. WhitGro has invested nearly \$1 million dollars in the last 5 years in their facilities in Endicott, St. John, Sunset and Willada and plans to increase this investment in the future to continue to improve rail loading capacity and efficiency.
- 3. Highline Grain LLC (Four Lakes, WA):** A \$30 million grain terminal and rail loading facility investment project initiated near Four Lakes Washington by five-grain cooperatives, Almira Farmers Warehouse Co., Central Washington Grain Growers, Davenport Union Warehouse Co., Reardan Grain Growers Inc. and Odessa Union Warehouse Cooperative. The Highline Grain Facility can stockpile 2 million bushels of grain products and accommodate a 110-Car unit train operated by BSNF Railway. The facility groundbreaking occurred in November 2014, and it is projected to begin operations by fall 2015.

Stakeholder Input for the PCC

WSDOT engaged the community and stakeholders in assessing the PCC rail systems’ strengths, weaknesses, opportunities, and threats during the development of the PCC Rail System Strategic Plan. Following are assessment highlights:

Stakeholder Input for the PCC Railroad

Strengths

- Shippers and framers are using the system.
- Rail operators provide innovative solutions.
- Rail use is an economical transportation option.
- Investments are made by operators and the State.
- Rail use reduces roadway damage.
- Rail use increases safety with reduced truckloads on roads.
- Local support for freight rail access is high.
- Rail use provides environmental benefits.

Opportunities

- Additional PCC Rail Authority staff can provide solutions by exploring and identifying business & economic development opportunities.
- Economic development opportunities are numerous.
- Companies are looking for available land to build and expand along lines.
- Public property and various lands are available for economic development.
- Increasing rail related business volume may lead to private ownership of part or all PCC.
- Right-size the system to reduce the costs.
- Re-purposing rail material to reduce system costs.

Weaknesses

- Maintenance has been deferred.
- Dependent on Class I railroad operations.
- Lack of variety in shipped commodities.
- Shipping options present infrastructure investment challenges.
- Slow speeds result in increased operating costs.
- In sufficient public information on the benefits of the system.

Threats

- Mainline railroads strategies (unit-train length, pricing, and train and car availability) may limit short-line access.
- Mainline pricing strategies result in short-line revenue shortfalls.
- Interstate rail traffic on mainline railroads is increasing.
- Funding uncertainty may affect development opportunities.
- Catastrophic events could occur, particularly with the wood structures.
- Availability of grain car equipment is limited.
- Segments of the system are not in service.

Columbia Basin Railroad

The Columbia Basin Railroad (CBRW) is a class III railroad that is privately owned under the management of Brig Temple. It was founded in 1986. The CBRW serves Moses Lake, Connell, Warden, Bruce, Schrag, and Othello.

The 86-mile line, with thirteen miles leased from BNSF, is strategically located in the heart of the Columbia Basin region. The line is a valuable local transportation asset, with connection to BNSF railroad in Connell and in proximity to both I-90 and SR-17. The CBRW hauls agricultural goods, inbound fertilizer, chemicals, and processed potatoes and

vegetables. The line serves a moderate climate zone with available land zoned for agricultural and industrial use.

WSDOT has designated the CBRW line from Connell to Moses Lake/Wheeler as a “R2” Freight Rail Corridor. The R2 designation is for corridors that handle one million to five million tons per year. With all of the economic development that has been occurring in Grant County and Adams County, the CBRR has become one of the busiest short lines in Washington State, hauling over 10,000 carloads annually of various agricultural and industrial commodities and other cargo for sixty active rail shippers in the Columbia Basin. Also, the various shippers or companies that haul cargo on the CBRR employ nearly 7,000 people in this area.

The freight trains on the CBRW are more than three times as fuel efficient as trucks. A single freight train can remove 385 trucks from the highways – reducing road damage and congestion on our streets and highways. Railroads and rail suppliers have reduced the weight and increased the capacity of rail cars to improve fuel efficiency and reduce emissions. The average freight car capacity is now nearly 100 tons, up 17% in just the past twenty years.



The State’s 2015-2017 Transportation Revenue Package provides funding for three key projects in and near the QUADCO Region: the Port of Moses Lake’s Northern Columbia Basin Railroad project, the Port of Warden’s Rail Infrastructure Expansion project, and the Connell Rail Interchange Improvement project. The Northern Columbia Basin Railroad project will receive \$20.9 million to expand freight rail service near Moses Lake from the Wheeler Road corridor to the Port of Moses Lake’s Grant County International Airport Industrial Area. The Port of Warden Rail will receive \$2 million to construct approximately one-mile of new rail storage siding track in the Port of Warden along the Columbia Basin Rail Line between Connell and Moses Lake. The Connell Rail Interchange project will receive \$10 million to upgrade and

improve the interchange to and through Connell, where the Columbia Basin Railroad intersects with BNSF Railway's Lakeside Subdivision. Although this location is outside of QUADCO, it will accommodate the growth in rail cargo that is flowing to and through Connell from the QUADCO region.

Royal Slope Railroad

The Royal Slope Railroad (RS) is a Class III railroad. The line connects Royal City to the Columbia Basin Railroad in Othello. The line has the potential to play a future role in freight rail development. The ownership of the Royal Slope Railroad was transferred from WSDOT to the Port of Royal in 2015.

Intermodal Facilities

Intermodal facilities are where trailers and containers are transferred intact between modes. This intermodal connection helps to overcome limits on one mode of transportation, makes the transportation network more efficient and effective, and provides alternative transportation choices. Intermodal facilities provide access typically through a transfer between rail and highway or rail and water. There are two rail-truck intermodal facilities in Quad County RTPO area near the cities of Quincy and Ritzville.

The facility in Quincy acted as a terminal for Cold Train LLC and BNSF in the past is not currently operational. When it was operations, Cold Train scheduled trucks around Washington State to pick up perishable fruits and vegetables. These trucks arrived at Quincy and the goods were loaded into refrigerated domestic intermodal containers (53-foot) for transportation to consumers in the Midwest and Eastern United States.

The Washington State Rail Plan, adopted on March 18, 2014, identifies the expansion of the Port of Quincy's Intermodal Terminal as a multi-modal project to be completed by 2025.

Rail and Waterway Economic Corridors

Rail access is a significant element of port competitiveness. By providing an inland port service, a seaport in theory can make intermodal rail service available to a broader range of customers. There must be efficient rail service to both the seaport and the inland port for the model to work. If priced competitively, the inland port service can offer cost savings to container shippers and thereby increase the port's competitiveness.

Rail Line Capacity

Railroad capacity is critical to the fluidity and the flow of train traffic on the line. The UP railroad, running east to the southwest, and the BNSF railroad running east to west, are both currently at or above capacity. The UP rail line capacity (CAP) is seven trains with seven average trains per day (ATPD). The BNSF CAP is 24 trains with 26 ATPD.

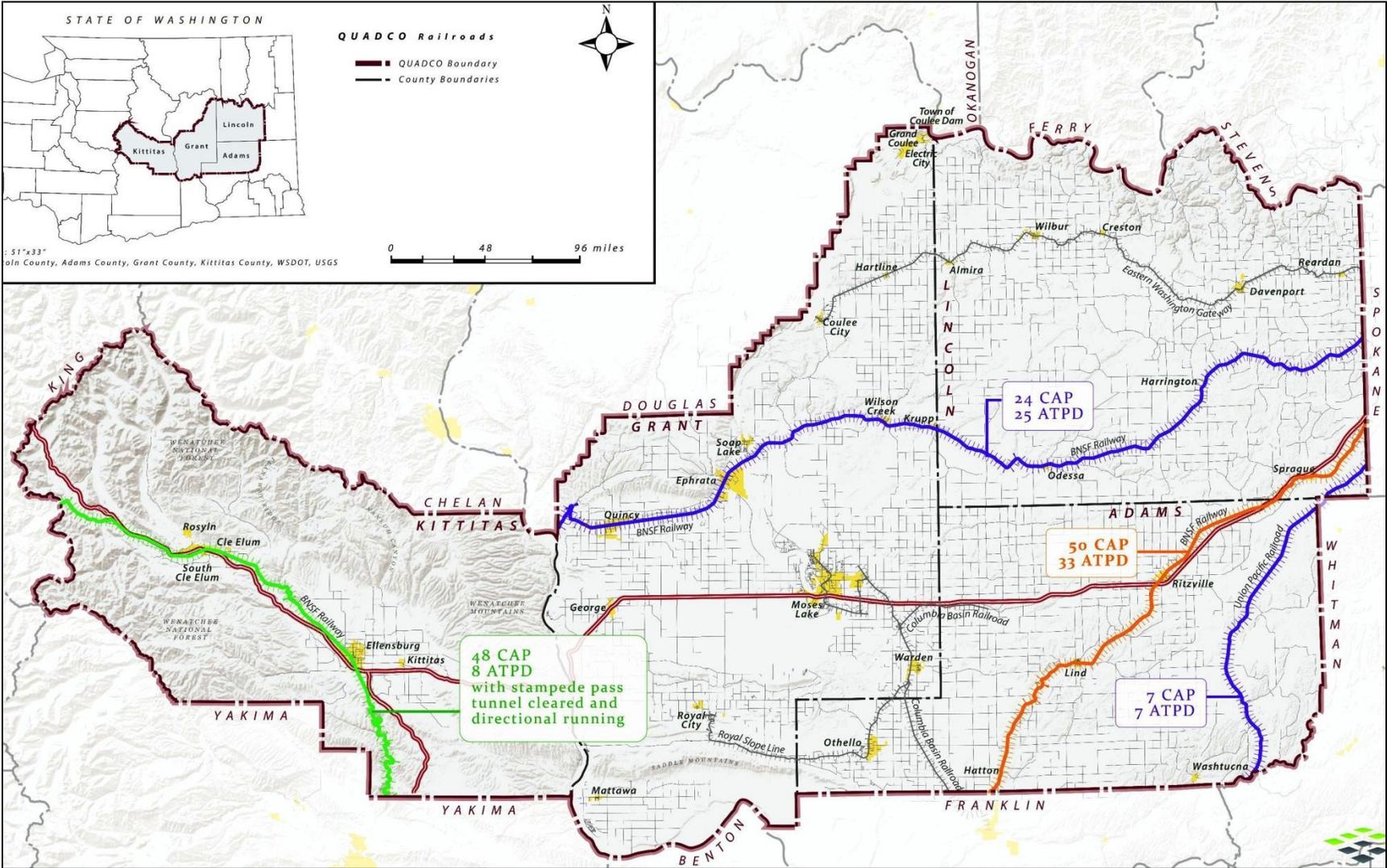
The BNSF segment that extends through Ritzville and connects eastern Washington to the

Columbia Basin region is nearly at 70% capacity with 33 ATPD with a 50 CAP, while the BNSF segment that connects the Columbia Basin Region to western Washington has available capacity with six ATPD and 16 CAP.

Figures 13 and 14 show the 2008 and 2028 rail capacity for the UP railroad and the BNSF railroad.

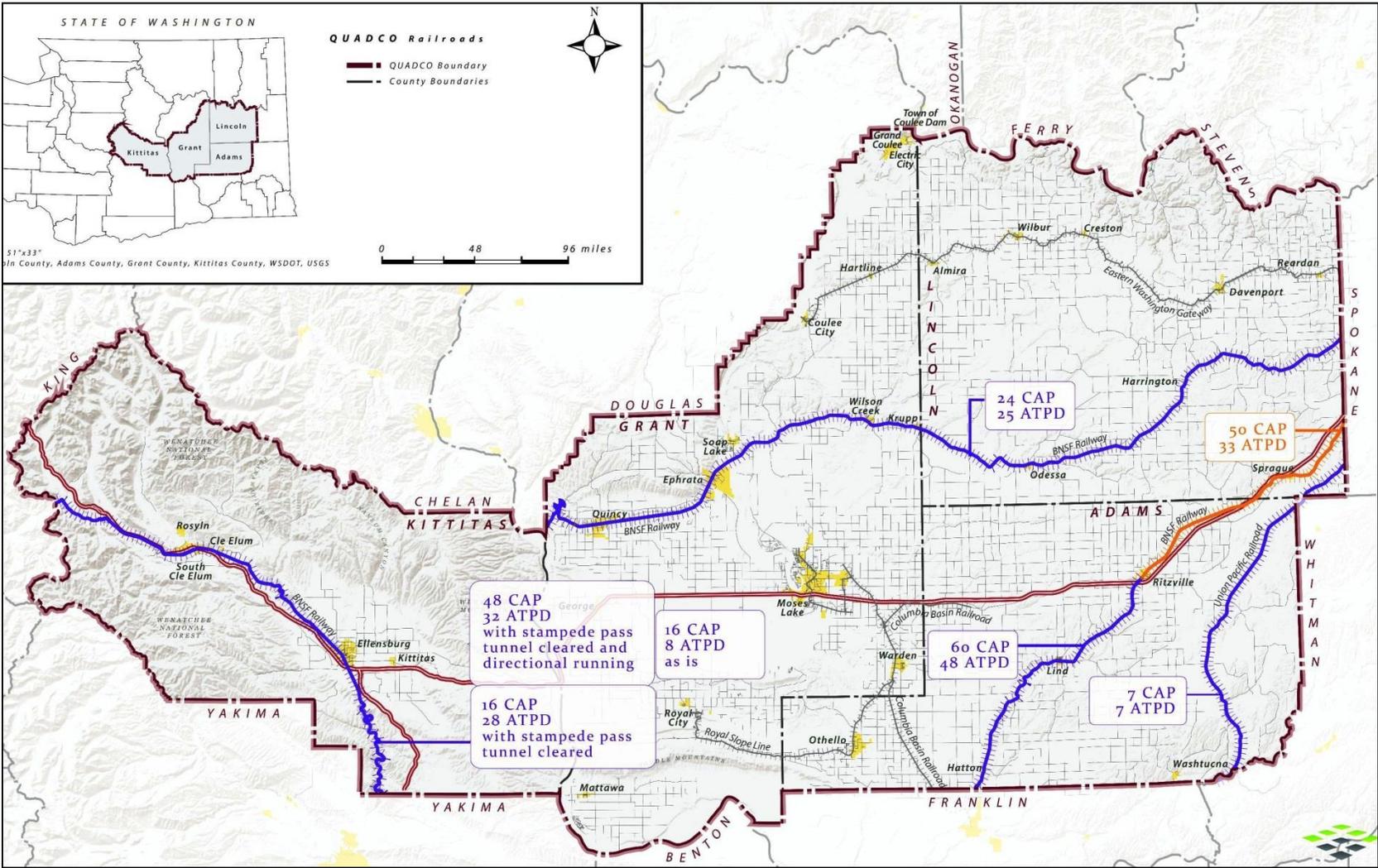


Figure 13 – Rail Line Capacity in 2008¹⁸



¹⁸ Source: Washington State 2020-2030 Freight Rail Plan, Exhibit 3-9: 2008 Rail Line Capacity.

Figure 14 – Rail Line Capacity in 2028¹⁹



¹⁹ Source: Washington State 2020-2030 Freight Rail Plan, Exhibit 3-9: 2008 Rail Line Capacity.

River Transportation

Although not situated within the region, barging services provided to the south on the Columbia-Snake River system move a significant amount of freight from the QUADCO region to worldwide markets. The ability to provide barge service for this region is critical in maintaining multi-modal competitiveness and in providing locally produced agricultural products to world-wide markets.

More than 35 separate commodities move up and down the Columbia-Snake River system. A 2010 study²⁰ of waterborne commerce on the Columbia-Snake River System showed that grains, gasoline, various fuels, forest products, crushed rock products, and waste material have historically comprised the dominant amount of tonnage transported over this river system.

The major commodity moved downriver during the 1991 to 2010 period was wheat. Out of a total of 139 million tons of commodities shipped downriver during this twenty-year period, 96 million tons was wheat, comprising 70% of the total tonnage. The second highest tonnage for a commodity shipped downriver during this twenty-year period was forest products at about 18.4 million tons.

The tonnage of commodities shipped upriver was 47.2 million tons, three times less than the 96 million tons of commodities moved downriver during the 1991 to 2010 period. Gasoline and fuel products make up the highest proportion with 19.3 million tons (41%) being shipped upriver. The second highest proportion of total upriver shipments was for distillate, residual and other fuel oils, comprising 17 million tons or 36% of the total upriver tonnage.

Wheat is a top agricultural product in the eastern half of the QUADCO region. It is also the primary commodity from the QUADCO region that is exported through the Columbia-Snake River system. The 2010 study referenced above found that 70% of the total tonnage of wheat produced in Washington State is transported on the river system, but 71% of the wheat produced north of I-90 is shipped by rail, with only 15% shipped by barge and 14% shipped by truck only. This indicates that the portion of QUADCO south of I-90 is heavily reliant on the Columbia-Snake River system for wheat export.

²⁰ Historical Waterborne Commerce on the Columbia-Snake River System: Commodity Movements Up and Down River, 1991-20010; Freight Policy Transportation Institute, Washington State University.

Chapter Five - Preparing for the Future

Road Improvement Needs

Several roads are in need of reconstruction work and many bridges will need to be replaced. Replacement of bridges is important for maintaining the viability of roads that provide important connections to major highways and other routes that connect fields to freight hauling facilities. The needed road improvements identified in the QUADCO region are shown in Appendix D Regional Transportation Improvement Program. This program lists all of the local agencies' Transportation Improvement Programs. Major transportation improvements that are important to this region include:

- I-90 Snoqualmie Pass East, from Hyak to Easton, needs an additional new lane in each direction, replaced pavement, replaced bridges and culverts, straightening sharp curves, building wildlife crossings, adding new chain-up areas, and stabilizing rock slopes. This project is being constructed in several phases as funding is awarded. Phase 1 is from Hyak to Keechelus Dam, phase 2 is from Keechelus Dam to Cabin Creek Interchange, and phase 3 is from Cabin Creek Interchange to Easton vicinity.
- As increasing development occurs in the vicinity of Interstate 90 Exit 221 off-ramps (north and south) and SR 261 intersections in Ritzville; intersection improvements may be required concurrent with development to address traffic operations and access to the commercial area.
- I-82 from Thrall Rd to Manastash Ridge summit needs a third lane to allow vehicles to pass slow vehicles climbing this steep grade.
- A connection from I-90 to SR 17 west of Moses Lake would serve growth on that side of the lake as well as provide alternate routes to the north and relieve congestion on SR 17 through Moses Lake.
- An additional bridge over Moses Lake would improve access between the southeast and northwest portions of the City. Currently there is one state highway and one local road that cross the lake, thus causing both facilities to operate under congested conditions many hours of the day.
- A north-south four-lane facility is needed in the QUADCO region to connect this agricultural region to the Columbia River ports to the south. One possible location is the SR-17 corridor. A north-south facility would serve significant general travel needs as well, and alleviate growing congestion in the Moses Lake area. Identifying and reserving needed right-of-way should be pursued before opportunities are lost.

- SR-17 interchange at Stratford Road in Moses Lake requires improvements to the southbound off-ramp due to traffic delay and collisions at the ramp terminal. It also needs non-motorized facilities for bicyclists and pedestrians.

The costs shown in Table 20 reflect maintaining and preserving all roads every seven years over a twenty-year period.

QUADCO estimates that an average of \$35,106 per lane mile would be required to maintain and preserve all paved local agency roads in the region. This cost estimate was developed from Kittitas County’s 2015 maintenance program’s average cost per lane mile, including the following \$5,550/mile for pre-level, \$2,664/mile for crack seal, \$23,206/mile for seal coat, and \$3,466/mile for fog seal. An inflation rate of 0.36% per year was also applied.

The estimated amount to maintain unpaved roads was developed using Kittitas County’s 2015 maintenance program’s average programmed amount for grading and re-graveling of \$8,000 per mile. An inflation rate of 3.6% per year was applied to estimate the costs for the twenty-year period.

Table 20 – Twenty-Year Maintenance and Preservation Costs						
<i>Agency</i>	<i>Pavement Maintenance & Preservation</i>			<i>Unpaved Maintenance & Preservation</i>		
	<i>Paved Lane Miles</i>	<i>Average Annual Cost</i>	<i>Total 20 Year Cost</i>	<i>Unpaved Lane Miles</i>	<i>Average Annual Cost</i>	<i>Total 20 Year Cost</i>
Cities & Towns	914.03	\$6,784,000	\$135,689,000	86.8	\$147,000	\$2,936,000
Counties	4,142.07	\$30,745,000	\$614,896,000	7,587.77	\$12,834,000	\$256,689,000
TOTAL QUADCO	5,056.10	\$37,529,000	\$750,585,000	7,674.57	\$12,981,000	\$259,625,000

Although it is impractical to pave all of QUADCO’s gravel roads, the calculations shown in Table 21 below shows what that cost would be if performed over a twenty-year period. The base for this cost estimate was developed in 2007²¹ and has been updated with a 3.6% per year inflation rate. The assumptions used in 2007 to develop this cost estimate included using Bituminous Surface Treatment as the pavement type and providing for a 26-foot wide pavement. The result is an average cost of \$107,000 per mile over the next twenty-year period.

<i>Agency</i>	<i>Unpaved Lane Miles</i>	<i>Average annual cost</i>	<i>Total 20-year cost</i>
Cities & Towns	86.8	\$465,000	\$9,297,000
Adams County	2,252.01	\$12,058,000	\$241,160,000
Grant County	2,122.08	\$11,362,000	\$227,246,000
Kittitas County	131.44	\$704,000	\$14,075,000
Lincoln County	3,082.24	\$16,503,000	\$330,066,000
TOTAL QUADCO	7,674.59	\$41,092,000	\$821,844,000

Pedestrian and Bicycle Facility Improvement Needs

All pedestrian and bicycle facilities are important to the QUADCO region to encourage non-motorized travel. Major pedestrian and bicycle facilities that have been identified at the time of this plan development include:

- Develop a pathway and/or bicycle facility titled the Canyon Trail, from the John Wayne Pioneer Trail in Ellensburg to the Yakima Greenway Trail in Yakima through the Yakima River Canyon. This trail would also connect to the Irene Rinehart Riverfront Park, the Helen McCabe State Park, and other scenic locations in the Yakima River Canyon vicinity.
- Develop a bicycle/walking/jogging trail linking the communities of Soap Lake and Ephrata. This trail would include a lake loop and lead to the northern terminus of Ephrata.

²¹ 2007 QUADCO Regional Transportation Plan Appendix L

Public Transportation Improvement Needs

Public transportation projects were identified through the separate planning process for developing QUADCO's Human Services Transportation Plan. This plan identified the projects shown in Table 22 below.

Table 22 – Public Transportation Improvement Program				
<i>Agency²²</i>	<i>Project</i>	<i>2015 Consolidated Grant Award</i>	<i>Remaining Funds Needed</i>	<i>Total Cost</i>
GTA	Sustain Warden-Moses Lake service	\$160,000	\$160,000	\$320,000
HS	Sustain Dial-A-Ride in Kittitas County	\$975,000	\$108,333	\$1,083,333
HS	Sustain Central Transit	\$399,911	\$123,339	\$523,250
SMS	Sustain Davenport to Spokane & Ritzville to Spokane deviated fixed route service	\$227,786	\$25,310	\$253,096
PFP	Sustain Mobility Management for Grant-Lincoln-Adams position.	\$140,378	\$15,598	\$155,976
PFP	Sustain Grant-Lincoln-Adams special needs services	\$1,352,000	\$150,221	\$1,502,221
GTA	Two replacement buses	\$205,517	\$107,629	\$313,146
SMS	One bus for Davenport-Spokane	0	\$120,000	\$120,000
SMS	Expand Davenport-Spokane to 5 days/week	\$96,367	\$5,101	\$101,468
PFP	Replace six vehicles	\$280,842	\$70,211	\$351,053
PFP	Expand Lincoln County Connection	\$138,320	\$7,280	\$145,600
Total:		\$3,976,121	\$893,022	\$4,869,143

²² GTA = Grant Transit Authority; HS = HopeSource; SMS = Special Mobility Services, Inc.; PFP = People for People.

Airport Capital Improvement Needs

Airport Capital Improvement Project (CIP) needs were developed for the QUADCO airports over the ten-year planning period 2007 to 2016. These projects were divided into two 5-year phases to match the data commonly found in airport master plans. Table 23 summarizes the CIP needs for the QUADCO airports.

Table 23 – Airport Capital Improvement Program	
<i>Airport</i>	<i>Projects</i>
Bowers Field	Construction of Runway 11/29 parallel taxiway, runway ext. & parallel taxiway, and lighting
Cle Elum Municipal	Install fence, remove obstructions, construct 3 helipads, and runway protection zone
Davenport Municipal	Perimeter fence, taxi-lane, RW 5/23 shift/extension ph.1-3, lane acquisition, and construction
Desert Aire	Construct multi-purpose pilots welcome center, taxiway “A” & “B” preservation, construct T-Hanger, automated surface/weather station, fuel station, and update layout plan
Easton State	Install new utility shed / pilot station, acquire access r-o-w, emergency management building, helipads, acquire security equipment, new tower, segment circle, and remove old camera
Ephrata Municipal	Master Plan Update, fog seal runway 03/21 & taxiways A, A1, A3, and A4, and reconstruct R/W 04/22
Grand Coulee Dam	Obstruction removal/obstruction lighting, pavement maintenance, and master plan update
Grant Co. International	Rehab runway 14L/32R (line-of-sight and north, rehabilitate taxiway G and runway 14L-32R (line-of-sight and north), rehabilitate ARFF access road, acquire 4 snow plows, and update plan
Lind Municipal	Widen runway, pavement maintenance, displace runway 05 threshold & RSA/ROFA improvements, deconstruct taxiway near runway 05 end, and develop security plan
Moses Lake Municipal	Airport road improvements, increase aircraft parking areas, master plan & airport layout plan update, runway hold-line signs, security cameras, fence, and pavement maintenance
Odessa Municipal	Runway rehab & shift phase 1 & 2, taxiway rehab and apron rehab/reconstruction phase 1 & 2, construct 300’ x 50’ SRE building, construct perimeter fencing, apron reconstruction /expansion & taxi-lane pavement rehab, and carry-over NPE
Pru Field	Parallel taxiway pavement maintenance, phase 1 & 2, and runway & apron rehabilitation
Quincy Municipal	Install security camera, PAPI system, runway widening, replace runway and threshold lights, and RSA improvement irrigation ditch
Warden Municipal	Master plan & airport layout plan update, install security camera, airfield pavement maintenance, runway 17-35 rehabilitation, replace runway and threshold lights, and security fence
Wilbur Municipal	Master plan update, TW extension project, runway extension and widening project, rehabilitate runway 2-20, GA development,

Railroad Improvement Needs

Proposed PCC Rail System Improvement Strategies

The PCC Strategic Plan strategies are based on the guiding principles of providing safe operations, efficient operations and the pursuit of economic development. It emphasizes three key strategic elements: infrastructure improvements, operational improvements, and policy improvements.

The recommended infrastructure improvements include:

- Pursuing priority projects to increase 286-lb. railcar capability by replacing light rail.
- Rehabilitating track in curves.
- Identifying and replacing defective rail through integrity testing.
- Establishing and maintaining a bridge inventory, prioritization, and load rating program.
- Addressing ongoing maintenance and preservation needs.
- Initiating an annual tie replacement program.
- Improving at-grade crossings.
- Improving ballast and subgrade conditions reporting.
- Replacing light rail (long term need).
- Repurposing rail materials from other sources.

The recommended operational improvements include:

- Improving operating lease terms.
- Evaluating the Grain Train Program.
- Establishing criteria for private acquisition.
- Updating rail benefit methodology.
- Establishing minimum annual carload volume.
- Establishing private crossing agreements.
- Establishing industrial track agreements.
- Ensuring access to major railroads.

The proposed policy improvements include:

- Pursuing alternative funding strategies.
- Developing an economic development strategy.
- Enhancing the Rail Authority's ability to plan and implement strategies.
- Prioritizing and preserving adjacent land use.
- Developing and reporting on performance measures.

CW Branch Annual Maintenance, Preservation, and Light Rail Replacement Needs

Annual maintenance and preservation is needed to keep the CW branch operating. In addition, light rail (less than 90lb) replacement is needed in the long term. The CW Branch, extending 107.8 miles, has 52.6 miles of 85 lb. rail. The light rail sections are less than the current industrial 90lb standard. WSDOT will work with the PCC Rail Authority, operators, and shippers

to develop a plan to replace the light rail sections. Table 24 below highlights a gross estimate of the CW annual maintenance, preservation financial needs, and long term light rail replacement.

Table 24 –Rail System Improvement Strategies - PCC CW Branch		
<i>Improvement Type</i>	<i>Description</i>	<i>Cost</i>
Maintenance & Preservation	Gap for on-going maintenance	\$136,550
Maintenance & Preservation	Tie replacement	\$763,406
Maintenance & Preservation	Grade crossing replacement	\$49,167
Maintenance & Preservation	Light rail replacement needs: 52.6 miles	\$1,892,056
Track Rehabilitation “in the curves”	CW Line: 16.1 miles rehab & 16.1 miles replaced	\$15,920,000
PCC System Wide	Replace defective rail	\$5,000,000
	Total:	59,986,179

Chapter Six – Funding QUADCO’s Transportation Network

Major Funding Sources

Major funding sources for local agencies in the QUADCO region are as follows:

1. Property taxes. County governments collect a separate property tax levy for the County Road Fund. The County Road Fund is limited to no more than \$2.25 per \$1,000 of assessed value to be used for “proper county road purposes.” These purposes include establishing, laying out, constructing, altering, repairing, improving, and maintaining county roads, bridges and wharves for vehicle ferriage.
2. Motor vehicle fuel taxes (MVFT). The 37.5 cents/gallon²³ gas tax revenues collected by the state are shared among the cities, counties, and WSDOT. This includes a dedication of a portion of the MVFT to grant programs managed by the County Road Administration Board (CRAB) and the Transportation Improvement Board (TIB). MVFT funds the following grant programs:
 - County Arterial Preservation Program (CAPP). 0.45 cents/gallon of MVFT funds the CAPP program for counties. These funds are distributed to counties according to percentage of arterial lane miles. CAPP funds are typically used for placing structural asphalt surfaces and chip seals on county roads.
 - Rural Arterial Program (RAP). 0.58 cents/gallon of MVFT funds the RAP program for counties. These funds are distributed based on rural land area and mileage of paved county rural arterials and collectors. Distribution is also competitive, based on criteria developed for different regions. Kittitas County is in the Southeast Region for RAP funds and Adams, Grant, and Lincoln Counties are in the Northeast Region for RAP funds. RAP funds are typically used for reconstructing main roads.
 - Statutory or Normal City Distribution. 2.96 cents/gallon of MVFT funds are distributed to cities on a per capita basis.
 - Statutory or Normal County Distribution. 4.92 cents/gallon of MVFT funds are distributed to counties using a formula based upon mileage, needs, resources, and population.
 - Statutory or Normal WSDOT Distribution. 17.04 cents/gallon of MVFT funds are distributed to WSDOT for highway and ferry projects.
 - Transportation Partnership Account (TPA). 8.5 cents/gallon of MVFT funds the TPA program. The TPA is utilized for legislatively selected transportation projects and \$1.5 million is apportioned to the counties in their CAPP fund program.
 - Highway Safety Account (HSA).
 - Non-motorized vehicle tax. A portion of County’s motor vehicle fuel taxes are reserved for path and trail projects. This reserve is a percentage of motor vehicle fuel tax that can only be spent on non-motorized projects.
 - Transportation Improvement Board (TIB). 3.044 cents/gallon of MVFT funds the TIB program. TIB provides funding for cities and towns with a population less than 5,000 through three grant programs: small city arterial program, small city preservation program, and small city sidewalk program. Additionally, TIB provides funding to cities with a population of 5,000 or more and counties with urban unincorporated areas through three grant programs: urban arterial program, urban sidewalk program, and arterial preservation program.

²³ Distribution of MVFT as of 2008.

3. Fixing America’s Surface Transportation Act (FAST Act). FAST Act was signed into law on December 4, 2015 to provide long-term funding for surface transportation. The FAST Act largely maintains the current program structures and funding shares between highways and transit as established under MAP-21. More details on this transportation Act is provided at www.transportation.gov/fastact.
4. Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 is the federal transportation act signed into law on July 6, 2012 for fiscal years 2013 and 2014. It funded several different programs available to agencies in QUADCO. These programs included:
 - Surface Transportation Program (STP). STP funds are allocated to county lead agencies in QUADCO to prioritize and select projects in each county area. These federal funds can be used for a wide range of eligible projects on roads, bridges, transit, paths and trails, or ferries. WSDOT distributes 50% of the available STP funds to the counties based on population and reserves the remaining 50% for set-aside bridge program and to maintain the 66% WSDOT/34% local agency distribution of federal funds.
 - Highway Safety Improvement Program (HSIP). HSIP focuses on low-cost, widespread projects that will reduce the risk of fatal and serious injury collisions on the county roadway system. The program is divided into four programs: City Safety Program, County Safety Program, Quick Response Safety Program, and City/County Corridor Safety Program.
 - Transportation Alternatives Program (TAP). TAP funds transportation alternatives, such as on- and off-road pedestrian and bicycle facilities, access to public transportation/ improved mobility, community improvements, environmental remediation, recreational trails, and safe routes to schools. QUADCO is consulted with to select and prioritize TAP projects in the QUADCO region.
 - National Highway Performance Program (NHPP). NHPP funds eligible projects that are located on the Interstate or National Highway System (NHS). The NHS system includes the interstate system and other roads that are important to the nation’s economy, defense, and mobility. The NHS system in QUADCO includes:
 - a. WSDOT’s US 2 (Grant County Line to Lincoln County Line), SR 17 (US 395 to SR 282), SR-26 (I-90 to Adams County Line), SR-28 (US 2 to SR 281), US 97 (I-90 to Kittitas County Line), SR 281 (I-90 to SR 28), SR 281 Spur (SR 281 to I-90), SR 282 (SR 28 to SR 17), US 395 (Adams County Line to I-90), and SR 970 (I-90 to US 97).
 - b. Moses Lake’s Stratford Road (SR 171/Broadway Ave. to SR 17), S. Pioneer Way (SR 17 to E. 3rd Ave.), and Pioneer Way (3rd Ave. to SR 171/Broadway Ave.)
 - c. Ellensburg’s University Way/Vantage Highway (Vista Rd. to N. Main St.)
5. Local Bridge Program. Bridges are funded through several different programs, depending on the type of roadway they are located on. Bridges on the Interstate or the national Highway System are eligible for funding under the National Highway Performance Program. Bridges that are not located on the federal-aid system are provided a separate set-aside in the STP program. The remaining local agency bridges that are on the federal-aid system are provided funding through a WSDOT local bridge program. The local bridge program focus is to preserve and improve the condition of bridges owned by cities and counties that are physically deteriorated or structurally deficient through replacement, rehabilitation, and systematic preventive maintenance.

6. Safe Routes to School. This is a WSDOT competitive program that funds safety and mobility improvements to enable and encourage children to walk and bicycle to school. Funding from this program is for projects within two-miles of primary, middle, and high schools (K-12).
7. Flashing Lights for Schools. This is a Washington Traffic Safety Commission program that provides funding to install flashing yellow beacon lighting in designated and legally marked elementary school zones. Grants revenues are not available for projects during the 2015-2017 biennium.
8. Pedestrian and Bicycle Program. This is a WSDOT competitive program that funds safety and mobility improvements for walking and bicycling facilities.
9. Recreation Trails Program. This is a FHWA program that develops and maintains recreational trails and trail-related facilities. Funds for this program are from the Federal Highway Trust Fund, and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use (snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks).
10. Sales and Use Tax for Public Facilities in Rural Counties are monies collected in rural counties for the purpose of financing public facilities that serve economic development purposes in the rural county. These projects may include transportation improvements. Funded projects must be listed in the county or city economic development plan, comprehensive plan, or capital facilities plan.
11. Federal Public Lands Access Program funds transportation improvements that provide access to, on, or adjacent to federal lands. This program is an updated version of the Forest Highway Program. Transportation improvements may include public roads, bridges, trails, or transit systems.
12. Freight Mobility Strategic Investment Board (FMSIB). This program funds projects that promote strategic investments in a statewide freight mobility transportation system. Eligible projects must be on a strategic freight corridor, which includes roads that are classified as T-1 or T-2.
13. Public Works Assistance Account. This fund is financed by a portion of the real estate excise tax collected during real estate transactions and proceeds of bonds. This account is available in the form of loans and financial guarantees for local government public works projects. The Public Works Board administers this account in order to provide financial and technical assistance to Washington's communities for critical public health, safety, and environmental infrastructure that support community and economic development.
14. Community Economic Revitalization Board (CERB). CERB is a state board focused on economic development through job creation in partnership with local governments. The Board has the authority to finance public infrastructure improvements that encourage new private business development and expansion. In addition to funding construction projects, CERB provides limited funding for studies that evaluate high-priority economic development projects. Rural communities may receive loans and grants for public infrastructure to enable future business development – all of the jurisdictions in QUADCO qualify as a rural county or rural community.

15. Local/Road Improvement Districts (LID or RID). This is a special purpose financing mechanism that may be created by local governments to fund improvements in specific areas which are smaller than the unit of government. Local improvements must directly benefit nearby property owners. Cities, counties, port districts, water districts, transportation benefit districts can create LIDs. RIDs are similar to a LID except that it funds county road improvements in unincorporated areas. Both can be initiated by either petition of property owners or resolution of the government body. Property owners who benefit from improvements are assessed at proportionate levels to pay for the improvements.
16. Port District Programs. Port districts are special purpose districts formed by voters in the proposed district's boundaries and governed by boards of elected commissioners. There are eleven port districts in QUADCO. They can fund transportation facilities and services including marine shipping, airports, rail facilities, ferries, marinas, fishing terminal development, roads, and toll facilities. Port districts receive their funding through user fees, property lease and rental fees, property tax levies, interest income, federal grants, and bond proceeds.
17. Transportation Benefit Districts (TBD). Cities and counties may establish TBDs to fund capital improvements and operations of transportation systems. Creation of the district requires a public hearing and a finding of public benefit for the formation. TBDs fund projects through voter-approved tax levies, bonds, sales taxes, motor vehicle fees, tolls, LIDs, and other fees.
18. Private development fees. A local source is from fees that are collected from a development that must provide mitigation for intersection or road improvements to meet transportation concurrency requirements.
19. Regional Mobility. WSDOT provides a grant program for projects that promote multimodal transportation and improve high occupancy travel in order to reduce travel delay for people and goods. Projects can be capital construction, equipment acquisition, and operating. Most projects are transit related in this program.
20. Consolidated Public Transportation Grant Program. WSDOT created a consolidated grant application process in 2003 to combine the applications for state and federal public transportation grants. All projects in the QUADCO region must be ranked in QUADCO's Human Services Transportation Plan to be eligible for these funds. The Consolidated Grants consist of both state and Federal Transit Administration (FTA) funding sources. It funds public transportation projects within and between rural communities, transportation services between cities, new bus and equipment purchases, and services for the elderly and persons with disabilities. Service providers submit one application to WSDOT to be considered for funding from any of the individual grants in this consolidated program. The individual grants covered in the consolidated program include:
 - WSDOT Rural Mobility Grant Program - for rural and small urban areas. This program includes both competitive (rural areas receive priority) and transit formula (for small urban and rural public transit systems only).
 - WSDOT Paratransit/Special Needs Grant Program – to sustain and expand service to special needs populations. This program includes both non-profit competitive (private non-profit organizations are given priority) and transit formula (for public transit agencies only).
 - FTA 5309 – Transit bus and bus related projects.

- FTA 5310 – Elderly and Persons with Disabilities Program.
- FTA 5311 – Non-urbanized Area Formula Program.
- FTA 5313 – Statewide Planning Program.
- FTA 5316 – Job Access and Reverse Commute Program (JARC).
- FTA 5317 – New Freedom Program.
- FTA 5339 – Bus and Bus Facilities

21. Vanpool Investment Program (VIP). The VIP grant program provides funds to help public transit agencies expand their vanpool programs.

Cities depend heavily on general fund dollars to preserve, maintain, and enhance street systems. Streets often compete internally with other core services such as police and fire for those essential dollars. Typically, direct gas tax distributions fund less than 10% of city streets and aren't keeping up with inflation and population growth.

Probable Funding Levels

In addition to obtaining grants described above, the County Public Works Departments in the QUADCO region receive on average the annual funding levels as shown in Table 25 below.

Table 25 – Potential Average Annual Road Revenues					
<i>County</i>	<i>STP</i>	<i>RAP</i>	<i>CAPP²⁴</i>	<i>Property Tax²⁵</i>	<i>MVFT²⁶</i>
Adams	\$785,000	\$830,000	\$869,000	\$1,500,000	\$4,006,000
Grant	\$1,758,000	\$1,020,000	\$1,331,000	\$8,300,000	\$6,211,000
Kittitas	\$573,000	\$400,000	\$490,000	\$4,700,000	\$1,928,000
Lincoln	\$889,000	\$930,000	\$615,000	\$1,300,000	\$4,140,000
QUADCO	\$4,005,000	\$3,180,000	\$3,305,000	\$15,800,000	\$16,285,000

²⁴ County Arterial Preservation Program, 2014 CAPP Allocation Factors, Estimated 2014 Revenues

²⁵ Based on Actual County Road Related Revenues, 2013, Source: CRAB 2014 County Data Tables.

²⁶ Motor Vehicle Fuel Tax, June 2013 Revenue Forecast, County Roadlog Certified January 1, 2013

Chapter Seven – How QUADCO Will Determine Success

QUADCO's Performance Monitoring System

The performance monitoring system used by QUADCO agencies to evaluate the performance of the regional transportation system includes measuring:

- Traffic volume for determining level of service
- Number of bicyclists and pedestrians
- Collision rates
- Pavement condition
- Bridge condition
- Rail condition
- Number of aircraft flights
- Number of public transportation users
- Park and ride lot usage
- Freight tonnage transported
- Public input and opinion

The following types of thresholds will be considered by QUADCO while evaluating the performance of the Regional Transportation System during plan updates. QUADCO members can also use these types of thresholds to help them evaluate the types of projects needed to improve the performance of the regional transportation system when developing their Six-Year Transportation Improvement Programs.

- Are segments of the Regional Transportation System not meeting an acceptable level of service? QUADCO will encourage agencies to improve their segment of the regional transportation system to meet acceptable standards.
- Are the number of bicyclists and pedestrians increasing? QUADCO will encourage agencies to identify projects and funding to improve or add non-motorized facilities for bicyclists and pedestrians.
- Are collision rates on the Regional Transportation System decreasing? QUADCO will encourage agencies to identify projects to improve the safety for the traveling public on the regional transportation system.
- Is the percentage of road mileage on the Regional Transportation System with good pavement condition increasing? Is the pavement condition for airports improving? QUADCO will encourage agencies to seek funding to improve pavement condition on their segment of the regional transportation system.
- Are there fewer bridges in the Regional Transportation System in need of repair or replacement? QUADCO will encourage agencies to seek funding for bridge improvements that affect the Regional Transportation System.
- Is the overall rail condition in the region improving? QUADCO will encourage agencies and rail companies to evaluate how to address rail needs and support efforts to improve rail conditions.
- Is the number of aircraft flights increasing? QUADCO will encourage airports to identify projects and seek funding to improve airports and their services to support the Region's air transportation.
- Is there an increase in public transportation use? QUADCO will encourage public transportation providers to evaluate and add services to meet the needs of persons wanting to use public transportation services in the region.

- Is the usage of park and ride lots increasing? QUADCO will encourage shared mobility by supporting agencies evaluate the need for park and ride lots.
- Is the amount of freight being transported in the region increasing? Is the amount of freight transported on roads that have inadequate structure to support its weight decreasing? Is the amount of freight transported by rail or barge increasing? QUADCO will encourage agencies to evaluate and address the region's ability to move freight adequately and seek funding for needed improvements that address inadequate structure.
- Are the residents and visitors in the QUADCO region satisfied with their transportation choices? QUADCO will encourage agencies to consider and address public input on the regional transportation system and seek funding to improve transportation choices for all residents and visitors.

Appendix A

Public Involvement

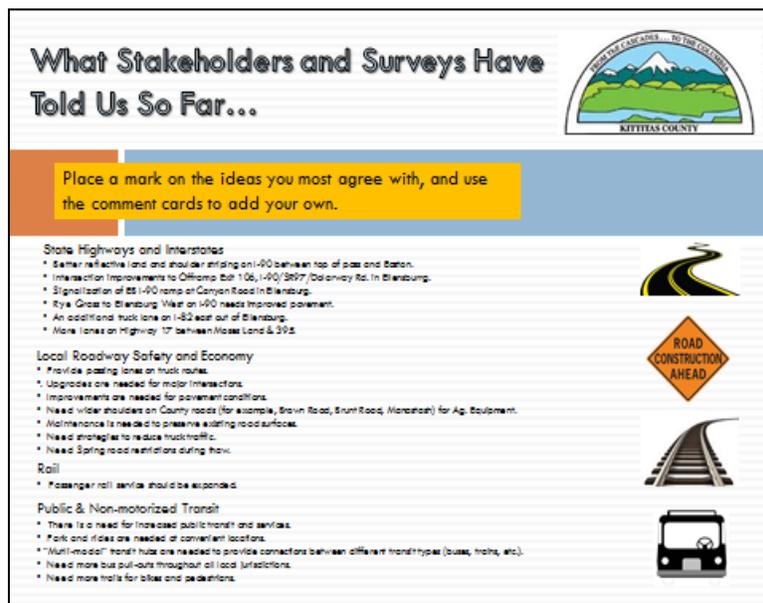
Communications and Outreach

QUADCO has facilitated the input of key stakeholders and the general public for this Regional Transportation Plan with a multi-faceted communications and outreach strategy. Here is a summary of our efforts.

Stakeholder Meetings

During October 2014 QUADCO convened 4 stakeholder meetings in each of the 4 QUADCO partner counties to seek input on regional transportation needs. The stakeholder meetings were attended by representatives of Public Works Departments, Transit Authorities, WSDOT, a local Economic Development Council, a representative of the Washington Grain Growers Association, and a representative of a local hospital that is experiencing transportation issues.

The comments received from these meetings have been used to inform the development of this plan. In addition, the stakeholder comments were presented in poster format at 4 QUADCO Open Houses to generate discussion under the title, “What Stakeholders and Surveys Have Told Us So Far.” A sample poster is shown below:



Meeting minutes containing the stakeholder comments were available on the QUADCO website. The meetings not only facilitated information sharing among representatives of agencies and organizations with a stake in the regional transportation network, but also generated lots of ideas about regional needs that will be useful in future planning for this region. Here are some of the needs that were discussed at the meetings:

Adams County

- It’s important to preserve and maintain rural corridors used for agricultural transport, even if they don’t qualify as freight and goods corridors.
- There is a need to improve agricultural corridors to all-weather roads.

Grant County

- Spring weight restrictions on non-all-weather roads cause delays for trucks hauling grain. The Douglas County section of the Moses Coulee corridor needs improvement.
- Rail system improvements to accommodate more goods would help take trucks off roads.
- The PCC rail line needs to be upgraded. Utilizing the PCC rail line for grain transport would take more trucks off the roads.
- State Route 155 that leads to/from Grand Coulee Dam is in need of major repair.
- Human needs are expanding and transit ridership is expected to continue to increase.
- Park and ride lots are much needed in convenient locations.
- Grant Transit Authority is interested in connecting with Link Transit in Wenatchee to establish a health shuttle.
- Grant Transit Authority is looking for opportunities to partner with transportation agencies to ensure that bus turnouts and sidewalks get included in roads projects.

Kittitas County

- Paving Colockum road, which runs northeast from Ellensburg to Wenatchee, would add needed redundancy to the system. A planning corridor study for this road could be useful to determine feasibility.
- The City of Cle Elum has had an interest in providing another access across the Yakima River.
- WSDOT is looking for additional park and ride lots to add capacity to I-90.
- The West Ellensburg Interchange roundabout should be listed as a regionally significant project.

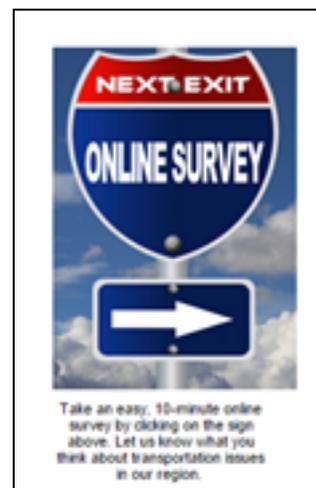
Lincoln County

- The Sprague Highway is an important route for local commerce and needs to be improved.
- The PCC rail line needs to be upgraded to facilitate regional commerce.
- A 4.6 mile section of Miles Creston Road between SR 2 and the intersection of Copenhaver Road needs to be reconstructed.
- Major north-south roads in Lincoln County need to be improved to handle freight and goods loads.
- Lincoln Hospital currently lacks transportation options for patients who do not have transportation home following their hospital stay. The hospital is using its EMTs and ambulance to take patients home.

Survey Monkey

An online survey was developed to solicit input on regional transportation needs. Using the Survey Monkey service, the survey was featured on the QUADCO website with the following icon as a link to the survey questions.

The survey consisted of 9 questions designed to evaluate 1) the most common modes of transportation used by the survey respondents, 2) current perceptions about the regional transportation network, and 3)



what kinds of projects should be the highest priorities to improve the regional transportation network. As of May, 2015, there have been 33 surveys completed. Complete responses to the survey can be found at the QUADCO website. Following are some of findings of the survey.

Most Common Forms of Transportation in the QUADCO region

The vast majority of respondents report using single occupancy vehicles as a mode of transportation they routinely use. 48% of respondents also report that they regularly choose walking as a form of transportation. Over 27% of the respondents list “Freight Truck Driver” as their mode of transportation. This is an indicator of the importance of the road network to commerce in this region.

94%	Single Occupancy Vehicle	9%	Delivery Truck Driver
48%	Walking	9%	Other
27%	Bicycle	6%	Van Pool
27%	Freight Truck Driver	6%	Bus/Transit
27%	Car Pool	6%	Aviation
15%	Motorcycle	6%	Freight Rail
		0%	Passenger Rail

Rating of the Regional Transportation Network

A strong majority of respondents rate the QUADCO road network as either “Good” (48%) or “Fair” (30%). A minority believe the network is either “Excellent,” (9%), or “Poor” (12%). This indicates an overall level of satisfaction with the existing network.

Condition of Transportation Infrastructure

The highest percentage responses are shaded grey, with the second highest percentages a lighter shade of grey. Results of the responses indicate a general level of satisfaction with infrastructure associated with motorized travel. Respondents indicate a lower level of satisfaction with public transit opportunities and rail lines – both of these categories show a majority believe the infrastructure is “Poor.” Also of interest are the relatively high percentages of respondents who answered “Don’t Know” in the non-motorized and public transit categories, which indicates a need to engage in more public information and education efforts focused on “alternative” transportation options that are available in the QUADCO region:

	Excellent	Good	Fair	Poor	Don’t Know
Condition of Paved Roads	6%	48%	45%	0%	0%
Condition of Gravel Roads	3%	39%	36%	15%	6%
Traffic Conditions	25%	34%	28%	13%	0%
Signal System (i.e. traffic lights)	13%	53%	22%	6%	6%
Sidewalks	3%	33%	45%	12%	6%
Trails and Paths	7%	30%	33%	10%	20%
Bicycle Lanes and Paths	3%	16%	32%	19%	29%
Transit/Bus Service	3%	16%	26%	32%	23%
Airfields	3%	22%	22%	16%	38%
Rail Lines	0%	13%	22%	34%	31%
Modal Connections (i.e. truck to rail, barge or storage, sidewalks to transit, etc.)	0%	6%	40%	18%	36%

Greatest Concerns Related to the Regional Transportation Network

Given 4 areas to choose from, respondents ranked their priorities for the regional network as follows:

1. Safety
2. Economic Impacts
3. Environmental Impacts
4. Commute Time

As one might expect, commute time is not a pressing issue in the QUADCO region. Recalling the high percentage of freight haulers who responded in question one, the #2 ranking of “Economic Impacts,” does indicate how much the transportation network means for the region’s economic vitality.

Are Improvements Needed to Accommodate Truck Traffic on the Regional Network?

Approximately 67% of the respondents stated that improvements are needed, and about 27% stated they don’t know. Of those who stated that improvements are needed, the following gives a breakdown of the types of improvements they would recommend:

Improved Pavement	77%
Improved or New Modal Connections	63%
Improved Signage	23%
Paving of Gravel Roads	18%
Fewer Weight Restrictions	18%

A strong majority of respondents believe that current pavement conditions within the QUADCO region are in need of improvement. Consistent with earlier responses that rate the public transit options in the region as “poor,” 63% of the respondents believe that the region needs new and/or improved multi-modal connections.

Are Improvements Needed to Accommodate Aviation Traffic?

While 21% of respondents indicate that improvements are needed to accommodate aviation traffic, 73% of the respondents indicate they are “not sure.” Knowledge of the aviation needs for the region is generally lacking.

Are Improvements Needed to Accommodate Rail Traffic?

Nearly 55% of the respondents indicated they believe improvements are needed to accommodate rail traffic. A large percentage of respondents (42%), stated they are “not sure,” so of those who appear to have knowledge or opinions regarding the existing rail network, there is nearly unanimous agreement that improvements are needed.

When asked what types of improvements they would recommend, 65% of respondents believe that the rail network needs improved or new modal connections to facilitate the transfer of commodities from rail to barge, truck, etc. 60% feel that general maintenance of the existing rail system is a top priority. 45% would like to see improved at-grade crossings, while 30% want improved grade separations.

Are Improvements Needed to Accommodate Commuter Traffic?

Over half the respondents (56%) stated that improvements are needed. When asked what types of improvements are needed, 64% believe that the region needs increased transit/bus service. The second most frequent suggestion would be to improve lane capacity (59%).

What Are the Top Three Regional Transportation Improvements You Would Like to See in the QUADCO Area?

Here is a complete list of the respondents’ answers:

- Maintenance and preservation of road surfaces (3)
- Improve road conditions – pavement, intersections, lane width (3)
- Increased transit services (3)
- More passenger rail service (2)
- Safety turn lanes and passing lanes on truck routes (2)
- Restore CW Railroad Branch line to Class 2 status(2)
- Increase multi-modal connections both locally and regionally
- Increase multi-modal pathways and trails
- More trails for bikes and pedestrians
- Increase bus pullouts throughout the region
- Add commercial airlines
- Reduce truck traffic
- Upgrades to major intersections
- Increase the all-weather road network
- Increase speed limit to 80 mph on I-90
- Impose road restrictions on country roads in the spring when the ground is thawing
- Provide help for agriculture & processing with improved rail connections
- Pave the roads that access the Roosevelt National Recreation Area
- Improve Old Sprague Highway
- Complete intersection improvements at I-90 off ramp Exit 106 – Dolarway Road in Ellensburg
- Add signalization for I-90 ramp at Canyon Road in Ellensburg
- Provide better reflective lane and shoulder striping on I-90 between top of pass and Easton in both east- and westbound lanes
- Add wider shoulders in Kittitas County next to lateral irrigation ditches to handle larger irrigation equipment
- Improve pavement on Rye Grass to Ellensburg West I-90
- Add another truck lane on 1-82 East out of Ellensburg
- Add lanes on Highway 17 between Moses Lake and US 395
- Need regional “facility to market” improvements

Open Houses

During the month of April, 2015, four open houses were held throughout the QUADCO region. The open houses were held at Othello, Davenport, Moses Lake and Ellensburg on behalf of each of the QUADCO Counties. The open houses were advertised through press releases to local newspapers, the QUADCO website, and invitations to persons and organizations on the QUADCO distribution list. QUADCO’s lead agency, with help from QUADCO host counties, distributed the following promotional materials to advertise the open houses:

- An 11 x17 poster for local post offices, libraries, community centers, etc.
- An 8.5 x 11 flyer for general distribution as a handout.
- A press release forwarded to local organizations and stakeholder groups, such as the local Economic Development Council.
- Icons and a QR code for City and County websites to link website their users to the QUADCO website for information on the open houses and to access the online survey.
- A Spanish version of the open house flyer.

Here are a couple examples:

ATTEND OPEN HOUSE!!!
Share **YOUR** thoughts!

Creating a Strong Regional Transportation System

Open House – Wed, April 15th
4:30-6:30pm – Drop in anytime
Lincoln County Public Works Building
27234 SR 25 N, Davenport 99122

- A good transportation system is essential to Central Washington's quality of life and economic prosperity.
- What transportation improvements do you think should be considered? Where are the challenges? Where are the opportunities?
- Roadways, rail, airports, transit, safety, preservation, accessibility and more...all part of the conversation.

Sponsored by QUADCO - A Regional Transportation Planning Organization for Lincoln, Adams, Grant & Kittitas counties.

Can't attend? Want more information?
Visit www.QUADCO-RTPO.com & take online survey!

¿Que Piensas? ¡Ven a la jornada de puertas abiertas!

Desarrollando Una Red de Transportacion Regional Fuerte

Ven a cualquier momento durante la jornada de puertas abiertas de dos horas. No hay una agenda o presentación formal.



La Meta de la jornada de puertas abiertas: **A escucharte**

Una red de transportación Buena es necesario para la calidad de vida y prosperidad económica en Central Washington.

¿Cual mejoras piensas ellos deben considerar?
¿Donde ves retos y oportunidades cuando piensas en la tendencias y desarrollo del futuro? Carreteras, ferrocarril, aeropuertos, tránsito, seguridad, preservación, accesibilidad y mas...todo será parte de la conversación.

Los Condados de Adams, Grant, Kittitas y Lincoln -- y las ciudades y los pueblos dentro de ellos -- constituyen la Organización de planear por la Red de Transportación, se llama QUADCO. Te invitamos a compartir tus pensamientos con nosotros en cualquier de los reuniones sobre la red de transportación regional.

¡No puedes asistir o quieres más información?
Visita www.QUADCO-RTPO.com
¡Toma la encuesta electronica!
Gary Cooper, 509.886.3265, garyc@acjalliance.com

English translation available upon request. Contact Jan Ollivier at 509.962.7523

The purpose of the open houses was twofold. One purpose was to provide information to the general public and key stakeholders about the organization and purpose of QUADCO, about the current Regional Transportation Plan update, and about the information that QUADCO has gathered up to this point regarding regional transportation needs.

Using the results of the Survey Monkey and the input we received at the Stakeholder meetings, each of the open houses was tailored the particular County hosting the open house. A large map of the QUADCO region and a detailed map of the regional transportation infrastructure of the host County were placed on easels for open house participants to review. In addition, each County had a large poster titled, "What Stakeholders and Surveys Have Told Us So Far." Attached to this poster were post-it notes for participants to add their own transportation ideas, as well as to comment on the items listed on the poster.

Another purpose of the open houses was to engage the public and stakeholders in a discussion of what QUADCO has “heard so far.” We wanted to see if there is agreement about the region’s most pressing transportation issues and needs. We were also hoping to get new information from the open house attendees, to see if there were projects or issues that we should include in our planning efforts.

Drawing on the results of the Survey Monkey and the input we received at the Stakeholder meetings, each of the open houses was tailored to the particular host County. A large map of the QUADCO region and a detailed map of the regional transportation infrastructure of the host County were placed on easels for open house participants to review. In addition, each County had its own large poster titled, “What Stakeholders and Surveys Have Told Us So Far.” Attached to this poster were post-it notes for participants to add their own transportation ideas, as well as to comment on the items listed on the poster.



QUADCO Open House – Lincoln County

In addition to the posters, a copy of the 12 QUADCO policies, and a publication that explains the purpose and mission of QUADCO was available at the sign-in table.

Attendees at the Open Houses were almost exclusively in the category of “stakeholders,” including a City Councilwoman, a director of Community Development, Public Works Directors, Economic Development Directors, a PUD Commissioner, and a Mayor. Each of the open houses generated good discussions about local needs. In addition, many of the attendees left with an enhanced understanding of QUADCO and ideas for how to partner in the future. Here are some ideas that came from open house participants:

- Connect rail in the Wheeler Road area to the international airport (Grant County).
- Explore a second crossing of Moses Lake.
- Make improving freight mobility throughout the entire region a high priority.
- Concerns with railroad crossings, the amount of Heavy Trucks from outside of town causing wear and tear on the town’s streets, seems as though there should be some way for the County to assist the Town in maintenance and preservation of the streets (Wilson Creek).
- State Routes 26 & 24 in Othello need a planning study to demonstrate needed upgrades.

QUADCO Website

A website for QUADCO has been developed that will be an ongoing communications tool, both for QUADCO members as well as for stakeholders and the general public. The website will be used to advertise QUADCO events and meetings, and to share information between QUADCO members. The site is also envisioned as QUADCO’s primary Regional Transportation Improvement Program (RTIP) document, with a special page which is designed to contain each local government’s local TIPs and TIP Amendments. This page is designed so that the most current information on planned local government transportation projects will be available.



Appendix B

Consistency with Local Comprehensive Plans

Growth Management Act Consistency

Every Regional Transportation Planning Organization (RTPO) is required by statute (RCW 47.80.023) to ensure that its Regional Transportation Plan is consistent with the planning documents that cities and counties have developed under 36.70A RCW, known as the Growth Management Act (GMA). Although QUADCO is comprised of 4 counties, only Kittitas and Grant Counties plan under GMA. So, the following consistency report is limited to Kittitas and Grant Counties and all the cities within those Counties.

Countywide Planning Policies

The requirement for Regional Transportation Plans to be consistent with countywide planning policies occurs at RCW 47.80.023(2):

“Prepare a regional transportation plan as set forth in RCW 47.80.030 that is consistent with countywide planning policies if such have been adopted pursuant to chapter 36.70A RCW, with county, city, and town comprehensive plans, and state transportation plans.”

Under RCW 36.70A.201, the GMA requires cities and counties to develop countywide planning policies to establish a framework for the subsequent development of their comprehensive plans. Both the counties and cities formally adopt the countywide planning policies. Here are the minimum transportation-related requirements for countywide planning policies, found at RCW 36.70A.210 (3):

- There must be policies to implement RCW 36.70A.100, which is the element of the GMA that establishes Urban Growth Areas.
- Policies to promote “contiguous and orderly development and provision” of urban services, such as sewer and water.
- Policies for siting public capital facilities of a countywide or statewide nature, including transportation facilities of statewide significance.
- Policies for countywide transportation and facilities.

RTPOs are directed to certify that the Regional Transportation Plan is consistent with countywide transportation policies at RCW 47.80.023(4):

“Where appropriate, certify that countywide planning policies are adopted under RCW 36.70A210 and the adopted regional transportation plan are consistent.”

Comprehensive Plans

Drawing on the countywide planning policies, each jurisdiction planning under the Growth Management Act also adopts transportation elements as part of its Comprehensive Plan. Under RCW 47.80.023(3), RTPOs are also required to certify that the transportation elements of the locally-adopted comprehensive plans are consistent with the Regional Transportation Plan:

“Certify...that the transportation elements of comprehensive plans adopted by counties, cities, and towns within the region reflect the guidelines and principles developed pursuant to RCW 47.80.026, are consistent with the adopted regional transportation plan, and, where appropriate, conform with the requirements of RCW 36.70A.070.”

Consistency Review

To address the requirements for consistency the consulting firm SCJ Alliance was tasked with reviewing the Countywide Planning Policies and all adopted Comprehensive Plans for Grant and Kittitas Counties. These policies were compared to the QUADCO Regional Transportation Plan’s key “Goals, Objectives and Strategies,” which are fully laid out in Chapter 2 of the Plan. This exercise involved reviewing 21 plans and comparing them to the QUADCO policies. The actual policy language for each jurisdiction has been placed into a matrix alongside each of the QUADCO policies. The complete matrix is available in the Library page of the QUADCO Website at quadcortpo.com. An abbreviated version of the matrix is included with this summary that simply uses check marks (✓) to verify when a Countywide Plan or Comprehensive Plan contains policies that are consistent with QUADCO policies. For policies that are consistent, a green check mark is used (✓). If the local jurisdiction has a policy that is similar but not identical to the QUADCO policy, we note this with an orange check mark (✓). If the local jurisdiction’s plan does not have a policy that corresponds to the QUADCO policies, then the box in the matrix has been left empty.

Findings

The most important finding from the review is that there are no QUADCO policies that are in direct conflict with any local government Countywide Plans or Comprehensive Plans. This exercise did result in some “take away” points that might be useful for QUADCO and its members when there are future revisions to Countywide Plans and Comprehensive Plans. In particular, while none of the plans reviewed showed inconsistencies or conflicts with QUADCO policies, there were several instances where local plans don’t have any policies in place. In future updates to the local plans, the QUADCO Regional Transportation Plan could be a useful source for finding and adopting the policies that would create a stronger link between local government and the QUADCO planning efforts.

Here are some take away points learned from this review exercise:

- For Kittitas County, the comprehensive plans do not discuss public outreach programs or tools for transportation related decision making.
- Several of the comprehensive plans have policies specifically on parking improvements and regulations. QUADCO policies do not directly discuss or focus on parking related policies.

Appendix B – Consistency with Local Comprehensive Plans

- QUADCO’s policy to improve the mobility of people and goods in QUADCO by providing alternative transportation modes – tended to be an important focus for the comprehensive plans and Kittitas County Countywide Planning Policies.
- Few of the jurisdictions have transportation policies related to QUADCO’s policy to improve QUADCO’s economic competitiveness.
- Few comprehensive plans have policies related to QUADCO’s policy to involve the public in transportation related decision-making – only two of the comprehensive plans in Grant County mentioned public participation as part of the transportation element.
- Few municipalities mention anything about special mobility needs, even though this should be an important part of a coordinated transportation plan.
- Few municipalities have policies related to QUADCO’s policy to improve transportation access for all QUADCO citizens.
- It might also be good for municipalities to include more policies related to QUADCO’s policy to protect QUADCO’s environment and high quality of life – there’s currently not much in the comprehensive plans connecting environmental issues and quality of life to transportation.
- Most municipalities have a lot of policies related to QUADCO’s policy to improve the mobility of people and goods in QUADCO by providing alternative transportation modes, which is a step in the right direction toward providing a comprehensive/coordinated transportation system.
- Municipalities also, in general, have lots of policies related to QUADCO policies to improve the quality and effectiveness of the transportation system and to make efficient and cost effective transportation improvements, which are important parts of any transportation plan.

GMA Consistency – Grant County Jurisdictions

QUADCO Regional Transportation Plan Policies	Coulee City	Coulee Dam	Electric City	Ephrata	George	Grand Coulee	Hartline	Krupp	Mattawa	Moses Lake	Quincy	Royal City	Soap Lake	Warden	Countywide
Goal 1 – Safety <i>Protect the safety of our community</i> Objective 1: Improve Safety Through Roadway Design Objective 2: Improve Safety For Pedestrians	✓	✓	✓	✓	✓	✓			✓	✓	✓				✓
Goal 2 - Preservation <i>Preserve and extend the life and utility of prior transportation system investments.</i> Objective 1: Preserve Roads and Bridges Objective 2: Preserve Other Transportation Modes	✓	✓	✓	✓		✓			✓	✓		✓	✓	✓	
Goal 3 – Economic Vitality <i>Enhance our region’s economic vitality by promoting and developing transportation systems that stimulate, support, and enhance the movement of people and goods.</i> Objective 1: Provide Freight and Goods Movement Objective 2: Provide Recreation and Tourism Movement Objective 3: Provide Job Access Objective 4: Manage Growth	✓		✓	✓	✓	✓		✓		✓	✓	✓	✓	✓	✓
Goal 4 - Mobility <i>Enhance the mobility of people and goods throughout the region by providing an interconnected transportation system and opportunities for choosing different transportation modes.</i> Objective 1: Make Alternative Travel Modes Available Objective 2: Provide Access For All Citizens Objective 3: Improve Mobility through Cooperative Coordination	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Goal 5 – Environment <i>Protect our region’s environment and high quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.</i> Objective 1: Promote Our High Quality of Life	✓	✓		✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Goal 6 – Stewardship <i>Improve the quality, effectiveness, and efficiency of our region’s transportation system and growing communities with cost effective investments that have public support.</i> Objective 1: Make Effective and Efficient Transportation Investments Objective 2: Support QUADCO’s Growing Communities Objective 3: Involve the Public in Transportation Decisions	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

GMA Consistency – Kittitas County Jurisdictions

QUADCO Regional Transportation Plan Policies	Cle Elum	Ellensburg	Kittitas	Roslyn	South Cle Elum	Countywide
Goal 1 – Safety <i>Protect the safety of our community</i> Objective 1: Improve Safety Through Roadway Design Objective 2: Improve Safety For Pedestrians	✓	✓	✓	✓	✓	
Goal 2 - Preservation <i>Preserve and extend the life and utility of prior transportation system investments.</i> Objective 1: Preserve Roads and Bridges Objective 2: Preserve Other Transportation Modes	✓		✓		✓	
Goal 3 – Economic Vitality <i>Enhance our region’s economic vitality by promoting and developing transportation systems that stimulate, support, and enhance the movement of people and goods.</i> Objective 1: Provide Freight and Goods Movement Objective 2: Provide Recreation and Tourism Movement Objective 3: Provide Job Access Objective 4: Manage Growth	✓	✓		✓		✓
Goal 4 - Mobility <i>Enhance the mobility of people and goods throughout the region by providing an interconnected transportation system and opportunities for choosing different transportation modes.</i> Objective 1: Make Alternative Travel Modes Available Objective 2: Provide Access For All Citizens Objective 3: Improve Mobility through Cooperative Coordination	✓	✓	✓	✓	✓	✓
Goal 5 – Environment <i>Protect our region’s environment and high quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.</i> Objective 1: Promote Our High Quality of Life	✓	✓		✓	✓	✓
Goal 6 – Stewardship <i>Improve the quality, effectiveness, and efficiency of our region’s transportation system and growing communities with cost effective investments that have public support.</i> Objective 1: Make Effective and Efficient Transportation Investments Objective 2: Support QUADCO’s Growing Communities Objective 3: Involve the Public in Transportation Decisions	✓	✓	✓	✓	✓	✓

Appendix C

How Other RTPOs Ensure GMA Consistency

Survey of Approaches to GMA Consistency

Background

A required element of Regional Transportation Plans is to demonstrate consistency with Countywide Planning Policies and local government Comprehensive Plans for Counties planning under the Growth Management Act.

As part of its effort to update its Regional Transportation Plan (RTP), QUADCO engaged SCJ Alliance to review how other Regional Transportation Planning Organizations (RTPOs) ensure that the policies, guidelines and principles of their RTP's are consistent with the transportation elements of their partner jurisdictions' Countywide Planning Policies and Comprehensive Plans.

Here are the specific sections of the RTP Statute that apply to local government GMA consistency:

RCW 47.80.023

Duties.

Each regional transportation planning organization shall have the following duties:

(2) Prepare a regional transportation plan as set forth in RCW [47.80.030](#) that is consistent with countywide planning policies if such have been adopted pursuant to chapter [36.70A](#) RCW, with county, city, and town comprehensive plans, and state transportation plans.

(3) Certify by December 31, 1996, that the transportation elements of comprehensive plans adopted by counties, cities, and towns within the region reflect the guidelines and principles developed pursuant to RCW [47.80.026](#), are consistent with the adopted regional transportation plan, and, where appropriate, conform with the requirements of RCW [36.70A.070](#).

(4) Where appropriate, certify that countywide planning policies adopted under RCW [36.70A.210](#) and the adopted regional transportation plan are consistent.

(8) Review level of service methodologies used by cities and counties planning under chapter [36.70A](#) RCW to promote a consistent regional evaluation of transportation facilities and corridors.

-and-

RCW 47.80.026

Comprehensive plans, transportation guidelines, and principles.

Each regional transportation planning organization, with cooperation from component cities, towns, and counties, shall establish guidelines and principles by July 1, 1995, that provide specific direction for the development and evaluation of the transportation elements of comprehensive plans, where such plans exist, and to assure that state, regional, and local goals

for the development of transportation systems are met. These guidelines and principles shall address at a minimum the relationship between transportation systems and the following factors: Concentration of economic activity, residential density, development corridors and urban design that, where appropriate, supports high capacity transit, freight transportation and port access, development patterns that promote pedestrian and nonmotorized transportation, circulation systems, access to regional systems, effective and efficient highway systems, the ability of transportation facilities and programs to retain existing and attract new jobs and private investment and to accommodate growth in demand, transportation demand management, joint and mixed use developments, present and future railroad right-of-way corridor utilization, and intermodal connections.

QUADCO Counties

Although the QUADCO RTPO is comprised of Adams, Grant, Kittitas, and Lincoln Counties, only Grant and Kittitas Counties are currently planning under the Growth Management Act (GMA counties). In the QUADCO region the approach to consistency occurs both during the counties and cities planning efforts, as well as during the crafting of the RTP. With respect to countywide planning policies, both Grant and Kittitas Counties have policies in place to ensure that their transportation plans and policies are consistent with the QUADCO RTP:

Grant County: Policy 4.II.A

“Local six-year programs should identify all regionally significant projects meeting adopted regional criteria. These projects will be submitted to the Quad-County Regional Transportation Planning Organization for certification of consistency with the regional transportation plan.”

Kittitas County: Transportation I.3.Policy A

Transportation plans will be consistent with their respective comprehensive plans and will be compatible with the applicable components of other local and regional transportation plans (e.g., QUADCO Regional Transportation Planning Organization, bordering counties, WSDOT and local agencies).

QUADCO Transportation Policy Board

QUADCO’s effort to ensure consistency of the RTP’s policies with its member jurisdictions’ policies begins with the QUADCO Transportation Policy Board. This Board includes representatives of major employers, port districts, WSDOT regions, cities, counties, and transit. They meet as needed to deliberate and offer recommendations to the QUADCO Council on matters related to QUADCO policy, including the RTP. During these meetings, proposed policies of the RTP which may conflict with local

policies are identified and adjustments are made as needed to ensure consistency between the RTP and local plans.

GMA Consistency Review

Preparation of the RTP included a review of the transportation policies in Countywide Plans for Grant and Kittitas Counties as well as transportation policies in the comprehensive plans of all the cities within those counties. For the current RTP update, a matrix was produced that compared all the QUADCO policies to the local jurisdictions' policies. The policy review demonstrated that there are currently no conflicts between QUADCO and the local jurisdictions.

Following are some examples of how other RTPO's ensure GMA consistency:

Skagit-Island RTPO

Although the Skagit-Island RTPO (SIRTPO) has been restructured, its previous process for ensuring GMA consistency was considered. This process is explained in a document titled, "Transportation Element Consistency Review Process." The SIRTPO process gives SIRTPO an active role in certifying local comprehensive plans for consistency with the SIRTPO Regional Transportation Plan. Here are the basic steps for the SIRTPO certification process:

1. Member jurisdictions submit a GMA consistency checklist to SIRTPO.
2. The GMA consistency checklist is reviewed by the SIRTPO Technical Advisory Committee and any inconsistencies or potential conflicts are informally identified by the Committee.
3. Based on the initial review and comments of the Technical Advisory Committee, SIRTPO staff prepared a "Certification Report" that addresses each element from the checklist. This report is submitted to the Technical Advisory Committee for review and approval.
4. Following approval by the Technical Advisory Committee, the Certification Report is sent to the SIRTPO Policy Board with a recommendation to either certify the transportation policies as "consistent," or to identify inconsistencies that need to be addressed.
5. If the recommendation is accepted by the SIRTPO Policy Board, the final report is submitted to the member jurisdiction.

Below is a copy of the certification checklist used by SIRTPO:

TRANSPORTATION ELEMENT CONSISTENCY REVIEW CHECKLIST

This checklist is used to evaluate local plans' transportation elements for conformity with state law. It is based primarily on requirements of the GMA as delineated in RCW 36.70A.070. Additional appropriate factors have been drawn from the Washington State Department of Transportation checklist, and the WAC Procedural Criteria. For each element, check YES if the element is consistent with the statement to the right. Check NO for each element that is not consistent with the statement to the right.

1. Yes No Were land use assumptions used in estimating travel?
If yes, page number(s) where criteria can be found: Click here to enter text.
2. Yes No Does the inventory of transportation facilities and services include all transportation modes? If yes, page number(s) where criteria can be found.
3. Yes No Have LOS standards been established for all arterials (including the state highways and transit routes)?
Yes No Are LOS standards regionally coordinated and consistent with adjacent jurisdictions? If yes, page number(s) where criteria can be found.
4. Yes No Is a deficiency analysis and an action strategy to address the identified deficiencies included in the plan? If yes, page number(s) where criteria can be found.
5. Yes No Does the plan contain a multi-year financial plan, based on the needs identified which will serve as the basis of the six year street, road or transit plan?
Yes No If yes, are the financial plans inter-jurisdictionally consistent? If yes, page number(s) where criteria can be found
6. Yes No Does the plan contain goal statements to ensure mitigation of development impacts so affected facilities meet concurrency requirements? If yes, page number(s) where criteria can be found.
7. Yes No Is the 10-year traffic forecast consistent with the adopted land use plan? If yes, page number(s) where criteria can be found.
8. Yes No Are goal statements incorporated into the plan to accommodate the impacts related to development? If yes, page number(s) where criteria can be found.
9. Yes No Does the plan address coordination with adjacent jurisdictions to determine land uses within the adjacent jurisdictions that would affect local traffic patterns? If yes, page number(s) where criteria can be found: .
10. Yes No Does the plan address current and future coordination with state, regional, and local interests as part of the planning efforts? If yes, page number(s) where criteria can be found.

Benton-Franklin (BFCG) RTPO

The BFCG RTPO employs a process that is very similar to the Skagit-Island RTPO. The process begins with a Technical Advisory Committee review of local government comprehensive plans during the comprehensive plan drafting process (i.e. prior to adoption). A consistency checklist is used by the Technical Advisory Committee as an aid in the preliminary review process. Following review by the Technical Advisory Committee, the BFCG Policy Advisory Committee and BFCG Board complete the review process and make the final determination of consistency. Here are the basic steps for certification:

1. The BFCG staff uses the consistency checklist to review the local jurisdiction’s draft comprehensive plan prior to adoption. Inconsistencies and potential conflicts are noted at this time.
2. BFCG staff prepares a “certification report” that addresses all the elements of the checklist and forwards this report to the Technical Advisory Committee.
3. If approved by the Technical Advisory Committee, the report will be declared a Final Report and forwarded to the Policy Advisory Committee.
4. Following review and approval by the Policy Advisory Committee, a recommendation of certification is forwarded to the BFCG Board for action.

Puget Sound Regional Council (PSRC)

The method of certification for the PSRC is much like process used by the North Central RTPO. Certification is accomplished primarily by relying on the local government members to provide assurances during the drafting of their comprehensive plans that the comprehensive plan policies are consistent with the Regional Transportation Plan:

“Review of Local Comprehensive Plans, Certification of Transportation-Related Provisions

Local jurisdictions are asked to incorporate a brief report in future updates to their comprehensive plans that addresses: (1) conformity with requirements in the Growth Management Act for comprehensive plan elements, (2) consistency with the Transportation 2040 Metropolitan Transportation Plan (including consistency with established regional guidelines and principles, physical design guidelines for centers, and compliance with federal and state clean air legislation), and (3) consistency with the multicounty planning policies. *Information provided in this report will be a primary tool for developing PSRC’s certification recommendation regarding the transportation-related provisions for PSRC boards to consider.* [Regional Transportation Plan, p.99]

Thurston Regional Planning Council (TRPC)

The TRPC does not specifically describe a certification process. Rather, their RTP simply recognizes coordination and consistency as a performance measure that must be kept in mind during all phases of the planning process:

“We recognize that a high degree of communication and coordination is necessary to serve the region and each individual partner effectively. In some cases, the coordination is required and in others just logical.

At the more formal level, state and federal laws mandate certain reporting relationships and consistencies. The Regional Transportation Plan must be consistent with Local Comprehensive Plans, which in turn must be consistent with the Washington Transportation Plan, and all must fit within the federal and state policies and guidelines.” [Regional Transportation Plan, p. 1-2]

Conclusion

The current QUADCO approach to GMA consistency falls somewhere in the middle of the spectrum when compared to the approaches of other RTPOs that were researched for this report. The Skagit-Island RTPO and Benton-Franklin-Walla Walla RTPO both have a very prescribed process that involves several steps before the RTPO will determine whether a local Countywide or Comprehensive Plan is consistent with the Regional Transportation Plan. By contrast, the North Central RTPO and Puget Sound Regional Council rely heavily on a “self-certification” approach with local governments and defer to the local government to establish when its countywide or comprehensive plan is consistent with the Regional Transportation Plan.

The approach QUADCO has taken to determine consistency has been to assume the lead role in reviewing every member jurisdiction’s countywide plan or comprehensive plan to compare their transportation policies to the QUADCO policies. The result of this exercise has been an extensive matrix that compares current QUADCO policies to local government member policies on a policy-by-policy basis. This matrix is available in abbreviated format in the Regional Transportation Plan, and the complete version is available in the Library page of the QUADO website. Although this is not as rigorous and prescribed as the process employed by the Skagit-Island and Benton-Franklin-Walla Walla RTPOs, it is quite a bit more involved than the self-certification process employed by other RTPOs described above.

Appendix D

QUADCO Agencies' Six-Year Transportation Improvement Programs

Quad County Regional Transportation Planning Organization

Regional Transportation Improvement Program

INTRODUCTION

Background

As part of the Growth Management Act (GMA) adopted by the Washington State Legislature in 1990, the creation of Regional Transportation Planning Organizations (RTPOs) was authorized (RCW 47.80). RTPOs are voluntary organizations consisting of local governments who come together to conduct transportation planning on a regional basis. In the four-county area consisting of Adams, Grant, Kittitas and Lincoln Counties, local governments have joined together to form the Quad County RTPO or QUADCO.

The RTPO planning process is intended to be cooperative, reflecting the vision and needs of local citizens, private and public interests, elected officials and various state agencies who come together to develop area-wide plans and policies. This process is meant to provide the local jurisdictions a consistent and meaningful way of making transportation decisions across political boundaries and involving multiple agencies. RTPOs also play a key role in the disbursement of federal transportation alternatives funds (or enhancements).

Two key outcomes of the RTPO planning process include:

- The *Regional Transportation Plan* (or RTP) – The purpose of the RTP is to identify existing and future improvement needs for the transportation system, determine model priorities, and identify funding sources, funding levels and strategies to correct transportation system deficiencies. The RTP is intended to be the foundation of the Regional Transportation Improvement Program (RTIP).
- The *Regional Transportation Improvement Program* (or RTIP) – The RTIP is a six-year program of transportation improvements consistent with the RTP.

Description of the QUADCO RTPO

QUADCO Council membership includes Adams, Grant, Kittitas and Lincoln Counties, and the towns and cities lying within these counties including Almira, Cle Elum, Coulee City, Coulee Dam, Creston, Davenport, Electric City, Ellensburg, Ephrata, George, Grand Coulee, Harrington, Krupp, Lind, Mattawa, Moses Lake, Odessa, Othello, Quincy, Reardan, Ritzville, Roslyn, Royal City, Soap Lake, Sprague, Warden, Washtucna, Wilbur and Wilson Creek.

QUADCO also established a Transportation Policy Board to advise the Council. This Board includes 2 major employer representatives, one WSDOT Region Administrator, 4 city representatives, 1 port commissioner, 4 county representatives, 1 railroad representative, 1 public transportation representative, and the QUADCO Council Chairperson.

Additionally, the three WSDOT regional offices provide technical assistance to QUADCO. These regional offices include South Central Region (Kittitas County), Eastern Region (Lincoln and Adams Counties), and North Central Region (Grant County).

The QUADCO RTPO has no independent permanent staff. The responsibility for acting as the lead planning agency for the RTPO rotates each year to each of the four counties.

Purpose and Scope of the Regional Transportation Improvement Program (RTIP)

QUADCO is required by State regulations to develop a Regional Transportation Improvement Program (RTIP) at least once every two years (RCW 47.80.023) or annually at local discretion. The purpose of the RTIP is to identify federally-funded and regionally-significant transportation projects to be carried out by the jurisdictions within its boundaries, and to demonstrate consistency between project implementation and regional planning goals. The RTIP includes projects such as pavement overlays, roadway widening, bridge replacement or repair, signal system improvements, safety enhancements, bicycle and pedestrian facilities and transit activities.

The RTIP covers a six year period and is developed by local governments, public transit agencies, and WSDOT (for state projects within QUADCO boundaries). The RTIP incorporates and validates member jurisdiction’s current transportation improvement plans – plans that all cities, towns, counties and tribes must submit to the State of Washington annually. These plans show the projects proposed for implementation in that jurisdiction over the upcoming six-year period. This list is the foundation of the RTIP. QUADCO’s current RTIP is shown on its website at the following address:

https://www.ezview.wa.gov/site/alias_1898/rtip/36462/rtip.aspx

Projects within the RTIP that are expected to receive federal funds must also be in the Statewide Transportation Improvement Program (STIP), making them eligible for federal and state funding. This requires an approval process involving Washington State Department of Transportation and the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), depending on the source of federal funds.

Role of the RTPO in Developing the RTIP

The RTPO provides a forum for the development, coordination, and adoption of the RTIP. Section 53 of the Growth Management Act states that the transportation system should “function as an interconnected and coordinated system” and that “transportation planning should be coordinated with local comprehensive plans.” The QUADCO RTIP process is intended to help the local agencies meet these objectives.

RTIP DEVELOPMENT PROCESS

RTIP Legislative Requirements

The QUADCO RTIP has been developed in response to the legislative requirements of the Revised Code of Washington, Title 47, Chapter 47.80 (RTPO enabling legislation). The Washington State RTPO law requires these agencies to prepare an RTIP in cooperation with WSDOT detailing all projects within its jurisdictional boundaries that are regionally significant or to be completed with federal transportation

funds. WSDOT coordinates the Statewide TIP development with QUADCO to ensure consistency with regional plans and goals.

Initial Development of the RTIP

Every year, local jurisdictions and agencies prepare their own TIPs and should submit these to both WSDOT and QUADCO’s lead agency. WSDOT regional offices and public transportation agencies should also submit their TIPs to QUADCO’s lead agency as a source of projects for inclusion in the RTIP.

QUADCO’s lead agency reviews and posts these TIP submissions on QUADCO’s website under the RTIP webpage. This webpage serves as the RTIP document for the RTPO area. The webpage is at the following address: https://www.ezview.wa.gov/site/alias_1898/rtip/36462/rtip.aspx

Review and refinement of the RTIP occurs continuously throughout the project development process. This provides a program of improvements with current information with any amendments that have been made by the local jurisdiction, WSDOT, or public transportation agencies.

Stages of the development process described above include:

1. Preparation and submission to WSDOT and the RTPO (QUADCO) of local six-year programs and any subsequent amendments by local jurisdictions (i.e., cities, counties, or transit agencies).
2. Project review and posting on the RTIP website by QUADCO.
3. Project review of federally-funded portions of the STIP submissions are completed by WSDOT with final project selection incorporated into the STIP for the Washington State Governor’s approval.
4. The STIP is submitted to the Federal Highway Administration and the Federal Transit Administration.
5. After the STIP is approved by the Federal Highway Administration and Federal Transit Administration, a local jurisdiction or agency may proceed with project funding obligation through local agency agreements with WSDOT.

Amendments to the RTIP and STIP

Federal requirements stipulate that certain changes to federally funded projects will require an amendment, which then triggers an amendment to the RTIP and the STIP. This is important because a jurisdiction cannot proceed with a project for which it has been awarded federal money until the STIP is formally amended and approved by the federal agencies, even though the jurisdiction has been awarded money for the project.

All requests for STIP amendments will be sent directly to WSDOT for processing by local agencies (i.e., cities, counties, or transit agencies). A copy of the amendment request should be provided to QUADCO by the requesting jurisdiction to ensure the completeness of RTIP information.

The STIP is required to be amended if a jurisdiction is:

1. Adding a project to the STIP
2. Deleting a project

3. Adding federal dollars to a project currently in the STIP that does not have federal funds (federalizing a project)
4. Adding a new phase to a project not currently in the STIP
5. Changing a project’s total programmed amount greater than 30% (or any amount greater than \$3 million). This includes adding or subtracting funds from currently programmed phases. Total programmed amount = a project’s current 4-year STIP total of programmed funds
6. Making major scope changes

Other changes may be administrative only or may not require an amendment to the STIP.

RTIP Consistency with the Regional Transportation Plan (RTP)

The RTIP provides the public, elected officials, state and local staffs, transit providers, and other interested parties the opportunity to review regional projects for consistency with regional and local plans, goals and policies.

Air Quality Conformity

QUADCO is not an air quality non-attainment area. Air quality requirements of MAP-21 are not applicable to QUADCO’s RTIP.

Project Funding

While fiscally limited, the cities, towns, and counties within the four-county QUADCO area have a variety of funding sources for transportation projects and network improvements. This also includes funding for transit agencies and non-project agencies that are providing transportation services. Table 1 presents a short list of the major transportation funding sources that would be used to implement projects in this RTIP.

Table 1. Transportation Project Funding Sources

Agency	Program	Description
US Dept of Transportation	Federal Transit Administration (FTA)	The FTA is an agency within the United States Department of Transportation (DOT) that provides financial and technical assistance to local public transit systems.
US Dept of Transportation	Surface Transportation Program (STP)	The Surface Transportation Program (STP) is the most flexible of all the highway programs and the one that provides the most financial support to local agencies. Projects eligible for STP funding includes highway and bridge construction and repair; transit capital projects; and bicycle, pedestrian, and recreational trails. WSDOT allocates STP funds to each individual County Lead Agency within QUADCO.
US Dept of Transportation	Highway Safety Improvement Program (HSIP)	The overall purpose of the HSIP program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.
US Dept of Transportation	Transportation Alternatives Program (TAP)	Created by MAP-21, TAP funds transportation alternatives programs and projects including federally funded pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and improved mobility, community improvement activities, and environmental remediation; recreational trail projects; and safe routes to school projects. QUADCO receives Transportation Alternatives Program (TAP) funds from WSDOT for regional distribution through a competitive application process.
Washington State	County Road Administration Board (CRAB)	County road improvements funded through County Road Administration Board (CRAB) come in two styles; pavement preservation through the County Arterial Preservation Program (CAPP), and construction of capacity, geometric, and safety improvement through the Rural Arterial Program (RAP). Both are funded from the statewide fuel tax.
Washington State	Freight Mobility Strategic Investment Board	The Washington State Freight Mobility Strategic Investment Board (FMSIB) is held accountable to create a comprehensive and coordinated state program to facilitate freight movement between and among local, national and international markets which enhances trade opportunities. The Board is also charged with finding solutions that lessen the impact of the movement of freight on local communities.
Washington State	Transportation Improvement Board (TIB)	The Washington State Transportation Improvement Board (TIB) funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods and services. TIB is an independent state agency, created by the Legislature that distributes and manages street construction and maintenance grants to 320 cities and urban counties throughout Washington State. Funding for TIB's grant programs comes from revenue generated by three cents of the statewide gas tax.