



## Meeting Summary

**Project Name:** QUADCO Regional Transportation Plan Update

**Meeting Date and Location:** October 15, 2014; Davenport

**Meeting Description:** Stakeholder meeting

### Meeting Attendees:

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

*Contact: Kell McAboy, SCJ Alliance 360.352.1465*

### **Welcome & Introductions**

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

### **Background and Plan Update**

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

### **Website**

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

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

## **Regional Transportation Network**

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

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

## **Regionally Significant Projects**

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

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

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

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

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



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

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

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

### **Open Houses**

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

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

### **Survey**

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

END OF MINUTES