

**Cowlitz Area Technical Advisory Committee Meeting**  
**Thursday, October 27, 2011 – 3:30 – 5:00 p.m.**  
**Public Works Building – Training Room**

**Attendees**

Kent Cash	Cowlitz County	Ken Hash	WSDOT
Brad Bastin	Cowlitz County	Paul Youmans	Pathways 20/20
Carl McCrary	City of Kalama	Amy Asher	CWCOG
Mike Kardas	City of Kelso	Rosemary Siipola	CWCOG
Steve Langdon	City of Longview	Matt Hermen	CWCOG
Norm Krehbiel	Port of Longview	Bonnie Kelley	CWCOG

**Introductions**

Everyone introduced themselves. Norm Kreibel was introduced as the new representative for the Port of Longview since George Cress is no longer with the Port.

**Approval of minutes**

Approval of minutes was tabled until corrections to the minutes are completed.

**SR 432 Rail Realignment/Highway Improvements Project and STP-U fund request**

Rosemary said that this is a request from the COG for \$2 million to fully fund the NEPA SEPA work for the rail and highway improvements on 432. We can use the funds from the legislature as a match which are all state funds. We would like to present this request to the COG at their November 17 board meeting as a recommendation from the TAC to move the project forward. Rosemary spoke with the cities of Kelso, Longview, the county and George Cress from the Port of Longview. George has recently taken a new position and is now the Director of Power and Light at for the city of Forest Grove. The necessary documents have been turned in and a copy is attached to the minutes which were handed out. We can look into presenting it in November or December although we won't amend the Transportation Improvement Project (TIP) until January. We always present amendments at the end of every year.

Kent said that he could tell us where the county would be on the project. There will only be four of us voting on the Urban Group. Whatever the vote outcome, it would be provisional since we haven't received an answer from the commissioners. If Brad is the voting member and supports it, we would take that back to the commissioners next week and confirm it.

Rosemary said we can take it to the COG board either in November or December or have a meeting with the Urban Group between now and November 17. We should take action on this since the RFP will be going out in December and will request proposals not statements of qualifications. We will lump a two step process into one. There was a meeting last week with the major users in the TAC which went very well. DOT met prior to the TAC meeting. DOT wants to go from a very tight detailed purpose in need to an overarching purpose in need. The overarching would carry on throughout the project. The purpose in need is the statement which carries us all the way through the entire NEPA process. The COG is the lead agency. We are working step by step with the NEPA manual which is the guidelines for the federal process. Darlene Sharar is the project manager. Darlene is working closely with WSDOT and FHWA to develop the purpose and need statement for the NEPA. The purpose and need statement covers every discipline that will be addressed in the NEPA documentation.

Safety, Congestion and Mobility are the prime reasons for undertaking the proposed improvements to the rail and highway uses along the SR 432 corridor.

The consultant will be conducting interviews with all of the stake holders to determine the projections for rail and highway future traffic, as well as other pertinent items needed to address the NEPA and to formulate into the preliminary design and engineering for the network improvements.. From those interviews the DOT will be able to focus on what peoples' needs are. We will use one firm which will start with the definition and then we will add task assignments for a design.

At the end we will have a completed and signed NEPA document. We will then have 30% of the project engineered. Prior to getting into the NEPA, we want to update the HSR 432 Realignment Feasibility Study: Final Technical Report (January 2008). The study has the engineering component at 3%. The work to update the study will get the preliminary engineering component up to 15%.

The \$2 million state money is out of the multi-modal fund which can be spent on both the vehicular traffic and rail portions of the study. The STP funds can't be spent on the freight rail portion of the study as the funds can only go towards passenger freight rail or highway. In the accounting process we have to make sure that the activities match the funding requirements. The state funds will be allowed to be used as the match for the federal funds.

#### **Transportation Improvement Program (TIP) Project status updates – Amy Asher**

STIP training was offered earlier this past summer. Hopefully everyone has entered their data into the new software. There have been a few holes from some of the organizations in terms of having a good project description in their document. The total project cost has got to be included in the document as well. The feds are looking at all of these projects very closely. If all of the required elements are not in the document it will not make it into the STIP and your money will not be awarded. If Amy sees any holes, she will contact you. Whoever the person is entering the data, make sure they are very through with the project descriptions making sure to include the total project cost. The feds are also asking that you only include those phases for which full funding is available. Make sure you add any prior phases that have already been done and that the cost of those phases are included in the project's final cost. This is different then what we have been required to do in the past. There is a PowerPoint on the STIP webpage if you have any questions regarding what was included in the training and it also has the list of requirements. If you have any questions contact Amy or Ken.

#### **Great Streets Summit – Matt Hermen**

Last month our group heard from our consultants on the transportation systems plan regarding the exiting conditions report. The next step of the project is going to be the first of several public outreach summits. The summit will be held on Thursday, November 3 at the PUD John Searing Auditorium located in Longview from 6:00 – 8:00 p.m. The positives and negatives of the transportation system will be reviewed within Kelso and Longview. The public will be able to voice their opinion on what they see as gaps in the system and what they see as benefits. The summit will be advertised on Longview's light up signs at two different intersections prior to the day of the summit.

**Annual Regional Transportation Planning Organization (RTPO) meeting in Aberdeen – Rosemary Siipola**

Rosemary Siipola gave the details of the meeting which will be held on November 9 from 2:00 – 5:00 pm at the Port of Grays Harbor offices in Aberdeen. There will be a tour of the Port of Grays Harbor following the meeting. Rosemary will be presenting a PowerPoint highlighting some of our projects.

**Strategic System meeting October 25 in Everett – Rosemary Siipola**

Leaf and Volt electric cars were discussed. The state is installing recharging stations along I-5 and on Highway 2 to Leavenworth. Right now there are 900 plug-in sites available in the central Puget Sound area. The counties that Rosemary works with on the coast are wondering if they will need to purchase additional vehicles to drive to the coast since the range of driving a Leaf is only 100 miles and 35 miles on a Volt before the gas kicks in. Our group will be doing some planning to get electric vehicles (EVs) up from the tri cities all the way through Highway 12, 4, 6 and 14 to come into the I-5 corridor and go to the coast. We have made some contacts with vendors who install the charging stations. They run \$6,700 to install a double two cords which are the fast chargers and are 240 volts. The merchants group in Ilwaco is looking into sponsoring one. We need one 50-100 miles out. Oregon's plan is to install these charging stations every 50 miles. Washington's future plan is to install them along I-5.

**South Kelso Railroad Crossing Meeting – Mike Kardas**

There was an introductory meeting on the South Kelso Railroad Crossing Study which Mike attended. The consultant group introduced themselves at the meeting and explained what their objectives were in completing the study. The rail office was represented by staff from WSDOT and gave a lot of good information on the study and on the third rail program which is coming up. The construction time should be 2017. They are presently just starting into the environmental process (EA). We did ask for \$1 billion but received \$600 million. The hazel infrastructure that had been in there has now been purged. Kurt Fredrickson from the rail office felt that the study we are doing will put us in a much better position.

**Kelso-Longview Airport Meeting – Rosemary Siipola**

The governance stuff is moving forward they are working on it. Kelso's attorney Jeanne Parker led the group through the meeting. The funding that everyone contributes might be going up. They are going to set some bench marks on how and where the funds will be spent. Presently there is a subsidized Fixed Based Operator (FBO) Manager on site.

**Pathways 20/20 – Paul Youmans**

Presently there are several grants due.

**Kalama Underpass Project – Carl McCrary**

The project will go to bid in February.

**Port of Longview – Norm Kreibel**

The port is working on a comprehensive scheme of harbor improvements which is scheduled for completion on December 16. The port presently has one, but this will be an update. EGT hearing will take place in late April.

**Adjournment**

Our November and December meetings will be combined. Members will be notified.

Rosemary adjourned the meeting at 4:25 p.m.

TAC MTG SUM BLK10-27-11