

Northeast Washington Regional Transportation Planning Organization

**SFY 2018
Unified Planning Work Program (UPWP)
July 1, 2017 through June 30, 2018**

**Prepared By:
Tri County Economic Development District**

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UNIFIED PLANNING WORK PROGRAM: INTRODUCTION

UPWP Purpose

The Unified Planning Work Program (UPWP) is prepared annually by the Northeast Washington Regional Transportation Organization (NEW RTPO). The financial year SFY 2018 UPWP runs from July 1, 2017 through June 30, 2018. NEW RTPO's UPWP is developed in coordination with Washington State Department of Transportation and local jurisdictions, which are documented in the UPWP.

The UPWP focuses on transportation tasks that are priorities for Federal and State Transportation Agencies, as well as local jurisdictions. The planning activities relate to multiple modes of transportation and include planning issues significant to the Regional Transportation Plan (RTP) for the member rural counties of Ferry, Pend Oreille and Stevens, including the Colville, Spokane and Kalispel Tribes.

UPWP Objectives

The Work Program describes regional transportation planning issues and projects to be addressed during the next fiscal year. Throughout the year, the UPWP serves as the guide for planners, citizens, and elected officials to track transportation planning activities. It also provides local and state agencies in the NEW RTPO region with a useful basis for coordination.

NEW RTPO: RTP

Background / Regional Transportation Plan (RTP)

On October 22, 1990 the commissioners of Ferry, Stevens and Pend Oreille Counties, by resolution, formed the Tri County Regional Transportation Planning Organization, now known as Northeast Washington Regional Transportation Planning Organization (NEW RTPO), under the provisions of the 1990 Growth Management Act (GMA) (SHB 2929). The Commissioners then designated the Tri County Economic Development District (TEDD) as the "Lead Agency" for the NEW RTPO. The NEW RTPO was created to more efficiently utilize the resources available to the region in meeting growing transportation needs and to act as the lead agency for the development and maintenance of the Regional Transportation Plan.

Regional transportation planning is a continually evolving process that requires coordination, planning and implementation. The transportation interests of the Tri County Region are reflected in the Regional Transportation Plan (RTP) prepared by NEW RTPO which covers a five-year planning period. The latest RTP, prepared for the period 2015-2019, was adopted in September 2014 in 2017 there was a midpoint review performed on the 2015-2019 RTP and the TEDD Board of Directors approved this amendment on March 22, 2017. Projects for the agencies within the region, whether planned or funded, are included in the RTP. This plan may be accessed through the TEDD website under NEW/RTPO/RTP.

The RTP includes an element to collaborate with regional transportation providers, such as transit agencies and public and private transportation services. The Technical Advisory Committee (TAC) created a non-voting subcommittee known as the Transit-Human Services Coordinating Committee, aka the Transit Committee, to discuss issues related to public transportation and report back to them. The Transit Committee members are comprised of selected TAC members as well as private transportation providers in the region. This collaboration and coordination effort is outlined in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP). The most recent version of this plan was adopted in September 2014 and a midpoint review was adopted in September 2016.

The formal RTPO provides many direct benefits to the region including:

- Acting as an advocate on transportation issues of the jurisdictions within the region,
- Representing the larger transportation interests of the region at state and federal levels;
- Keeping agencies and jurisdictions informed of transportation developments and potential developments at other levels and locations; and
- Acting as a full-time catalyst to focus regional attention and/or efforts on pertinent transportation issues, which might otherwise go unnoticed.

Legislative Mandate – An RTPO has certain core requirements that are described as duties of the organization in RCW Section 47.80.023 and WAC 468-86, and these requirements are summarized below for reference:

- To prepare and periodically update a transportation strategy for the Region.
- To prepare a regional transportation plan that is consistent with local, countywide, and regional policies and comprehensive plans, and with state transportation plans.
- To certify transportation elements of comprehensive plans that are adopted within the region.
- To certify that countywide planning policies and the regional transportation plan are consistent.
- To develop a six-year regional transportation improvement program.
- To advance special needs coordinated transportation through specific opportunities and projects included in the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP).
- To review level of service methodologies used by cities and counties planning under GMA.
- To work with other agencies to develop level of service standards or alternative performance measures.
- To submit every four years an updated Coordinated Public Transit - Human Services Transportation Plan (CPT-HSTP) to the agency council on coordinated transportation.
- To submit a prioritized project list every two years, associated with the CPT-HSTP.

NEW RTPO Organization

Historically, a Regional Transportation Policy Board (RTPB), made up of seats for elected officials and private transportation interests, has directed the NEW RTPO. The RTPB was responsible for overseeing the planning process.

Due to nearly identical membership and meeting schedules, beginning on March 23, 2011, the Tri County Economic Development District (TEDD) Board of Directors began acting as, and accepting the responsibilities of the RTPB.

The Board meets at least four and up to twelve times a year to review program activities and take formal action as required.

A Technical Advisory Committee (TAC), consisting of professional and technical staff members representing state, county and local agencies and the private sector, was established to participate in all phases of the transportation planning process. TAC meets every other month or as needed and receives email updates on non-meeting months to address planning issues in the ongoing development of the transportation plan. TAC provides technical advice to the members of the TEDD Board/RTPB on matters related to transportation planning objectives of NEW RTPO.

A Compact executed on March 23, 2011, as authorized by Chapter 229, Laws of Washington, 1967, codified as RCW 39.34, signatories compose an organization known as Tri County Economic Development District (TEDD).

Compact signatories are eligible to serve on the TEDD Board of Directors. Becoming a Director is also open to representatives from business, non-governmental organizations, state and federal agencies, other organizations and individuals affected by economic development activities.

Each Compact Signatory is responsible to pay membership dues in accordance with the current dues structure. Other Directors and members of TEDD can also contribute.

Meetings of the Board of Directors are conducted in accordance with the newly revised Roberts Rules of Order and Seven (7) voting members of the Board of Directors constitute a quorum at a Board of Directors meeting. Such quorum may transact business at any regular meeting of the Board of Directors and the act of a majority of the Directors present at a meeting at which a quorum is present shall be the act of the Board of Directors unless the act of a greater number is required by law or by these Bylaws.

Modification of UPWP – The UPWP is to be revised annually as to reflect the current regional transportation planning issues and projects. Each annual revision should have concurrence of the Technical Advisory Committee (TAC), consultation with WSDOT, and approval of the TEDD Board/RTPB, prior to submittal in writing to the State. If Mid-year changes are needed to the work scope and/or budget these shall be made by written amendment to the UPWP by the NEW RTPO, with concurrence of the Technical Advisory Committee (TAC), consultation with WSDOT, and approval of the TEDD Board/RTPB, prior to submittal in writing to the State.

2017 TEDD Board of Directors/RTPB MEMBERS

Members	Title	Representing
*Mike Blankenship – Secretary Nathan Davis	Commissioner(S)	Ferry County
*Fran Bolt / Dana Depaulo	Mayor / Deputy Clerk	Town Of Marcus
*James Sullivan	Mayor	Town Of Springdale
*Pete Daggett	Mayor	Town Of Metaline
Ernie Rasmussen Barney Ferguson	Sr. Planner Economic Development Planning Director	Colville Confederated Tribes
*Dan Fagerlie Doug Aubertin	Commissioner	Ferry County Pud
*Kathleen Turpin	Council Member	Town Of Ione
*Daniel Hay / Mava Olson	Council Member	City Of Republic
Debra Hansen / Nils Johnson	Director	Wsu Stevens County
*Leslie Valz - Treasurer	Treasurer (Interim)	Stevens County
Vaughn Hintze	Retired Us Forest Service	Private Sector
*Lou Janke / Nancy Foll	Mayor / Mayor Protem	City Of Colville
*Kelly Driver / Corey Jues	Commissioner	Port Of Pend Oreille
*Julia Whitford / Debbee Henry	Tribal Council Vice Chair	Kalispel Tribe
*Dorothy Knauss / Mike Frizzell	Mayor / City Administrator	City Of Chewelah
Greg Knight / Connie Mahugh	Executive Director	Rural Resources
*Mike Lamb	Mayor	Town Of Northport
Barry Lamont	Na	Private Sector
Rick Larson / Dan Peterson	Commissioner(S)	Pend Oreille County Pud
*Tara Leinenger	Mayor	Town Of Metaline Falls
Steve Kiss – Vice Chairman	Commissioner	Pend Oreille County
* Steve Parker – Chairman Wes Mccart	Commissioner(S)	Stevens County
Charlene Kay	Transp. Planning Manager	WSDOT
*Frank Metlow Mike Tedesco	Econ. Dev. Planner Planning Director	Spokane Tribe Of Indians
*Dwight Morgan Kelly Terry	Pud Commissioner It Administrator	Stevens County Pud
Rod Van Alyne	Executive Director	Workforce Development
Sue Poe	Financial Advisor	Edward Jones
*Shirley Sands / Ray King	Mayor / Administrator	City Of Newport
*Dorothy Slagle / David Keeley	Mayor / Planner	City Of Kettle Falls
*Chris Evers / Monte Williams	Mayor	Town Of Cusick
Matt Schanz	Director	Ne Tri County Health
Deana Zakar / Susan Byington	Community & Gov. Relations Spec.	Kinross Gold Corporation
Robert Willford / Clint Kirry	Director Of Finance	Hewes Marine, Inc.
Franklin Pemberton	Public Affairs Officer	Us Forest Service
John Smith / Zach Ross	Member(S)	Colville Chamber Of Commerce
Cesar Godinez / Douglas Kyle	Colville Operations Manager	Avista

* Signatories

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2017 TECHNICAL ADVISORY COMMITTEE MEMBERS

NAME	TITLE	REPRESENTING
TROY REYNOLDS LOUIS MILLER	PUBLIC WORKS DIRECTOR PROJECT ENGINEER	FERRY COUNTY
STEPHEN KISS DON RAMSEY	COMMISSIONER COUNTY ENGINEER	PEND OREILLE COUNTY
Jason Hart	ASST. COUNTY ENGINEER/ASST. PUBLIC WORKS DIR.	STEVENS COUNTY PUBLIC WORKS
MIKE FRIZZELL	CITY ADMINISTRATOR	CITY OF CHEWELAH
ERIC DURPOS RJ KEETCH	MUNICIPAL SERVICES DIRECTOR CITY PLANNER	CITY OF COLVILLE
DAVID KEELEY	PROJECT MANAGER	CITY OF KETTLE FALLS
RAY KING SHIRLEY SANDS	CITY ADMINISTRATOR MAYOR	CITY OF NEWPORT
MIKE TEDESCO ROBIN KEIFFER	PLANNING AND ECONOMIC DEVELOPMENT DIRECTOR DIRECTOR OF THE MOCCASIN EXPRESS	SPOKANE TRIBE OF INDIANS
BARNEY FERGUSON WILLIAM MARCHAND	ECONOMIC DEVELOPMENT PLANNER COMPREHENSIVE PLANNING MANAGER	COLVILLE CONFEDERATED TRIBES
JULIA WHITFORD DEBBEE HENRY	TRIBAL TRANSPORTATION SYSTEM MANAGER TRANSIT COORDINATOR	KALISPEL TRIBE OF INDIANS
KELLY DRIVER	MANAGER	PORT OF PEND OREILLE
CONNIE MAHUGH	DIVISION DIRECTOR	RURAL RESOURCES
CHARLENE KAY DOUG COX	TRANSPORTATION PLANNING MGR. TRANSPORTATION PLANNER	WSDOT EASTERN REGION

GENERAL PROGRAM MANAGEMENT

One of the most important achievements of the NEW RTPO has been the organization of a regional body that has demonstrated a commitment to regional coordination. During the past program year, the NEW RTPO participated in, or accomplished the following:

1. Administer the NEW RTPO Transportation Planning Program

- a. Provided administrative support to Regional Transportation Policy Board (RTPB) and Technical Advisory Committee and Transit Committee.
- b. Implemented provisions of the CPT-HSTP through the implementation of the Regional Mobility-Veterans Service Coordinator program.
- c. Manage Google Transit and regional marketing material, associated with implementation of the CPT-HSTP.

2. Facilitated coordinated transportation planning in the region

- a. NEW RTPO staff and members participated in quarterly MPO/RTPO/WSDOT Coordinating Committee meetings during the program year.
- b. Implemented the call-for-projects for the 2017-2019 Transportation Alternatives Program (TA) and will be conducting the evaluation, ranking, and monitoring for these grants for the three rural counties of the NEW RTPO region.
- c. Acted as a central point for regional transportation planning in NEW RTPO.

NEW RTPO Webpage: During the past program year, the NEW RTPO continued to update and enhance its webpage to increase its effectiveness to communicate, educate and inform the public about the RTPO organization as well as disseminate organizational information to the public and to the NEW RTPO members.

Provided assistance to WSDOT as part of developing the **Washington State Corridor Sketch Initiatives**, as a first step towards providing regional stakeholders with the ability to participate in the evaluation of the state routes that provide connectivity throughout the tri counties and the state.

Provided traffic counting equipment and analysis for regional municipalities to update traffic volume data for retention at WSDOT and for application for funding opportunities.

Participated in the promotion of the Active Community Environments (ACEs) program, aka “Complete Streets”, in conjunction with WSDOT and the Washington State Department of Health (DOH).

FINANCIAL SUMMARY

Anticipated Revenue for SFY 2018:

SFY 2018 State Funds	\$74,700
TOTAL	\$74,700

Estimated Expenditures for SFY 2018:

Planning Program Management	47,400
Regional Transportation Plan Development	1,500
Local Issue Advocacy	7,000
Transportation Improvement Plan	2,600
Document Preparation	6,000
Long Range Planning	5,600
Active Communities/Complete Streets	4,600
TOTAL	\$74,700

See Appendix B for details.

STATE and FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Purpose and Objectives

The NEW RTPO must carry out a regional transportation program that complies with all state guidance and planning area of emphasis. Some of these requirements are ongoing while others are annual efforts.

The NEW RTPO will work closely with WSDOT, MPOs, and RTPOs; attend meetings, participate in conference calls, or provide input and comments in on-going studies and planning in order to ensure the NEW RTPO is kept informed.

Adopted regional goals and strategies will be reevaluated and modified as necessary, to reflect current conditions and issues. Regional goals and policies will address transportation facilities and services, deficiencies, funding issues, and public involvement.

Work Elements

The NEW RTPO supports the six legislative transportation system policy goals of RCW 47.04.280 and its 2015 amendment. These policy goals are enfolded into the work elements of this document and the adopted Regional Transportation Plan (RTP).

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

Being an economic development district, with respect to Economic Vitality, NEW RTPO will coordinate transportation planning efforts with tourism and recreation committees, freight interests, and chambers of commerce to promote economic vitality in the Tri County region.

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.

KEY REGIONAL & LOCAL ISSUES

Key Regional Issues

- The dynamic and diverse nature of *winter weather, seasonal load limits, or closures*, in Tri Counties impact the local economies. WSDOT has completed the upgrade of all state routes in the region to all-weather status. At issue are sub-standard rural roads in our region that hinders the flow of commodities to market due to seasonal freeze/thaw problems. Due to these fluctuations and the limited availability of funding, seasonal work programs will require prioritization of roads for snow and ice control, so that different levels of service will be employed for individual roads and sections of roads.
- The **seasonal changes** experienced by Northeast Washington can and has been detrimental to the infrastructure located in this area. Existing roads, culverts, and bridges along state highways and county roads have not been able to keep up with an influx of water and results in costly flooding repairs and road closures. Although funds are not available it is important to inventory these areas for future options.
- Attract sustainable development and retain existing businesses to achieve **economic vitality**. It is important for the tri-county area to expand employment opportunities, infrastructure, and recreational opportunities to grow the regional economy.
- *The Flowery Trail* all-weather road project is important regionally since it serves as an east-west route between Pend Oreille and Stevens Counties. This is an important commuter and freight route for the region, as well as access to the 49 Degrees North Resort. The western portion of the route has been improved to all-weather design standards; however, the eastern segment connecting to SR 20 needs to be improved to the same standard.
- At present there is available *public transportation* but it remains limited in certain areas. Providing access to jobs, recreational areas, medical services, and social activities, is a challenge. Investments addressing these issues will produce large returns for the region. The Transit-Human Services Transportation Coordinating Committee (Transit Committee) was established in order to focus on transit coordination in the region. This committee is comprised of regional transit service providers

and users, including representatives from local tribes, cities and towns. The current Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP) was adopted in September 2014, amended in September 2016, and is now being implemented.

- During SFY 2016, the Transit Committee has broadened their collaborative efforts through the newly-created ***Regional Mobility and Veterans Service Coordinator (RM-VSC)*** position. These efforts are intended to provide greater visibility for region’s transportation providers through marketing, public outreach, and the inclusion of fixed route service information into Google Transit.

NEW RTPO was successful in receiving a two-year grant award of \$175,000 (for the 2015-2017 biennium) through the federal consolidated grant program. Leveraging WSDOT planning funds was achieved by using a portion of the District Planner’s salary as a match, to supervise the program. The funding has provided the resources to develop the RM-VSC program, and will maintain this function at the TEDD office in Colville. The purpose of the position is to manage the coordination of public transportation through transit agencies, veterans’ service organizations, and local transportation providers, as described in the 2014 CPT-HSTP. This position serves as a point of contact for resource development relating to human transportation needs such as regional collaboration and advocacy, public outreach, travel training, and escort services, as appropriate. The program is intended to benefit associated agencies and all residents, including veterans and those with special needs. NEW RTPO has applied for this grant again for the 2018-2020 biennium and should know if they were successful in receiving the grant in May 2017.

- ***Regional Corridors*** are being evaluated through a collaborative effort between WSDOT and the region’s transportation agencies. This effort has identified successful practices to improve our transportation systems, as well as identifying existing and future needs upgrade its overall function. The ***US 395*** corridor continues to be a concern and focus for NEW RTPO members, as it provides a primary means of visitor travel, commuting, and freight mobility between Canada and Interstate 90 in Spokane.
- General ***aviation airports*** in the region are inadequate. Air service is a key component to the transportation infrastructure in terms of passenger, medical, forest fire support, and cargo capabilities. NEW RTPO region has six heliport locations and six airports (that are recognized by the state) that can service small aircraft, but not small jet business and/or commercial commuter aircraft. It is expected that future regional air services planning opportunities in the region will consider recommendations of the Washington State Long-Term Air Transportation Study (LATS), Aviation Economic Impact Study, 2012, as well as the Airports Investments Study, which is currently in Phase II, Solutions Phase, which concluded in June 2015. Recent WSDOT Aviation Airport Aid grant funds should be seriously considered for use in the planning, acquisition, construction, improvement, and maintenance of airports in Tri Counties.
- ***Tribal relationships*** between the NEW RTPO and the Spokane Tribe, Kalispel Tribe, and Colville Confederated Tribes are extremely important. At the regional level, it recognizes the Tribes’ separate rights, sovereignty and authorities and accordingly aims to pursue these objectives in a consultative framework, incorporating tribal transportation goals and projects into the RTP, TIP and UPWP.
- There is a lack of ***pedestrian, bicycle and walking routes and trails*** in the tri county region that may benefit from additional development. Existing routes may need to be reviewed for upgrades

and safety improvements. The development and improvement of trails will benefit the health of our communities, as well as offer added opportunities for the recreation and tourism industry. Cities and counties in the region are generally supportive of such routes and trails with some common questions and concerns including: (1) Designation of routes/trails bringing additional requirements for design, construction, maintenance, and, (2) Added liabilities and maintenance responsibilities for agencies on roads/streets/highways with such amenities. Findings and recommendations are covered in the current RTP.

In SFY 2016, NEW RTPO began its collaboration with WSDOT and DOH to promote the incorporation of Complete Streets design into new transportation facilities. This effort will continue into SFY 2018 through public outreach and technical assistance to local agencies.

- The **rail infrastructure** in the region is threatened. While the current freight opportunities for the lines are declining, it is important to preserve and maintain existing freight rail infrastructure for the future. Significant investments are needed for track repairs, road bed rehabilitation and crossing upgrades.
- Challenges exist with the six **border crossings into Canada**, as they continue to be important for freight mobility in and out of the area. Bridges and road grades may be in need of improvements, upgrades, or repairs to handle the potential for an increase in heavy-haul freight traffic from Canadian industries.
- WSDOT has been working on an extensive **traffic safety** project throughout the region, which includes roadway maintenance using chip seal and guard rail upgrades or replacement. Their program included a pilot program along US 395 between Colville and Chewelah, where the roadway ruts were filled with a special mix of chip seal and adhesive. This method of maintenance is intended to provide a least-cost solution for this issue.
- The section of State Route 20 from the east end of Sherman Pass Scenic Byway in Kettle Falls to the Selkirk Loop Scenic Byway in Tiger, has been recently adopted by the NEW RTPO as “Crystal Falls Scenic Byway”. In conjunction with WSDOT’s technical assistance, the new byway designation will be placed on WSDOT maps for identification. In the future, as plans develop for physical improvements or signage along this section of road, and the need to seek funding to assist with the endeavors arises, the District will pursue the formulation of a Corridor Management Plan. The District plans to develop a marketing plan for this byway to promote its use and to highlight the newly-designated US Bike Route 10 that traverses it (as part of a nationwide bike route).

Key Local Issues

Ferry County

- Develop Ferry County Transportation Feasibility Study, including a detailed inventory of transportation/accessibility infrastructure.
- The Scenic roads in Ferry County are frequently utilized by bicycle touring groups and clubs. However, parts of the routes are dangerous with winding roadways and poor visibility. The county has no projections for the number of bicyclists, hikers, horseback riders or other trail/road users who use and enjoy the scenic roads.

- Rural roads and state highways are not equipped to deal with major seasonal changes. This causes costly repairs and closures. As funding becomes available options should be considered to remedy problem areas.
- Investigate recreational opportunities associated with use of OHVs for use on County Roads, specifically Forest Service roads.
- Promote the Complete Streets design within higher-density areas, as appropriate.
- Addition of passing lanes along SR 20 on Sherman Pass (not on WSDOT project list).
- Determine where traffic congestion most frequently occurs, why it occurs, and the type of vehicles involved, in and around City of Republic and to develop solutions for its improvement.
- Encourage the construction of passing/climbing lanes in or near congested areas, occurring primarily on existing State Highways.
- Continue to support the Ferry County Rail Trail, as appropriate. It is expected to be an asset to the community.
- Coordinate with Stevens and Pend Oreille counties for support, planning and implementation of bike lanes on SR 20 (as referenced in RTP 2015-2019), which was officially designated as US Bike Route 10 (USBR10) in 2014. Investigate alternative corridors that will not be a detriment to commercial truck traffic movements along the highway. Pursue potential sources of state and federal funds for assessment and implementation of the opportunity.
- Continue to assist the City of Republic and County in their efforts with the newly acquired rail corridor between San Poil and Danville and the Golden Tiger Pathway.
- Support the City of Republic with local state highway access issues for new businesses.
- Continue to work with WSDOT and FHWA regarding possibly replacing the Inchelium-Gifford Ferry with a bridge. Possible replacement of the ferry system with a bridge has also been referenced as a priority by the Confederated Tribes of the Colville Indian Reservation.
- Improve servicing of roadways in the winter, to keep the roads plowed, or open in the winter.
- Continue to work within the Coordinated Public Transit – Human Services Transportation Plan framework, for plan development and its updates and support transit services, in cooperation with NEW RTPO and the Transit Committee.
- Support research to identify needs and/or gaps for public transportation through public outreach.
- Continue to support regional efforts to improve air service such as passenger, commuter, corporate, medical, forest fire support, and cargo capabilities. At present, municipal airports within the region cannot support larger airplanes. WSDOT has established a goal that substantially all Washington residents live within one hour's drive time (approximately 60 miles) from a regional-class or larger airport, an objective also supported in the State Aviation Plan.

- According to the Washington Aviation Systems Plan (WASP) Ferry County does not have an airport that meets the FAA's minimum NPIAS entry criteria. This restricts the airport from AIP funding.

Colville Confederated Tribes

- Develop bus shelters where current bus stops exist.
- Expand transit service to accommodate elders medical and other needs.
- Extend Inchelium Ferry operating hours.
- Provide a dry dock for Ferry maintenance staff to complete necessary repairs.
- Provide an alternative mode of transportation for students of the Evergreen School in Gifford. Delays or closure of the Inchelium Ferry often result in loss of attendance by students.
- Increase the number of walking and bicycle riding activities.
- Promote the Complete Streets design within higher-density areas, as appropriate.
- Increase safety precautions for bicyclists and automobiles. Conduct Reservation Safety Audit for public safety on system roadways.
- Improvements to enhance pedestrian mobility and safety could include marked crosswalks, pedestrian bridges, sidewalks, and paths.
- Incorporate and improve pedestrian projects near schools, within commercial business areas, and around recreational areas.
- Throughout the Reservation there are a number of access roads that need development.
- Increase signage in appropriate locations for motorist, autos, bicyclists and pedestrians, guardrails, safety audits, reflectors, milepost markers, etc.
- Install advance warning, mileage, street and other signs, and Native language road names.
- Implement low cost safety solutions, i.e., striping, rumble strips, street lights, reflectors, safety edges, flashing warning lights, etc.
- Fund defensive driving and other safety classes. Use the Tribe's website for safety media campaign.
- Pave roads to reduce dust and improve driving surfaces.
- Improve overall maintenance program and associated equipment.
- Update the Tribal Transportation Program (TTP) inventory. (Formerly known as the Indian Reservation Road, or IRR, program).

- Improve dangerous intersections.
- Monitor quality of bridges and promote safety improvements when necessary. On January 1, 2017 Washington State Department of Transportation classified the North and South Landings on the Keller Ferry Bridge as structurally deficient and is Prioritized for Bridge Rehabilitation.
- Continue to work within the Coordinated Public Transit – Human Services Transportation Plan framework, for plan development and its updates and support transit services, in cooperation with NEW RTPO and the Transit Committee.
- Support research to identify needs and/or gaps for public transportation through public outreach.

Stevens County

- Promote capacity and safety improvements for US 395, including accommodation of heavy-haul freight from Canada; increased traffic in southern Stevens County, resulting from growth in northern Spokane; and potential needs in Chewelah, Colville, and Kettle Falls.
- Investigate opportunities in southern end of county, at Lake Spokane, for road infrastructure improvements, possibly associated with plans to develop the area as an Urban Growth Area.
- Continue to assist and support the US 395 and the Safety Corridor Projects, including passing lanes from Spokane to the Canadian Border.
- Support efforts to improve the capacity of SR 291 from the Suncrest/Long Lake area to the Spokane County line or develop an alternate route (approximately 2.1 miles).
- Promote the Complete Streets design within higher-density areas, as appropriate.
- Continue supporting the Kettle Falls and Colville Rotary Clubs, and associated task forces, for the Kettle Falls to Colville Non-Motorized Trail Project. They have received support from NEW RTPO through the coordination and hosting of meetings. Currently, they are seeking resources for needed property acquisition and to secure funding for its completion.
- Continue support for Flowery Trail all-weather road connectivity. Although the Stevens County portions of the route have been improved to all-weather design standards, segments at on the eastern end need to be improved to the same design standards.
- Support roadway improvements along Flowery Trail that lead up to 49 Degrees North Master Plan Resort to accommodate the level of service projected at the time of completion.
- Continue to support regional efforts to improve air service such as passenger, commuter, corporate, medical, forest fire support, and cargo capabilities. At present, municipal airports within the region cannot support larger airplanes. WSDOT has established a goal that substantially all Washington residents live within one hour's drive time (approximately 60 miles) from a regional-class or larger airport, an objective also supported in the State Aviation Plan.
- According to the Washington Aviation Systems Plan (WASP) the Colville Airport is the only airport in Stevens County that meets the FAA's minimum NPIAS entry criteria. Because the Sand

Canyon Airport in Chewelah does not meet the criteria they are unable to receive funding from AIP.

- Rural roads and state highways are not equipped to deal with major seasonal changes. This causes costly repairs and closures. As funding becomes available options should be considered to remedy problem areas. Special consideration should be taken for US 395 as it is a main freight corridor. Specific problem areas include but are not limited to the Mill Creek Bridge located on US 395 between Kettle Falls and Colville which is unable to accommodate heavy spring runoff resulting in closure and traffic delay along with culverts that leading off of US 395 to county roads which are insufficient and have washed out or needed to be dug out to ease water flow.
- Continue to support the efforts by the City of Chewelah with their US 395 improvements, including city signage, sidewalks from US 395 to the school, and to install a center turn lane near Safeway in town.
- Coordinate with Pend Oreille and Ferry counties for support, planning and implementation of bike lanes on SR 20 (as referenced in RTP 2015-2019), now known as USBR10, and investigate alternative corridors that will not be a detriment to commercial truck traffic movements along the highway. Pursue potential sources of state and federal funds for assessment and implementation of the opportunity.
- Help identify open space corridors, trails and/or paths that would support on-going efforts for increasing recreational and tourism activities.
- Continue to work within the Coordinated Public Transit – Human Services Transportation Plan framework, for plan development and its updates and support transit services, in cooperation with NEW RTPO and the Transit Committee.
- Support research to identify needs and/or gaps for public transportation through public outreach.

Spokane Tribe

- Continue to support the improvement of ingress/egress at the entrance of Two Rivers Resort Facilities on SR 25.
- Continue to support improvements on SR 25 at the Spoko/Texaco. Lengthen southbound deceleration lane before the Spoko/Texaco exit.
- Continue to support the Reservation Road Bridge Replacement program.
- Create bicycle and pedestrian paths. Much of the development has induced auto-dependency and much of the current transportation systems do not support walking and biking. Future road infrastructure should include public transit and alternative modes of transportation.
- Promote the Complete Streets design within higher-density areas, as appropriate.
- Monitor quality of bridges and promote safety improvements when necessary. On January 1, 2017 Washington State Department of Transportation classified the Columbia River at Northport Bridge as structurally deficient and is Prioritized for Bridge Rehabilitation.

- Support research to identify needs and/or gaps for public transportation through public outreach.
- Generate funding for new public transit vehicles, operations, and maintenance.
- Expand, improve, and increase the frequency of current transportation service on and off the reservation.
- Identify needs and build transit center sites, shelters, and park and ride lots.
- Design roadways to accommodate or provide separation between cars, bicycles, and pedestrians.
- Improve safety on the road for drivers, passengers, and pedestrians.
- Improve lighting, signage, handicapped accessibility, and well-maintained roads.
- Improve existing roads as appropriate: those that exceed an ADT count of 100 vehicles to paved surface; those exceeding ADT of 40 vehicles to a gravel surface; and improve existing roads or driveways that consist of three or more homes.
- Continue to work within the Coordinated Public Transit – Human Services Transportation Plan framework, for plan development and its updates and support transit services, in cooperation with NEW RTPO and the Transit Committee.

Pend Oreille County

- Monitor quality of bridges and promote safety improvements when necessary
 - Usk Bridge maintenance has been recently completed. However, eventual replacement of the Usk Bridge to increase load capacity and to provide safe pedestrian and bicycle facilities crossing the Pend Oreille River needs to be seriously considered. The 200 ft. long bridge, used primarily by Kalispel Tribe members, is functionally and structurally inadequate. Estimation of costs are \$40- \$50 million.
 - Replacement of Ione Bridge – 850 ft. long, estimated as \$10-\$20 million.
 - (Note: On January 1, 2017 Washington State Department of Transportation classified two bridges in Pend Oreille county as structurally deficient. Tacoma Creek Bridge located at milepost 20 is Prioritized for Bridge Rehabilitation, and Sullivan Creek Bridge located at milepost 31 is Prioritized for Bridge Replacement).
- State Route 20 Newport to Usk segment related continuation of maintenance needs and address the urgent need of fixes to pavement.
- County roads are in disrepair due to financial inability to upkeep with necessary preservation maintenance and repair cycles.
- Rural roads and state highways are not equipped to deal with major seasonal changes. This causes costly repairs and closures. As funding becomes available options should be considered to remedy problem areas. This includes but is not limited to prevention of future mudslides on Highway 31.

- Improvements at and expansion of the general aviation airport in Ione.
- Continue support for Flowery Trail route, all-weather road connectivity. Although the Stevens County portions of the route has been improved to all-weather design standards, segments on the eastern end need to be improved to the same design standards.
- Support WSDOT’s highway safety study and improvements along US 2 between Chatteroy and Pend Oreille County line in Spokane County.
- Coordinate with Idaho on transportation corridors serving southern Pend Oreille County
- Coordinate with Stevens and Ferry counties for support, planning and implementation of bike lanes on SR 20 (as referenced in RTP 2015-2019), now known as USBR10, and investigate alternative corridors that will not be a detriment to commercial truck traffic movements along the highway. Pursue potential sources of state and federal funds for assessment and implementation of the opportunity.
- Investigate extension of US 2 to I-90.
- Promote the Complete Streets design within higher-density areas, as appropriate.
- Support research to identify needs and/or gaps for public transportation through public outreach.
- Continue to work within the Coordinated Public Transit – Human Services Transportation Plan framework, for plan development and its updates and support transit services, in cooperation with NEW RTPO and the Transit Committee. Continue to support regional efforts to improve air service such as passenger, commuter, corporate, medical, forest fire support, and cargo capabilities. At present, municipal airports within the region cannot support larger airplanes. WSDOT has established a goal that substantially all Washington residents live within one hour's drive time (approximately 60 miles) from a regional-class or larger airport, an objective also supported in the State Aviation Plan.
- According to the Washington Aviation Systems Plan (WASP) the Ione Airport is the only airport in Pend Oreille County that meets the FAA’s minimum NPIAS entry criteria. Because the Sullivan Lake State Airport does not meet the criteria they are unable to receive funding from AIP.

Kalispel Tribe

- Develop a detailed inventory and mapping of tribal roads and trails.
- Promote the Complete Streets design within higher-density areas, as appropriate.
- Support research to identify needs and/or gaps for public transportation through public outreach.
- Collaborate with regional transit providers to enhance leveraging of transit funding resources.
- Collaborate with regional transit providers to improve regional schedule/route coordination, including transit services to 49 Degrees North Ski Area and to Chewelah.

- Continue to work within the Coordinated Public Transit – Human Services Transportation Plan framework, for plan development and its updates and support transit services, in cooperation with NEW RTPO and the Transit Committee.

WORK PLAN ELEMENTS & EXPLANATIONS

1. Planning & Program Management

The lead agency, NEW RTPO/TEDD, will provide management of the regional transportation planning process by coordinating UPWP activities with the oversight of the RTPB. The lead agency will maintain and enhance established coordination contacts with federal, state, tribal, and local agencies, and with businesses, industries, civic, and service groups in matters which pertain to transportation and economic development.

Management Commitments

Schedule and facilitate meetings of the RTPB, TAC, and Transit Committee to review, address, and discuss issues with the planning partners;

Attend interagency meetings and workshops;

Provide ongoing communication and coordination channels between county and local transportation authorities, and federal and state agencies, to fully address transportation issues within the region. This shall be done through meetings, trainings, and other program applications that may be appropriate and effective; and

Ensure completion of all RTPO requirements.

Work Products

- Attendance at interagency meetings and workshops
- Coordinating and conducting public meetings
- Meeting reports, minutes, and workshop notes
- Collaborate with Tribal Transportation Planning Organizations in areas of transportation planning and economic development
- Work with local cities and counties to update all comprehensive plans and county-wide planning policies.
- Where appropriate, certify that city and county comprehensive plans reflect and are consistent with the RTP and requirements of the RCW 36.70A.070
- Where appropriate, certify that countywide planning policies are consistent with the RTP and RCW 36.70A.210.
- Work with cities, counties, transit agencies, the department of transportation, and others to develop level of service standards or alternative performance measures.
- Participating in FTA Title VI reviews and to cooperate on Title VI training activities
- Manage and implement Regional Mobility-Veterans Service Coordinator Program
- Promote Active Community Environments/Complete Streets Program
- Correspondence and correspondence records

- Policy statements
- Annual Expenditure and Performance Report
- Study reports
- Trainings
- Keep members informed of relevant issues

2018 Estimated Expenditures

- \$47,400
(Includes projected project management for the continuation of the RM-VSC program, which was funded through a Consolidated Grant award for 2015-2017 and has been applied for the grant cycle of 2018-2020).

2. Regional Transportation Plan Development

The Regional Transportation Planning process continues to evolve and strives to improve upon itself to ensure coordination of planning and implementation by all transportation interests. Transportation planning by nature is a long-term process. Many factors need to be considered, studies conducted, funding allocated and solutions designed before projects can be constructed.

The District has acquired equipment and software to perform traffic volume studies. This service is now available to all agencies within NEW, at no cost, to utilize as a part of the development of their individual transportation elements and the Regional Transportation Plan (RTP).

As signatories to the GMA, all three counties need to comply with the consistency requirements of GMA. To insure that the regional transportation plan and local comprehensive plans are compatible, the NEW RTPO will perform consistency reviews of county and municipal transportation elements, as they are submitted during the 2018 SFY.

The NEW RTPO 2017-2018 program includes continued implementation of the 2015-2019 Regional Transportation Plan (RTP), which was adopted in September 2014 and amended in April 2017. This plan perspective covers a five-year period that is within the time framework of the current NEW RTPO TIP (2016-2021). It will also include a general perspective of 15-20 years, covering major corridors as an integral part of the current statewide transportation plan (WTP 2035). Activities for SFY 2018 will include a review of the current RTP and TIP for possible amendments.

The District continues to develop regional mapping on an in-house GIS workstation. These maps have been used within current planning documents. The GIS program will be expanded to provide visual representation and analysis for future transportation and economic development.

Additionally, the RTP will also cover and be consistent with the Tri County’s Comprehensive Economic Development Strategy (CEDS) planning period of 2018-2022, that covers multiple sectors of economic development perspectives within the region’s communities and counties.

Purpose and Objectives of RTP

Transportation planning efforts are to maintain and operate a regional transportation planning process that supports effective, respectful, and cooperative regional transportation decision making.

Planning efforts encompass long-range comprehensive objectives of local jurisdictions, public transportation and transit agencies, and tribes; as well as state and federal areas of emphasis.

Work Element

Assist regional agencies with the implementation of the elements of the current Regional Transportation Plan (RTP) per RCW 47.80.030. This effort includes interpretation and monitoring of the plan; and periodic updates to the TEDD Policy Board/RTPB and TAC. As future changes are identified, District staff will provide oversight of the effort, including preparation of drafts for review, reviewing and addressing comments, and final document layout and production.

Products

Begin monitoring for compliance and implementation issues with the current RTP and analyze potential changes for the next five-year (2020-2024) Regional Transportation Plan periodic update.

In an effort to foster consistency and enable local jurisdictions to prepare their transportation elements in a manner that adequately addresses regional issues, the RTPO will participate, as time allows, in the development of said elements in local comprehensive plans as further support of the regional plan.

RTP Technical Elements Products

The Regional Transportation Plan (RTP) update of the 2015-2019 Plan will be posted to the TEDD website for public access.

Access to traffic counting equipment and software for local agencies will remain available. This has proven to be beneficial to agencies to provide them with updated traffic volume data for state and local plans and grant applications.

Facilitate continued discussions amongst stakeholders regarding upgrades to U.S. 395 and connecting highways, bridges and other highway structures to support heavy-haul freight between Canada and Spokane.

Develop GIS maps for use in planning documents for transportation and economic development.

Work Products

- Conduct mid-point review of current RTP for potential amendments.
- Analyze next update of the Regional Transportation Plan (RTP) for 2020-2024 per RCW 47.80.030, to be completed and adopted by June 30, 2019.

2018 Estimated Expenditures

- \$1,500

3. Local Issues Advocacy

The NEW RTPO will work to define and/or redefine local issues and policies that relate to elements of the regional transportation system. Associated local issues and policies needed to address them occur on a continual basis. NEW RTPO is committed to follow up and to inform member jurisdictions of these on-going activities and to monitor local, regional and state planning activities for consistency with the RTP and to work toward resolutions of those issues, as they relate to their implementation.

Work Products

- Continue to support the development of the Kettle Falls to Colville non-motorized trail project. The NEW RTPO acknowledges the community's growing interest in this trail and therefore will support

the Task Force with educating the public and elected officials about the positive impact this project will have on our community.

- Continue to support Ferry County with development of rail-trail corridor from Republic to Danville; encouraging consistent construction of trail system to increase access to funding opportunities.
- The federal Transportation Alternatives (TA) grant program has delegated authority to the RTPOs. The NEW RTPO will be responsible for the on-going call for projects and prioritization, as well as the selection and final notification to the agencies.
- The additional authority for NEW RTPO is monitoring the grant funds until all projects are completed. Eastern Region Local Programs will still be the pass through for actual funding and continue to assist the local agencies with their projects' technical support. The NEW RTPO will be responsible for maintaining communications with WSDOT regarding the progress of these projects. The counties will be assisting the NEW RTPO with reporting requirements.
- Evaluation of needs for the enhancement and/or expansion of public transportation, which will include public awareness, training, advocacy, and collaboration with regional transit agencies.
- The NEW RTPO will continue to support on-going efforts to more fully examine any transportation-related needs for the six border crossings in Ferry, Pend Oreille, and Stevens Counties and the impact they have on the communities in northeastern Washington. The potential for increased heavy-haul freight mobility will require improvement to bridges at border crossings and road grade adjustments between the crossings and US 395.
 - The NEW RTPO will pursue funds from federal, state, and all other sources for this project. If funding comes through, the NEW RTPO will begin these efforts with dialog between stakeholders in the United States and Canada.

2018 Estimated Expenditures

- \$7,000

4. Transportation Improvement Program (TIP)

In accordance with RCW 47.80 the NEW RTPO has developed a regional transportation improvement process. The regional process shall be guided by the same philosophies and policies that are used by WSDOT in developing the WTP and shall employ, where appropriate, identical planning steps. Preparation of the annual Regional Transportation Improvement Program (Regional TIP) to be submitted to WSDOT. The Regional TIP elements shall be those facility improvements applicable to the Regional Transportation System (RTS), which have been selected from the Local 6-Year TIPs of the counties, tribes, and municipalities of the region, plus those improvements considered necessary by the RTPB.

Review and process STIP projects, new and amendments, throughout the year, in accordance with WSDOT's established processing schedule.

Facilitate and participate in TIP software training opportunities for regional and local jurisdictions.

Collaborate with the WSDOT and the state's TIP managers to ensure best practices while processing

TIP/STIP documentation.

Work Products

- Regional TIP by September 2017
- STIP Projects, based on WSDOT's established schedule for annual submittals and amendments
- Provide technical assistance to agencies in preparing and processing Local TIPs/STIPs
- Attendance of bi-annual TIP Managers Users Group (TMUG) workshop in Ellensburg, WA.

2018 Estimated Expenditures

- \$2,600

5. Required Documentation

The Tri-County Economic Development District staff will continue to update the RTPPO Agreement, the UPWP and other reports and information as necessary, to reflect current needs and to remain consistent with public law.

Work Products

- NEW RTPPO agreement before end of July 2017
- SFY 2018 UPWP by end of May 2017
- Quarterly and annual progress reports
- Quarterly vouchers

2018 Estimated Expenditures

- \$6,000

6. Long-Range Planning

Conduct long range planning consistent with the six State Transportation Policy Goals: preservation, safety, mobility, environment, stewardship, and economic vitality.

Coordinate with member agencies and neighboring RTPPOs on common issues including:

- County road and City street needs.
- Transit needs. During SFY 2018, the Transit Committee will be assisting with the implementation of the current CPT-HSTP, which was adopted in September 2014.
- Continue efforts to support and increase the use of public transportation in the tri- county area; through the Regional Mobility/Veterans Service Coordinator position.
- Non-motorized needs; promote safety and access for users of all modes of transportation along primary access routes through the Complete Streets design concept.
- Port and marine/river navigation.
- Working with WSDOT on their Washington State Aviation System Plan (WASP) to identify current airport usage levels and capacity to meet future demand.

- Freight mobility to accommodate heavy-haul vehicles, up to 140,000 tons, including commerce from Canada to Spokane, utilizing District border crossings and highways.
- Continue regional efforts with all-weather road issues. The TAC will begin a process to identify and inventory the all-weather road systems currently in place, identify all-weather road needs, and prioritize those needs for future funding as it becomes available.
- Participate in WSDOT's Corridor Sketch Initiatives project and other studies of statewide or regional significance by attending meetings, reviewing documents, and communicating with the TAC and RTPB on these issues.
- Provide support of WSDOT activities related to the Highway Systems Program and other modal plans, including non-motorized transportation alternatives, as appropriate.
- Communicate with elected officials by conducting public meetings, preparing documentation and developing an informational website to increase awareness of the WTP, its issues of critical significance and the regional long-range transportation plan.
- Continue supporting implementation of regional transportation and growth management planning activities through the constant search for funding mechanisms to support this regional transportation planning process.
- Support the Governor's Executive Order 09-05 on climate change and RCW 80.80 on greenhouse gas emissions.
- Continue to be involved when possible with WSDOT statewide and regional planning activities. This includes responding to requests for involvement in planning studies, travel demand modelling, and modal and freight plans. In addition, participate in programs or projects as requested by the Washington State Transportation Commission.

The NEW RTPO will continue to work closely with TEDD on economic development including recreation and tourism, economic growth and job creation, and broadening the region's economic base as economic vitality meshes with freight and transportation issues. The economy of Northeast Washington has been traditionally resource-based; however, this is changing with tourism and recreation and agricultural activities as contributors. With the loss of resource-based jobs and revenue, the area looks to diversify its economy and ensure the availability of effective transportation systems. This includes preservation and continued safety with the system available. This also includes the expansion of public transportation and development of associated infrastructure and acquisition of equipment.

Work Products

- Letters of Support
- Attendance at relevant meetings
- Assist with the implementation of the (CPT-HSTP)
- Facilitation of workshops for stakeholders to discuss and evaluate District planning

2018 Estimated Expenditures

- \$5,600

7. Active Community Environments/Complete Streets

Washington State Department of Transportation (WSDOT), in cooperation with the Washington State Department of Health (DOH), has provided funding to assist with the development of the Active Community Environments (ACEs) program, also referred to as “Complete Streets”. This is a pass-through federal program to promote the incorporation of multi-modal functions on local street designs. The intended outcome is to encourage physical activity for the purpose of preventing chronic diseases through the adoption of relevant ordinances by the region’s city, town, and county agencies.

Work Products

- Promotion of Active Community Environments/Complete Streets concept.

2018 Estimated Expenditures

- \$4,600 from DOH/WSDOT ACE program funds.

APPENDIX A:

ACRONYMS

ADT	Average Daily Trips
CEDS	Comprehensive Economic Development Strategy
CPT-HSTP	Coordinated Public Transit – Human Services Transportation Plan
EWU	Eastern Washington University
FHWA	Federal Highway Administration
FTA	Federal Transit Authority
GIS	Geographic Information System
GMA	Growth Management Act
HSP	Highway Systems Plan
HUD	(Department of) Housing and Urban Development
LOS	Level of Service
MPO	Metropolitan Planning Organization
NEW RTP	Northeast Washington Regional Transportation Planning Organization
OHV/ORV	OHV: Off Highway Vehicle / ORV: Off Road Vehicle (aka ATV: All Terrain Vehicle)
PB	(TEDD) Policy Board
PTBA	Public Transportation Benefit Area
PTFS	Public Transportation Feasibility Study
RCW	Revised Code of Washington
RM-VSC	Regional Mobility-Veterans Service Coordinator
RTP	Regional Transportation Plan
RTPB	(RTPO) Regional Transportation Policy Board
RTPO	Regional Transportation Planning Organization
SHB	Senate House Bill
SFY	State Fiscal Year
SR	State Route
TAC	(RTPO) Technical Advisory Committee
TA	Transportation Alternatives (Program), formerly known as “TAP” or “TE (Enhancement)”
TEDD	Tri County Economic Development District
TIP	Transportation Improvement Program
STIP	State Transportation Improvement Plan
UPWP	Unified Planning Work Program
USBR10	U.S. Bike Route 10
USFS	United States Forest Service
VMT	Vehicle Miles Traveled
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WSU	Washington State University
WTP	Washington State Transportation Plan

APPENDIX B:

SFY 2018 UPWP Proposed Unfunded Needs

(2) Traffic Counter Kits

(2) Large Rolling Cases, \$75.00ea	\$150.00
(8) Traffic Safety Cones, \$12.00ea	\$96.00
(2) Pairs of Safety Gloves, \$10.00ea	\$20.00
(2) Safety Glasses, \$4.50ea	\$9.00
(2) Hardhats, \$15.00ea	\$30.00
(2) Reflective Safety Vests, \$15.00ea	\$30.00
(2) Rubber Mallets, \$12.00	\$24.00
(2) Assorted Smaller Containers, \$10.00ea	\$20.00

Total: \$379.00

Pedestrian Counter Kit

TRAFx Counter Package	\$2500.00
Storage Containers	\$30.00
Lock Box	\$35.00
Padlock	\$10.00

Total: \$2575.00

Plotter for Printing Local Maps/Ads/Posters

36" Width HP T520 Printer	\$2739.00
3-Year Protection Plan	\$199.00
Installation	\$75.00
Plotter Cover	\$175.00
36" X 150' Paper Roll/Coated	\$52.00
(3) 3-Packs of Color Ink, \$75.00	\$225.00
(2) Black Ink, \$43.00ea	\$86.00

Total: \$3551.00

ArcGIS Training (ESRI)

(5) Intro to ArcGIS Desktop: 2 Days, Individ. Instructor-led, Online @ \$1135.00ea	\$5,675
(5) ArcGIS2, Essential Workflows: 3 days, Individ. Instructor-led, Online @ \$1695.00ea	\$8,475
Group Training, Instructor-led, In-house, Combination of above (3 days)	\$15,285

(Note: Have 5 agencies interested in the training)

Regional Transit Needs

(40) 12" X 18" Aluminum Permanent Bus Stop Signs and Poles, \$135.00ea	\$5,400
(35) Bus Stop Seating (not including installation cost), \$500.00ea	\$17,500
Regional Marketing Material (2) Annual Orders	\$1,800

(Annual orders allow for changes to information)

Usk Bridge Replacement Feasibility Study

Matching cash funds:	\$16,667
(\$50,000 CERB Planning Grant, 25% cash match = \$66,667 total)	

Positions

Regional Mobility & Veterans Service Coordinator	Salary:	\$38,000
Full Time (Currently grant funded)	Benefits:	12,000
	Total:	\$50,000

District Planner	Salary:	\$42,000
Full Time (Currently funded at 60%)	Benefits:	15,000
	Total:	\$57,000

Planning Specialist	Salary:	\$39,000
(GIS/Assist with Local Comp Plan Development)	Benefits:	13,650
New Position, Full Time	Total:	\$52,650

Travel Expenses for Transportation Planning:	\$15,000
Special events, community and public meetings	

APPENDIX C:

NEW RTPO FINANCIAL SUMMARY

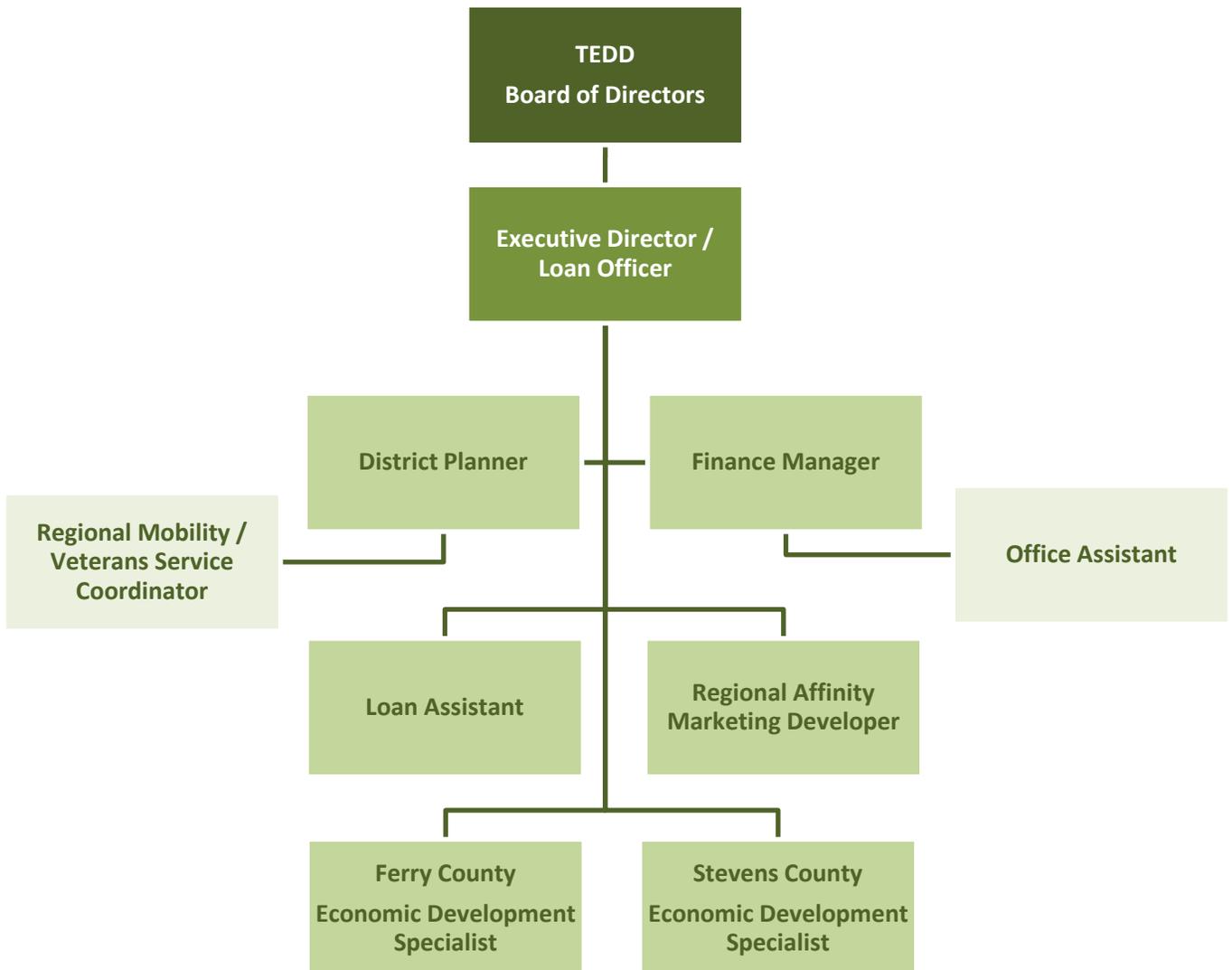
Work Items:		SFY 18 Budget
660301	Planning & Program Management	\$47,400
660302	Transportation Plan Development	\$ 1,500
660303	Local Issue Advocacy	\$ 7,000
660304	Transportation Improvement Plan	\$ 2,600
660305	Document Preparation	\$ 6,000
660306	Long Range Planning	\$ 5,600
660313	*Active Communities/Complete Streets	\$ 4,600
	Totals	\$74,700

*Non RTPO Funds

Line Items:		SFY 18 Budget
	Personnel	\$41,000
	Fringe Benefits	\$15,500
	Travel	\$ 2,000
	Contracted Services	\$ 0
	Supplies	\$ 1,200
	Miscellaneous (Program Overhead)	\$15,000
	Totals	\$74,700

APPENDIX D:

ORGANIZATIONAL CHART:



APPENDIX E: (Provided by WSDOT)

Unified Planning Work Program SFY 2018

Region: Eastern Region, Washington State

Planning Office Manager: Charlene Kay

Counties Included:

Adams, Ferry, Lincoln, Pend Oreille, Spokane, Stevens, Whitman, and portions of Franklin County

MPOs/RTPOs Included:

Spokane Regional Transportation Council (SRTC) MPO
Northeast WA RTPO
Palouse RTPO
Quad County RTPO
Benton-Franklin Council of Governments