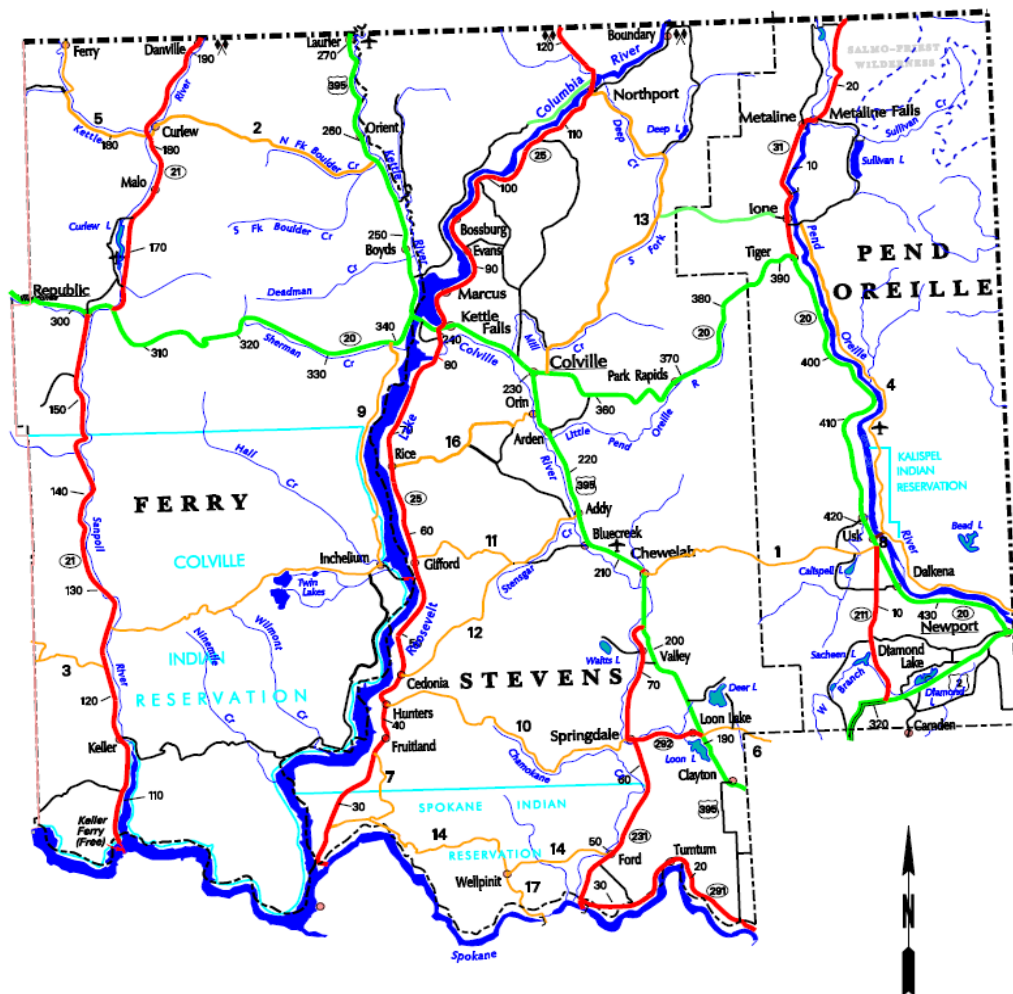


Northeast Washington Regional Transportation Plan 2015-2019

Midpoint Addendum

Ferry, Pend Oreille and Stevens Counties



Midpoint Review April 26, 2017

Prepared for:
**Northeast Washington
Regional Transportation Planning Organization
(NEW RTPO)
Ferry, Pend Oreille, and Stevens Counties
Washington**

Prepared by:
**Northeast Washington
Tri-County Economic Development District (TEDD)
Lead Agency for NEW RTPO**

With the assistance of Eastern Washington University
Alicia Bemiss-Powell, Undergraduate Student, Urban & Regional Planning
Gregg Dohrn, Professor, Urban & Regional Planning

Members

Counties: Ferry, Pend Oreille, Stevens

Cities: Chewelah, Colville, Kettle Falls, Newport, Republic

Towns: Marcus, Springdale, Northport, Metaline, Metaline Falls, Cusick, Lone

Tribes: Colville, Kalispel, Spokane

Ports: Pend Oreille

Public Utility Districts: Ferry, Pend Oreille, Stevens

State Agency: Washington State Department of Transportation

Others: Rural Resources, Special Mobility Services

**Adopted by TEDD/NEW RTPO Policy Board
September 17, 2014
Resolution No. 2014-06**

**Midpoint Review Adopted by TEDD/NEW RTPO Policy Board
April 26, 2017
Resolution No. 2017-03**

Addendum:

This addendum states the changes that Technical Advisory Committee (TAC) would like to see in the Northeast Washington Regional Transportation Plan (RTP). These changes are to reflect the desired edits of the Mid-Point Review on the Northeast Washington Regional Transportation Plan. This is to be reviewed at the March 2017 TAC Meeting, pending recommendation from the TAC meeting the Mid-Point Review and Addendum of the Northeast Washington Regional Transportation Plan will be taken to the TEDD/NEW RTPO Policy Board Meeting.

Listed below include the modifications desired by the Technical Advisory Committee and the page number/section that each modification is on:

Table of Contents

Introduction	2
Organization	2
Regional Transportation System	2
Highways of Statewide and Regional Significance	2
US Highway 395	2
Scenic Byways	2
Alternate Transportation Modes	2
Railroads	2
Air Service	2
Non-Motorized Transportation	3
Public Transportation	3
Freight & Goods System	4
County Data Collection and Analysis	4
Bridges	4
Relationship to other Planning Efforts	5
Environmental Assessments for Development	5
Food Hub	5
Relationship to Existing Comprehensive Plans	5
Establish Goals and Objectives	5
Indian Tribes	5

Introduction

Organization

Page 2

- Remove “The TAC also meets on the 4th Wednesday of each month, or as needed” to be replaced with “TAC meets every other month on the 4th Wednesday, or as needed.”

Regional Transportation System

Highways of Statewide and Regional Significance

US Highway 395, Page 22-23

- Addition of “The Highway System Plan Corridor Report identifies multiple improvements that need to be made to the 395 corridor. Including the need for a four lane divided facility from the Stevens County Line to Loon Lake, four lane facility acceleration/deceleration lanes, truck climbing lanes, and passing lanes in various locations from Loon Lake to Colville, and a four lane facility with possible median from Colville to Kettle Falls.”
- Addition of “US Highway 395 is under equipped to handle seasonally high amounts of runoff. Flooding of US Highway 395 causes significant damage to the highway, connecting roads, culverts, and bridges along with road closures. It is important to recognize that when US Highway 395 is closed it is detrimental to the transportation of goods around the region as there are no alternative all-season routes available. Traffic must be detoured onto roads that cannot safely handle an influx of traffic. When considering potential updates to this highway significant measures should be taken to ensure excess water from Mill Creek and other sources do not hinder regional transportation.”

Scenic Byways, Page 30

- Additional bullet point to include “Crystal Falls Scenic Byway is located on Highway 20 running from Colville, WA to Lone, WA. Along the drive travelers get to experience scenic outdoor opportunities and the wildlife living in the region. About 14 miles from Colville on Highway 20 there is a roadside waterfall with viewpoint for travelers to stop at.”

Alternate Transportation Modes

Railroads, Page 31

- Remove “however, the line is mostly used for tourist rides between the towns of Lone and Metaline Falls”

Air Service, Page 32-33

- Remove “two”, and replace with “ the Colville Municipal Airport, and the Lone Municipal Airport”
- Addition of “The City of Chewelah is currently exploring the option to purchase the Sand Canyon Airport from the Department of Natural Resources. The city hopes that if they are able to purchase the Sand Canyon Airport it can be upgraded to a vital, self-

supporting general aviation airport that meets the needs of the customers and contributes to the economic development of Chewelah and the region.”

Non-Motorized Transportation (Bicycle/Pedestrian), Page 34

- Addition of “Recently there has been momentum behind the concept of Active Community Environment (ACE) and Complete Streets. The City of Republic and the Town of Lone have both passed ACE/Complete Street ordinances and many other towns and cities in the tri-county region are considering ordinances. ACE/Complete Street designs provide safer roads by using new design concepts to accommodate all modes of transportation.”

Public Transportation, Page 36-39

- Remove bullet point “Diners’ Choice transportation for seniors in Republic, Kettle Falls, Colville, Newport, and Chewelah.”
- Add bullet point “Veteran transportation in Ferry County to take veterans to medical appointments.
- Add “They provide a shuttle service with two round trips daily between Newport and Spokane four days a week.”
- Remove “Career Path Services provides transportation assistance to disabled adults; helping them access supported employment and training.”
- Edit “The Kalispel Tribe of Indians initiated the Kalispel Tribal Transit System (Kaltran) to provide public transportation services for both Tribal members and the surrounding regional communities of Spokane and Pend Oreille Counties in May of 2009. The service is operated by the Kalispel Tribal Planning Department under the auspices of the Kalispel Tribal Business Council. The fleet is operational 4 days per week (Monday-Thursday), from 6am to 6pm.” to “The Kalispel Tribe of Indians initiated the Kalispel Tribal Transit System (Kaltran) to provide public transportation services for both Tribal members and the surrounding regional communities of Spokane and Pend Oreille Counties. Kaltran also provides Medicaid Service to the Camas Clinic for Pend Oreille County and Spokane County, and services to Camas Path in Airway Heights and NATIVE Project for youth clients. The service is operated by the Kalispel Tribal Planning Department under the auspices of the Kalispel Tribal Business Council. The fleet is operational 4 days per week (Monday- Thursday), from 4:30 to 8:00pm.”
- Edit Kaltran bullet points including, removal of “Newport to the Wellness Center” and “Reverse commute trip per day” change “Wellness Center to Lone (3) Round trips per day” to two (2) round trips per day.
- Edit “Other such projects related to KALTRAN include the plans to remodel and build a bus housing and maintenance facility and office space, sufficient to meet the increasing needs of KALTRAN.” to “Recently KALTRAN was able to remodel and build a bus housing and maintenance facility and office space, sufficient to meet the increasing needs of KALTRAN.
- Remove existing paragraph about the Spokane Tribe. Replace with “The Spokane Tribe has established a public transit system, known as “The Moccasin Express”. The service has three routes; the West End Route, Ford Route, and Spokane Route. Together they connect the residents of the Spokane Indian Reservation and surrounding areas with

the city of Wellpinit, where their business and commerce center is located. The Moccasin Express provides 4 daily trips to downtown Spokane and the STA Plaza and Intermodal center, this allows passengers to connect with any bus in the city and also with the Greyhound and Amtrak lines. Through the STA plaza, passengers can also connect with other area transportation services, such as KALTRAN, People for People and the Gold Line. The Moccasin Express also provides ADA paratransit services to the low income, elderly and disabled. Connecting them to medical, dental, vision and mental health appointments. The Spokane Tribe also offers a vanpool program to employees travelling from the Spokane area to Wellpinit on the Spokane Indian Reservation. Currently there are 3 full-time, year round vanpools operating, each with an average of 10 passengers.

- Edit “The result of this outreach program will be a revised Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) for Northeast Washington.” to “The result of this outreach program was a revised Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) for Northeast Washington.”
- Add “TEDD staff with the help of the Transit Committee performs regular maintenance on the CPT-HSTP including updates every 4 years and a midpoint review between each update. There has also been a Regional Mobility and Veterans Service Coordinator added to the TEDD Staff to help with transit across the region. This position is there to aid the transit agencies, perform public outreach, and coordinate Transit Committee Meetings, and regular maintenance of Google Transit for Rural Resources Community Action, Special Mobility Services, Moccasin Express, KALTRAN, and CCT DOT.”
- Remove “An attempt was made by the NEW RTPO to solicit for a grant from Washington State Department of Transportation to conduct a public transportation feasibility study in 2011. Although that was not realized, there may still be continued interest to determine whether there is enough support to establish a Public Transportation Improvement Conference (PTIC), and which geographic areas would be included. Based on the needs identified in such a feasibility study, and the options for transportation service, the PTIC would determine whether or not to establish a transit authority of some form.”

Freight & Goods System

County Data Collection and Analysis

Bridges, Page 46

- Additional paragraph to include “Pend Oreille County and the Kalipsel Tribe are currently exploring opportunities to replace the Usk Bridge. This bridge has been classified as functionally obsolete and is in need of replacement. It is vital to the tribe and community as it serves many purposes including closest crossing to the Camas Center and as an evacuation route for many individuals.”

Relationship to other Planning Efforts

Environmental Assessments for Development

Food Hub, Page 49

- Remove “The location in the city of Colville, referred to as “the old county shop and Avista property” is being investigated for use as such a facility. It is sited at the northern round about along the intersection of U.S. Highway 395 and the truck route, so it is accessible for the shipment of incoming/outgoing goods. It is also accessible to residents of the region by public transportation, automobile, or non-motorized means.”

Relationship to Existing Comprehensive Plans

Establish Goals and Objectives

Indian Tribes, Page 52-53

- Edit Spokane Tribe
 - Remove “5:30PM. Community members have expressed a desire to increase service to Spokane which will provide greater access to health care, retail, employment, and connectivity with the Spokane Transit Authority and KALTRAN. There is a significant population of Spokane Tribal Members that live within the Spokane area. Improving transit service to metro-Spokane will provide for a significant increase in access to the service for Tribal and Community members.” Replace with “7:00PM, Monday through Friday. Community members now have improved access to health care, shopping, employment & education via the fixed route deviated service that connects with the STA Plaza in downtown Spokane.”
 - Add “The Spokane Tribe was recently awarded a Safe Routes to School grant 2017-19 in the amount of \$750,000 that will provide a safe multi-use path and bio-swale (rain garden).”
 - Add “started in the fall of 2016”
 - Add “In 2016 the Spokane Tribe applied for, and was awarded, a Promise Zone designation by the Obama administration. Communities must compete in a transparent application process and demonstrate the strength and effectiveness of their local partners' commitment in order to become Promise Zones.
 - The Promise Zone designation partners the Federal government with local leaders who are addressing multiple community revitalization challenges in a collaborative way and have demonstrated a commitment to results.”