

# Northeast Washington Regional Transportation Planning Organization

SFY 2024

Unified Planning Work Program (UPWP)  
July 1, 2023, through June 30, 2025



Prepared by:  
Tri County Economic Development District

Final Approval:  
Resolution No. 2023-005

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**BEFORE THE BOARD OF DIRECTORS  
TRI COUNTY ECONOMIC DEVELOPMENT DISTRICT /  
REGIONAL TRANSPORTATION PLANNING ORGANIZATION**

**IN THE MATTER OF ADOPTING THE ) RESOLUTION 2023-005  
NORTHEAST WASHINGTON )  
REGIONAL TRANSPORTATION PLANNING )  
ORGANIZATION'S UNIFIED PLANNING )  
WORK PROGRAM (UPWP) FOR SFY 2024-2025 )**

**WHEREAS**, Tri County Economic Development District, as lead agency for the Northeast Washington Regional Transportation Planning Organization; and

**WHEREAS**, the Northeast Washington Regional Transportation Planning Organization Technical Advisory Committee carefully reviewed and examined the proposed SFY 2024 UPWP, according to WSDOT's guidelines and standards; and

**WHEREAS**, the Northeast Washington Regional Transportation Planning Organization Technical Advisory Committee now recommends that the Board approve and adopt the proposed SFY 2024 UPWP; and

**NOW THEREFORE, IT IS RESOLVED** that the Board of Directors does hereby approve and adopt the SFY 2024 UPWP, as shown in the attached document.

**Attachment –  
SFY 2024-2025  
Unified Planning Work Program (UPWP)  
July 1, 2023 through June 30, 2025**

**APPROVED and ADOPTED** in Colville, Washington on this 28<sup>th</sup> day of June, 2023.

  
\_\_\_\_\_  
**TEDD Board Chairman**

**ATTEST:**

  
\_\_\_\_\_  
**TEDD Board Secretary**

**BUSINESS & FINANCE ASSISTANCE**

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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 fiscal year SFY 2024 UPWP runs from July 1, 2023, through June 30, 2025. 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 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 State 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.

**Modification of UPWP** – The UPWP is to be revised annually 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 scope of work 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.

## **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 utilize the resources available more efficiently 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 (RTP).

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 RTRTP prepared by NEW RTPO which now covers a twenty-year planning period. The latest RTP, prepared for the period 2022-2042, was adopted in December 2021. 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.

The RTP includes an element to collaborate with regional transportation providers, such as transit agencies and public/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 CPT-HSTP was updated in 2022.

In 2019 because the majority of those involved with the Transit Committee were also involved with the TAC and the RTPO was dealing with staffing issues, NEW RTPO made a change to the Transit committee. Instead of meeting quarterly, we would hold a biannual Mobility Summit. This new format would introduce a more engaging way to meet with the public, partnering agencies, and communities in effort to review the transportation issues and options in the region, as well as explore creative ways to fill the gaps and needs that are identified. In these summits we can bring in federal and state partners to educate and inform on current issues and the general workings of the RTPO. The 2 summits that were held in 2019 were a huge success. This format had to be put on hold for SFY 2020-2023 as the Coronavirus pandemic halted any activity that brought people together in proximity. Through a grant that TEDD was able to secure through the CARES Act, the District was able to upgrade their IT and have become more adept at holding virtual meetings and working remotely. This format is planned to be reimplemented into the SFY 2024 Scope of Work.

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 the 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 CPT-HSTP to the agency council on coordinated transportation and 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. The TAC meets every month, or as needed, and receives email updates on non-meeting days to address planning issues in the ongoing development of the transportation plan and to disseminate transportation planning opportunities. The TAC provides technical advice to the members of the TEDD Board/RTPB on matters related to transportation planning objectives of NEW RTPO.

A Compact (Articles of Incorporation) 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, Tribal 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 voting members constitutes 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.

## SFY 2024 TEDD/NEW RTPO Policy Board Members

Representing	Appointee Name - Title / Alternate Appointee - Title
*City of Chewelah	Greg McCunn, Mayor / Evan Schilock
*City of Colville	Jack Smith, Mayor / Chris Loggers, Mayor Pro-Tempore
*City of Kettle Falls	Jesse Garrett, Mayor
*City of Newport	Abby Gribi, City Administrator / David North, Public Works Director
*City of Republic	Marty Rugo, Council Member / Gabe Becklin, Council Member
*Colville Confederated Tribes	Christine M Whitney, Ferry/Transit Manager / Mark Hoffman, Maintenance Technician
*Ferry County	Robert Dean, Commissioner / Brian Dansel, Commissioner
*Ferry County PUD	Dan Fagerlie, Commissioner / Doug Aubertin, Commissioner
*Kalispel Tribe of Indians	Julia Whitford, Tribal Transportations Systems Manager / Debbie Henry Lyons
*Pend Oreille County	Robert Rosencrantz, Commissioner / Brian Smiley, Commissioner
*Pend Oreille County PUD	Dave Rick, Commissioner / Joe Onley, Commissioner
*Spokane Tribe of Indians	James Best, Economic Development Manager / Cecilia Evans, Planner
*Stevens County	Greg Young, Commissioner / Wes McCart, Commissioner
*Stevens County Treasurer	Leslie Valz, Treasurer
*Stevens PUD	Dwight Morgan, PUD Commissioner / Darrel Hawes, General Manager
*Town of Cusick	Duane Schofield, Mayor / Everett Alford
*Town of lone	Cory McNeal
*Town of Marcus	Shari DePaulo / Dana DePaulo
*Town of Metaline	Peter Daggett, Mayor / Janet Sullivan
*Town of Metaline Falls	Tara Leininger, Mayor
*Town of Northport	Karene Balcom, Mayor / Seth Straayer, Council Member
*Town of Springdale	Stefany Smith / Klaus Joeschke
Avista	TBD
Colville Chamber of Commerce	Doug Kyle, President / Christa McDonald, Past President
Colville Together	Rosemary Shaw, Executive Director
Community Representative	Barry Lamont
Workforce Development Council	Rod Van Alyne, WDC Director
Hewes Marine, Inc.	Robert Willford, Director of Finance / Clint Kirry
NE Tri County Health	Matt Schanz, Director
Rural Resources	Bryan Raines, Executive Director / Connie Mahugh, Transportation Director
Spokane Community College (Colville)	Brian Moyer
US Forest Service, Colville National Forest	Rodney Smoldon, Forest Supervisor / Josh White, Deputy Forest Supervisor
WorkSource Colville	Angela Johnson, Supervisor
WSDOT	Mike Frucci, Acting Regional Administrator/ Charlene Kay, Transportation Planning Mgr.
WSU Stevens County Extension	Debra Hansen, Director / Kathryn Hoogheem, Agriculture Extension Coordinator
Pursuant to RCW 47.80.040, area members of the Washington State House of Representatives and Senate are considered ex-officio Board members of TEDD/NEW RTPO.	

*\*Representing a paid member, TEDD Compact signatory; generally, an elected official or an appointed alternate; board member of the Tri County Economic Development Corporation (TC EDC), a non-profit.*

**TEDD STAFF**

<b>NAME</b>	<b>TITLE</b>
JEFF KOFFEL	EXECUTIVE DIRECTOR
BRANDON HANSEN	ECONOMIC DEVELOPMENT SPECIALIST
CARRIE PAETSCH	FINANCE MANAGER
CHRISTINE SCHRICK	LOAN OFFICER
SHELLY STEVENS	REGIONAL MARKETING & TOURISM DEVELOPER
FRANK METLOW	PLANNING DIRECTOR
DEBBIE ROBERTS	OFFICE ASSISTANT

**SFY 2024 TECHNICAL ADVISORY COMMITTEE MEMBERS**

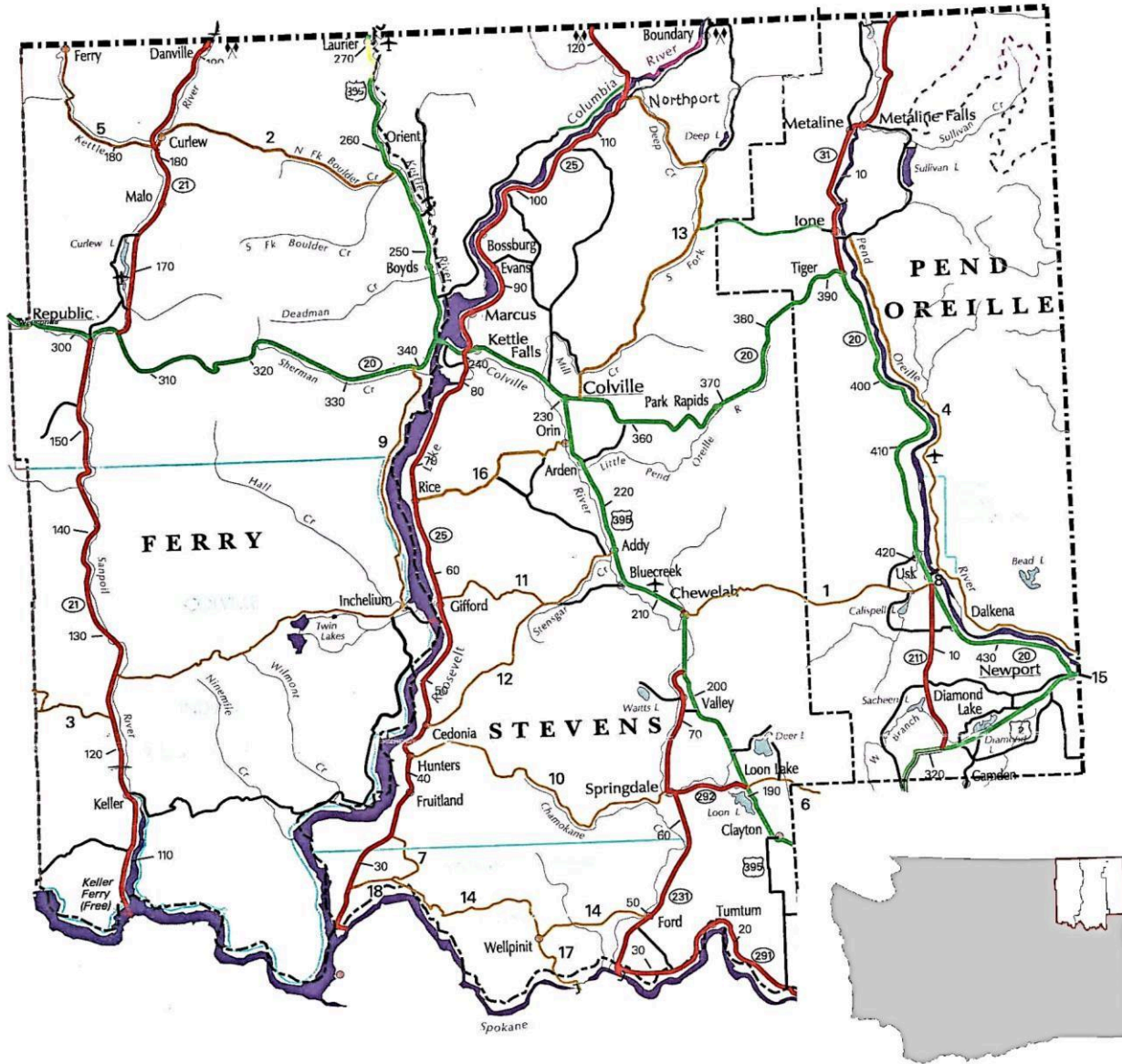
<b>Representing</b>	<b>Name</b>	<b>Title</b>
City of Chewelah	Greg McCunn	Mayor
	James Caruso	City Manager
City of Colville	Jeff McFrederick	Public Works Director
	Rob Henry	Assistant Public Works Director
Colville Confederated Tribes	Christine Whitney	Unknown
	Mark Hoffman	Unknown
Ferry County	Ron Charlton	Public Works Director
	Will Rowton	Maintenance Coordinator
Town of Lone	Sharon Shipley	City Council
	Mike Shipley	City Council
Kalispel Tribe of Indians	Julia Whitford	Transportation System Manager
	Debbie Lyons	Transit Coordinator
City of Kettle Falls	Jessie Garrett	Mayor
City of Newport	Abby Gribi	City Administrator
	David North	Public Works Director
Pend Oreille County	Brian Smiley	County Commissioner
	Robert Rosencrantz	County Commissioner
City of Republic	Marty Rugo	City Council District 2
	Rachel Siracuse	City Council District 3
Rural Resources	Connie Mahugh	Transit Director
	Kim Gibson	Volunteer Coordinator/Dispatch
Spokane Tribe of Indians	Robin Kieffer	Transit Manager
	Cecelia Evans	Transportation Planner
Stevens County	Wayne Cornwall	County Engineer
	Anthony Storro	Unknown
WSDOT	Charlene Kay	ER Planning and Strategy Partnerships



## REGIONAL MAP

The following map depicts the highway system and major road connections within the district, which demonstrates the on-going need to procure funding through the STIP.

### NORTHEAST WASHINGTON REGIONAL TRANSPORTATION PLANNING ORGANIZATION



Map of U.S. & State Highways and major connections within Northeast Washington.

## FINANCIAL SUMMARY

### Anticipated Revenue for SFY 2024 / 2025:

SFY 2024 State Funds	\$ 91,614.00
<b>TOTAL</b>	<b>\$ 91,614.00</b>

### Estimated Expenditures for SFY 2024:

Planning Program Management	\$ 66,700.00
Regional Transportation Plan Development (Estimate)	\$ 11,250.00
Local Issue Advocacy	\$ 1,800.00
Transportation Improvement Plan	\$ 1,500.00
Document Preparation	\$ 8,764.00
Long Range Planning	\$ 1,600.00
<b>TOTAL</b>	<b>\$91,614.00</b>

See Appendix C 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 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, including congestion relief and improved freight mobility.

**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 ***inclement weather conditions, seasonal load limits, or closures***, in the 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 hinder 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 **impacts to infrastructure due to inclement weather** experienced by Northeast Washington can and has been detrimental. 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.
  - 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 to focus on transit coordination in the region. This committee originally comprised of regional transit service providers and users, including representatives from local tribes, cities, and towns. In 2019, because the transit committee and the TAC began to see the same membership, NEW RTPO decided to create a structure for a biannual Mobility Summit that would bring these same representatives, as well as the public, together twice a year to brainstorm, learn, and work to identify and meet the needs and gaps in transportation across the region. Although the mobility summits did not happen during 2020 thru 2023 due to the pandemic, NEW RTPO will attempt to continue this format for SFY 2024 and will evaluate its effectiveness at the end of SFY 2024 to see if this is how we will move forward or if we will move back to the traditional committee format.

- TEDD Plans continue the RM-VSC program and will maintain this function at the TEDD office in Colville. The purpose of the program is to manage the coordination of public transportation through transit agencies, veterans' service organizations, and local transportation providers, as described in the CPT-HSTP. This program 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.
- **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 to upgrade their 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. A section of US 395 was designated as a Critical Freight Corridor this year.
- General **aviation airports** in the region have service limitations. 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 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 concluded in June 2015. Grant funds should be seriously considered for use in the planning, acquisition, construction, improvement, and maintenance of airports in the Tri County region.
- **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 will need to be reviewed for improvements. The development of trails will benefit the health of our communities, as well as offer added opportunities for the recreation and tourism industry. Cities 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, cost and, (2) Added liabilities and maintenance responsibilities for agencies on roads/streets/highways with such amenities.

In SFY 2016, NEW RTPO began its collaboration with WSDOT and Department of Health (DOH) to promote the incorporation of Complete Streets design into new transportation facilities. With the creation of the Planning Director position, TEDD will have the capacity to refocus on Complete Streets programs again in the future.

- 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, roadbed rehabilitation and crossing upgrades. By tapping into current and upcoming WSDOT Freight/Intermodal planning, NEW RTPO can hopefully help stay current in upcoming and innovative ways to address the declining rail infrastructure in the region.
- 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 need improvements, or repairs to handle the potential for an increase in heavy-haul freight traffic from Canadian industries. NEW RTPO alongside WSDOT, will work to improve international relationships between the region and the Ministry of Transportation to align transportation interests across the border.

### **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. Bridge Creek Road is now an all-season road with a concrete base. Boulder Highway will also be updated to be an all-season road.
- Continue to investigate recreational opportunities associated with use of Off-Highway Vehicles (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 the 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 and Golden Tiger Pathway, as appropriate. They are 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.
- 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. Repaved the airport at Curlew Lake in 2018. Currently working on funding for GPS landing guidance and new runway lighting system.
- According to the Washington Aviation Systems Plan (WASP) Ferry County does not have an airport that meets the FAA's minimum National Plan of Integrated Airport Systems (NPIAS) entry criteria. This restricts the airport from Airport Improvement Program (AIP) funding.
- Continue to monitor quality of bridges and promote safety improvements when necessary. Working on inspection cycle of every two years through Nichols/Kovich engineering. We have numerous bridge projects happening in the next couple of years.
  - Maintenance on Kiwanis Bridge. Which will include painting and new guard rails.
  - Replacing East Silver Creek Bridge between the communities of Keller and Inchelium on Silver Creek Road.

### **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 at 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.
- 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 several access roads that need development.
- Increase signage in appropriate locations for motorists, 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, streetlights, 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.
- 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 the following:
  - Accommodation of heavy-haul freight from Canada and increased traffic in southern Stevens County.
  - Passing lanes from Spokane to the Canadian Border.
  - 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.
  - Continue to support the City of Colville with the Truck Route pavement rehabilitation project.
  - Potential needs within Kettle Falls.
- Investigate opportunities in the southern end of county, at Lake Spokane, for road infrastructure improvements, within the area defined as an Urban Growth Area.
- 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.
- 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 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.
- Work to provide a facility that allows larger/faster aircraft understanding that doing so requires airport relocation.
- Provide an airport facility that enhances ability to combat forest fires.
- Desired Colville Airport Improvements include:
  - An approved instrument approach.
  - City owned hangars.
  - Paved tie-down area
  - Widening/Lengthening (as much as possible) the runway
  - Widen taxiway Alpha.
  - New approach lighting for runways 01-19 (a.k.a. PAPI, VASI)
  - Purchase of concrete for helipad
- According to the Washington Aviation Systems Plan (WASP) 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 delays along with culverts that leading off US 395 to county roads which are insufficient and have washed out or needed to be dug out to ease water flow.
- 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.
- Monitor quality of bridges and promote safety improvements when necessary.

### **Spokane Tribe**

- Annually update the Tribe's TIP and communicate with Stevens County regarding roads projects.
- Continue to regularly update the Tribe's Long-Range Transportation Plan and Tribal Transportation Safety plan.
- Continue to work within the Coordinated Public Transit – Human Services Transportation Plan framework, for plan development and its updates and support transit services in coordination with NEW RTPO and the Transit Committee
- Prioritize active transportation infrastructure reservation-wide based on community input.
- Design roadways to accommodate or provide separation between cars, bicycles, and pedestrians.
- Expand, improve, and increase the frequency of Moccasin Express transit services on and off the reservation. (Bus stop shelters are accessible and safe)
- Generate funding for new public transit vehicles, operations, and maintenance.
- Identify and improve traffic mitigation measures and road infrastructure at the Spokane Tribe's Mistequa Project site in Chewelah.
- Identify and improve traffic mitigation measures and road infrastructure at the Spokane Tribe Casino's expansion and new development in Airway Heights, WA.
- Identify needs and/or gaps in the Tribe's and region's transportation network through public outreach.
- Improve lighting, signage, and handicapped accessibility.
- Incorporate public transit and alternative modes of transportation in designing future road infrastructure. Including bike and pedestrian paths ensuring there are complete streets,
- Maintain existing roads reservation-wide.
- Partner with regional agencies and other providers to increase connectivity in the Tri-County area.
- Prioritize safety for all network users through infrastructure and services.
- Promote Complete Streets best practices within higher-density areas.
- Support the transportation element and projects in all the Tribes current plans.



- Stress safety on transportation by incorporating but not limited to bridge assessments/repairs, guardrails, roundabouts, and sidewalks.
- Identify bridges needing repair or replacement and develop plans for funding.
- Identify safety hazards on roads and plans to correct safety issues.
- Develop plan for maintenance and repair of all dirt/gravel roads.
- Develop a plan to assist elders with access road maintenance and snowplow services.

### **Pend Oreille County**

- Continue with comprehensive bridge inspection program. Develop a Six-Year Bridge Repair Management Program to systematically address bridge deficiencies identified during bridge inspections. Implement this plan annually. The following is a list of Bridges under consideration for replacement or new installations:
  - Cedar Creek Bridge
  - Mill Creek Bridge
  - Smackout Pass Bridge
  - Tacoma Creek Bridge
  - Harvey Creek
  - Paupac Creek
  - Upper Ruby Creek
  - Lower Ruby Creek
- The following is a list of bridges under consideration for major rehabilitation work:
  - Usk Bridge – Currently being looked at for replacement if funding is available.
  - Lone Bridge
  - Tacoma Creek Bridge as a short-term alternative to replacement
- Continue yearly review and update of the Pend Oreille County Six Year Pavement Management Plan. Implement this plan on an annual basis.
- Develop a Pend Oreille County Gravel Road Maintenance Plan. Implement this plan annually.
- Develop a Pend Oreille County Safety Improvement Program based on the Local Highway Safety Program.
- 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 the prevention of future mudslides on Highway 31.
- Improvements to and expansion of the general aviation airport in Lone.
- Plan for and develop general aviation airport in the planned commercial development south of Newport
- Continue support for Flowery Trail route, all-weather road connectivity.
- Support continuing improvement of US 395 and US 2 to a continuous, divided highway connection between southern Pend Oreille County and I 90.
- Pend Oreille County will work with local communities to form a Transportation Advisory Group with the purpose of gathering and coordinating local transportation issues and potential projects with the Group and with the UPWP. This group will also coordinate with Bonner County on transportation related issues.
- 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.

- Develop a Pend Oreille County six-year “Trail and Pathway Program”. Support the designation of an alternate route of US Bicycle Route 10. The alternate route would proceed from the Usk bridge southward along Leclerc South (County Road No. 93050) to US20. This alternative bike route has significantly less traffic.
- Local sub-area planning efforts in high density areas and urban growth areas should include Complete Streets design concepts. (N/A in POC Rural Area)
- 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.
- Pend Oreille County continues to pledge support for regional transportation projects which serve Pend Oreille County. These projects include the completion of highway 395 southward to I-90. Pend Oreille County is currently supporting the development of a large business community park south of Newport Washington. These improved highway connections are vital to the viability of this development.

### **Kalispel Tribe**

- Continue to maintain a detailed inventory and mapping of tribal roads and trails.
- Promote the Complete Streets design within higher-density areas, as appropriate.
- Promote and support the completion of the Usk Bridge Bike/Ped Pathway
- Promote and support the on-going maintenance and rehabilitation of the existing Usk Bridge
- Promote and support efforts being made in seeking funding for full Usk Bridge replacement
- Continue working towards the completion of the Usk to Cusick School Bike/Ped Trail rehabilitation
- Continue working on design, engineering, and construction of a Bike/Ped Trail from Tribal Headquarters and the Honeysuckle Housing Development to the Usk Bridge
- Continue to work with Pend Oreille County to actively implement asphalt repairs on Kings Lake Road to turn into an all-weather road, as well as look at the addition of Bike/Ped accessibility and usability
- Continue to work with Pend Oreille County and the Town of Cusick on completing needed maintenance and improvements to existing Bike/Ped Corridors directly affecting both the Cusick School and the Kalispel Tribal Immersion School
- Continue working towards the planning, design, engineering, and construction of the Bike/Ped path from the Cusick School and Kalispel Immersion School to the Kalispel Trade School
- Develop a Bike/Ped Plan that aligns with the Tribe’s need for increased intermodal transportation accessibility
- Continue to seek funding and implement Bike/Ped trails networks to improve intermodal transportation accessibility
- Continue to maintain a Tribal Road Maintenance Plan that will assist in guiding future road facility maintenance needs
- Promote the development of a formal ADA plan that will help guide planning and design for all modes of transportation
- Continue to update the Tribal Transportation Safety Plan as needed to ensure the quick identification of potential life saving measures for all roadway users
- Complete roadway safety audits on roadway corridors that directly impact Tribal Lands access

- Rehabilitate, repair, and replace existing road facilities to ensure the Tribal road infrastructure is safely meeting the needs of all road users
  - Rehabilitate, repair, or perform construction activities related to Tribal forest roads that allow for increased emergency management accessibility
  - Continue to work towards innovatively improving storm water runoff and erosion issues on all Roadways
- Seek funding to obtain the necessary procurement or replacement of equipment need to complete all current road maintenance tasks

**WORK ELEMENTS AND EXPLANATIONS:**

**1. Planning and Program Management**

<b>ESSENTIALS</b>	<p>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.</p> <p><b>Management Commitments</b></p> <p>Schedule and facilitate meetings of the RTPB, TAC, and Transit Committee to review, address, and discuss issues with the planning partners.</p> <p>Attend interagency meetings and workshops.</p> <p>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.</p>
<b>WORK PRODUCTS AND ACTIVITIES</b>	<ul style="list-style-type: none"> <li>• Review and update governance documents</li> <li>• Attendance at interagency meetings and workshops to develop, maintain, and strengthen collaborative relationships throughout the region.</li> <li>• Coordinating and conducting public meetings to provide a forum to encourage and incorporate public feedback in the planning and management process.</li> <li>• TAC and TEDD/NEWRTPO board meeting reports, minutes, and workshop notes</li> <li>• Restart Mobility Summit Planning.</li> <li>• Collaborate with Tribal Transportation Planning Organizations in areas of transportation planning and economic development</li> <li>• Work with local cities and counties to update all comprehensive plans and county-wide planning policies.</li> <li>• As the RTPO, certify that the transportation element of any city and</li> </ul>

	<p>county’s comprehensive plans reflect and are consistent with the RTP and requirements of the RCW 36.70A.070 (Stevens &amp; Pend Oreille Counties only)</p> <ul style="list-style-type: none"> <li>• Where appropriate, certify that countywide planning policies are consistent with RTP and RCW 36.70A.210. (Stevens &amp; Pend Oreille Counties only)</li> <li>• Work with cities, counties, transit agencies, the Department of Transportation, and others to develop level of service standards or alternative performance measures.</li> <li>• Participating in FTA Title VI reviews and cooperating on Title VI training activities, this includes producing a new Title VI Plan.</li> <li>• Manage and implement Regional Mobility-Veterans Service Coordinator (RMVSC) Program</li> <li>• Promote Active Community Environments/Complete Streets Program</li> <li>• When possible, assist WSDOT in statewide planning efforts (Active Transportation Plan, Investment Strategy, Target Zero, etc.)</li> <li>• Correspondence and correspondence records</li> <li>• Policy statements</li> <li>• Study reports</li> <li>• Plan and attend trainings.</li> <li>• Keep members informed of relevant issues.</li> </ul>
<p><b>SFY 2024 / 2025 EXPENDITURES</b></p>	<ul style="list-style-type: none"> <li>• \$66,700.00</li> </ul>
<p><b>KEY PERFORMANCE INDICATORS (KPIs)</b></p>	<ul style="list-style-type: none"> <li>• Number of TEDD/NEW RTPO Board meetings</li> <li>• Number of TAC Meetings</li> <li>• Number of Attendees – Mobility Summits</li> <li>• Involvement in Statewide Planning Efforts – Seek guidance from WSDOT; Engage in at least 1 Effort per year if possible.</li> <li>• Comprehensive Plan Certifications – Certify received Plan components within 1 week receipt from County or Community</li> <li>• RTPO Attendance of interagency meetings and workshops – Attend 75% (3 of 4) MPO/RTPO/WSDOT coordinating Committee Meetings annually</li> <li>• RTPO Coordination and implementation of forums or meetings to engage public and gather feedback – Coordinate and Implement at least 4 annually (1 per quarter)</li> <li>• Facilitate or coordinate 3 RTPO Board Trainings Annually</li> </ul>

## 2. Regional Transportation Plan Development

### ESSENTIALS

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 the region, 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 Growth Management Act (GMA), all three counties need to comply with the consistency requirements of GMA. To ensure 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 2024 SFY. NEW RTPO continues implementation of the 2022-2042 Regional Transportation Plan (RTP), which was adopted in December 2021. This plan perspective covers a twenty-year period that is within the time framework of the NEW RTPO TIP and the Statewide Transportation Plan (WTP 2040).

#### **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.

#### **RTP Accessibility**

The Regional Transportation Plan (RTP) is posted to the TEDD website for public access.

<p><b>WORK PRODUCTS AND ACTIVITIES</b></p>	<ul style="list-style-type: none"> <li>• Continuation of the traffic counting loan program to allow local communities, organizations, and agencies to continue to collect data needed for planning and funding efforts</li> <li>• 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.</li> <li>• 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.</li> <li>• Continue monitoring for compliance and implementation issues with the current RTP and analyze potential changes for future Regional Transportation Plan updates.</li> <li>• Conduct currency review.</li> <li>• Number of engagements with partnering agencies and organizations to market the updated plan – Present updated RTP to each county (3), to at least 5 municipalities (City Council Meetings), and to the 3 local tribes.</li> </ul>
<p><b>2024 / 2025 EXPENDITURES</b></p>	<ul style="list-style-type: none"> <li>• \$ 11,250.00</li> </ul>
<p><b>KEY PERFORMANCE INDICATORS (KPIs)</b></p>	<ul style="list-style-type: none"> <li>• Numbers collected from traffic counter loan program – Loan counter kits to 2 communities/organizations per year.</li> <li>• Number of engagements exploring border crossings and freight mobility – Seek guidance from WSDOT</li> <li>• Complete Annual Review of RTP beginning December 2023</li> </ul>

### 3. Local Issues Advocacy

<p><b>ESSENTIALS</b></p>	<p>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.</p>
<p><b>WORK PRODUCTS AND ACTIVITIES</b></p>	<ul style="list-style-type: none"> <li>• Continue supporting Colville, Kettle Falls, Lone and Republic, and associated project teams, with their transportation alternative projects. The NEW RTPO is supporting these project teams by assisting with planning processes, coordination, hosting of meetings, and serving on the project team to coordinate NEW RTPO resources.</li> <li>• Continue to work with local communities to assist in trails and recreation planning efforts that will aid in developing proper recreation plans for</li> </ul>

	<p>future trail and recreation opportunity development.</p> <ul style="list-style-type: none"> <li>○ Serve on the NEW Destination Leadership Team to coordinate transportation elements of the regional marketing strategy.</li> <li>○ Continued participation in the Routes and Itineraries, Online Content and Guides &amp; Outfitters working groups.</li> </ul> <ul style="list-style-type: none"> <li>● 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.</li> <li>● Serve as a regional agency to rank the Consolidated Grant Program. Continue to work with WSDOT’s Grants Program Advisory Committee (GPAC) to reflect and improve upon the grant program.</li> <li>● The NEW RTPO will continue to support on-going efforts to examine any transportation-related needs more fully 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. <ul style="list-style-type: none"> <li>○ 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.</li> </ul> </li> <li>● Coordinate with WSDOT and Stevens, Pend Oreille, and Ferry counties for support, planning and implementation of bike lanes on SR 20 (as referenced in RTP), 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.</li> <li>● Coordinate Electric Vehicle planning for the region. This includes coordinating with public and private entities to utilize present and future incentives and opportunities to prepare for the region’s EV future.</li> </ul>
<p><b>2024 / 2025 EXPENDITURES</b></p>	<ul style="list-style-type: none"> <li>● \$1,800.00</li> </ul>
<p><b>KEY PERFORMANCE INDICATORS (KPIs)</b></p>	<ul style="list-style-type: none"> <li>● Number of meetings and engagements where NEW RTPO can help support trails and recreation planning efforts – Attend at least 12 annually.</li> <li>● Number of attendees – Mobility Summits – Identify number of public partners and community members from past summit attendance for target.</li> <li>● Number of engagements with partnering agencies regarding Consolidated Grant Programs – Engage with at least 5 of the 6 Transit partners in the region.</li> <li>● NEW RTPO assistance in the development of local and regional plans developing recreation and trail opportunities in the region – Engage in at least 1 Regional or Local planning effort annually</li> <li>● Create at least 2 projects that plan or construct EV infrastructure in the</li> </ul>

#### 4. Transportation Improvement Program (TIP)

<p><b>ESSENTIALS</b></p>	<p>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. This Includes 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.</p> <p>Review and process new and amended STIP projects throughout the year, in accordance with WSDOT’s established processing schedule.</p> <p>Facilitate and participate in TIP software training opportunities for regional and local jurisdictions.</p> <p>Collaborate with the WSDOT and the state’s TIP managers to ensure best practices while processing TIP/STIP documentation.</p>
<p><b>WORK PRODUCTS AND ACTIVITIES</b></p>	<ul style="list-style-type: none"> <li>• Regional TIP update by September 2023</li> <li>• STIP Projects, based on WSDOT’s established schedule for annual submittals and amendments.</li> <li>• Provide technical assistance to agencies in preparing and processing Local TIPs/STIPs</li> <li>• Attendance of bi-annual TIP Managers Users Group (TMUG) workshop in Ellensburg, WA or virtually depending on the current restrictions</li> <li>• 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.</li> <li>• The additional authority for NEW RTPO is monitoring the TA 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.</li> </ul>
<p><b>2024 / 2025 EXPENDITURES</b></p>	<ul style="list-style-type: none"> <li>• \$1,500.00</li> </ul>



<b>KEY PERFORMANCE INDICATORS (KPIs)</b>	<ul style="list-style-type: none"> <li>• Approval and submission of the Regional TIP/STIP – Submit Regional TIP/STIP Update by October 2023</li> <li>• Number of ongoing TIP/STIP Training attended – 1-2 Trainings for RTPO Staff annually.</li> <li>• Number of engagements with partnering communities in assisting in the local TIP development – Engage with at least 3 local communities (Republic, Northport, Newport, Etc.) to make sure TIP is submitted on time.</li> <li>• Amount of funds allocated through the TA program for projects across the region – Obligate 100% of our 2023 OA Target.</li> </ul>
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### 5. Required Documentation

<b>ESSENTIALS</b>	The Tri-County Economic Development District staff will continue to update the RTPO Agreement, the UPWP, quarterly progress reports and other reports and information as necessary, to reflect current needs and to remain consistent with public law.
<b>WORK PRODUCTS AND ACTIVITIES</b>	<ul style="list-style-type: none"> <li>• SFY 2025 UPWP by end of June 2024</li> <li>• Quarterly Invoices &amp; progress reports</li> <li>• Annual progress Reports</li> </ul>
<b>2024 / 2025 EXPENDITURES</b>	<ul style="list-style-type: none"> <li>• \$8,764.00</li> </ul>
<b>KEY PERFORMANCE INDICATORS (KPIs)</b>	<ul style="list-style-type: none"> <li>• Completion of quarterly progress reports and financial documentation – Submit reports to WSDOT Q1 - October 30<sup>th</sup>, Q2 - January 30<sup>th</sup>, Q3 – April 30<sup>th</sup>, Q4 – July 15<sup>th</sup>.</li> <li>• Completion of annual Performance and Expenditure report – Submit by September 30<sup>th</sup>.</li> <li>• Completion and board approval of the SFY 2023 UPWP – Seek board approval at May board meeting, submit to WSDOT once approved by board</li> <li>• Other documentation needs as brought forward by WSDOT or other partnering agencies across the region – Submit Annual TAP report by January 24<sup>th</sup></li> </ul>

## 6. Long Range Planning

### ESSENTIALS

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 RTPOs on common issues including:

- County road and city street needs.
- Transit needs. During SFY 2024, the RMVSC and facilitation of biannual Mobility Summits will be assisting with the implementation of the current CPT-HSTP update.
- Continue efforts to support and increase the use of public transportation in the tri- county area; through the RM-VSC 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.
- 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 (including wildfire and flood prone areas), and prioritize those needs for future funding as it becomes available.
- Coordinate with WSDOT and local tribal agencies during implementation of various planning studies and other work plan elements. These include a Regional Safety Action Plan, Highway System Plan, Major Investment Studies, Regional and Local Studies, Regional Freight and Good Movements, Active Transportation, Community Impact Assessment, Corridor/Area Transportation Management Plans and Special Studies, and Access /Corridor Management Planning.
- 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.
- Continue to work with local communities in development of long-range recreation planning efforts to help develop growth in economic vitality through economic diversification (additions of recreation and tourism dollars). Development of recreation plan for communities and region will also help to increase the Quality of life for residents.
- Support the Governor's Executive Order 09-05 on climate change and RCW 80.80 on greenhouse gas emissions. Encouraging local transit agencies to consider alternative fuels for their fleets. NEW RTPO will also work with local government to develop Electric Charging stations, and other ways our local communities can adapt to become greener in their transportation options.
- Continue to be involved with WSDOT's statewide and regional planning

	<p>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.</p> <ul style="list-style-type: none"> <li>• Work with WSDOT to engage in regional non-motorized coordination meetings with bike/pedestrian organizations and local agency/community partners</li> <li>• Work with Republic, Colville, and Chewelah to improve and continue development of local airports to build capacity for greater freight and passenger travel.</li> <li>• Continue to foster working relationship with Rail line to identify way to increase capacity and the ability to move freight by rail from Canada to Spokane and beyond.</li> </ul>
<p><b>WORK PRODUCTS AND ACTIVITIES</b></p>	<ul style="list-style-type: none"> <li>• Administer the Safe Streets and Roads for All Grant project to create a Regional Safety Action Plan</li> <li>• Letters of Support</li> <li>• Attendance at relevant meetings</li> <li>• Assist with the implementation and annual review of the (CPT-HSTP)</li> <li>• Facilitation of workshops for stakeholders to discuss and evaluate District planning.</li> </ul>
<p><b>2024 / 2025 EXPENDITURES</b></p>	<ul style="list-style-type: none"> <li>• \$1,600.00</li> </ul>
<p><b>KEY PERFORMANCE INDICATORS (KPIs)</b></p>	<ul style="list-style-type: none"> <li>• Regional Safety action Plan started &amp; completed.</li> <li>• Number of letters of support written for partnering communities, agencies, or organizations – Complete LOS within 1 week of request</li> <li>• Number of relevant meetings attended by TEDD/RTPO Staff – Attend at least 18 annually</li> </ul>

## **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 RTPO	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 2024/2025 UPWP Proposed Unfunded Needs**

Regional Transit Needs

Funding for Transit expansions to support regional growth **\$1 Million**  
Regional Marketing Material for NWTS Update - Annual Order **\$5,000**

Usk Bridge Replacement Feasibility Study

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

Funding to complete projects in new Regional Safety Action Plan

Regional Safety Action Plan to be completed SFY 2024 with USDOT SS4A funding. **\$TBD**

NEW RTPO Website enhancement

Greater collaboration, updated & new content. **\$15,000**

EV Feasibility, Implementation, and marketing study

**\$20,000**

Funding for NEW RTPO Transportation Planning Staff

Funding shown is annual salary. **\$65,000**

TA Program Engineering and Construction Phase Funding

**\$5 Million**

**APPENDIX C:**

	Planning Program Mgmt	RTP Development	Local Issues Advocacy	TIP	Document Preparation	Long Range Planning	Total Estimated SFY 2024 Expenditures	Carry Forward from 2023	Total Estimated Revenue	Est. Carry Forward to 2024
NEW RTPO	\$66,700	\$11,250	\$1,800	\$1,500	\$8,764	\$1,600	\$91,614	N/A	\$91,614	N/A
RMVSC (Cons. Grant)							\$71,842	N/A	\$71,842	N/A

**NEW RTPO FINANCIAL SUMMARY**

**Work Items:**

**SFY 2024 / 2025 Budget**

660301	Planning & Program Management	\$ 66,700.00
660302	Transportation Plan Development	\$ 11,250.00
660303	Local Issue Advocacy	\$ 1,800.00
660304	Transportation Improvement Plan	\$ 1,500.00
660305	Document Preparation	\$ 8,764.00
660306	Long Range Planning (HSTP Update)	\$ 1,600.00
	<b>Totals</b>	<b>\$ 91,614.00</b>

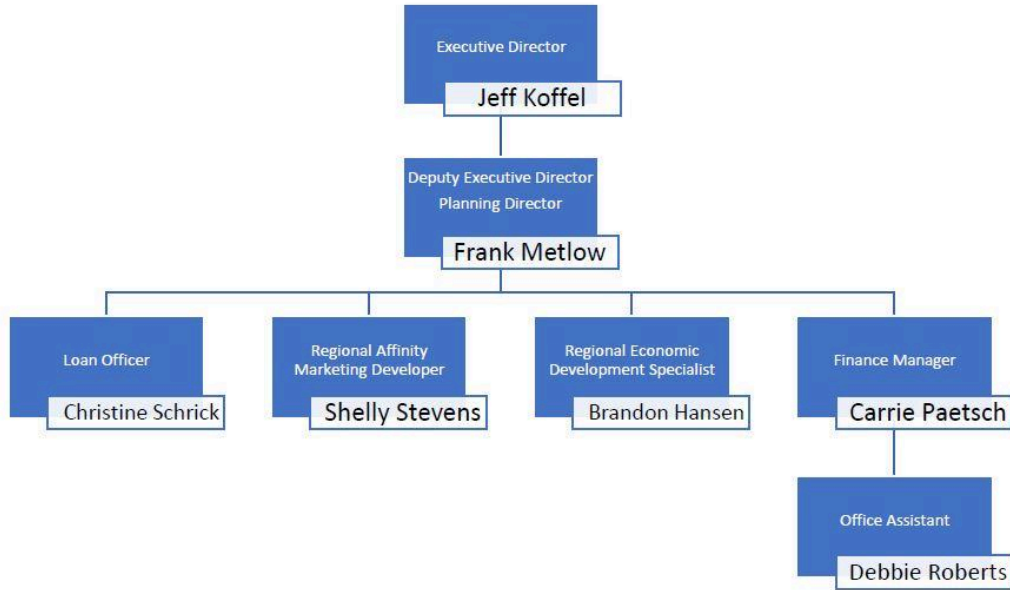
**Line Items:**

**SFY 2024 Budget**

Personnel	\$ 45,870.00
Benefits	\$ 12,956.00
Office Supplies	\$ 478.00
Small Tools & Equip.	\$ 39.00
Professional Services	\$ 18,625.00
Communications	\$ 1,566.00
Travel	\$ 1,351.00
Advertising	\$ 1,157.00
Program Rents	\$ 5,125.00
Insurance	\$ 575.00
Repairs & Maint.	\$ 330.00
Dues & Memberships	\$ 902.00
<b>Totals</b>	<b>\$ 91,614.00</b>

**APPENDIX D:**

Tri County Economic Development District (TEDD)  
Northeast Washington Transportation Planning Organization (NEW RTPO)  
Tri County Economic Development Corporation (TC EDC)  
Organization Chart



**APPENDIX E: (Updated by WSDOT)**

Unified Planning Work Program SFY 2024

**Region:** Eastern Region, Washington State

**Planning Office Manager:** \_\_\_\_\_

**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