Northeast Washington Regional Transportation Plan 2042

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NORTHEAST WASHINGTON
REGIONAL TRANSPORTATION
PLANNING ORGANIZATION

Tri County
ECONOMIC DEVELOPMENT
DISTRICT

SCJ Alliance

NEW RTPO
NORTHEAST WASHINGTON
Regional Transportation Planning Organization

NEW RTPO

Member Counties:

Ferry
Stevens
Pend Oreille

Transit Members:

Rural Resources
KALTRAN
Moccasin Express
Special Mobility Services
Colville Confederated Tribe
Goldline

Member Tribes:

Confederated Tribes of the
Colville Reservation
Spokane Tribe of Indians
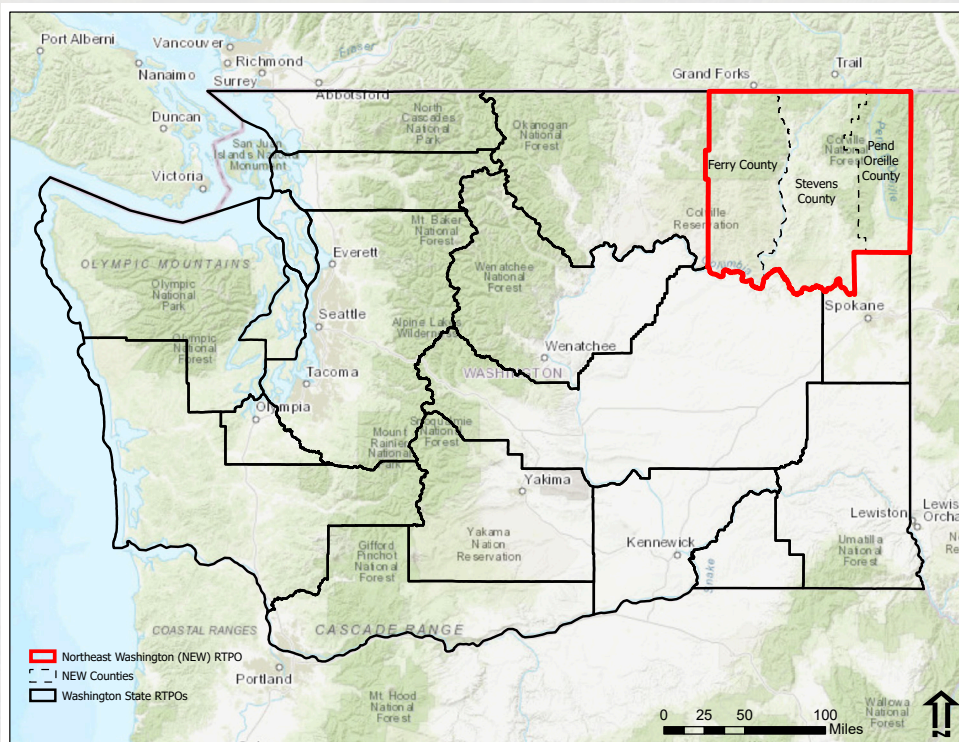Kalispel Tribe of Indians

Member Cities:

City of Chewelah
City of Colville
City of Kettle Falls
City of Newport
City of Republic

Member Towns:

Town of Cusick
Town of Ione
Town of Marcus
Town of Metaline
Town of Metaline Falls
Town of Northport
Town of Springdale

WSDOT Region:

Eastern Region

Resolution

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

IN THE MATTER OF APPROVING AND ADOPTING) **THE NORTHEASTERN WASHINGTON 2042)** **TRANSPORTATION PLAN FOR NORTHEAST)** **WASHINGTON REGIONAL TRANSPORTATION)** **PLANNING ORGANIZATION.)**	**RESOLUTION 2021-014**

WHEREAS, the Tri-County Economic Development District/Northeast Washington Regional Transportation Planning Organization (NEW RTPO) Technical Advisory Committee and Board of Directors have reviewed the Northeastern Washington 2042 Regional Transportation Plan for the Counties of Pend Oreille, Ferry, and Stevens; and

WHEREAS, the Northeast Washington Regional Transportation Planning Organization Board of Directors approved and adopted the 2015-2019 Regional Transportation Plan presented to them on September 17th, 2014.

WHEREAS, Tri County Economic Development District is the sponsoring agency for the Regional Transportation Planning Organization; and

WHEREAS, Tri County Economic Development District acknowledges and supports the efforts of the Northeast Washington Regional Planning Organization in developing the Regional Transportation Plan;

THEREFORE, IT IS HEREBY RESOLVED that the Tri County Economic Development District/Northeast Washington Regional Transportation Planning Organization Board of Directors does hereby approve and adopt the Northeastern Washington 2042 Regional Transportation Plan for the Northeast Washington Regional Transportation Planning Region.

APPROVED AND ADOPTED in Colville, Washington on the 8th day of December 2021.

ATTEST:

_____
Nathan Davis, Chairman

_____
Robert Rosencrantz, Secretary

BUSINESS & FINANCE ASSISTANCE

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Glossary of Transportation Terms

Term	Definition
Average daily traffic	Total volume of vehicular traffic passing a point on a highway in both directions during an average day of the year
CRAB	County Road Administration Board
Cities	Collectively all the cities in the tri-county region.
Counties	Counties in the tri-county region including Ferry County, Stevens County, and Pend Oreille County.
Functional classification	Grouping of streets and highways into classes or systems according to the character of transportation service they are intended to provide. Functionally classified streets range from limited access freeways to local streets and provide for varying level of mobility in contrast to land accessibility.
HHS	Highways of Statewide Significance, include interstate highways and other principal arterials that are needed to connect major communities in the state.
Habitat connectivity	Degree to which the landscape allows animal movement and other ecological flows, such as water movement.
NEW RTPO	Northeast Washington Regional Transportation Planning Organization.
RTP	Regional Transportation Plan, as guided by RCW 47.80.030
Regionally significant	Regionally significant facilities function as integrated multimodal regional transportation system in the NEW RTPO region include highways, transit, railroads, airports, multimodal and intermodal facilities. Regionally-significant facilities cross jurisdictional boundaries, serve inter-regional travel needs, have significant impacts outside of the region, provide for system continuity and/or have been identified by the regional public engagement process.
State highway system	All roads, streets, and highways designated as state routes in compliance with Chapter 47.17 RCW.
Transportation Improvement Board (TIB)	A board responsible for the distribution of state funds to cities and counties for street construction, resurfacing and sidewalks.
WSDOT	Washington State Department of Transportation

Executive Summary

The 2042 Northeast Washington Regional Transportation Plan (NEW RTP) is a long-range plan guided by the Northeast Washington Regional Transportation Planning Organization (NEW RTPO), it's agency members, jurisdictions in the region, tribes and the region's transportation users. The NEW RTPO's regional planning jurisdiction includes the three counties in northeastern Washington – Ferry, Stevens, and Pend Oreille Counties.

The Regional Transportation Plan (RTP) meets the state statute RCW 47.80 which guides the content and use of the RTP; however, this document also integrates and capitalizes on the transportation planning efforts already happening across the region and represents the voices of people who live here. The RTP is to be used as a road map for the next 20-year planning horizon, implementing new transportation related plans, programs, and projects to increase mode options, improve system efficiency, provide project cost savings and future planning, and support and build on the transportation efforts already in place.

As such, this plan includes six (6) Regional Initiatives to guide the NEW RTPO and its agency members in the next 20-years. In no priority order, the NEW RTPO Regional Initiatives are:

1. Bike Tourism Development
2. Public Transportation Benefit Area Feasibility Study
3. Integrated Infrastructure Policies
4. Regional Roadway Safety Planning
5. Main Street Highway Improvements
6. Sustainable Electric Transportation Infrastructure

These initiatives were built from an understanding of the existing transportation system, working with agency members, jurisdictions, tribes, and the public, and integrating the breadth of work that's occurred and expected to continue. The following graphic is a representation of a road map demonstrating the update process and highlighting the major points, conclusions, and recommendations of the NEW RTP.

1

Introducing the NEW RTP

The RTP begins by introducing the planning environments in Northeast Washington and the state requirement. This is important because it identifies the RTPO jurisdiction for which the plan applies and requirements which guide the update process.

2

Preparation and Public Involvement

The update included implementation of a Public Participation Plan across the Tri-County region which included a multitude of engagement activities from the virtual work to in-person open house formats. The public weighed in on their use, functionality, and prioritization of a variety of transportation modes.

3

Regional Trends

Modest and steady growth over the past decade has occurred across the region, however, future projections show growth slowing down in the next twenty years. The updated trends also demonstrate the need for additional housing in all three counties and with the increased telecommuting options for work those wanting to live in rural northeast Washington will be seeking to establish new roots here. As the NEW RTPO implements the RTP and the Comprehensive Economic Development Study (CEDS) the transportation system will need to prioritize system efficiency, future transportation types, recreation and supportive broadband across the region.

4

Goals, Policies, and Strategies

Consistent with the Washington Transportation Plan (WTP) 2040 the RTP goals include Economic Vitality, Preservation, Safety, Mobility, and Stewardship. In addition, the RTP update identified two additional goals to be added to the plan. The first is Compliance and the goal is to stay compliant with state and local goals and policies. The second is, Public Engagment which focuses on the inclusion of the region's residents and transportation users.

5

2042 Regional Transportation Plan

A complete inventory of existing transportation facilities and services significant to the region are described and the RTP identifies the issues and needs associated with each mode of transportation. The issues and needs set the foundation for the implementation strategies of the RTP and offer a glimpse into possible opportunities for improvement into the future.

6

Implementation of the NEW RTP

Regional Initiatives are defined for each mode type, identifying the next steps the RTPO can implement to achieve its future goals and regional transportation system. Following the initiatives is the transportation monitoring plan and funding strategy which includes an exhaustive list of transportation related grant and loan programs.

Introduction

The 2042 NEW RTPO Regional Transportation Plan (RTP) is an investment in the future of the transportation system in Northeast Washington. The RTP outlines a strategy to manage and improve that system based on evaluating the region's existing facilities, needs, and issues. This document is a continuation of planning work produced by the Tri County Economic Development District (TEDD) and Northeast Washington Regional Transportation Planning Organization (NEW RTPO) with the goal of using resources more efficiently as transportation needs grow. This is a long-range planning document to guide regional goals, policies, transportation projects, and future investments over the next 20-year planning horizon.

This document represents the future of transportation in Northeast Washington, by integrating the efforts of governmental agencies, local jurisdictions, and tribes in the NEW RTPO region. This document provides the pathway to maximize resources for future coordination and implementation of the RTP through 2042.
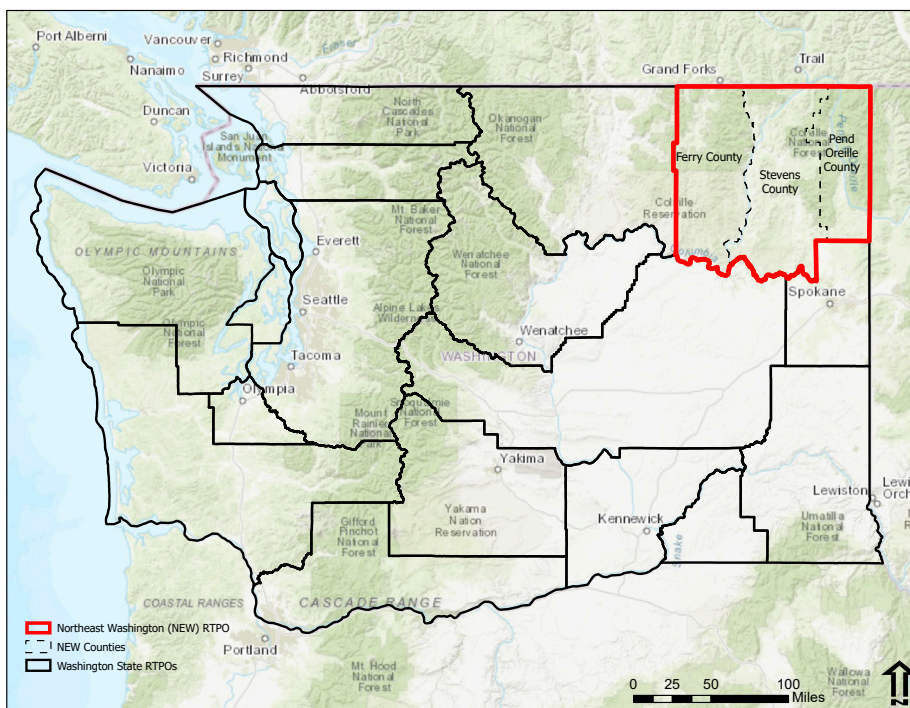
Figure 1. NEW RTPO Region Map

About NEW RTPO

The Northeast Washington Regional Transportation Planning Organization is one of 17 Regional Transportation Planning Organizations (RTPO) in Washington State. A RTPO is formed through a voluntary association of regional governments within a County or Contiguous Counties. RTPO members include cities, counties, Washington State Department of Transportation (WSDOT), tribal governments, ports, transportation service providers, private employers, and other organizations. The purpose of a RTPO is to ensure cooperation between local communities, counties, and regions pertaining to transportation planning.

The NEW RTPO was formed in 1990 by the Commissioners of Ferry, Pend Oreille, and Stevens Counties to promote the function of an interconnected, coordination regional transportation system. The Tri County Economic Development District was designated as the lead agency for the NEW RTPO. The TEDD Board of Directors governs the NEW RTPO.

A good regional transportation system is essential to Northeast Washington's quality of life and economic vitality. By analyzing past trends, current conditions and future needs, the NEW RTPO works with member jurisdictions and Washington State Department of Transportation (WSDOT) to develop regional plans and programs that outline transportation system improvements in accordance with WSDOT priorities. The organization continually works to make more efficient use of resources available to meet the area's growing transportation needs.

The NEW RTPO performs the following essential tasks for the region:

- Prepares a long-range Regional Transportation Plan
- Certifies that countywide planning policies and the transportation element of local comprehensive plans are consistent with the Regional Transportation Plan
- Develops and maintains a six-year Regional Transportation Improvement Program
- Prepares a Regionally Coordinated Public Transit-Human Services Transportation Program (CPT-HSTP) every four years, with two-year interim updates to help fund public transportation services.
- Awards and funds Transportation Alternative (TA funds) projects and programs throughout the region.
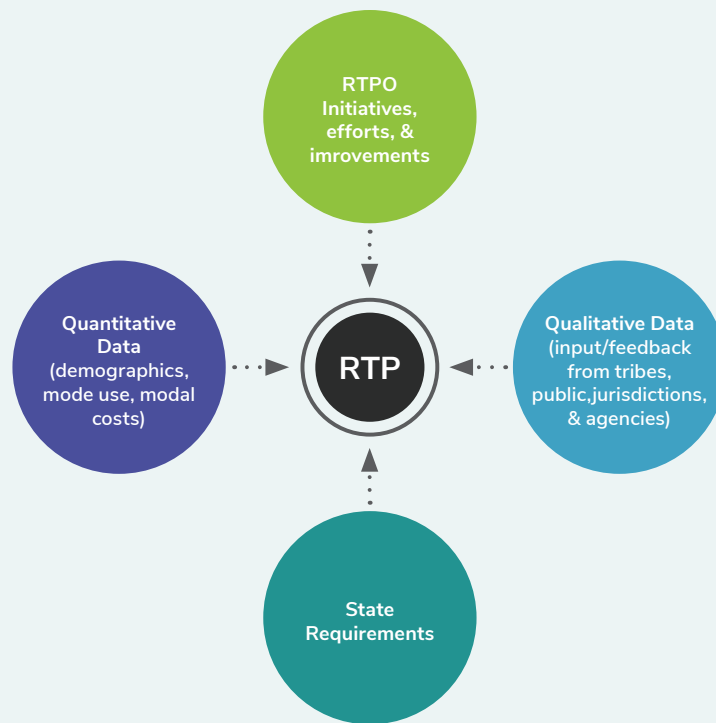- Assists local government in transportation planning projects, grants, funding resources, and provides various technical assistance to support and assist on local and regional levels.
- Provides a channel for region-wide coordination on local and regional projects.
- Provides statewide coordination on state and federal transportation projects and policies.
- Provides a communication channel for the public, legislatures, local, state, and federal agencies for the three counties.

There is also a NEW RTPO Technical Advisory Committee (TAC) made up of technical staff from local jurisdictions, public transportation providers, and federally recognized Tribes in the region. The NEW RTPO TAC includes the following agencies:

- City of Chewelah
- City of Colville
- City of Kettle Falls
- City of Newport
- City of Republic
- Confederated Tribes of the Colville Reservation
- Ferry County
- Kalispel Tribe of Indians
- Pend Oreille County
- Port Districts
- Rural Resources Transit Agency
- Spokane Tribe of Indians
- Stevens County
- Washington State Department of Transportation

Regional Transportation Planning in the Northeast Washington Region

RTPs are shaped by a variety of different factors, and while the plan is defined by State regulatory requirements, there are also several additional considerations. The first is collecting the quantitative data to understand the existing transportation systems, including demographics of the region, current mode use, and/or preferences due to modal costs for users. The second portion is to collect the qualitative information shaping the plan from its users, tribes, local jurisdictions, and agencies. The RTP combines both types of information to understand the existing transportation system, values of the region, and is directive in providing a glimpse into the future of the regional transportation system. Lastly, this plan integrates initiatives, planning efforts, and improvements to the regional transportation system. These elements provide the framework that guides this Regional Transportation Plan.

Central "RTP" node with four surrounding circles: **RTPO Initiatives, efforts, & imrovements**; **Quantitative Data (demographics, mode use, modal costs)**; **Qualitative Data (input/feedback from tribes, public,jurisdictions, & agencies)**; **State Requirements**.

2042 Regional Transportation Plan Framework

Guided by the Washington State legislation forming Regional Transportation Planning Organizations (RCW 48.20), this Regional Transportation Plan includes an inventory of the existing transportation facilities and services in the NEW RTPO region, an evaluation of transportation trends, patterns, system performance (defined as levels of service), current transportation users, and integrates with statewide policies. The goals, policies, and strategies proposed in this plan as well as identified needs and issues in the region are coordinated with extensive community feedback from surveys, open houses, and stakeholder interviews. The result is a recognition that to address the region's needs and issues, both a strategic and tactical approaches to implement this plan are critical to the future of transportation for all travel modes. This robust plan guides the region over the next 20 years.

RTPO Compliance

As a Regional Transportation Planning Organization, the NEW RTPO must adhere to state statutes to remain eligible for state funding.

In compliance with Revised Code of Washington (RCW) Chapter 47.80 "Regional Transportation

Planning Organizations", the 2042 NEW RTPO Organization's Regional Transportation Plan:

- ◆ Identifies existing and planned transportation facilities and programs.
- ◆ Establishes a level of service standard for certain state highways and all other routes including air and river navigation, if applicable.
- ◆ Includes financial guidelines to implement this regional transportation plan.
- ◆ Assesses regional development patterns, capital investments, and other transportation measures.
- ◆ Sets forth a proposed regional approach to guide the development of the integrated, multimodal regional transportation system.
- ◆ Uses a least-cost planning methodology that provides the most cost-effective transportation facilities, services, and programs.

These criteria have guided the development of this Regional Transportation Plan. In addition to the state requirements, the 2042 NEW RTPO Regional Transportation Plan integrates input from local residents and users and builds upon the current planning effort in Northeast Washington. This plan captures a holistic look at the existing systems and identifies how this plan can address regional needs for the next 20 years.

Plan Preparation & Public Involvement

The public engagement portion of the Regional Transportation Plan (RTP) update included stakeholder interviews, three open house style events (one event held in each of the three counties) and an online public survey. The public engagement activities kicked off May 1, 2021 and concluded July 1, 2021. Meetings were held with city and county elected officials, planners and engineers, and input was sought from various city representatives and special districts. Elected county officials were invited along with other stakeholders representing various interested including municipalities, the Washington State Department of Transportation (WSDOT), special districts, railways, public transportation providers, major employers, and tribes. A comprehensive list of stakeholder participants is in Appendix B. Community Engagement. Each engagement type provided valuable insight into the region's issues and needs.
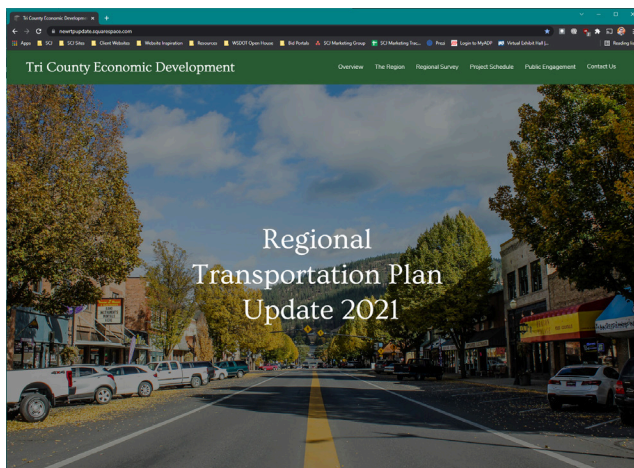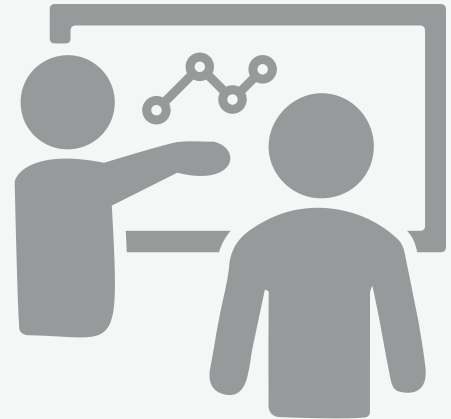
RTP Website & Social Media

A dedicated website was built for the Regional Transportation Plan Update. The site was built and launched just before the public engagement activities began to provide a high-level overview of the planning process, key events, and related materials prior to engaging the public and stakeholders. Once the engagement activities began the website served as a centralized location to refer participants to, to gather more information about the process and ways to be involved. Materials on the page were continuously updated and posted on TEDD's social media accounts.

In addition, social media was used on a regular basis to engage the public to participate, comment, and provide feedback throughout the planning process. TEDD created events on their page to notify people of upcoming public events and to solicit public feedback on the draft plan.

Stakeholder Interviews

An important step in developing the RTP was to solicit input from a variety of stakeholders in Ferry, Stevens, and Pend Oreille counties, and utilize that information to understand and prioritize community needs. Stakeholder interviews were conducted with 31 individuals. The selected interviewees provided differing perspectives on the transportation system and many of them are keenly aware of issues, needs, and opportunities. Many of the interviewees work in transportation related careers (i.e., public transit directors, public works directors, airport managers, etc.) and were able to offer specific information and feedback related to the transportation modes they regularly serve in their line of work, or a variety of transportation types which impact their communities. The interviews were conducted either via Zoom or by phone. Stakeholders were asked to focus on certain topic areas but were also given the opportunity to talk about any aspect of the transportation system.

The stakeholder interviews touched on all aspects of transportation in Northeast Washington, including issues and opportunities related to the region's growth, general system maintenance, improvements, and overall preservation and safety. Stakeholder feedback is integrated throughout this plan and a comprehensive summary is included in Appendix B. Community Engagement. Stakeholder roles and organization are included in Table 2. The list includes a diverse mix of elected officials, residents, professional staff, and representatives from tribes.

Open House Series

The open house series had a booth at the local Farmer's Markets in Newport, Colville, and Republic to educate the public on the RTP update and collect feedback about the regional transportation system. The Farmer's Markets in these communities drew many people inside city limits as well as county residents which provided the greatest opportunity to engage many local residents.

Discussion boards were created which highlighted specific transportation projects for each county and included education boards showing the RTP goals, policies, and a variety of transportation modes within the region. Key local issues were pulled from the NEW RTPO's Unified Planning Work Program (2021) and grouped by mode. Feedback and comments were gathered from the public and local issues were prioritized using a dot exercise that grouped transportation types and identified specific projects. The activity asked the public to prioritize the projects for each modal type and provide comments on specific needs, issues, and opportunities. The prioritization rating for each project ranked them as high, neutral, or low. Results from the open house series is in Appendix B. Community Engagement.

Table 2. Stakeholder Interviewees List	
Role	**Organization**
Chewelah Airport Manager	Chewelah Municipal Airport
Mayor	City of Chewelah
City Council Member	City of Chewelah
Colville Airport Manager	City of Colville
Public Works Director	City of Colville
Resident Adventure Peddler	City of Colville
Resident Bike Advocate	City of Colville
Mayor	City of Kettle Falls
City Administrator	City of Newport
City Council	City of Republic
Transit Coordinator	Colville Confederated Tribes
Public Works Director	Ferry County
Ferry County Public Works Director	Ferry County
Ferry County Airport Manager	Ferry County
Transit Coordinator	Kalispel Tribe
Transportation System Manager	KALTRAN
Commissioner	Pend Oreille County PUD
Company President	Progressive Railway
Transportation Director	Rural Resources Community Action, Public Transportation Provider
Planning & Economic Development Director	Spokane Tribe of Indians
City Engineer	Stevens County
Planner	Stevens County
PUD Commissioner	Stevens County PUD
Clerk	Town of Cusick
Council Member	Town of Ione
Mayor	Town of Metaline
Mayor	Town of Metaline Falls
Mayor	Town of Northport
Pro Tempore Clerk	Town of Springdale
Transportation Planning Manager	WSDOT Eastern Region, Multimodal Planning Division
Transportation Planning Specialist	WSDOT Eastern Region, Public Transportation Division

Public Survey

In addition to the open house series a public survey was available to the public. The survey sought to collect information about the participant, their most-used form of transportation and to engage the survey taker in various aspects of the regional transportation system. The survey was broadcast to the public and agencies via a variety of outreach emails to the TAC and TEDD Board, social media, TEDD's website and the RTP project website.

Results from the survey revealed:

- 15-30 minutes is the typical length of time spent on daily travel (28.6%) and 45 minutes to one hour is the least (8.7%).
- The most common method of travel is driving in a personal vehicle (89.7%).
- 84% of people find it easy to get around where they need to go daily.
- The communities most frequently traveled to in the region include Colville, Kettle Falls, and Chewelah.

- The two top safety concerns in the region include narrow roadways (51.8%) and wildlife (50.9%).
- 81% of people who took the survey said they do not use public transit. Of the 18.9% of people who do use public transit, the Gold Line (60.9%) and Rural Resources (47.8) services were used the most.

Regional Trends

As a requirement of Washington Administrative Code, the Regional Transportation Plan must assess regional development patterns to provide direction and background information for regional transportation plan updates. Regional trends and development patterns can include housing unit development, average daily trips on major roads, and population demographics.

Housing Development

Estimates from the US Census Bureau indicate an increase of developed housing units between 2010-2019 in Ferry County at 2.8% with Pend Oreille County at 5.5% and Stevens County at 4.4%. As population grows in Stevens and Pend Oreille counties, the housing unit development rate will continue the same trends. However, in Ferry County, where population growth is expected to decline after 2030, housing unit development will likely stagnate.

Average Daily Traffic

Average daily traffic (ADT) is the volume of traffic on a roadway in both directions during an average day of the year (WSDOT, 2021). Provided by WSDOT, 2020 ADT data is available for highways within the Tri-County region.

The highways with the highest ADT counts are the two U.S. Routes that connect the tri-county region to the nearest metropolitan area, Spokane. From Spokane County, US 395 passes through Stevens to Ferry County and averages between 5,000 and 10,000 ADT. In Pend Oreille County, U.S. Route 2 from Spokane County to the Idaho border also averages between 5,000 and 10,000 daily vehicles. For comparison, the other highways in the region average less than 2,500 daily vehicles.

Demographics

The Tri-County Region consists of Ferry, Stevens, and Pend Oreille Counties. With nearly 10% of Washington State's land area, the tri-county region has only one percent of the state's population,

resulting in a low population density of 9.3 persons per square mile. As evidenced by the demographic analysis below, most residents live in the unincorporated portions of each county.

Changes in population and resulting population densities are major factors affecting transportation needs in more urbanized areas. Traditional transportation study methods use these factors as primary indicators for developing travel forecasts to identify future transportation needs.

For rural areas with urbanized populations under 50,000, the accuracy of population forecasts is lower because the margins of error, normally acceptable when dealing with large numbers, reflect a disproportionate impact for smaller populations. As population trends are discussed further, these factors are something to keep in mind to better understand the demographics in northeast Washington.

Population Trends

The Washington State Office of Financial Management (OFM) projected the region's 2020 population at 67,680. According to the 2020 Decennial Census, the region's population count is 67,024 in 2020. Although Stevens County experienced more population growth than its median projection, Ferry County and Pend Oreille's actual growth was less than anticipated. From 2010 to 2020 the region's population has grown 4.6%. In comparison, Washington State grew by 13.9% over the same period (2010 – 2020), indicating the region is growing at a third of the state's pace.

Table 4 illustrates the 2020 Census population estimates for each city in the region. Official 2020 Census counts at the local-level have not been released as of Fall 2021. The only jurisdiction within the region that anticipates growth exceeding 10% is Springdale in Stevens County. Meanwhile, the towns of Marcus and Metaline expect population declines.

The region has experienced modest and steady growth over the past decade. The OFM provides population projections for each county every five years. The most recent projections were made in 2017 and projections are available through 2040. This document uses the medium-level projections for 2030 and 2040.
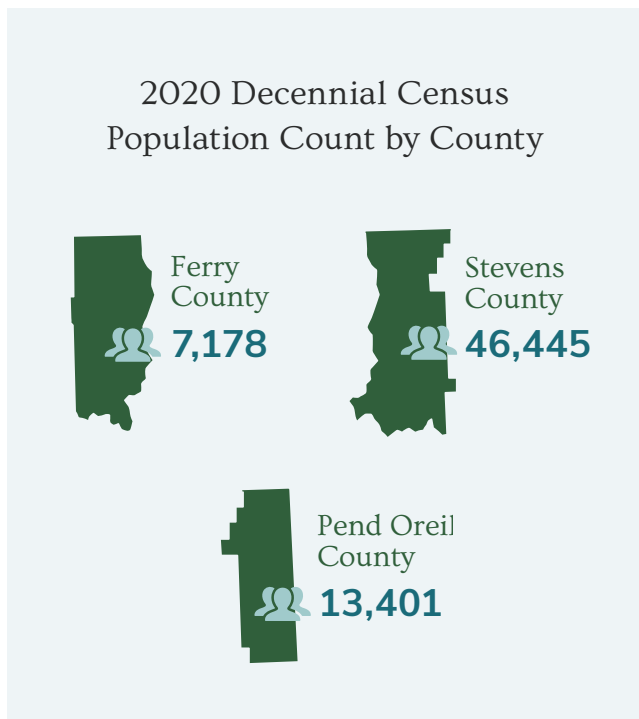
Table 3. County Population Projections (OFM Medium Projections)			
Jurisdiction	2020 (Existing)	2030 (Projection)	2042 (Projection)
Ferry County	7,910	7,951	7,925
Stevens County	45,920	48,441	51,050
Pend Oreille County	13,850	14,493	14,630
Tri-County Region	67,680	70,885	73,605

(OFM, 2021)

Table 4. City and County Population Trends, 2010-2020			
Jurisdiction	2010	2020	Change, 2010-2020
Ferry County	7,551	7,178	4.8%
Republic	1073	1,105	3.0%
Stevens County	43,531	46,445	5.5%
Chewelah	2607	2715	4.1%
Colville	4673	4750	1.6%
Kettle Falls	1595	1635	2.5%
Marcus	183	175	-4.4%
Northport	295	295	0.0%
Springdale	285	320	12.3%
Pend Oreille County	13,001	13,401	6.5%
Cusick	207	220	6.3%
Ione	447	450	0.7%
Metaline	173	170	-1.7%
Metaline Falls	238	245	2.9%
Newport	2126	2215	4.2%
Tri-County Region	64,083	67,680	5.6%

(US Census, 2021)

2020 Decennial Census Population Count by County

Ferry County
7,178

Stevens County
46,445

Pend Oreil County
13,401

Using these projections for each county, Table 5 compares the growth rates seen between 2010 and 2020 with the projected growth rates between now and 2030 and 2040.

Population projections show population growth slowing down in the next twenty years throughout the region, with total projected regional growth of 8.8% between 2020 and 2040.

Both Ferry and Pend Oreille Counties are projected to have significant decreases in growth, and Ferry County is even predicted to lose population between 2030 and 2040. Meanwhile, Stevens County is projected to maintain the level of growth it has seen over the past decade, continuing to add population at a rate of about 5.5% per decade.

Median Age

As of 2019, the median age for residents in the Tri-County is higher than Washington State's median age of 37.9 (Table 6). As a retirement friendly community with no universities or colleges in the region to attract younger populations, the higher median age is expected.

Household Income

The median household income in the region is significantly lower than the state median income. Ferry County is significantly lower than Stevens and Pend Oreille Counties. Additionally, the percent of people below poverty level is higher in the Tri-County Region than the statewide level of 10.8%. Ferry County has the highest percentage of people below the poverty level at 17.3%.

Race Identification

According to 2010 Census results, the region has a large majority of self-identified white population, making up nearly 88% of the area. Ferry County has the most diverse population of the three counties. Due to the three federally recognized Indian Reservations in the region, all three counties have a significant population of American Indian and Alaska Native residents and those that identify as having two or more races.

Table 5. Projected County Growth Rates				
Jurisdiction	**2010-2020**	**2020-2030**	**2030-2042**	**2020-2042**
Ferry County	-4.8%	0.5%	-0.3%	0.2%
Stevens County	5.5%	5.5%	5.4%	11.2%
Pend Oreille County	6.5%	4.6%	0.9%	5.6%
Tri-County Region	5.6%	4.7%	3.8%	8.8%

(OFM, 2021)

Table 6. 2019 Median Age				
	Ferry County	**Stevens County**	**Pend Oreille County**	**Washington State**
Median Age	50.3	46.9	51	37.9

(American Community Survey, 2019)

Table 7. 2019 Median Household Income				
	Ferry County	**Stevens County**	**Pend Oreille County**	**Washington State**
Median household income	$41,939	$51,775	$50,591	$78,687
Percent Below Poverty Level	17.3%	14.2%	12.7%	10.8%

(American Community Survey, 2019)

Table 8. Race Identification				
Race	**Ferry County**	**Stevens County**	**Pend Oreille County**	**Tri-County Region**
White	76.4%	89.1%	89.9%	87.8%
Black or African American	0.1%	0.4%	0.4%	0.4%
American Indian and Alaska Native	13.1%	5.0%	3.9%	5.7%
Asian	0.7%	0.6%	1.0%	0.7%
Native Hawaiian and Other Pacific Islander	0.3%	0.1%	0.0%	0.1%
Some other race	0.8%	0.9%	2.2%	1.1%
Two or more races	8.6%	3.8%	2.6%	4.1%

(US Census, 2010)

Annual Transportation Cost by Household

According to the Housing and Transportation Affordability Index (H+T), the annual transportation cost is $14,782 and there are an average of 1.73 automobiles per household (Center for Neighborhood Technology, 2021). In the region the average annual cost is $14,460, and with an average of two automobiles per household. The H+T index defines transportation costs as the sum of auto ownership costs, auto use costs, and public transit costs per the typical household.

A combination of the low population density of nine people per square mile and the fact that most residents live outside of incorporated cities contributes to the higher automobile ownerships and transportation costs in the NEW RTPO region compared to the rest of Eastern Washington.

	Eastern Region Congressional District #5	Pend Oreille County	Ferry County	Stevens County
Transportation Annual Costs	$12,745	$14,925	$13,673	$14,782
Autos Per Household	1.73	2.03	1.95	2.01
Average Household VMT	20,247	23,478	21,692	23,485

Figure 2. Annual Transportation Cost by Household

Projected Population Growth Rate by County 2020-2042

Ferry County
0.2%

Stevens County
11.2%

Pend Oreille County
5.6%
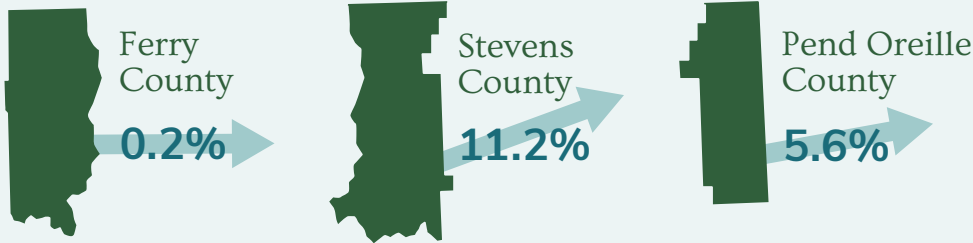
Consistency with the State and Local Agencies

NEW RTPO acknowledges the importance of aligning with existing state and local plans in the region to provide a comprehensive and unified assessment of transportation needs. This section and the policies included herein informs the overall transportation strategy proposed in this Regional Transportation Plan.

Statewide Policy

The Washington State Department of Transportation has extensive program responsibilities in transportation statewide. WSDOT has established on-going statewide goals and objectives applicable to all of eastern Washington, including everything east of the Cascade Mountains, and specifically, the NEW RTPO region.

WASHINGTON TRANSPORTATION PLAN | 2040 and Beyond

Connecting Washington communities for a healthy and prosperous future.

WTP 2040 and Beyond

The Washington Transportation Plan (WTP), WTP 2040 and Beyond, is the strategic statewide policy plan issued by the Washington State Transportation Commission. Updated every four years, the WTP provides the policy framework to ensure transportation-related decisions made across the state at the local and regional level are consistent with statewide policy and support the mobility needs of Washington residents and businesses.

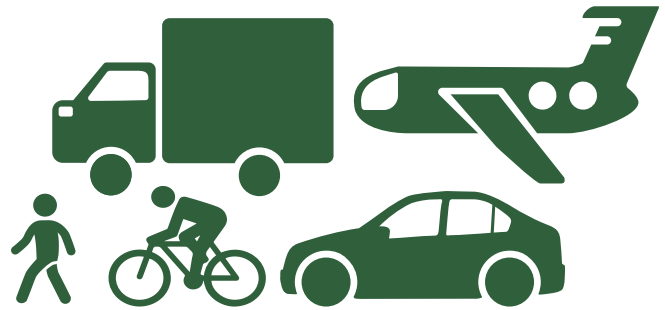The plan also includes detailed recommendations associated with each of the six statewide transportation goals. These recommendations include both near-term and long-term strategies, along with a set of overarching funding recommendations.

Per RCW 47.80.030, state law requires the Regional Transportation Plan is consistent with countywide planning policies if such have been adopted pursuant to the Growth Management Act (RCW 36.70A), with county, city, and town comprehensive plans, and state transportation plans. In the Tri County region Ferry County is the only county that is not required to plan under the GMA and therefore is not required to adopt a comprehensive plan.

TEDD RTP Consistency with WTP Goals

The goals, policies, and priorities outlined in the TEDD RTP align with the state's goals and policies. Six of the eight goals in the TEDD RTP align directly with the six WTP goals, ensuring that the RTP addresses each established statewide goal. The two additional TEDD goals capture compliance with state policy and public engagement to better include the region's residents and transportation users.

Our Goals Align

WTP 2040 Goals		RTP Goals
The Washington Transportation Plan 2040 and Beyond outlines six major state transportation goals. The RTP outlines those six goals and an additional two:		
Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.	**Economic Vitality**	Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
Maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.	**Preservation**	Preserve existing assets through robust maintenance programs and continuous monitoring that extend the life and utility of prior investments in transportation systems and services.
Provide for and improve the safety and security of transportation customers and the transportation system.	**Safety**	Provide for and improve the safety and security of those using the regional transportation system.
Improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility.	**Mobility**	Develop and maintain a multi-modal transportation system that efficiently moves people and goods throughout the region.
Enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.	**Environment & Health**	Enhance the region's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
Continuously improve the quality, effectiveness, and efficiency of the transportation system.	**Stewardship**	Coordinate regional planning efforts and priorities by facilitating information exchange among local and county governments to continuously improve the quality, effectiveness, and efficiency of the transportation system.
The goals, policies, and priorities set forth in the NEW RTPO align with these state goals. State law requires concurrency standards be met, meaning sufficient transportation facilities should be in place to accommodate the level of development at the time of development, or a financial commitment is in place to make the necessary improvements within six years. It is therefore vital to maintain the regional transportation system in order to support continued growth and development throughout the tri-county region.	**Public Engagement**	Ensure public participation by residents and stakeholder groups informs and validates transportation planning processes and recommendations.
	Compliance	Maintain consistency with local, state, and federal laws and regulations.

Regional and Local Plans

Review of available planning documents revealed that all three counties and several the incorporated cities of the region have addressed transportation issues. Specific goals, policies and objectives stress the importance of transportation safety, efficiency, convenience, and to accommodate circulation needs.

Local Comprehensive Plans

As cities, towns and counties update their Comprehensive Land Use Plans under Washington's GMA, the NEW RTPO is required to review and certify that the transportation element of the plan reflects, and is consistent with, the Regional Transportation Plan. This requirement applies to Pend Oreille and Stevens counties but not Ferry County. Within the two GMA counties, local plans must meet the following requirements:

- Reflect the transportation guidelines and principles established in the regional transportation plan.
- Be consistent with the adopted regional transportation plan.
- Conform with the requirements of RCW 36.70A.070.
- Reflect consistency between the countywide and multi-county planning policies adopted under RCW 36.70A.210 and the adopted regional transportation plan.

The local transportation elements were reviewed to identify possible transportation projects for the NEW RTPO. The planning process combined projects from WSDOT and local jurisdictions into strategies to define the recommended framework for the plan, based on the region's priorities and policies.

The NEW RTPO RTP also is consistent with and builds off of local land use criteria and forecasts from the comprehensive plans. This process provides consistency between the local land use plans and the regional transportation system needs. Population, household, and employment forecasts utilized in this plan were coordinated with the forecasts used in the local agencies' most recent comprehensive plan updates. The development of this plan included a review of all agency comprehensive plans to ensure that the RTP and all local plans were in alignment.

Coordinated Public Transit – Human Services Transportation Program

The *Coordinated Public Transit – Human Services Transportation Program (CPT-HSTP)* for the NEW RTPO region – which includes the Colville, Spokane, and Kalispel Native American Reservations – was developed in collaboration with the NEW RTPO's Transit Committee. This regional plan seeks to improve transportation coordination in the region; address the transportation needs of older adults, persons with disabilities, veterans, and low-income individuals; and establishes priorities to inform funding decisions for specialized transportation services.

The CPT-HSTP is updated approximately every four years, coinciding with WSDOT's biennial transit funding cycle. The plan includes information on existing transportation resources serving transportation-disadvantaged populations in the

region, as well as transportation gaps faced by these populations. Outreach to communities and stakeholders, along with evaluation of demographic data and information to identify regional needs are key tasks in the planning process. Coordination opportunities and strategies to address unmet needs are key outcomes.

Like many other rural regions across the country, the region has limited public transit options and few providers of special needs transportation. Elderly, disabled, low-income, and other socio-economically disadvantaged people potentially face a health and safety risk without access to affordable, accessible transportation. The goal of the CPT-HSTP is regional collaboration to provide more effective transportation services for all, with attention to the needs of those with special mobility issues.

Comprehensive Economic Development Strategy

TEDD's Comprehensive Economic Development Strategy (CEDS) represents a combined effort among Ferry, Pend Oreille, and Stevens Counties to bring economic improvement to the area. The CEDS summarizes economic data for the region, provides geographic and demographic information, identifies potential opportunities and constraints affecting development, and outlines specific goals to improve economic development throughout the district.

The CEDS planning process is the product of a committee comprised of members from all three counties representing local government and private business, as well as agriculture. This process results in a five-year strategic plan for regional economic development that is updated annually and submitted to the US Economic Development Administration for review and approval. Once approved, the region may apply to receive funding assistance for public works and planning projects related to economic development.

Designation as an economic development district gives the region access to federal funding targeted for investment in business and industrial site infrastructure. An economic development district also provides public agencies, non-profit agencies, citizens, and the private sector a means to coordinate and link business development, infrastructure planning and construction activities across jurisdictional boundaries. In addition to these responsibilities, TEDD also serves as the lead agency for the NEW RTPO. Because of this, the CEDS planning process plays an integral role in implementing this RTP, through regional coordination and the ability to seek out funding opportunities for transportation projects.

Tri County ECONOMIC DEVELOPMENT DISTRICT

SCJ ALLIANCE

Regional Goals, Policies, and Strategies

The NEW RTPO is guided by the following goals, policies, and strategies. The goals are updated from the 2015 NEW RTPO Regional Transportation Plan, and integrate state transportation goals, as well as goals identified through the public engagement process.

The first six goals align with the key policy goals identified by the Washington State Transportation Plan, 2040 and Beyond. The last two goals, which are Public Engagement and Compliance, were added based on the public engagement process.

This chapter identifies the NEW RTPO's eight core goals and accompanying policies with actionable strategies to make the goals a reality for the region.

- **Goals** describe what is to be accomplished. Goals correspond to statewide goals with which NEW RTPO's plan must align.
- **Policies** describe overall approaches for achieving those goals.
- **Strategies** are actions that can be taken by the NEW RTPO or its partners to support the goals and policies of this Regional Transportation Plan.

Goal 1. Economic Vitality

Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to nurture a prosperous economy.

1.1 Prioritize freight and trade routes, including international routes.

1.2 Support facilities that improve transloading capabilities to improve access to goods and resources in smaller communities where rail access is limited.

1.3 Support local community traffic calming efforts on regional routes through downtowns and business districts to help support economic centers.

1.4 Support local municipalities to study, enhance, and revitalize their downtowns by encouraging studies such as but not limited to;

- access and circulation pans and projects
- bike and pedestrian facilities
- electrical vehicle infrastructure
- transit stops

1.5 Promote the region as an international recreation destination, with prime road cycling and easy access to multiple recreation options including skiing, camping, and trails.

1.6 Promote the region's scenic byways and coordinate tourism opportunities along these routes.

Economic Vitality Strategies

- Invest in recreational opportunities regionwide.
- Collaborate with the Tri County Economic Development District and its Comprehensive Economic Development Strategy.

- Ensure freight routes are well maintained and improvements are adequately funded.
- Prioritize safe turnouts for viewpoints along scenic byways.
- Assure scenic byways are maintained and improved to allow multimodal tourism such as cycling.

Goal 2. Preservation

Preserve existing assets to extend the life and utility of prior investments in transportation systems and services.

2.1 Establish and maintain a regional robust maintenance program.

2.2 Prioritize monitoring transportation asset conditions.

2.3 Provide technical support in alignment with preserving the regional transportation system.

Preservation Strategies

- Regularly identify and update the region's top preservation priorities and keep a running list of projects as updates are made.
- Prioritize maintenance funding to keep replacement costs down in the long term.
- Use chip sealing techniques that preserve roadways while ensuring road surfaces are adequate for bicycle travel.
- Prevent all facilities from falling into a "poor" condition by monitoring and repairing while facilities are still in "fair" condition.
- Maintain a reporting system for the public to communicate about transportation system issues that maintenance programs can help with such as potholes, crumbling pavement, rockslides, etc.

Goal 3. Safety

Provide for and improve the safety and security of those using the regional transportation system.

3.1 Support and prioritize projects that improve the safety of the transportation system

3.2 Monitor locations with a higher frequency of traffic incidents and develop plans to improve safety in those areas.

3.3 Encourage regional road projects include designated bicycle routes with enhanced safety for cyclists.

3.4 Advance pedestrian safety by encouraging proper crossings and sidewalks near downtowns, schools, and residential areas.

3.5 Ensure development within airport critical zones is regulated appropriately.

Safety Strategies

- Maintain and add guardrails on mountain passes and shorelines.
- Provide additional passing lanes on two-lane highways.
- Maintain and add roadway lighting and reflectors along corridors with poor visibility.
- Improve the system of all-season roadways and maintain them throughout all seasons to provide reliable and safe passage in emergencies.
- Increase shoulder width along bicycle routes. In cases where road widening is not feasible, reallocating vehicle travel lane width to provide larger shoulders may be appropriate.
- Add signage along bicycle routes to keep drivers aware that cyclists are on the road.
- Provide bike and pedestrian facilities in downtowns.

Goal 4. Mobility

Develop and maintain a multi-modal transportation system that efficiently moves people and goods throughout the region.

4.1 Support efforts to connect non-motorized networks including shared-use paths, rail trails, bicycle routes, and safe crossings on regional roads.

4.2 Support improvements to transit services including increased frequency, expanded routes, and accessible stops.

4.3 Support efforts to maintain and develop airport facilities.

4.4 Support further development of rail and transloading facilities, including passenger rail.

4.5 Support ferry system

improvements.

4.6 Improve the system of all-weather roads to ensure year-round access to all major regional destinations and essential facilities.

4.7 Maintain adopted levels of service to ensure the efficiency of the transportation system.

Mobility Strategies

- Regulate and coordinate siting of incompatible uses adjacent to general aviation airports.
- Institute a consistent transit fare across all regional transit services with smooth and free transfers between service providers.
- Evaluate and establish level of service standards for highways.

Goal 5. Environment and Health

Enhance the region's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

5.1 Protect critical areas such as wetlands and natural resource lands of long-term significance.

5.2 Reduce transportation-related pollution of air and water.

5.3 Ensure transportation designs are respectful of the environment and cause no negative net impact to environmental systems.

5.4 Ensure the transportation system can adequately and efficiently handle emergency response vehicles.

5.5 Ensure the transportation system promotes growth only in areas that can adequately accommodate new development.

5.6 Encourage non-motorized travel for short trips (urban centers).

Environmental and Health Strategies

- Design transportation systems to reduce the risk of wildlife hazards.

- Design facilities to reduce the risk of wildfire spreading across roadways and to reduce the risk of fire damage to facilities.
- Identify locations for wildlife underpasses or overpasses.
- Develop a complete electrical vehicle charging network in strategic locations
- Replace all wood road signs and posts with metal ones.
- Identify the various transportation system needs in cities, urban growth areas, and counties.
- Increase availability of walking, bicycling, public transit to reduce environmental pollution and health risks.

Goal 6. Stewardship

Coordinate regional planning efforts and priorities to continuously improve the quality, effectiveness, and efficiency of the transportation system.

6.1 Ensure town, city, and county transportation plans and efforts are consistent with regional goals and priorities.

6.2 Facilitate communication among local and county governments.

Stewardship Strategies

- Provide support, data, and assistance to local and regional planning efforts that impact the regional transportation system.
- Continuously monitor the effectiveness and safety of the transportation system and adapt to meet changes in needs over time.
- Develop a regional public transit app/website that provides the most updated information from all regional transit services, including a trip planner feature to coordinate transportation across different services.

Goal 7. Public Engagement

Ensure public participation informs and

validates transportation planning processes and recommendations.

7.1 Require robust and representative

public participation as a condition of certifying local transportation plan elements.

7.2 Remain aware of new and developing public concerns and needs.

7.3 Understand and respond to the public's desire for more opportunities to utilize new travel modes and technologies.

Public Engagement Strategies

- Develop a public engagement standard that includes residents and stakeholders in the region.
- Maintain an active role in the region by participating in events.
- Provide information to the public through the TEDD website and printed materials.

Goal 8. Compliance

Maintain consistency with local, state, and federal laws and regulations.

8.1 Coordinate with countywide planning policies (Ferry, Stevens, and Pend Oreille Counties)

8.2 Coordinate with Washington State Transportation Plans

8.3 Be aware of neighboring RTPO's, State of Idaho Plans, and Providence of British Columbia Plans for coordination of the regional transportation system.

8.4 Comply with the Growth Management Act

Compliance Strategies

- Participate in transportation plan updates at the local and state level.
- Monitor and update the Regional Transportation Plan to maintain compliance as needed.

2042 Regional Transportation Plan for the Northeast Washington Region

Regional Transportation Facilities and Services

To fully understand the magnitude of the task of providing an effective and efficient regional transportation system, it is important to identify and evaluate all elements of that system. The regional transportation system moves both people and goods using a variety of travel modes. This chapter identifies regionally significant facilities that function as an integrated multimodal regional transportation system in the NEW RTPO region including:

- Roads and highways
- Public transportation
- Railroads
- Active transportation
- Intermodal facilities (freight and goods movement)

- Air transportation
- Water transportation
- Emergency Response
- Emerging Transportation Types

These facilities have been deemed regionally significant through the public engagement process, cross jurisdictional boundaries, serve inter-regional travel needs, have significant impacts outside of the region, and provide for system continuity. The discussion that follows includes descriptions of existing multimodal transportation facilities and services, and identifies issues and needs associated with each mode. (*Corresponding strategies that define what the NEW RTPO can do to address these issues and needs are included later in the regional initiatives.*)

Roads and Highways

Roads are vital to the economic well-being of a region and mobility for transportation users. Roads connect workers to jobs, producers to markets, students to schools, and individuals to services. In an online survey distributed to residents in the region, 89.7% responded vehicle is their most common method of travel (Appendix B. Community Engagement). There are many miles of county roadways in the region as well as local, state, and federal roads that are operated and maintained within the region. State highways provide a critical component of the transportation system in linking the region internally as well as to the rest of the state and nation.

Legend

State Routes
Scenic Highways
County Roads

Transit
- — — Rural Resources
- · · · Moccasin Express
- · · · Gold Line WA
- · · · Colville Tribal Transit
- — — Kaltran

Non-Motorized
- — — US Bike Route 10
- —— Ferry County Rail Trail

Rail
- Active Rail
- Abandoned Rail

Other Modes
- ✈ Airports
- ⚓ Ferry Docks

Boundaries/Places
- Tribal Lands
- County Boundaries
- State Boundaries
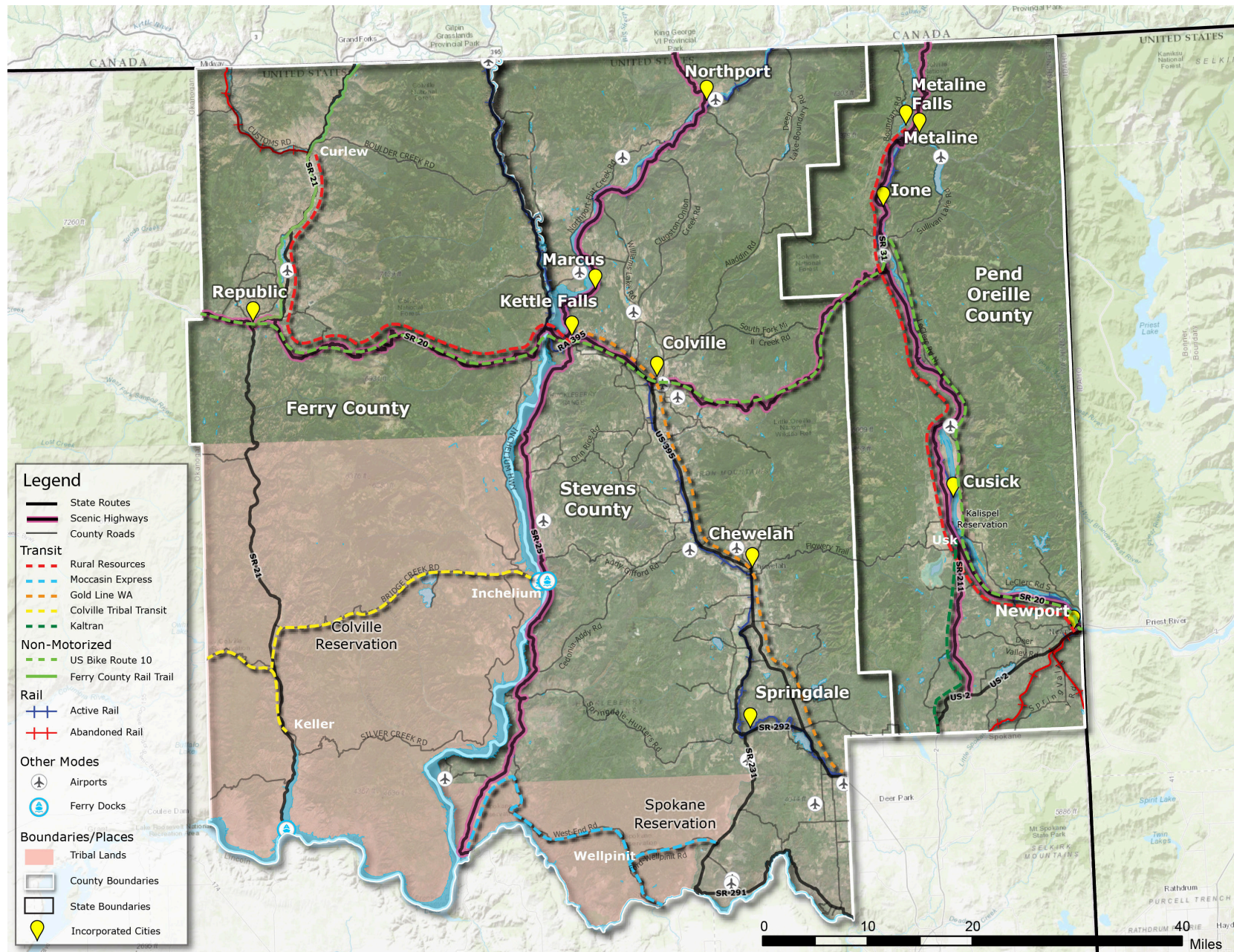- 📍 Incorporated Cities

Figure 3. NEW RTPO Transportation Regional Facilities and Services

Functional Classification

Typically, highways and larger or more important local roads and streets are functionally classified by the character of the service they provide. The functional classification system is designed to serve transportation needs within the community and help plan appropriate design components for type of facility. There are multiple factors that decide a roadway's classification including mobility, accessibility, multi-modal transport, and facility design. There are five classifications identified in this RTP: interstate, other highway, principal and minor arterials, major and minor collectors, and local streets. There is also distinction made between urban and rural facilities.

In compliance with state statute, NEW RTPO defines all state highways and regional arterials as regionally significant facilities and codifies them as 1-3 in the federal functional classification system. Additionally, NEW RTPO recognizes collectors as a part of the regional system which includes numbers 4-6 in the federal functional classification system. Minor collectors with low volume would not typically be considered as regional facilities in an urbanized area, but for the rural region these routes provide route redundancy using remote and highly rural facilities and provide essential connectivity to every community. NEW RTPO does not consider roads classified as 7 – Local as regionally significant because local roads handle largely local traffic and are relatively free of through traffic. Table 9 summarizes the total miles of non-state routes by functional class for each county and state routes by functional class.

State routes make up the most of the region's classified miles at 62%, which includes arterials and collectors in addition to highways/expressways. State routes are owned and maintained by WSDOT and play a vital role in connecting the region.

Road and Highway Performance (Level of Service Standards)

Road and highway performance standards otherwise known as level of service, must be established in accordance with RCW 47.80.30. The Level of Service standards (LOS) establish a gauge for evaluating the performance of existing systems and planning for future systems to meet future needs. Essentially, level of service is based generally on qualitative measures of performance that are coupled with a qualitative description of operational conditions within the traffic stream or on the transit systems perceived by motorists and/or passengers. A "level of service" generally describes these conditions in terms of such factors as speed and travel times, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

Levels of service are stratified by grades ranging from A to F, each of which are described below:

LEVEL OF SERVICE A

Describes completely free-flow conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.

Table 9. Regionally-Significant Roads by Functional Classification					
Functional Class Name	Federal Functional Class Code	Ferry County	Pend Oreille County	Stevens County	Total
Rural Other Freeways/ Expressways	2	0.0	0.0	0.0	2
Rural Other Principal Arterial	3	0.0	0.0	0.0	3
Rural Minor Arterial	4	0.0	0.0	0.0	4
Rural Major Collector	5	126.4	106.8	329.2	567.4
Rural Minor Collector	6	110.9	77.7	252.9	447.5
Total		237.4	184.5	582.1	1004

(US Census, 2010)

LEVEL OF SERVICE B

Also indicates free flow, although the presence of other vehicles becomes noticeable. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.

LEVEL OF SERVICE C

The influence of traffic density of operations becomes marked. The ability to maneuver within the traffic stream is clearly affected by other vehicles.

LEVEL OF SERVICE D

The ability to maneuver is severely restricted due to traffic congestion. Travel speed is reduced by the increasing volume. Only minor disruptions can be absorbed without extensive queues forming and the service deteriorating.

LEVEL OF SERVICE E

Represents operations at or near capacity, at an unstable level. The densities vary, depending on the speed which drivers feel comfortable traveling under physical, environmental, and traffic control conditions also referred to as free-flow speed (FFS). Vehicles are operating with the minimum spacing for maintaining uniform flow. Disruptions cannot be dissipated readily, often causing queues to form and service to deteriorate to LOS F.

LEVEL OF SERVICE F

Represents forced or breakdown flow. It occurs either when vehicles arrive at a rate greater than the rate at which they are discharged or when the forecast demand exceeds the computed capacity of a planned facility.

The NEW RTPO considered the different level of service categories and adopted the standards as shown below. Due to the lack of local highway development funds, a higher LOS could not be considered. The following LOS has been established for the region:

- ◆ LOS C for rural areas;
- ◆ LOS D for urban areas is established for all State Highways; and
- ◆ LOS D on all other designated regionally significant transportation systems.

Description of Existing Facilities

Roads

Roads are also identified by surface type, which provides a snapshot of each county's pavement needs and maintenance requirements by that type. Table 10 shows the extent of roadway surface type for county-owned roads within the region.

Stevens County owns the most road by mileage in the region where 55% of roads are unpaved. In the entire region, 57% of the roads are unpaved. Unpaved roads are more prone to erosion, can have negative effects on the surrounding environment due to dust, and accelerates wear and tear on vehicles.

Table 10. Roadway Surface Types for County-Owned Roads				
County-Owned Roads	Ferry County	Pend Oreille County	Stevens County	Total
Paved Arterial	177	167	468	812
Unpaved Arterial	54	13	92	159
Paved Local	23	128	198	349
Unpaved Local	453	252	731	1436
Total Mileage – County-Owned Roads	707	560	1489	2756

(Source: Roadway Surface Type 2020, WSDOT)

State Highways

State statute specifies that the regional transportation planning process must consider regional arterials and state highways. There are no state identified highways of regional or significance in the region (RCW 47.05.025). However, the NEW RTPO considers highways classified as major arterials (4) or higher (1-3) are regionally significant because they allow high accessibility and mobility carrying more trips across jurisdiction boundaries than minor arterials or collector roads.

There are seven regionally significant highways in the NEW RTPO region with functional class 4 or higher. These highways are state routes 20, 25, 31, 41, and 211 as well as U.S. Routes 2 and 395. Most of the highways offer north-south orientation ending at the Canadian border on the north. An important highway that has east-west orientation is State Route 20, which connects all three counties in northeastern Washington and leads east to the state of Idaho and

west to Whidbey Island. SR 20 is also the longest highway in Washington State and is a scenic byway in the North Cascades. U.S. Routes 2 and 395 are significant because they have been identified as National Highway System Routes. These routes are important to the nation's economy, defense, and mobility. These highways have been recognized as an important economic link to Spokane for Stevens, Ferry, and northern Pend Oreille counties, as well as a large area of southeastern British Columbia. Highways 2, 395, and 20 are also considered Highways of Statewide Significance (HSS). HSS include interstate highways and other principal arterials that are needed to connect major communities in the state.

Based on WSDOT's Corridor Sketch initiative, the following information identifies current functions of highway corridors in Northeastern Washington and identified issues. The corridor sketches also identify whether the highways are considered economic freight corridors based on WSDOT's freight classification system.

Table 11. State Route Highways			
Name	Type	Functional Class	Miles
2	U.S. Route	2,3	39.13001
20	State Route	4	325.08
25	State Route	4	242.34
31	State Route	4	53.58
41	State Route	4	0.82
211	State Route	4	30.36
395	U.S. Route	2,3	186.64
		Total Miles	877.95

(WSDOT Highways, 2021)

U.S. Route 2

U.S. Route 2 spans across the northern continental US between Everett, WA, and Maine's eastern border with Canada. Within Washington, US 2 connects the western and eastern regions of the state. This section of US 2 connects Spokane and Newport at the Idaho border. Most of the corridor is outside of the NEW RTPO region but provides an essential connection to the metropolitan city of Spokane. The corridor serves a mix of local commuter traffic near Spokane, freight traffic, and recreational users. The corridor connects with SR 211 and SR 41 at the Idaho

state line. This section of US 2 is an important route for recreational access to lakes, parks, ski resorts, and wilderness areas in northeastern Washington, northern Idaho, and western Montana. A segment of this corridor through Newport has been identified as a state highway operating as the community's main street. Pedestrian traffic is present, particularly in communities along the corridor where there are sidewalks. Bicycling is permitted on certain shoulders along the corridor. The Kalispel Tribe of Indians provides transit service on a portion of the corridor. Known issues identified by WSDOT include:

- Most of the corridor in the region does not experience congestion on a regular basis.
- There are limited bicycle and pedestrian facilities on the corridor.
- Most of the corridor has high priority wildlife connectivity issues.
- Multiple fish passage barriers are present throughout the highway in Northeastern Washington.

State Route 20

SR 20 is commonly referred to as the North Cascade Highway and is the northernmost route across the Cascade Mountain Range. It is a two-lane highway throughout Northeastern Washington. Both the Cascade Loop Scenic Byway and Sherman Pass Scenic Byway are on SR 20. The route also provides access to natural resources and many outdoor recreational activities within Colville National Forest, such as camping, hiking, and fishing. In the NEW RTPO region, the corridor performs above WSDOT's congestion threshold. This corridor is a highway of importance to the Colville, Spokane, and Kalispel tribes. Limited transportation services are available for senior citizens or through dial-a-ride service. Bicyclists participating in the annual July Tiger Triathlon use a portion of the highway for their event. While designated trails for non-motorized usage are not present, corridor shoulders are available for bicycling. Known issues throughout the corridor identified by WSDOT include:

- Little to no pavement conditions have been surveyed throughout the entire corridor.
- 41 fish passage barriers have been identified on the highway in Northeastern Washington.
- Republic to Kettle Falls section is rated high for vulnerability to future climate conditions.
- Sections of the highway have medium to low priority wildlife connectivity issues.
- Sections of the highway have medium to high habitat connectivity issues.

State Route 25

State Route 25, also known as the Coulee Reservoir Highway, links Davenport and Canada. This corridor encompasses all of SR 25 and serves both Lincoln and Stevens counties. This corridor is a rural arterial and is not classified as a freight economic corridor. It functions above WSDOT's congestion threshold. The route is a corridor of significance to the Spokane and Colville tribes. This corridor provides access to the Colville Reservation across the Columbia River/Lake Roosevelt via the Gifford Ferry; the ferry is operated by the Colville Confederated Tribes. The corridor provides access to numerous recreational and cultural resources such as the Columbia and Spokane Rivers, Fort Spokane, and Lake Roosevelt National Recreation Area. Other traffic generators on the corridor include the Colville National Forest and Canada. The route intersects U.S. Route 2, US 395 which runs concurrent with SR 20, and British Columbia Highway 22 in Canada. Shared use facilities are not present along the corridor. Known issues throughout the corridor identified by WSDOT include:

- ◆ Little to no pavement conditions have been surveyed throughout the entire corridor.
- ◆ 17 fish passage barriers have been identified on the highway in Northeastern Washington.
- ◆ Five bridge preservation needs have been identified.

State Route 31

SR 31 is a state highway located in Pend Oreille County and extends between the unincorporated community of Tiger and the US-Canada border. The route's primary function is to serve and connect Tiger, Ione, Metaline, and Metaline Falls with Canada. This corridor is a rural-minor arterial, and is part of the International Selkirk Loop, a State Scenic and Recreational Byway. The corridor is not classified as a freight economic corridor. The route is of importance or significance to the Spokane, Kalispel, and Colville tribes. Segments of this corridor through Ione and Metaline have been identified as state highways operating as the community's main street. This corridor provides access to natural resources and outdoor recreation. This corridor also provides access to the Pend Oreille River, Sullivan Lake – Pend Oreille River Recreation Area, Box Canyon Viewpoint (Box Canyon Dam), Crawford State Park, Gardner Caves, and the Colville National Forest. Transit service is available on the corridor and is provided by Kalispel Tribe of Indians. Sidewalks for pedestrians are present

in each town along the highway. Known issues identified by WSDOT include:

- ◆ Eight fish passage barriers present on the highway
- ◆ Entire highway shoulder width is limited, especially northbound to Canada.
- ◆ Two bridge preservation needs have been identified.

State Route 41

State Route 41 and Idaho State Highway 41 serve Newport, Washington; Oldtown, Idaho; and destinations to the north with Post Falls, Idaho and destinations to the south. The Washington portion of the corridor connects US 2 to the Idaho state line. This corridor is a rural-minor arterial and is not classified as a freight economic corridor. Commuters of the route include those traveling to and from the surrounding businesses and homes, Idaho, and those utilizing the corridor's connection to US 2. This corridor is also used for recreational use and is a destination route for travel to Priest Lake, Priest River and Pend Oreille, some of the most popular Inland Northwest's scenic areas. Though not a state highway functioning as a "main street," this corridor is a city street along the Washington-Idaho border in the city of Newport and the city of Oldtown, Idaho. Although sidewalks are intermittent, bicycling and pedestrian use is permitted on the corridor. Known issues include:

- ◆ 32% of surveyed pavement on the corridor is in poor to very poor condition.
- ◆ Several fish passage barriers are present on the highway.
- ◆ Most of the highway has narrow shoulders with no sidewalks.

State Route 211

SR 211 is a state highway located in Pend Oreille County, connecting US 2 and SR 20 and serving as a bypass of the city of Newport. This corridor primarily provides access to outdoor recreation, natural resources, and an alternative route used by the Kalispel Reservation. This corridor is a rural-minor arterial and is not classified as a freight economic corridor. The corridor provides access to various recreation opportunities including the Colville National Forest and the Pend Oreille River. The corridor also provides recreational access for hunting, fishing, camping, and hiking. The route serves Davis Lake, Lake Sacheen, and several campgrounds. Intermodal

freight facilities are present by way of the Pend Oreille Valley Railroad. This corridor is of importance or significance to the Spokane, Colville, and Kalispel tribes. The Kalispel Tribe of Indians provides fixed route transit service on the corridor. Pedestrian and bicycle use is permitted along the corridor.

- None of the highway has been surveyed for pavement conditions
- One fish passage barrier is present.
- There are low, medium, and high priority wildlife connectivity issues throughout the corridor.

U.S. Route 395

U.S. Route 395 is a major north-south highway running between the Canadian border in Laurier, north of Spokane, and Los Angeles, California forming an international freight corridor. The corridor serves international, domestic, and regional freight movement. This corridor is a corridor of importance or interest to the Spokane, Kalispel, and Colville tribes. Rural Resources provides a fixed route commutes service between Colville and Chewelah. This corridor is both an urban and rural arterial and segments of this corridor through Deer Park, Colville, Chewelah, and Kettle Falls have been identified as state highways operating as the community's main street. This corridor connects with SR 292, SR 231, SR 20, and SR 25. This segment provides access to numerous outdoor recreational opportunities. A rail facility is available in Colville and Amtrak bus service is in Kettle Falls, Colville, Chewelah, Loon Lake, and Deer Park. Bicycling is permitted on the shoulder and sidewalk facilities are intermittent throughout the corridor. Issues include:

- Medium and high priority habitat connectivity sites on the corridor.
- 21 fish passage barriers on this corridor.
- One bridge preservation need on the corridor.
- No dedicated bicyclist, pedestrian, or shared-use facility.

Scenic Byways

Scenic byways provide unique opportunities for preserving the character of scenic corridors and providing economic opportunities in tourism and recreation. There are four designated Scenic Byways within the northeast Washington Region. These include:

Sherman Pass Scenic Byway stretches 40 miles across Northeast Washington connecting the communities of Republic on the west and Kettle Falls

on the east. Along this section of State Route 20, the Byway passes through the Kettle Mountain Range and 35 miles of the Colville National Forest. Sherman Pass, at an elevation of 5575 feet, is the highest pass in the State of Washington and is kept open year-round. It is named for General William T. Sherman, who passed through the area in 1883, when the route was a wagon road used by pioneers. Washington State designated the route in 1967 as a State Scenic Byway, and the US Forest Service - Colville National Forest designated the route in 1990 as a National Forest Scenic Byway. Bicyclists are frequent users of Sherman Pass because it is rdesignated as US Bike Route 10 and is one of the most scenic routes available in the State of Washington.

North Pend Oreille Scenic Byway is located one hundred miles northeast of Spokane, WA. The 27-mile corridor (SR 31) begins at the Tiger Junction (SR 20) and proceeds north along Pend Oreille River to the Canadian border. The area's scenic, natural, and recreational qualities led to State scenic route designation in 1993. It is a part of the larger 280-mile scenic International Selkirk Loop.

Pend Oreille Valley Scenic Byway follows the Pend Oreille River from Newport, Washington north to Tiger Junction, along State Route 20. This route is also a section of the International Selkirk Loop and state designated. The name Pend Oreille is said to have come from a French trapper's description of the dangling earring pendants worn by a local Indian tribe. The route travels through beautiful river valleys and goes by the small communities of Usk and Cusick. This sparsely populated roadway offers several accesses to the river, such as an off-road ATV Park north of Cusick and recreational access for hiking and fishing into the Colville National Forest. The NF may be accessed from both the west side of the byway as

well as from LeClerc Road on the east side of the river, which is on the Kalispel Indian Reservation. The Tribe recently opened a rest stop on SR 20, about a mile north of Cusick, known as "Kalispel Kafe". It offers amenities for travelers 24/7/365.

International Selkirk Loop 'and an All American Byway' on the US half of the Loop is 161 miles, with another 242 miles of "Super Side Trips," one of which includes the Pend Oreille National Scenic Byway. In the US, the main Loop route is composed of four State Scenic Byways: The North Pend Oreille Scenic Byway and the Pend Oreille Valley Scenic Byway in Washington, and the Panhandle Historic Rivers Passage and the Wild Horse Trail in Idaho. The area covered includes Pend Oreille County in Washington, and Bonner and Boundary Counties in Idaho.

Maintenance and Preservation

The maintenance and preservation of roads is paramount to implementing an effective transportation strategy. Currently, the County Road Administration Board (CRAB) administers pavement management system requirements. A pavement management system typically entails five steps that are repeated as necessary every two to three years at the county-level:

- Mapping road network
- Pavement condition inventory
- Identify maintenance and repair needs
- Analyze repair strategies and establish annual funding levels
- Implement annual program

Counties are required by CRAB to inspect their arterials every two years. Arterials are given a numerical score from 1 (very poor) to 100 (excellent). Arterials are inspected because they provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.

In the tri-county region, there are over 800 miles of arterial roads that have been inspected from 2015-2019. In 2019 the data from CRAB reveals by county:

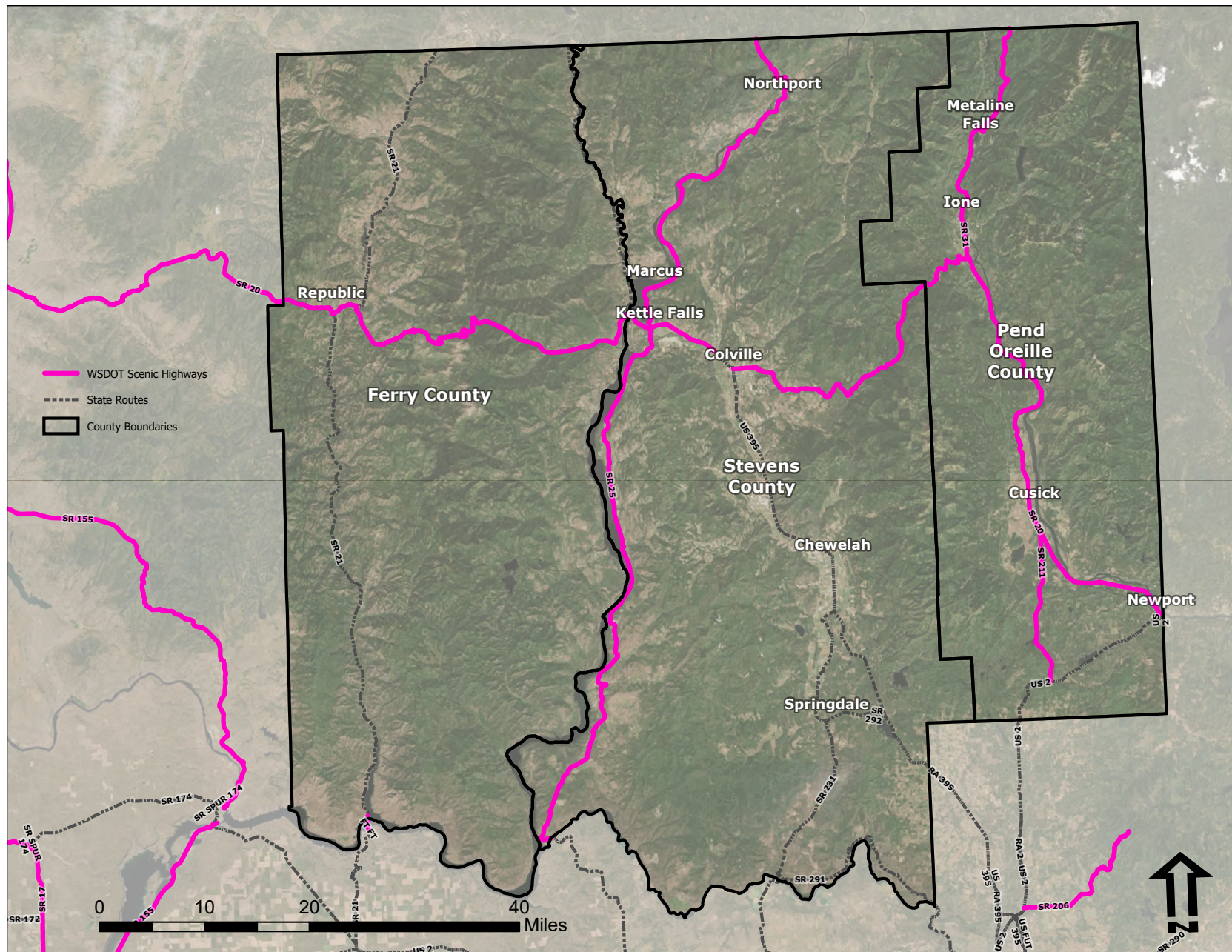- Stevens County 99% of arterials have a rating of fair or better and 1% (3 miles) are in poor or very poor condition.

Figure 4. NEW RTPO Scenic Byways

- Ferry County 80% of arterials have a rating of fair or better and 20% (35 miles) are in poor or very poor condition.
- Pend Oreille 98% of arterials have a rating of fair or better and 2% (3 miles) are in poor or very poor condition.
- There are 41 miles of county-owned arterials in the region that are in poor or very poor condition with 85% of these miles being within Ferry County.

Bridges

Bridges on the state and county roadway systems have been constructed to make important connections between different parts of each county and in providing a complete roadway system that accesses farms and cities throughout the region.

Weight restrictions on bridges are a major impediment to truck traffic. Removing bridge restrictions can provide (1) alternate truck routes that save time and/or distance and (2) truck routes that can carry both legal and oversized/overweight permitted loads. Both result in more efficient truck travel. Table 12 identifies County-owned bridges located in each county of the RTPO, including an assessment of general bridge conditions and the number of bridges that have been deemed structurally deficient.

Structurally deficient means that a bridge requires repair or replacement of a certain component. This may include cracked or spalled concrete, the bridge deck, the support structure, or the entire bridge itself. If the condition is such that it no longer can

Table 12. County-Owned Bridges				
County-Owned Bridges	Ferry County	Pend Oreille County	Stevens County	Total
Condition				
Good	10	21	17	47
Fair	11	5	22	38
Poor	2	3	9	14
Total County-Owned Bridges	23	29	48	100
Structurally Deficient Bridges	2	3	10	15

(WA County Road Administration Board, 2021)

carry its intended traffic loads it may be weight restricted. Being structurally deficient does not imply that the bridge is in danger of collapse or unsafe to the traveling public. 15% of bridges owned by the counties in the NEW RTPO region are structurally deficient. Many of the poor condition or structurally deficient bridges are less than 20-feet in length and do not qualify for bridge specific funding sources.

In addition to the 15 county-owned structurally deficient bridges, there are six state-owned bridges identified by WSDOT in poor condition in the region (WSDOT Bridges, 2021). Due to higher traffic counts on state roads, bridges rated in poor condition may be posted with truck weight restrictions.
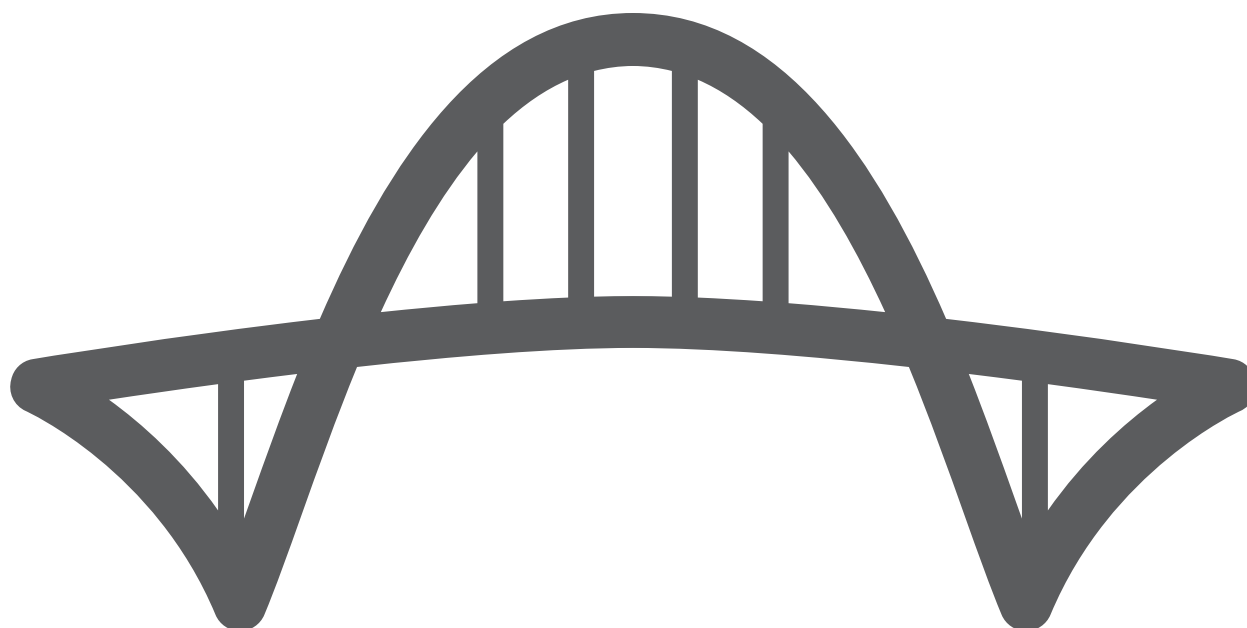
Road Safety

Transportation safety is a multi-modal roadway concern for every region and jurisdiction. Through the public engagement process 60% of survey respondents identified safety as the most important issue overall. Respondents also identified narrow roadways (51.8%), wildlife (50.9%), and speed of vehicles (35.1%) as their top safety concerns. In the Tri-County area, fatalities and injuries from crashes occur regionwide, especially on state routes. As shown in Table 13, crashes resulting in serious injuries and/or fatalities occur the most on state routes. Multiple factors contribute to this including higher speeds, narrower roads, and lower visibility. There are four categories of road jurisdictions for which WSDOT classifies in crash data collection including city street, county road, miscellaneous trafficway, and state route. Miscellaneous trafficways can include tribal-owned roads or federal roads.

Table 13. 2015-2020 Serious Injury Crashes by Road Ownership							
	2015	2016	2017	2018	2019	2020	Total
City Street	0	1	0	0	1	0	3
County Road	5	7	10	7	14	8	54
Miscellaneous Trafficway	1	0	1	1	0	0	3
State Route	13	15	12	13	9	14	81
Totals	19	23	23	21	24	22	141

(WSDOT Crash Portal Data, 2021)

Table 14. 2015-2020 Fatal Crashes by Road Ownership							
	2015	2016	2017	2018	2019	2020	Total
City Street	0	1	1	0	0	0	2
County Road	5	4	2	1	2	5	19
Miscellaneous Trafficway	1	0	0	2	0	0	3
State Route	7	8	5	6	6	3	37
Totals	13	13	8	9	8	8	61

(WSDOT Crash Portal Data, 2020)

Roads and Highways Issues and Needs

The issues and needs of roads and highways in the Tri-County region are identified below. The statements are both anecdotal, gathered from public comment, and empirical, gathered from local plans and standards.

- New chip seal standards cause hazards for bicyclists and other vehicles such as horse trailers due to large aggregate sizing.
- Road standards for striping and road improvement standards vary from county to county, this can be both dangerous to non-motorized modes of transportation and confusing to drivers.
- Lanes are wide with shoulders that are too narrow for bicyclists.
- Road safety audits are needed on a regular basis, especially on Tribal Reservations where the county or state owns the road.
- Improved traffic calming is needed, especially for communities with "Main Street Highways" to increase safety and mobility
- Evaluate and prioritize improvements to structurally deficient bridges
- High traffic noise along state routes and highways throughout the region
- Lack of consistency in signage
- East to west connections on County Roads are unsafe
- Wildfire evacuation routes are limited
- Roads outside of city limits are often narrow and winding
- Presence of wildlife on roadways
- Speed of vehicles often exceeds posted speed limit
- High volume of traffic on destination minor arterials such as mountain resort access in Chewelah and river access in Ferry County.
- Not all roads are all weather arterials, which make them difficult to maintain and limits accessibility in the winter
- Communities across the region are bisected by state routes requiring coordination, particularly land use zoning and development coordination between cities, counties, and the state to facilitate development that does not increase motorized and/or pedestrian crash occurrences, minimizes vehicle miles travel, and supports active transportation access between origins and destinations.
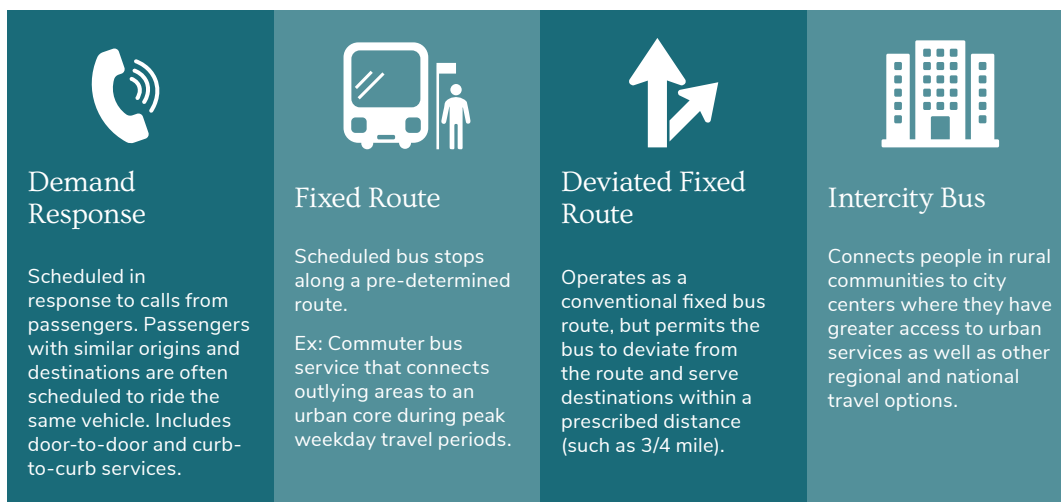
Demand Response	Fixed Route	Deviated Fixed Route	Intercity Bus
Scheduled in response to calls from passengers. Passengers with similar origins and destinations are often scheduled to ride the same vehicle. Includes door-to-door and curb-to-curb services.	Scheduled bus stops along a pre-determined route. Ex: Commuter bus service that connects outlying areas to an urban core during peak weekday travel periods.	Operates as a conventional fixed bus route, but permits the bus to deviate from the route and serve destinations within a prescribed distance (such as 3/4 mile).	Connects people in rural communities to city centers where they have greater access to urban services as well as other regional and national travel options.

Figure 5. Transit Service Types in NEW RTPO

Public Transportation

The public transportation system in the tri-county region includes fixed route, deviated fixed route, intercity bus, and demand response services (see Figure 8). In some part of the region these services are supported with other services such as vanpools, paratransit, and volunteer driver networks.

Public Transportation Service Providers

Currently, there is no public transit agency within the northeast Washington Region; however, there are six providers in the Tri-County region that offer a variety of public transportation services to residents.

Colville Confederated Tribes DOT

The Confederated Tribes of the Colville Reservation between Ferry County to the east (where Keller and Inchelium are located) and Okanogan County to the west (where Nespelem and Omak are located). Much of the population resides in the western half of the reservation. The Colville Confederated Tribes Department of Transportation (CCTDOT) has deviated fixed route services between Inchelium and Nespelem. CCTDOT also contracts with Okanogan County Transportation and Nutrition to operate service between Nespelem, Coulee Dam and Omak to the west of NEW RTPO's planning area. The transit service runs a direct route to and from the Health Clinics that do not deviate to accommodate travelers. Many transit users must meet the transit service provider on the route that it travels. In doing so, commuters must get a ride to the pickup location or leave their personal vehicle at the bus stop. The fare is free.

KALTRAN

The Kalispel Tribe's KALTRAN service connects their tribal lands near Cusick with north Spokane. KALTRAN also runs limited deviated fixed route service between Ione and Cusick. KALTRAN services are free of fare and open to the public.

Moccasin Express

The Spokane Tribe's Moccasin Express connects Spokane tribal lands to Airway Heights and downtown Spokane Monday through Friday. The fixed route is available to all riders and the fare is free. Moccasin Express had 21,442 passengers in 2017 and the Paratransit had 3,630 passengers. The Spokane Tribe has a publicly available program that provides an affordable commuting option for people on the Spokane reservation to access jobs in the Spokane region. Vans provided by the Tribe for this purpose are driven by volunteer commuters.

Rural Resources Community Action

Rural Resources provides commuter bus service in the Highway 395 corridor between Kettle Falls and Chewelah. Rural Resources is the predominate provider of publicly available dial-a-ride service in the region, serving people who need to travel in the corridors. Dial-a-ride buses do not run in these areas unless someone calls to schedule a ride in advance. Dial-a-ride service may not be available every day – in some cases services are only offered on select days of the week, or a couple times per month. They are also limited to persons of special needs including persons with disabilities, too old or young to operate a vehicle, and low-income.

Special Mobility Services (SMS)

Special Mobility Services provides a commuter shuttle between Newport and downtown Spokane.

Gold Line

Travel Washington, Washington State's intercity bus program, connects people in rural communities to city centers where they have access to broader regional and national travel options.

Within the tri-county region, Travel Washington's Gold Line is the only designated intercity bus service. It offers two round trips daily even on weekends. The Gold Line is operated under contract with a private bus company to connect communities within Stevens and Spokane counties to Greyhound, Amtrak, downtown Spokane, and the Spokane International Airport. The route has twelve stops between Kettle Falls and the Spokane Airport.

While several other providers in the region also link cities and provide connections to Spokane, the Gold Line has a unique standing and purpose as the region's intercity carrier. The overarching purpose of intercity bus service is to connect people with other intercity transportation options for longer distance, typically overnight travel.

As a designated intercity bus service, Gold Line schedules are required to be coordinated with connecting Greyhound service in downtown Spokane. For the Gold Line, aligning with Greyhound service schedule takes priority over all other regional travel needs. For example, Gold Line's schedules and services cannot be adjusted to make the service more convenient for daily commuting and other everyday travel needs if connections with Greyhound will be impacted. Furthermore, service is impacted by availability of drivers and is not reliable as a result, especially on weekends.

Public Transportation Issues and Needs

Feedback from stakeholder outreach noted that the roads used by many transit routes are not well maintained, causing damage to the fleet of vehicles and additional costs. Additional feedback included:

- A need for expanded routes, including evening and weekend services and more frequent trips.
- Regionwide improved communication such as a "trip planner" providing real time information.
- One central location for transit information and news such as contact information, changes in services, and how to transfer to other service providers.
- Consider a non-Google option for updating and providing transit information because Google can be slow and unreliable.
- Provide driver training support.
- More consistency and reliability in transit services such as being on time for fixed routes and improved customer service. There should be a formalized way to get answers when something is wrong or unexpected.
- Existing services require vehicle to bus stop trips, which can delay service and cause confusion. Desire to add more hubs, stops, and transfers.
- Need for service to resume from Newport, Washington to the nearest metropolitan area, Spokane.
- Increase frequency between Chewelah, Colville, and Kettle Falls.
- Public transit "park and ride" locations should be evaluated. Are they working for users and in the best location(s)?

- ◆ Major gap between Chewelah and Spokane.
- ◆ Significant gap in the Inner City Bus Line. They have to ride from Republic to Kettle Falls to connect with the Gold Line or from Republic to Tonasket to connect with the Apple Line.

Also identified in the region's 2018 Coordinated Public Transit – Human Services Transportation Plan are the following gaps and needs:

- ◆ A top need is to maintain services and connections that people currently rely upon for access to jobs, essential shopping, medical services, visiting family and friends, and other basic travel needs.
- ◆ The three Tribes in the tri-county region do not have intertribal public transportation.
- ◆ Service hours and overall convenience for commuters across the region is lacking.
- ◆ Currently no evening or weekend services provided, with the exception of the Gold Line, which provides services on the weekend.
- ◆ Information gaps exist for people who need transportation and are unable to find information on available services or the information is outdated, confusing, or limited in availability.
- ◆ Affordability is an obstacle for low-income people who are reliant on public transit and human services transportation.
- ◆ Transportation providers are not in regular communication; where services between neighboring providers do not connect in location or in time; or where providers with similar services compete for customers.
- ◆ Technology related to transportation services is undergoing rapid transformations on multiple fronts and can create gaps in services provided.
- ◆ Many rural bus stops are not safe to access and lack proper signage for easy wayfinding.
- ◆ Transportation services are significantly grant dependent and other funds are scarce.

A continued barrier for improving transit services is funding. Increased services, improved transit infrastructure, and driver training are costly for municipalities and local governments. This Regional Transportation Plan proposes a funding strategy towards the end of the document that takes on a collaborative, regional approach to optimize funds and aim to reduce the cost burden of transit providers.
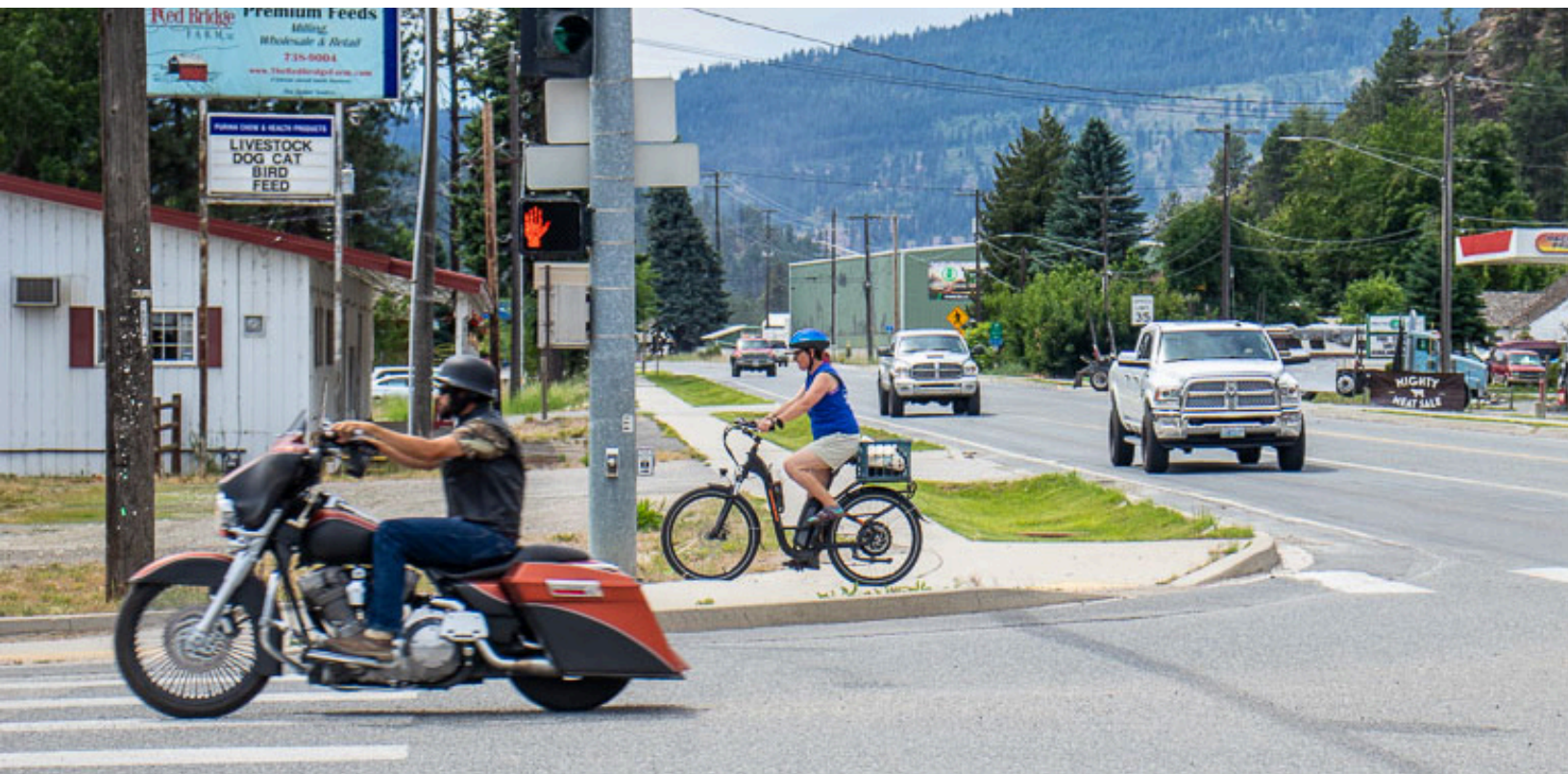
Railroads

The region is primarily served by two rail companies Progressive Rail and OmniTrax. The Pend Oreille Valley Railroad (POVA) also provides a short connection through Pend Oreille County to Idaho. Railroads serve an important role in the freight and goods transportation system. The rail system provides alternative methods of transporting goods that would otherwise be moved by truck on state or local roads, or not at all. This relieves pressure on local and regional roads, improves the region's access to goods, and assists with economic development.

In the U.S, railroad carriers are designated into three freight classes I, II, and III as established by the Surface Transportation Board. The class thresholds, adjusted for inflation, are:

> Class I: A carrier earning revenue greater than $500 million

> Class II: A carrier earning revenue between $40 million and $500 million

> Class III: A carrier earning revenue less than $40 million and typically local short-line railroads.

Progressive Rail operates the St. Paul and Pacific Northwest Railroad on former Burlington Northern Sante Fe (BNSF) rail lines from Chewelah to Kettle Falls and then northeast to Columbia Gardens, British Columbia. The carriers operated on this line are Class I freight. The railroad connects with BNSF rail in Chewelah then makes connections in Spokane County where there are direct lines from Union Pacific, Burlington Northern Santa Fe and Amtrak to Seattle and Chicago, serving as a gateway that connects the interior U.S. and the Pacific Rim.

Operated by OmniTrax, the Kettle Falls International Railway connects Kettle Falls northwest to Grand Forks in British Columbia. The route connects south of Kettle Falls to the St. Paul and Pacific Northwest Railroad on Progressive Rail. It is a Class III short-line railroad primarily moving freight.

The Port of Pend Oreille owns and operates the Pend Oreille Valley Railroad (POVA). POVA is a short line Class III railroad providing railcar storage and freight service between Metaline Falls in Washington and Sandpoint, Idaho.

The benefits of railroads include attracting new industries and reducing the number of trucks on the roadway system, which eases road wear and tear, fuel consumption, and congestion, and improves air quality. "More than half of the state's rail system has traffic with densities less than five million gross ton-miles per mile. These lines are known as short-line or branch railroads. Short line often does not generate enough revenue for appropriate track maintenance. Accumulated deferral of these expenditures leads to a gradual deterioration of the track, ties, and base. This leads to reduced train speeds and inefficient operations. As costs of operations escalate, service deteriorates, and shippers convert to other modes, deferred maintenance costs rise to a staggering total, and the line ends up in trouble, possibly abandoned." (Palouse 2042 RTP)

Railroads Issues and Needs

Issues and needs identified by stakeholders included:

- Investing in transloading capabilities, which allows trucks to transfer freight directly to rail and reduces the demand of trucks on regional highways.
- Missed opportunity for passenger train tourism attraction.

Active Transportation Facilities

Active transportation includes any means of travel that does not involve a motorized vehicle. It can also include motorized devices that assist a person's mobility at very low speeds, such as electric motorized scooters that may be used either sitting or standing. Due to factors such as an aging population, economic instability, and the younger generation choosing to forego the use of automobiles for travel, it has become more crucial to provide safe access to non-motorized modes of travel and access to public transportation. Communities are beginning to consider the addition of protected pedestrian and bicycle paths or incorporating lanes and other modifications for such travel in their roadway improvement projects.

Pedestrian System

The State of Washington recognizes the need to reduce crashes between pedestrians and motor vehicles and has programs in place to assist communities with the development of facilities for non-motorized use. Still, providing safe travel for pedestrians is an ongoing challenge; separate paved off-road facilities for pedestrian and bicycle use are sparse throughout the region and are limited to points within city limits. In many of the communities, sidewalks are the only type of separate facility for non-motorized transportation, and in most areas, sidewalks are non-existent. Within the urban areas where sidewalks do exist, they are often very old, worn, broken, or buckled, due to frost heave and exposure to severe winter weather.

Efforts to increase the quality and quantity of sidewalks have been made in recent years, particularly with the Surface Transportation Program – enhancement funds made available by the federal government. Most of the communities have projects included in their Transportation Improvement Programs to expand their sidewalk systems.

Typically, pedestrians are thought of as persons traveling by foot; however, consideration should also be given to pedestrians who use "electric personal mobility assistive devices," also known as EPMADs or scooters. These devices may be legally used on sidewalks, under pedestrian regulations, or along the sides of the road, under bicycle regulations. In either case, individuals that use these devices depend on them for mobility and require safe access in their travels.

There have been recent improvements to increase safety while crossing high-traffic areas in various communities. Most of the communities in our region are considered "Main Street Highway" cities, whereby the main thoroughfare is usually a highway that traverses their community. This increases the potential for encounters between non-motorized users and through/moving vehicle traffic. Improvements include the installation of curb bulb-outs to decrease travel distance crossing roads; increased visibility in crosswalk signage and markings; adding illumination; and installing active signage, such as Rectangular Rapid Flashing Beacons (RRFBs) to alert vehicles of pedestrian presence at a crossing.

Bicycle System

The region has experienced considerable growth in bicycling activity in the recent past. While there are three primary categories of bicycling as a means of transportation – touring, recreation, and commuting – due to the rural and rugged character of the region, only touring has demonstrated a level of activity that merits consideration on a regional scale.

In 2014, US Bike Route 10 was designated in Washington State. US Bike Route 10 connects Skagit, Okanogan, Ferry, Stevens, and Pend Oreille Counties on a 407-mile route. The route passes through Kettle Falls, Republic, Tonasket, Riverside, Omak, Okanogan, Twisp, and WInthrop. The US Bike Route is the national bicycle network. It establishes long-distance, interstate cycling routes that make use of multiple types of bicycle infrastructure including wide shoulders and bike lanes, off-road paths and trails, and low-volume roads. US Bike Route 10 connects to Canada on the west via the ferries at Anacortes and currently extends as far east as the Montana border just east of Clark Fork Idaho. The US Bike

Route network was established in 1978 by AASHTO, the American Association of State Highway Transportation Organizations.

Rail-to-Trails

Rail-to-Trails are former railroad rights-of-way that have been converted to trails for public use. Because they generally connect developed areas and are relatively flat, abandoned railways are ideal for conversion to trails. There are two rail trails in the tri-county region, both located in Ferry County.

- The Ferry County Rail Trail is a non-motorized trail located in north-central Washington. It traverses over 24 miles from Republic, the county seat of Ferry County, to Danville, next to the Canadian border. The trail can be accessed via Highway 97 through the Okanogan Valley or via Highway 395 from Colville to Spokane. Republic is located on State Highway 20, which connects Highway 97 to Highway 395.
- The Golden Tiger Pathway is a 5.7-mile rail trail located in the City of Republic. The trail is open to walking, bicycling, and motorized ATV use. From the north end of the trail, you can connect to the Ferry County Rail Trail.

Active Transportation Issues and Needs

The following issues and needs regarding multimodal facilities were identified in local plans and through public engagement for this plan:

- Improved connections between road infrastructure and multimodal trails
- Upgraded signage for bicycle visibility and safety on curved roads
- Develop additional bicycle networks and maps of existing bike routes regionwide
- Many rural roads in the region have narrow shoulders and minimal to no sidewalks, which greatly increases safety risk for multi-modal users.
- County roads are often not paved or too narrow for bicyclists to use.
- Bike lanes in communities are often siloed and do not connect to a larger network.
- Pedestrian safety is a primary concern across all three Tribal communities in the tri-county region.

Table 15. Freight and Goods Classification				
Freight and Goods System	Ferry County	Pend Oreille County	Stevens County	Total
State Truck Route Class				
T-1	0	0	0	0
T-2	0	0	0	0
T-3	109.25	38.39	91.82	239.46
T-4	112.97	125.4	164.52	402.89
T-5	0	62.21	78.95	141.16
Total Mileage	222.22	226.00	335.29	783.51
Total Adequate	25.78	0.49	12.82	39.09
Percent Adequate	11.6%	0.2%	3.8%	5.0%

Intermodal Facilities (Freight and Goods Movement)

Freight transportation is an important component of the larger transportation system because it is the base for region and statewide economies, supports natural defense, and facilitates the distribution of goods and services to all residents daily. The projected growth demand for freight transportation to serve commerce across the state is increasing the need for state and local governments to appropriately anticipate and provide for current and future freight transportation infrastructure to address this mobility need.

The Washington State Legislature has recognized that Washington State is uniquely positioned as a gateway to the global economy. As one of the most trade-dependent states per capita in the nation, Washington's economy is highly dependent on an efficient multimodal transportation network to remain competitive. The vitality of the state's economy is placed at risk by growing traffic congestion that impedes the safe and efficient movement of goods. Freight corridors that enhance the state's competitive position through regional and global gateways are strategically important.

Ownership of the freight mobility network is fragmented and spread across various public jurisdictions, private companies, and state and national borders. Transportation projects have grown in complexity and size, requiring more resources and longer implementation time frames. State investments

in projects that enhance or mitigate freight movements should pay special attention to solutions that utilize a corridor solution to address freight mobility issues with important transportation and economic impacts well beyond any local area.

Freight Classification

To determine gross annual tons on each road, every county must have accurate truck volumes and classification information on its road system using the County Freight and Good System (CFGS). Counties are responsible for providing this information annually to the County Road Administration Board (CRAB) to receive gas tax revenue and qualify for state transportation funding.

The CFGS integrates with the statewide Freight and Goods Transportation System (FGTS) by using the same classification system. The FGTS tonnage classification system classifies freight corridors into different categories based on annual freight tonnage moved. It defines tonnage thresholds for truck, rail, and waterway freight corridors and identifies heavily used freight transportation networks within the state. FGTS truck corridors are classified into five tiers, T-1 through T-5, based on annual gross truck tonnage:

T-1 More than 10 million tons per year

T-2 4 million to 10 million tons per year

T-3 300,000 to 4 million tons per year

T-4 100,000 to 300,000 tons per year

T-5 At least 20,000 tons in 60 days and less than 100,000 tons per year

Within the Tri-County, there are almost 3,000 miles of county roadways included in the statewide Freight and Goods System. Of that, approximately 783 miles are reported within the first five tiers of truck route classifications. Table 15 shows the mileage of the freight and goods system in the Northeast Washington RTPO by Truck Route Class, including the total mileage of adequate roadways in the Freight and Goods System.

To be considered an adequate road within the FGTS, there are minimum tolerable conditions that must be met which factor in the road width and structural capacity of the road compared with its tier status. The output identifies if the road is adequate to sufficiently support movement of freight and goods within the FGTS. In the tri-county region, only 5% of roads classified between T-1 and T-5 are considered adequate for the movement of freight and goods. As discussed in the Roads section, 57% of roads are

unpaved within the region and many paved roads are narrow contributing to the low adequacy percentage. Additionally, roads in the region are not designed as all-weather roads which greatly restricts freight movement in the winter months.

All Weather Roads

There is a need to upgrade freight transportation routes to all-weather road standards as the market demand for goods and deliveries to rural regions increases. A priority of this plan is to make the system of all-weather roads more complete to provide greater access to rural populations year-round. Many of the region's roads experience annual load restrictions during the winter months that close roads to freight. These road closures are enacted because of the potential serious damage to roadways caused by heavy traffic in winter weather conditions. Depending on the weather conditions, road restrictions can be enacted as early as November and remain off and on until April. This is a major negative impact to the regional economy, as it impacts the forestry, agriculture, and shipping industries as well. Transitioning non-state major arterials to all weather road standards will subsequently increase the adequacy of roads for the freight and good system while also bolstering the regional economy year-round.

Intermodal Facilities Issues & Needs

- Freight traffic often goes through city centers limiting lane modification and parking configurations for rural minor and major arterials.
- Low road adequacy on freight routes, high need for wider road design and better structural standards to accommodate freight tonnage for T-3 through T-5.
- Only state-route highways are all-weather rated, greatly restricts freight movement in winter months.

Air Transportation

There are six airports in Northeastern Washington capable of accommodating small aircraft, with two in each county. These airports serve an important function of the overall regional transportation system. Airport locations in the tri-county region are shown in Figure 9.

Out of the six airports in the NEW RTPO region, two are included in the Federal Aviation Administration's

National Plan of Integrated Airport Systems (NPIAS) shown in Table 16. The NPIAS identifies more than 3,300 airports that are significant to national air transportation and thus eligible to receive Federal grants under the Airport Improvement Program (AIP). The remaining four non-NPIAS airports are not eligible to receive Federal grants and must fund planning and improvement projects locally. Funding assistance can also be obtained from the State, when available, through the Washington State Department of Transportation's Local Airport Aid Grant Program.

Air Transportation Issues and Needs

- Life flight services are unreliable and expensive
- Weather reporting is often inaccurate.
- There is a gap in Life Flight services between Omak Airport, Ione Airport and Sandpoint Airport. Northport has been identified as an ideal location for a Life Flight landing strip.
- Flight challenges in the winter through the Selkirk Mountains.
- Need for jet fuel stations, especially in Chewelah.
- Expand airports to more uses such as Life flight and fire emergencies, including designated areas for these services that are maintained year-round.
- Little to no information on airport operations for airports within the tri-county region.

Figure 6. Eastern Region Airports (WSDOT)

Table 16. NPIAS Significant Airports				
Airport and Location	Owner	NPIAS Airport	NPIAS 2021-2025 Development Estimate	Runway Length x Width/ Surface Type
Avey Field Laurier	WSDOT Aviation	No	N/A	1,975'x 40' gravel
Colville Municipal Colville	City of Colville	Yes	$0	2,695' x 40' asphalt
Ferry County Republic	Ferry County	No	N/A	3,498' x 60' asphalt
Ione Municipal Ione	City of Ione	Yes	$833,333	4,059' x 45' asphalt
Sand Canyon Chewelah	City of Chewelah	No	N/A	3,446' x 48' asphalt
Sullivan Lake State Metaline Falls	WSDOT Aviation	No	N/A	1765' x 150' turf

Water Transportation

Ferries

The tri-county region is home to one of the world's principal rivers, the Columbia. The river is 1,243 miles long with a basin size of 258,000 square miles. Due to the Columbia River's size, there are two ferries operating in the Tri-County region that provider river crossing services. Both are free of charge and operate year-round.

- The **Keller Ferry** is owned and operated by WSDOT. The ferry crosses the Columbia River between Ferry County and Lincoln County at the confluence of the Columbia and Sanpoil Rivers. This ferry route is a link in a rural highway, SR 21, providing vital access to and from southern Ferry County. Approximately 60,000 vehicles travel on the Keller Ferry each year. The ferry operates seven days a week, 18 hours a day, from 6:00 am until midnight.
- The **Inchelium-Gifford Ferry**, operated by the Colville Confederated Tribes, is another ferry across the Columbia River serving the region. It connects Inchelium, located on the Colville Reservation in Ferry County, to Gifford, located on SR 25 in Stevens County. The ferry runs daily between 6:30 am and 9:45 pm (8:45 pm in the winter months) and closes for one week annually for maintenance.

Columbia River

As the largest river in the Pacific Northwestern portion of the United States, the Columbia River is a very complex and heavily utilized resource. The river flows through the tri-county region from British Columbia southwest to the Pacific Ocean and southeast to the Snake River. No other single resource in the Pacific Northwest influences the character and way of life of people in the region as much as the Columbia and its major tributaries. The Pacific Northwest is dependent to a large extent upon the river for its power, food and fiber through irrigation, transportation through navigation, recreation, fisheries, and to a lesser extent, municipal and industrial water supply. Development of dams and storage reservoirs within the Columbia River Basin has taken place to meet the often competing needs and uses of the Columbia River and its major tributaries. How these various projects are operated determines the extent to which certain river uses can be met.

The Columbia River is a valuable transportation mode nationwide. One 3,500-ton barge can transport the equivalent of 134 twenty-six-ton freight trucks. Barges on the Columbia River transport 60% of all wheat exports in the United States, equaling 15 million metric tons in 2020 (Pacific Northwest Waterways Association, 2020). Barges on the river also transport soy, wood products, automobiles, minerals, and corn.

In the tri-county region, the Columbia River creates the boarder between Ferry and Stevens County. In Ferry County the lands adjacent to the river on the north end of the county are largely U.S. Forrest Service and to the south the lands adjacent to the river are Colville Confederated Tribes, tribal lands. In Stevens County, Highway 25 runs parallel to the Columbia beginning at the Washington/Canada boarder, heading south, until Highway 25 diverges slightly inland. Speckled along the Highway 25 corridor are many small rural communities popping up along the the shore-lands.

Water Transportation Issues and Needs

- Ferry service is unreliable and time consuming
- Balancing the needs of the local Tribe, communities and counties is a priority.
- Public access/recreation and environmental concerns is complex.

Emergency Response

With the rise of wildfires and the 2019 Coronavirus Pandemic, identifying emergency response routes in the tri-county region is more critical than ever before. Currently, emergency response routes are inventoried on a county-by-county basis in Stevens, Ferry, and Pend Oreille.

Issues and Needs

The following issues and needs were identified by the community and stakeholders about emergency response:

- Wildfire evacuation routes are limited.
- Many traffic signs have wood posts, susceptible to burning during wildfires.

Emerging Transportation Types

Technologies are constantly evolving and changing, which allows for new innovations in transportation as well. Newer technologies include electric vehicles and autonomous transportation.

Electric Vehicles

According to the Department of Commerce, transportation is Washington State's largest source of greenhouse gas emissions and it emits other major pollutants such as particulate matter and nitrogen oxides (WSDOC, 2021). As a result, the electrification of vehicles provides an opportunity to reduce transportation emissions.

The emergence of more electrical vehicles (EV) on the road and availability of grant funding to support EV infrastructure will require NEW RTPO to plan for appropriate infrastructure installations such as electrical vehicle charging stations. Many communities in the region have adopted code language to allow EV battery charging stations as a use in all areas except critical areas. Cities are authorized and encouraged to adopt inventive programs to encourage the retrofitting of existing structures with electric outlets capable of charging electric vehicles.

Autonomous Transportation

Autonomous transportation includes self-driving vehicles, self-piloted drones, and driver-assisting vehicles. Additionally, the rise of drones will require new policies such as flight restrictions during wildfires and enforcing requirements for drones to broadcast identification and location information.

Other Considerations

As the region's Economic Development District and Regional Transportation Planning Organization, other considerations for infrastructure development should be addressed as the region grows. The most important consideration includes enhanced provisions of broadband and cellular service access for the region, which is largely underserved. Transportation projects can often work in conjunction with the installation of broadband by providing corridors for broadband infrastructure when the ground is already disturbed. It is good practice for agencies to coordinate installing all infrastructure utilities at once when transportation facilities are built or modified.

NEW RTPO Multi-Modal Transportation Program

This chapter proposes a regional transportation program to guide development of an integrated, multimodal transportation system in northeast Washington. The program is driven by regional initiatives and recommendations that are key to successfully achieving the goals of this Regional Transportation Plan.

The transportation recommendations focus on implementing projects which improve the overall transportation system in the northeast Washington region. Recommendations focus on each of the different transportation categories, identify potential funding sources and provide a measurable benefit to the community and region. Finally, the plan incorporates a process for on-going monitoring which is an important step in implementing projects in a logical, prioritized method.

Future Transportation Trend Forecast

Washington Administrative Code 468-86-130 requires that common regional population growth assumptions are used to prepare future travel demand forecasts which are used to identify future transportation system deficiencies.

As indicated in the Demographics section of the RTP, population projections show a modest 5.6% rate of growth in Pend Oreille County between 2020 and 2040) and diminutive 0.2% rate growth for Ferry County. However, Stevens County is predicted to have moderate growth at a rate of 11.2% due to the extent of expected new housing developments.

Planned projects identified by the Washington State Department of Transportation that are intended to help meet the identified future deficiencies include:

1. Building the US 395 North Spokane Corridor, which will be a 60-mile per hour, 10.5-mile-long north/south limited access facility; that connects to I-90 on the south end and connects to existing US 2 and US 395. The project will reduce travel time through Spokane by 12 minutes, benefitting Tri-County commuters on the US 395 corridor. The project anticipates full completion in 2029.

2. Maintaining multiple roads in the region through chip seal restoration in 2022 on roads in all three counties including SR 20, SR 31, and US 395.

According to WSDOT's Corridor Sketch Initiative, the future function of all corridors within the region are expected to remain the same based on projected populations, land use, and economic trends.

Historic Regional Population Growth and Annual Average Daily Analysis

The following map compiles population trends from 2010-2020 into each block group within the tri-county region. The white-green block groups represent the population change by percentage. The highway and state routes have also been identified on the map. The color scheme along the highways and state routes represent the annual average daily traffic (AADT) percent change from 2010-2019. By comparing the two data sets we can better understand the historic trends pertaining to population growth and average daily traffic across the region, easily recognizing areas of growth and routes/route segments with increased trips
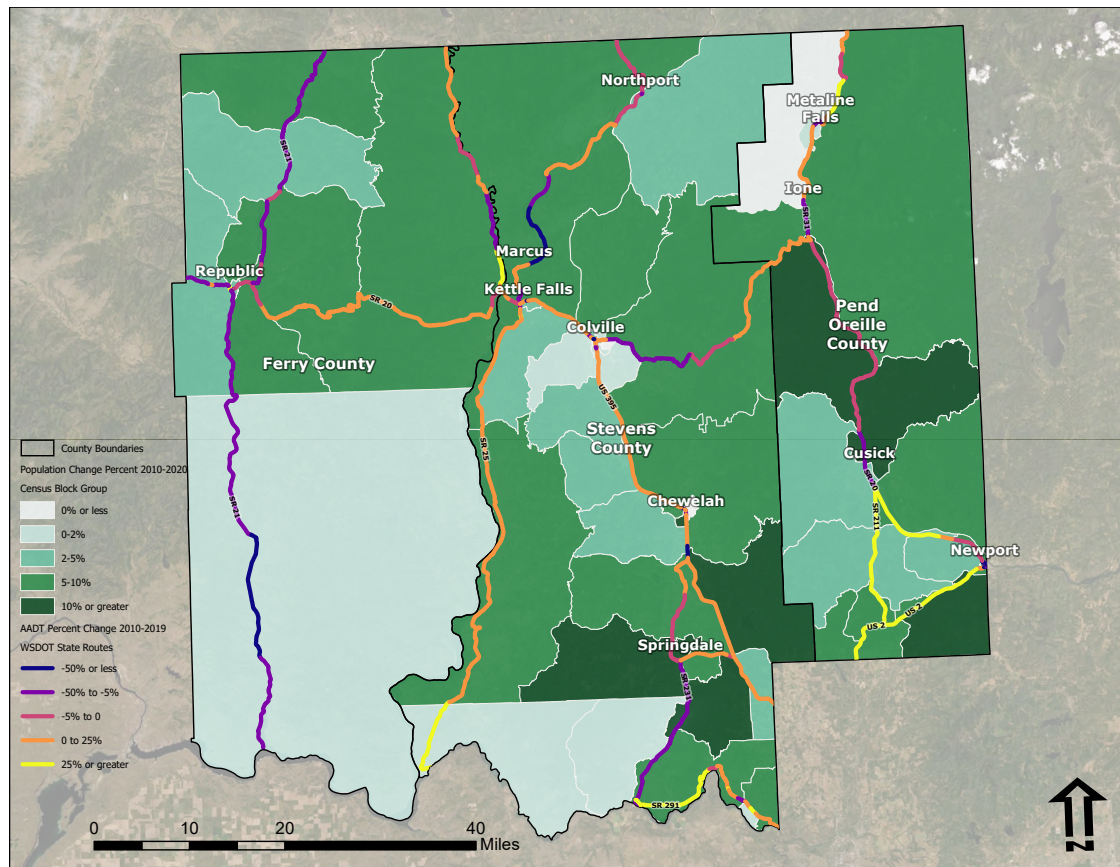
Figure 7. Growth Trends in the NEW RTPO Region 2010-2020

Population Trends

- Pockets of 10% of greater population grown can be seen around southeastern Stevens and Pend Oreille County as well as central Pend Oreille County. The historic growth is consistent with the Stevens and Pend Oreille Counties projected population growth.
- 2-5% of population growth has occurred along US395 between the City of Chewelah and the City of Colville.
- Northern Stevens County has also seen 2-5% growth while across the border in Pend Oreille County the northwest corner has seen less growth at 0% or less.

Traffic Trends

- Traffic increases were significant on US2 between Newport and Pend Oreille County boundary and SR211.
- Traffic increased on US395 between Stevens County's southern boundary and Colville/Kettle Falls, as well as on SR20 between Kettle Falls and Republic.
- SR 21 saw a decrease in traffic over this timeframe.
- Generally, traffic growth occurred between the major population centers and on routes leading to/from Spokane/Spokane County.

Regional Initiatives

This section details the regional initiatives that are the foundation of NEW RTPO regional transportation program. The initiatives are a broad recommendation approach intended to be led by the NEW RTPO and provide guidance to local, tribal, and state transportation partners. Multiple project suggestions may fall under one initiative. These initiatives were created to address issues of regional significance and consequence. They include the following in no priority order:

1. Bike Tourism Development
2. Integrated Infrastructure Policies
3. Public Transportation Benefit District
4. Regional Roadway Safety Plan
5. State Highway Coordination
6. Sustainable Electric Transportation Infrastructure
7. Airport Improvement Program

Bike Tourism Development

Bike tourism development is the use of cycling to draw visitors to an area for the purpose of economic development. This initiative includes developing a robust bicycling network throughout the tri-county region in existing economic development areas. Although the primary purpose of Bike Tourism Development is to draw visitors and encourage economic activity the improvements will initiate a comprehensive bicycle network in the region that invests in recreational opportunities.

Economic success depends on positive experiences and ensuring that there is somewhere enjoyable to ride. There are four primary types of bike tourism to consider when developing bike tourism infrastructure which include: bicycle travel and touring, event-specific, destination riding, and day rides or urban cycling.

An approach to achieving this initiative includes building on existing assets. For example, inventorying roads with lower traffic volumes and four-foot-wide shoulders can identify where to prioritize active transportation infrastructure. Existing facilities in the tri-county to concentrate bike tourism development include the existing US Bike Route 10, the Tiger Triathlon in Colville, and the region's scenic byways.

The **Bike Tourism Development** Initiative primarily supports the RTP's Economic Vitality goal to *promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to nurture a prosperous economy.* Corresponding Economic Vitality strategies that can be addressed through this initiative include:

◆ Investing in recreational opportunities regionwide
◆ Assuring scenic byways are maintained and improved to allow multimodal tourism such as cycling.

This initiative also secondarily supports the Environment and Health goal to *enhance the region's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.* A corresponding Environment and Health strategy is:

- Increase availability of walking, bicycling, public transit to reduce environmental pollution and health risks

RTPO Next Steps

1. Collaborate with the Tri-County Economic Development District to identify improvement projects
2. Promote and provide transportation alternative funding opportunities
3. Provide technical assistance in implementing Bike Tourism Development projects and/or plans

Integrated Infrastructure Policies

Transportation is not an isolated infrastructure. The larger transportation network relies on utilities for streetlights, stormwater drainage to keep water off the roads, and reliable broadband connectivity to access public transportation information. Adopting integrated infrastructure policies can address the infrastructure gap in rural communities.

Improved broadband connectivity, especially for cellular devices for the access to transportation schedules and information is a priority for both the Tri County Economic Development District and the NEW RTPO. Improving access is a vital step to ensure an effective multi-modal transportation system. Public transportation users rely on connectivity for bus route information and prompt schedule updates. Active transportation users rely on connectivity to search for trails and safe routes for bicyclists. Road users in vehicles, such as private and freight, rely on connectivity for live traffic congestion and the latest

road construction information. The NEW RTPO should support and guide integrated infrastructure policies to address existing gaps in the region.

For example, "dig once" policies consider all infrastructure needs, current and projected, when completing a project to reserve resources and improve regional planning. The concept is that once the ground has been disturbed, new utilities should be installed, or existing infrastructure improved all at once. As transportation projects are completed throughout the region that require groundwork the NEW RTPO can set the stage to inform local internet service providers and the local utility company when groundbreaking projects are planned.

The **Integrated Infrastructure Policies Initiative** primarily supports the RTP's Stewardship goal to *coordinate regional planning efforts and priorities to continuously improve the quality, effectiveness, and efficiency of the transportation system.* Corresponding Stewardship strategies that can be addressed through this initiative include:

- Develop a regional public transit app/website that provides the most updated information from all regional transit services, including a trip planner feature to coordinate transportation across different services.

This initiative also secondarily supports the RTP's Public Engagement goal to *ensure public participation informs and validates transportation planning processes and recommendations.* A corresponding Public Engagement strategy is to:

- Provide information to the public through the TEDD website and printed materials.

1. Create a policy standard to guide local jurisdictions for adoption
2. Partner with the Tri-County Economic Development District to become an integrated infrastructure resource
3. Include projects eligible for dig-once opportunities alongside projects added to TIP

Public Transportation Benefit Area (PTBA) Feasibility Study

A Public Transportation Benefit Area (PTBA) is a special taxing district established for the purpose of providing public transportation. In Washington State, through RCW 36.57A a PTBA can be established through county legislative authority. The purpose of the PTBA is to be a locally driven and locally controlled entity that benefits the public.

In northeastern Washington, public transportation providers rely significantly on competitive external funding sources to provide services. The main provider of funding for transit operations in the region is WSDOT through their competitive Consolidated Grant Program. The continuation of this program is dependent upon state budget approval and match requirements increase by five percent every biennium. The NEW RTPO acknowledges that relying on external sources for revenue is not reliable or sustainable for the region's public transportation services. The development of a PTBA within the region has the potential to create a sustainable path for transit revenue streams. Although the benefit a guaranteed revenue stream is clear, whether the benefit outweighs the resources and costs required to establish and maintain the PTBA will need to be determined with a feasibility study.

As the Regional Transportation Planning Organization, NEW RTPO can facilitate the initiation of a PTBA feasibility study. This feasibility study will determine the practicality of developing a Public Transportation Benefit Area within the Tri-County region. The process will involve county elected officials, public transportation providers, and technical staff in the region. The feasibility study should include likelihood of public acceptance, benefit-cost analysis, steps to establish the PTBA, and defining roles.

The **PTBA Feasibility Study Initiative** supports the RTP's Mobility goal to *develop and maintain a multi-modal transportation system that efficiently moves people and goods throughout the region.* Corresponding Mobility strategies that can be addressed through this initiative include:

- Identify the various transportation system needs in cities, urban growth areas, and counties.
- Institute a consistent transit fare across all regional transit services with smooth and free transfers between service providers.

RTPO Next Steps

1. Initiate feasibility study process
2. Identify technical committee members
3. Facilitate public outreach and technical meetings

Regional Roadway Safety Plan

In the region, the counties collectively manage over 2,700 miles of roadway with limited resources. The benefit of a regionwide Roadway Safety Plan is the ability to combine resources, collect data, and conduct safety evaluations across jurisdictional boundaries to identify and prioritize safety improvements. A data-driven Regional Roadway Safety Plan can be used to identify where the greatest safety problems are occurring (i.e., for serious injury and fatal crashes) and to characterize the primary risk factors that are affecting the regional roadway system. The development of data-driven safety plans also provides the necessary basis for safety program grant funding applications. Developing a safety plan also furthers NEW RTPO's RTP goal to provide for and improve the safety and security of transportation customers and the transportation system.

At minimum a safety plan for the region should address the top two safety concerns identified through this plan's public engagement process, which are narrow roadways and wildlife. Approaches to addressing these safety concerns in a plan can include proposing action-based solutions with associated cost estimates.

For instance, according to WSDOT, the number of wildlife-vehicle crashes in Washington each year are undercounted (WSDOT Wildlife, 2021). A Regional Roadway Safety Plan can be the start to better quantify the number of wildlife-vehicle crashes in the tri-county region through proposing partnerships among local and state law enforcement, government administrations, and the NEW RTPO. Regarding narrow roadways, the safety plan can detail a step-by-step asset mapping solution to identify what is a narrow roadway, where they are located and how they contribute to serious injury and fatal crashes.

In addition to the identified safety concerns, the plan should also address tribal transportation safety planning needs in the region. There are funds available to Indian Tribes to develop a safety plan through the Federal Highways Administration Tribal Safety Program (TTPSF), however, the program awards are limited to $12,500 for a new plan and $7,500 to update an existing plan. The NEW RTPO has the opportunity to partner with the three tribes in the region to develop a cohesive safety plan that incorporates safety evaluations and public outreach.

The **PTBA Regional Roadway Safety Plan** supports the RTP's Safety goal to *provide for and improve the safety and security of those using the regional transportation system*. Corresponding Safety strategies to consider when developing the Regional Roadway Safety Plan include:

- Maintaining and adding guardrails on mountain passes and shorelines.
- Providing additional passing lanes on two-lane highways.
- Maintaining and adding roadway lighting and reflectors along corridors with poor visibility.
- Improving the system of all-season roadways and maintain them throughout all seasons to provide reliable and safe passage in emergencies.
- Increasing shoulder width along bicycle routes. In cases where road widening is not feasible, reallocating vehicle travel lane width to provide larger shoulders may be appropriate.
- Adding signage along bicycle routes to keep drivers aware that cyclists are on the road.

RTPO Next Steps

1. Establish metrics for road safety and conduct safety evaluations throughout the region
2. Facilitate public outreach and data collection
3. Prioritize safety improvement projects throughout the region with identified funding sources

Main Street Highway Improvements

As the needs of the transportation network change through population changes, land use, and economic trends, coordination with the Washington State Department of Transportation will be paramount to successful mobility in the region. While the Regional Transportation Plan must align with state transportation goals, there are 1,193 miles of state routes in northeastern Washington

WSDOT, in collaboration with agency partners, has identified during the Corridor Sketch Initiative process anticipated transportation performance needs on the state's portion of the transportation system. Based on the projected population, land use, and economic trends, the future function of all highway corridors in the region are expected to remain the same. However, in the tri-county region there are corridors of the highways that have a role aside from providing a quick connection between two destinations, such as main street corridors. A main street highway corridor is

a state route that intersects the center of a town as its Main Street. Nearly all of the cities and towns in the tri-county region have a state route through their town centers.

Identifying where and how main street highway corridors can achieve a local, main street feel will continue to be a priority of local jurisdictions in the region. As such, WSDOT in collaboration with the NEW RTPO and local representatives through the Corridor Sketch Initiative have identified those key main street characteristics. Any future changes, updates, or new initiatives shall be coordinated and consistent with this effort and state and local requirements and representatives. The benefit of improving these main street highways is creating a "complete street", which enables safe access for all users, regardless of age, ability, or mode of transportation. Promoting complete streets promotes economic vitality, accessibility and mobility, stewardship, and overall health and safety. Complete Streets improve conditions for biking and walking, enabling a safe, healthy, and active lifestyle. Making the road accessible to pedestrians, bikers, and transit riders, Complete Streets encourage and enable alternative modes of transportation and activate the community.

Approaches to creating Main Street focused corridors should be coordinated and approved with WSDOT on state-owned routes. Previously implemented studies provide examples of project approaches. In 2011, WSDOT conducted three case studies in communities in Washington with the following approaches:

- Widen sidewalks and install landscaping, street furniture for pedestrians
- Install pavement bulb-outs and stripes to increase safety and visibility for active transportation users
- Narrow street widths to 24-feet, which reduced auto collisions
- Create an alternative route for freight outside of the downtown center.
- Convert angled street parking to parallel parking
- Install bullfrog roundabout with pedestrian islands and marked crosswalks
- Create bicycle lanes and turn box designated space for bicyclists and install bicycle storage racks

Improvements to downtown cores throughout the region draws visitors and improves quality of life for residents throughout the region. The **Main Street**

Highway Improvements Initiative primarily supports the RTP's Economic Vitality goal to *promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to nurture a prosperous economy.* The initiative also aligns with the Stewardship goal to *coordinate regional planning efforts and priorities to continuously improve the quality, effectiveness, and efficiency of the transportation system.*

RTPO Next Steps

1. Work with and support local communities to adopt Complete Street's policies, encourage local communities to pursue grant funding to implement Complete Streets.
2. Partner with local communities to identify eligible Main Street Highway Improvement Corridors.
3. Maintain a working relationship with WSDOT to support local communities through the planning process to implement projects.

Sustainable Electric Transportation Infrastructure

The future is electric. Nation and statewide goals and policies support phasing out fossil fuel vehicles and transitioning to electric vehicles (EVs). In Northeastern Washington, total electrification of vehicles is perceived as unreachable due to the absence of essential infrastructure to charge EVs. The NEW RTPO should work with local agency members to identify potential locations to install new charging stations based on demand and need.

Another step towards reducing carbon emissions is a statewide initiative to electrify public transit fleets. In the tri-county, many of the public transportation providers traverse over one-hundred miles a day and use mid-sized buses. Current EV technology can not meet many of the region's transit needs for total electrification of public fleets, however, partial electrification should still be considered. Through partnering with the region's public transportation provider, potential routes that can be electrified due to shortest distances traveled and proximity to a current or proposed charging station should be identified.

Already required by RCW 47.80.090 for largely populated regions, electric vehicle infrastructure is on the horizon for the NEW RTPO. Electric vehicle infrastructure means structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations, rapid charging stations, and battery exchange stations. There are currently two charging stations in the entire tri-county region located in Colville and Newport. The infrastructure for electric vehicles is essential to the successful transition to electric from combustion.

The **Sustainable Electric Transportation Infrastructure Initiative** supports the RTP's Mobility goal to *develop and maintain a multi-modal transportation system that efficiently moves people and goods throughout the region.* Corresponding Mobility strategies that can be addressed through this initiative include:

◆ Develop a complete electrical vehicle charging network in strategic locations

RTPO Next Steps

1. Provide education and resources on electrical vehicle infrastructure and electrifying transportation
2. Develop model ordinances and guidance for local governments for siting and installing electric vehicle infrastructure
3. Strategically identify electric vehicle charging stations throughout the region to increase E.V. mobility

Recommendations by Modal Type

The following are recommendations to address the issues and needs identified in the Regional Transportation Facilities and Services section by each modal type. These recommendations are drawn from the public outreach at the open house series by county using a dot board exercise. The transportation project board was a dot exercise that grouped transportation types and identified projects. The activity asked the public to prioritize the projects for each transportation mode by county and provide comments on specific needs, issues, and opportunities. The prioritization rating for each project ranked them as high (H), neutral (N), or low (L), or no feedback (-).

Each transportation modal type is provided an overall priority rank based on the highest number of dots in the high, neutral, and low categories. Rankings are separated for each county and are illustrated in Table 17. These recommendations are intended to be specific and may be led by local jurisdictions and agency members with assistance by the NEW RTPO.

Modal Type	Prioritization			Recommendations
	Pend Oreille	Stevens	Ferry	
Roads and Highways	High-Neutral	High	High	• Prioritize bridge maintenance and conditions, especially in Usk and Ione. • Mitigate speeding and implement traffic calming through towns. • Improve maintenance (particularly in the winter) over Sherman Pass and Boulder Pass.
Public Transportation	N/A	High	High	• Develop a regional Park & Ride. • Improve connectivity and reliability to access services, such as medical. • Incorporate public transit and alternative modes of transportation in designing future road infrastructure. • Improve outreach and education for transit users. • Coordinate schedules across the region for reliable transfers. • Create a reliable live transit trip planner • Help people creatively find ways to maximize their trip. • More emergency services. Many places are very remote and have poor roads. • Public transit connectivity from Republic to Tonasket. • Improve public transit in Colville.
Railroads				• Add passenger rail options, could be a tourism attraction.
Active Transportation	High	High	High-Neutral	• Areas being logged should be avoided for the Kettle Falls to Colville Non-Motorized Trail Project. • Convert the old military road to Ft. Colville to a trail. • Educate drivers and cyclists. • Greater bicycle network connectivity and opportunities • Improve road conditions on Hwy 20 to increase safety for cyclists and other road users. • Improve road surface standards such as, paving standards to narrow lane widths and widen shoulders • Maintain roads with better chip seal practices for active transportation users. • Promote safety for active transportation users • Supportive of the Kettle Falls to Colville Non-Motorized Trail.
Freight Transportation	High	High	N/A	• All weather roads are important to providing employment opportunities for the region.
Air Transportation	High-Neutral	High	Neutral-Low	• The number of private pilots will continue to increase in the region. • Good accessibility to airports in the region • Greater accessibility to life flight
Water Transportation	Neutral-Low	High	Low	• Extend Inchelium Ferry Operations
Other	High	High		• Invest in emerging transportation like electrical vehicle infrastructure. • Greater multimodal connectivity to outside the region

Table 17. Recommendations by Modal Type

Monitoring the Transportation Plan

The performance monitoring system used by the NEW RTPO agencies to evaluate the performance of the regional transportation system includes measuring:

- Traffic volumes for determining level of service
- Number of bicyclists and pedestrians
- Collision rates
- Pavement condition
- Bridge condition
- Rail condition
- Number of aircraft flights
- Number of public transportation users
- Park and ride lot usage
- Freight tonnage transported
- Public input and opinion

The following types of thresholds will be considered by the NEW RTPO while evaluating the performance of the Regional Transportation System during plan updates. The NEW RTPO members can also use these types of thresholds to help them evaluate the types of projects needed to improve the performance of the regional transportation system when developing their Six-Year Transportation Improvement Programs.

- Are segments of the Regional Transportation System meeting an acceptable level of service? The NEW RTPO will encourage agencies to improve their segment of the regional transportation system to meet acceptable standards.
- Are the number of bicyclists and pedestrians increasing? The NEW RTPO will encourage agencies to identify projects and funding to improve or add non-motorized facilities for bicyclists and pedestrians.
- Are collision rates on the Regional Transportation System decreasing? The NEW RTPO will encourage agencies to identify projects to improve the safety for the traveling public on the regional transportation system.
- Is the percentage of road mileage on the Regional Transportation System with good pavement condition increasing? Is the pavement condition for airports improving? The NEW RTPO will

encourage agencies to seek funding to improve pavement condition on their segment of the regional transportation system.

- Are there fewer bridges in the Regional Transportation System in need of repair or replacement? The NEW RTPO will encourage agencies to seek funding for bridge improvements that affect the Regional Transportation System.
- Is the overall rail condition in the region improving? The NEW RTPO will encourage agencies and rail companies to evaluate how to address rail needs and support efforts to improve rail conditions.
- Is the number of aircraft flights increasing? The NEW RTPO will encourage airports to identify projects and seek funding to improve airports and their services to support the Region's air transportation.
- Is there an increase in public transportation use? The NEW RTPO will encourage public transportation providers to evaluate and add services to meet the needs of persons wanting to use public transportation services in the region.
- Is the usage of park and ride lots increasing? The NEW RTPO will encourage shared mobility by supporting agencies evaluate the need for park and ride lots.
- Is the amount of freight being transported in the region increasing? Is the amount of freight transported on roads that have inadequate structure to support its weight decreasing? Is the amount of freight transported by rail or barge increasing? The NEW RTPO will encourage agencies to evaluate and address the region's ability to move freight adequately and seek funding for needed improvements that address inadequate structure.
- Are the residents and visitors in the NEW RTPO region satisfied with their transportation choices? The NEW RTPO will encourage agencies to consider and address public input on the regional transportation system and seek funding to improve transportation choices for all residents and visitors.

Table 18. RTP Goal Action Plan

RTP Goals	Regional Initiative	Actions	Cost	Timing 2022-2027	Timing 2028-2033	Timing 2033-2038	Key Entity(ies)
Economic Vitality	Bike Tourism Development	1) Collaborate with the Tri-County Economic Development District to identify improvement projects	$	✖			◆ NEW RTPO, ■ Tribes, ● Local Municipalities, ▲ Pend Oreille County
		2) Promote and provide transportation alternative funding opportunities	$		✖		◆ NEW RTPO
		3) Provide technical assistance in implementing Bike Tourism Development projects and/or plans	$$$			✖	◆ NEW RTPO
Economic Vitality	Main Street/ Complete Street Highway Improvements	1) Partner with WSDOT to identify eligible Main Street Highway Improvement corridors	$	✖			◆ NEW RTPO, ◆ WSDOT, ● Local Municipalities
		2) Provide technical assistance to municipalities to become eligible for Main Street Highways Program	$$	✖			◆ NEW RTPO, ◆ WSDOT
Stewardship, Preservation	Integrated Infrastructure Policies	1) Create a policy standard to guide local jurisdictions for adoption	$		✖		◆ NEW RTPO
		2) Partner with the Tri-County Economic Development District to become an integrated infrastructure resource	$		✖		◆ NEW RTPO
		3) Include projects eligible for dig-once opportunities alongside projects added to TIP	$$	✖			◆ NEW RTPO, ■ Tribes
Mobility	PBTA Feasibility Study	1) Initiate feasibility study process	$	✖			◆ NEW RTPO
		2) Facilitate public outreach and technical meetings	$		✖		◆ NEW RTPO
		3) Conduct feasibility study	$$		✖		◆ NEW RTPO
Safety	Regional Roadway Safety Plan	1) Establish metrics for road safety and conduct safety evaluations throughout the region	$	✖			◆ NEW RTPO, ■ Tribes, ● Local Municipalities, ■ Stevens County, ● Ferry County, ▲ Pend Oreille County
		2) Facilitate public outreach and data collection	$$		✖		◆ NEW RTPO, ■ Tribes, ● Local Municipalities, ■ Stevens County, ● Ferry County, ▲ Pend Oreille County
		3) Prioritize safety improvement projects throughout the region with identified funding sources	$$$			✖	◆ NEW RTPO, ■ Tribes, ● Local Municipalities, ■ Stevens County, ● Ferry County, ▲ Pend Oreille County
Environment and Health	Sustainable Electric Transportation Infrastructure	1) Provide education and resources on electrical vehicle infrastructure and electrifying transportation	$	✖			◆ NEW RTPO, ■ Tribes, ● Local Municipalities, ■ Stevens County, ● Ferry County, ▲ Pend Oreille County
		2) Develop model ordinances and guidance for local governments for siting and installing electric vehicle infrastructure	$	✖			◆ NEW RTPO
		3) Strategically identify electric vehicle charging stations throughout region to increase E.V. mobility	$$		✖		◆ NEW RTPO, ● Local Municipalities

Key

$ = $1-$25,000
$$ = $25,000-$50,000
$$$ = $100,000+

◆ NEW RTPO
● Local Municipalities
● Ferry County
■ Tribes
■ Stevens County
▲ Pend Oreille County
◆ WSDOT

Funding Strategy

The funding strategy for the NEW RTPO includes revenue and expenditures data, funding concerns, principle for least-cost planning:
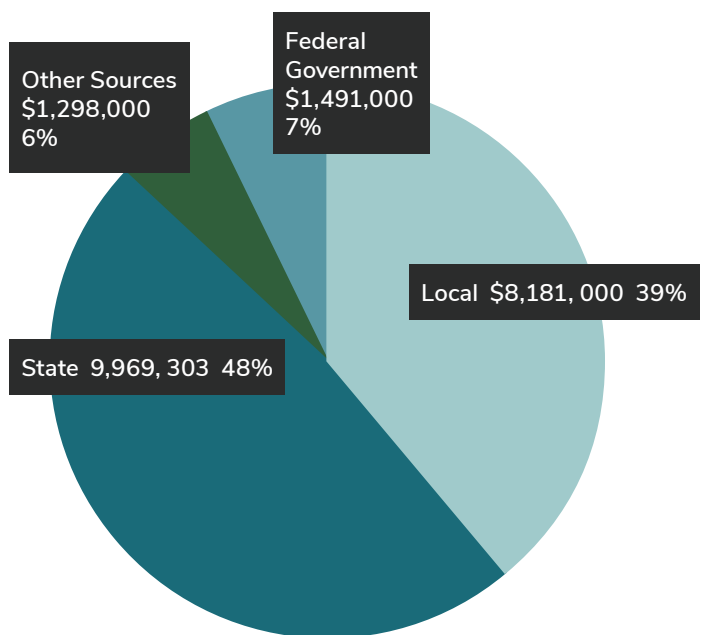
Financial Overview

The data in this section is specific to the transportation expenditures and revenues reported by counties to the CRAB. Indian Tribes are not required to report revenue and expenditure data so that data is omitted from the financial overview.

Revenues

Counties are required to submit actual annual county transportation revenues to the Washington State Department of Transportation, which in turn must report this information to the Federal Highway Administration (FHWA). Revenue sources include federal grants, motor vehicle fuel tax (MVFT), local revenues, and other revenues.

In the region, Funds from federal grants include funding from the National Highway Performance, Surface Transportation, and Highway Safety Improvement programs. The federal government also provides payments to counties that have substantial acreage of federal property. Payments are made because these federal lands are not subject to property tax. The MVFT is the state motor vehicle fuel tax. 4.923 cents per gallon of the state MVFT is distributed directly to counties. Additional MVFT funding is distributed to counties through programs such as the County Road Administration Board's County Arterial Preservation Program and Rural Arterial Program or the Transportation Improvement Board's Urban Arterial Program and Urban Sidewalk Program. Local revenues include revenue from county road property taxes, forest harvest taxes, and other taxes used to support local road programs. Other revenues include tolls, reimbursement for services, and miscellaneous taxes and fees.

Northeastern Washington Counties 2017 Revenues

Other Sources $1,298,000 6%

Federal Government $1,491,000 7%

Local $8,181,000 39%

State 9,969,303 48%

The most recent available data is from 2017. In the region, $20,939,303 total in revenue was received. The counties in the region rely on state funding for almost half of revenue sources for transportation. Other sources such as tolls, services, miscellaneous taxes, and fees make-up the lowest amount of revenue at just 6%. Future revenue streams for the region are anticipated to remain the same.

Expenditures

Counties are required to submit actual annual county expenditures to the Washington State Department of Transportation, which in turn must report this information to the Federal Highway Administration (FHWA). There are costs associated with construction, maintenance, operations, and other expenditures reported.

In northeast Washington, construction expenditures are costs for road, street, bridge, and other capital projects including design, right-of-way acquisition, and construction. Maintenance expenditures preserve and keep road assets serviceable. Expenditures to maintain roads, streets, and bridges, including arterial re-surfacing through the County Arterial Preservation Program, are included. Operations expenditures include road and street services such as traffic control, snow and ice removal, air quality monitoring, litter removal, mowing, and administrative costs. Other expenditures include expenditures for which the county road department is reimbursed, bond warranty expenses, traffic policing, facility, ferry, and other miscellaneous expenditures.

Northeast Washington Counties 2017 Expenditures

Operations
$2,257,900
12%

Other Expenses
$1,615,450
8%

Construction
$2,751,280
14%

Maintenance
$12,598,710
66%
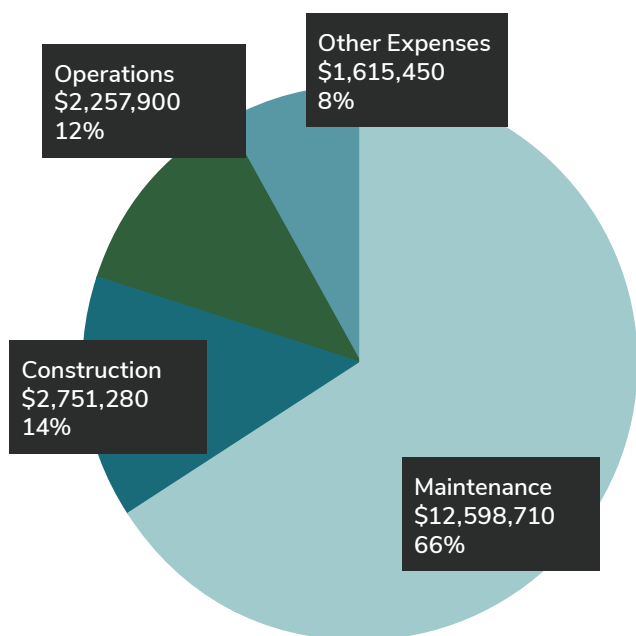
In 2017, the tri-county's transportation expenditures totaled $19,223,340. Maintenance expenditures make up 66% of the costs for all three counties in the region. Expenditures are expected to remain the same.

Funding Concerns

The region's expenditures are less than the revenue, showing a healthy revenue stream. However, new projects and non-traditional projects such as active and air transportation costs will require revenue in addition to the costs typically expended by the region. Additionally, the region depends on nearly half of its revenue streams from state sources, which are often competitive in nature. It is often difficult for rural

types of jobs to score well against roadways in urban areas that carry more vehicles.

"Roadway improvements must compete locally for general funds that cover many other needs, such as law enforcement, schools, human services, parks, etc. As a result, maintenance activities often are postponed because other more visible city projects are given priority. Another big issue with the smaller towns in the region is the fact that they do not have a large retail base. Much of their shopping is done in the larger regional marketplaces. As such, their town budgets are small and elected officials must make very difficult decisions in providing services for their communities." (From Palouse 2042 RTP)

Least-Cost Planning Principle

In a region where transportation is already more expensive than its surrounding area, it is important for the NEW RTPO to adopt least-cost planning principles to make the most effective use of limited financial resources. According to WSDOT this means adopting "an approach to making planning decisions that considers a variety of conceptual solutions to achieve desired system performance targets at the least cost. Least cost planning results in the best mix of practical policy and capital investments to optimize the total transportation system performance." This plan is the first step in adopting this principle by identifying existing system inventories, existing facilities, and programs. As the Regional Initiatives proposed in the NEW RTPO's Multi-Modal Transportation Program are addressed, identifying cost-effective approaches should be included in every approach.

Potential Funding Sources

Potential funding sources for the NEW RTPO and local agency members to pursue have been identified in Table 19. This table includes the grant program name, funding source, eligible funding type, eligible applicants, a brief synopsis, match requirement, and when the grant is typically open for applying.

Grant Program/ Name	Funding Source	Funding Type (Operating, Capital, Planning, Maintenance)	Eligible Applicants	Synopsis	Match Req.	Grant Window
				Table 19. Funding Sources		
Highway Safety Improvement Program (HSIP)	FHWA	Capital	Local governments, states, and tribes	A core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	10%	Spring
Surface Transportation Program (STP) (also known as Surface Transportation Block Grant, STBG)	FHWA; administered by WSDOT	Capital, Planning	MPOs and county lead agencies	The Surface Transportation Block Grant (STBG), more commonly known as the Surface Transportation Program (STP), is the most flexible of all federal highway programs and provides the most financial support to local agencies. Eligible projects include highway and bridge construction and repair; transit capital projects; bicycle, pedestrian and recreational trails; and construction of ferry boats and terminals.	20%	Fall-Winter
Surface Transportation Block Grant - Transportation Alternatives (STBG-TA)	FHWA; administered by WSDOT	Capital	MPOs and RTPOs; county and local transportation agencies; transit agencies; natural resource or public land agencies; school districts; tribal governments; and nonprofit entities responsible for the administration of local transportation safety programs	Provides funding for transportation alternatives/ enhancement activities, through a set-aside from the Surface Transportation program. Eligible projects and activities include smaller-scale transportation projects such as pedestrian and bicycle facilities, historic preservation, safe routes to school and other transportation-related activities.	20%	Winter-Spring
National Highway Performance Program (NHPP)	FHWA; administered by WSDOT	Capital	MPOs and local transportation agencies	Provides support for the condition and performance of the National Highway System (NHS), as well as for the construction of new facilities on the NHS.	20%	Winter-Spring
Rural Transportation Assistance Program (RTAP)	FTA; administered by WSDOT	Operating	Rural transit agencies, rural tribes, or non-profit special needs transportation and mobility management providers serving rural areas in Washington state	Provides FTA funding to assist with design and implementation of training and technical assistance projects and other support services for transportation operators in non-urbanized areas. Rural public transportation operators receive training and technical assistance through the program.	No match requirement	Winter-Spring (odd-numbered years only)

Grant Program/ Name	Funding Source	Funding Type (Operating, Capital, Planning, Maintenance)	Eligible Applicants	Synopsis	Match Req.	Grant Window
Consolidated Grants Program	FTA and State funding; administered by WSDOT	Operating, Capital, Planning	Public agencies; non-profit and for-profit transportation service providers; senior centers; special districts (such as schools and ports); tribes	Provides funds for public transportation improvements within and between rural communities, transportation services between cities, purchases of new buses and equipment, and public transportation services to seniors and people with disabilities. Awarded through a competitive process.	No match requirement	Summer-Fall (even-numbered years only)
Pedestrian and Bicycle Program	WSDOT	Capital, Planning	All public agencies in Washington, including tribal governments (lead agency must be the owner/operator of the transportation facilities where improvements are focused)	A WSDOT competitive program that funds safety and mobility improvements for walking and bicycling facilities.	No match requirement (but preference given to projects with a cash or in-kind match)	Summer (even-numbered years only)
Safe Routes to School (SRTS)	WSDOT	Capital	All public agencies in Washington (including tribal governments), and nonprofit entities responsible for the administration of transportation safety education and encouragement programs	A WSDOT competitive program that funds safety and mobility improvements to enable and encourage children to walk and bicycle to school. Funding from this program is for projects within two miles of primary, middle, and high schools (K-12).	No match requirement (but preference given to projects with a cash or in-kind match)	Summer (even-numbered years only)
Freight Rail Assistance Program (FRAP)	WSDOT	Capital	Cities, county rail districts, counties, economic development councils, port districts, and privately or publicly owned railroads	A grant program open to applicants in both the public and private sector. This program is directed toward larger projects where it is difficult to gain a contribution and where the rail location or the project is of strategic importance to the local community and the state. Projects must be shown to maintain or improve the freight rail system in the state and benefit the state's interests.	20%	Summer-Fall
Freight Rail Investment Bank Program (FRIB)	WSDOT	Capital	Public sector entities only, including publicly owned railroads, port districts, rail districts, and local governments	A loan program available only to the public sector. This program is intended for either smaller projects or as a small part of a larger project, where state funds would enable the project to be completed. The loan maximum is $250,000.	20%	Summer-Fall

Grant Program/ Name	Funding Source	Funding Type (Operating, Capital, Planning, Maintenance)	Eligible Applicants	Synopsis	Match Req.	Grant Window
Airport Aid Grants Program	WSDOT	Capital, Planning, Maintenance	Any city, county, airport authority, political subdivision, federally recognized tribe, public corporation, or person(s) that owns and operates a public-use airport included in the Washington Aviation System Plan (WASP)	Provides crucial financial assistance to public-use airports in the preservation of Washington's system of airports. Funds may be used for the planning, acquisition, construction, improvement, and maintenance of airports. All project work must be available for public use and be shown on the approved Airport Layout Plan (ALP), and all projects must be included in WSDOT Aviation's five-year Statewide Capital Improvement Program (SCIP).	5%	Winter-Spring (odd-numbered years only)
Commute Trip Reduction Program (CTR)	WSDOT	Planning	RTPOs, counties, cities, and towns	WSDOT provides technical assistance to jurisdictions implementing commute trip reduction plans (in accordance with the state's Commute Trip Reduction Law), supporting their efforts to shift commuter behavior to more sustainable modes and improve transportation system efficiency. For jurisdictions to receive CTR program funding, WSDOT must receive final regional CTR plans by March 31 in odd-numbered calendar years.	No match requirement	Winter-Spring (odd-numbered years only)
Vanpool Investment Program (VIP)	WSDOT	Capital	All Washington state transit agencies	VIP grants support vanpool programs at transit agencies across Washington. Transit agencies use these funds to expand vanpool fleets, replace aging vans, and provide incentives to employers to increase vanpool ridership. The funding allows transit agencies to purchase vans with alternative fuel types, including low-emission plug-in hybrids and zero-emission all-electric vans.	No match requirement	Fall (odd-numbered years only)
Regional Mobility Grant	WSDOT	Operating, Capital	Cities, counties, ports and public transit agencies in Washington state	Supports local efforts to improve connectivity between counties and regional population centers as well as to reduce transportation delay.	20%	Summer-Fall (even-numbered years only)

Grant Program/Name	Funding Source	Funding Type (Operating, Capital, Planning, Maintenance)	Eligible Applicants	Synopsis	Match Req.	Grant Window
Public Transportation Program	WSDOT	Operating, Capital	Public agencies; non-profit and for-profit transportation service providers; senior centers; special districts (such as schools and ports); tribes	Supports community-based public transportation and helps local transportation providers improve access and mobility. Eligible projects include services (e.g. transit, paratransit, commute trip reduction, transit pass programs); equipment (e.g. new buses, vanpool vans), and infrastructure (e.g. transit centers, park and ride lots, transit lanes).	No match requirement	Summer-Fall (even-numbered years only)
Land and Water Conservation Fund (LWCF) State Program	NPS; administered by RCO	Capital	State and local governments	The LWCF state program provides funding for the acquisition and and development of outdoor recreation resources, including parks, trails, and wildlife lands.	Up to 50%	Spring
Washington Wildlife and Recreation Program (WWRP)	RCO	Capital	Local governments	The WWRP provides funding for a broad range of land conservation efforts. The program was envisioned as a way for the state to accomplish two goals: acquire valuable recreation and habitat lands before they were lost to other uses and develop recreation areas for a growing population. Communities must have an adopted comprehensive plan to qualify for a grant.	50%	Spring
Salmon Recovery Grants	RCO	Capital	Local governments	Funds projects that protect, restore, or monitor salmon habitat. Applicants must demonstrate a commitment to 10 years or more of stewardship for projects, and project sponsors must complete projects within 2 to 3 years.	15%	Spring-Summer
Public Works Board (PWB) Pre-Construction Loan Program	State funding (PWB/Commerce)	Planning	Cities, counties, special purpose districts, and quasi-municipal organizations	The Pre-Construction Loan Program focuses on the design phases of infrastructure replacement, repair, and construction. Pre-Construction activities include, but are not limited to: design engineering, bid-document preparation, environmental studies, right-of-way and land acquisition, value planning, permits, cultural and historic resources, and public notification.	No match requirement	Summer

Grant Program/ Name	Funding Source	Funding Type (Operating, Capital, Planning, Maintenance)	Eligible Applicants	Synopsis	Match Req.	Grant Window
Public Works Board (PWB) Construction Loan Program	State funding (PWB/ Commerce)	Capital, Planning	Cities, counties, special purpose districts, and quasi-municipal organizations	The Public Works Board (Board) is authorized by state statute (RCW 43.155). Its purpose is to loan money to counties, cities, and special purpose districts to repair, replace, or create infrastructure. The Construction Loan Program focuses on the activities that repair, replace, or create a facility. A construction loan project may comprise any combination of pre-construction and construction elements.	No match requirement	Summer
Community Economic Revitalization Board (CERB) Funding Programs	State funding (CERB/ Commerce)	Capital	Local governments and federally-recognized tribes	Loans and/or grants for public infrastructure, including roads, which will stimulate investment and job opportunities, reduce unemployment, and foster economic development.	20%	Applications considered on an ongoing basis; the Board meets every two months to consider projects and make funding decisions
Rural Arterial Program (RAP)	CRAB	Capital	Counties	A biennial road and bridge reconstruction funding program in which counties compete for Rural Arterial Trust Account (RATA) funds within their respective regions. Taken from fuel tax revenues, the RATA account generates approximately $40 million per biennium. Less than 3% is used for administration of the program (WAC 136-100). * Provides funding to counties for improvements on rural arterial roads. Uses a portion of the motor vehicle fuel tax to finance projects. Project are selected based on accident history, roadway alignment, traffic volume, roadway structural condition, and local significance. * State fund for financing arterial road improvements in rural areas. RAP funds cannot be used for right-of-way.	10%	Summer (even-numbered years only)

Grant Program/ Name	Funding Source	Funding Type (Operating, Capital, Planning, Maintenance)	Eligible Applicants	Synopsis	Match Req.	Grant Window
County Arterial Preservation Program (CAPP)	CRAB	Maintenance	Counties	Similar to the Department of Transportation's Highway Preservation Program. The CAPP program is designed to help counties preserve their existing paved arterial road networks. The program generates approximately $30 million per biennium. Less than 3% of the revenue is spent for administration (WAC 136-300). In order to retain eligibility for CAPP funds year to year, counties are required to use a pavement management system (PMS) to assist their project selection and decision process.	Varies annually, depending on local program funding	Summer (even-numbered years only)
Small City Sidewalk Program (SCSP)	TIB	Capital	Small cities (<5,000 population)	Provides funding for pedestrian projects that enhance and promote pedestrian safety and mobility in small cities. To be eligible for the program, the project must be on or related to a TIB arterial, and the intent of the project must be transportation and not recreation. Completed projects must be ADA-compliant.	Varies from 0% to 10% based on local assessed value	Summer
Small City Arterial Program (SCAP)	TIB	Maintenance	Small cities (<5,000 population)	Provides funding to improve safety and mobility along arterial streets in small cities, consistent with local needs.	Varies from 0% to 10% based on local assessed value	Summer
Small City Preservation Program (SCPP)	TIB	Maintenance	Small cities (<5,000 population)	Provides funding for rehabilitation and maintenance of the small city roadway system. This is a non-competitive program and funds are not distributed regionally; rather, funding is targeted for road maintenance opportunities across the state.	Varies from 5% to 10% based on local assessed value	Summer

Grant Program/ Name	Funding Source	Funding Type (Operating, Capital, Planning, Maintenance)	Eligible Applicants	Synopsis	Match Req.	Grant Window
Arterial Preservation Program (APP)	TIB	Maintenance	Medium cities (>5,000 population with assessed valuation less than $2 billion)	Provides funding for overlay of federally classified arterial streets in medium-sized cities. The program offers critical preservation assistance, but is limited to overlay in an effort to defray high cost preservation projects, allowing cities to concentrate limited resources on lower cost preventative maintenance. Rather than a regional distribution, funding is targeted for road maintenance opportunities across the state.	Varies from 10% to 15% based on local assessed value	Summer
Urban Sidewalk Program (SP)	TIB	Capital	Medium to large cities (>5,000 population)	Provides funding to improve pedestrian safety, access, connectivity, and address system continuity. To be eligible for the program, the project must be on a federally classified route, and the intent of the project must be transportation and not recreation. Completed projects must be ADA-compliant.	20%	Summer
Urban Arterial Program (UAP)	TIB	Capital, Maintenance	Counties with urban unincorporated areas and cities with a population of 5,000 or greater	Supports projects meeting statewide transportation priorities: safety, growth/ development, physical condition, mobility, and sustainability/constructability.	Varies from 10% to 20% based on city's assessed value or county's road levy valuation	Summer

Resources

County Road Administration Board. (2021). *Washington State County Transportation Metrics.*

https://www.crab.wa.gov/

Employment Security Department (2021). *Labor Market and Economic Analysis. U.S. Bureau of Labor and Statistics.*

https://esd.wa.gov/labormarketinfo

Tri-County Economic Development District. (2021). *Unified Planning Work Program.*

https://tricountyedd.com/new-rtpo/transportation-plans/

U.S. Census Bureau. (2019). 2019 *American Community Survey 5-year Estimates.*

https://data.census.gov/cedsci/

U.S. Census Bureau. (2021). *2020 Decennial Census Population Estimates.*

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Washington State Department of Commerce. (2021). *Growing the Economy.*

https://www.commerce.wa.gov/growing-the-economy/energy/electric-vehicles/

Washington State Department of Transportation. (2020). *Bridge Structures Condition Ratings.*

https://wsdot.wa.gov/bridge/our-bridges/bridges-structures-condition-ratings

Washington State Department of Transportation. (2020). *Corridor Sketch Initiative.*

https://wsdot.wa.gov/planning/corridor-sketch-initiative

Washington State Department of Transportation. (2020). *Roadway Surface Type. GeoDataCatalog.*

https://www.wsdot.wa.gov/mapsdata/GeoDataCatalog/Maps/noscale/DOT_TDO/Roadway/SurfaceType.htm

Washington State Traffic Commission. (2020). *2040 and Beyond. Washington Transportation Plan.*

https://www.wtp2040andbeyond.com/

Appendix

A. RTPO Compliance Checklist

RTPO Requirement	RTP Page
Develop a regional transportation strategy to guide development and update of a regional transportation plan [RCW 47.80.023(1) and WAC 468-86-100]	NEW RTPO Multi-Modal Transportation Program, Chapter, pg. 49-59 Implementation table, pg. 59
Plan is based on least-cost planning principles [RCW 47.80.030(1)(a)]	Least-cost section, pg. 61 Funding Sources, pg. 62-68
Identifies regionally-significant facilities that should function as part of an integrated system – includes highways, transit, railroads, airports, multimodal and intermodal facilities. Regional facilities cross jurisdictional boundaries, serve inter-regional travel needs, have significant impacts outside of the region, provide for system continuity and/or have been deemed by the regional process to be significant. [RCW 47.80.030(1)(b)]	2042 Regional Transportation Plan for the Northeast Washington Region, Chapter, pg. 27-48
Establish level of service standards for state highways [RCW47.80.030(1)(c)]	Road and Highway Performance (Level of Service Standards), pg. 29-30
Describe how transportation system performance will be monitored over time, including at a minimum traffic volumes and vehicle miles of travel. [WAC 468-86-110(2)]	Monitoring the Transportation Plan, Chapter, pg. 58
Assess regional development patterns to provide direction and background information for the regional transportation plan update. [WAC 468-86-110(3)]	Regional Trends, Chapter, pg. 15-18 Historic Regional Population Growth and Annual Average Daily Analysis, pg. 50
Provide common regional growth assumptions, forecast of future travel demand and implications for future system deficiencies [WAC 468-86-110(1)(c),(d), and (e)]	Future Transportation Trend Forecast, Section, pg. 49 – 57
Include a financial plan estimating probable revenue and probable expenditures; identify innovative funding mechanisms to finance needed facilities, services, and programs if the transportation needs exceed likely revenues. [RCW 47.80.030(1)(d) and WAC 468-86-120]	Funding Strategy, Chapter, pg. 60
Make system preservation a priority [RCW 47.80.030(1)(e)(i)]	Regional Goals, Policies, and Strategies, Chapter, Goals pg. 23, Preservation pg. 24
Increase system efficiency to alleviate congestion [RCW 47.80.030(1)(e)(ii)]	NEW RTPO Multi-Modal Transportation Program, Chapter, pg. 27
Propose a regional transportation program to guide development of an integrated, multimodal transportation system [RCW 47.80.030(1)(f) and WAC 468-86-130]	NEW RTPO Multi-Modal Transportation Program, Chapter, pg. 27

Tri County Public Participation Plan

Purpose:

The intent of this document is to provide the public participation plan for the update of the Regional Transportation Plan (RTP) and select public participation items for the Community Economic Development Strategy (CEDS) as they overlap with the RTP efforts.

Stakeholder List:

The stakeholder list will be used to notify individuals of up coming meetings, webinars and to provide project updates over the duration of the RTP update. The stakeholder list will be comprised of member from the Transit Advisory Committee, Comprehensive Economic Development Strategy, and TEDD Board, additional individuals and/or groups will be added throughout the project.

Participation Outline

Orientation Interviews

Timeframe: Late March, early April 2021

This task includes interviewing Technical Advisory Committee members and recommended individuals and/or focus groups by TEDD to learn more about the topics, issues, and needs of the regional transportation system. In addition, we will be conducting up to four (4) interviews for the CEDS plan. We will work with Tri-County Economic Development staff directly to identify interviewees for the RTP.

RTP website

Timeframe: Website development and management (March 2021 through end of project)

In order to bring everything together into one centralized location, a dedicated website will be created specifically for the RTP update. We will coordinate with TEDD staff to develop the appropriate online experience for the process and support interactive online public participation in a manner consistent with TEDD's online policies. We will provide project content for the site throughout the duration of the project.

The webpage will provide links to:

- Meetings and report content
- Survey link and summary response
- Meeting notices and recordings
- Feedback and forums
- Project schedule

Regional Survey

Timeframe: April – June 2021

Website along with questions in **Survey Gizmo**. All coordinated through the RTP project website. We will create and conduct a regional transportation survey to identify transportation needs, opportunities, constraints, and future projects. We will also use the survey to gauge the level of interest and possibility of holding the in-person or virtual open house.

Counties Open House Series

Timeframe: The county open house series will be held in April-June 2021

- Open house 1: Stevens County
- Open house 2: Pend Oreille County
- Open house 3: Ferry County

Open houses will include both the RTP and CEDS planning efforts

**in-person (COVID-19 providing) where we set up a socially distanced outreach booth with safety protocols and host an open house pop up series event in each county. Could have hot dog and chips perhaps sponsored locally, and have conversations, site specific exhibits, feedback, and engagement.

- Printable survey – available at key locations through counties and open house meetings
- Same materials online as printed in person
- Socially distanced – warmer months, in-person engagement

Technical Advisory Committee (TAC) Meetings

- 2 workshops with TAC
  - **First Workshop:** Project kick off to identify transportation related needs, opportunities, and constraints within the three counties.
    - **Timeframe:** March 24, 2021 @ 11 am
    - **Materials Due:** March 17 – send to Silas
  - **Second Workshop:** Findings, opportunities, and constraints identified in the assessed planning documents, countywide/multicounty wide planning policies, review of tribal planning documents, demographics, and survey results. This meeting will take place after the pen house meetings so that input provided at those meetings can be summarized and included in the second workshop presentation. This workshop will include the draft RTP, presenting the final plan with the intent to recommend approval to the TEDD Board.
    - **Timeframe:** July 28, 2021 @ 11 am
    - **Materials Due:** July 21 – send to Silas

TEDD Board Meetings

We will facilitate up to 3 board meetings providing information for both the CEDS and RTP. When possible these meetings should be combined with the TAC and/or CEDs Committee meetings.

- 3 meetings with the TEDD Board (Board meetings will present both the RTP and CEDS Plans)
  - **First workshop:** Project kick off to identify transportation and CEDs related needs, opportunities, and constraints within the three counties.
    - **Timeframe:** July 28, 2021 @1pm

- **Materials Due:** July 19 – send to Silas
  - o **Second workshop:** Findings, opportunities, and constraints identified in the assessed planning documents, countywide/multicounty wide planning policies, review of tribal planning documents, demographics, and survey results. This meeting will take place after the open house meetings so that input provided at those meetings can be summarized and included in the second workshop presentation.
    - **Timeframe:** June 23, 2021 @ 1 pm
    - **Materials Due:** June 16 – send to Silas
  - o **Third workshop:** The final workshop will be the plan rollout for both the RTP and CEDS Plans and adoption of the Final RTP. Once adopted the final draft of the RTP will be provided to TEDD for submittal to WSDOT for final state adoption.
    - **Timeframe:** September 22, 2021 @ 1 pm
    - **Materials Due:** September 15 – send to Silas

Public Engagement Timeline

	2021									
Date	March	Late March-early April Wk. of 3/22 or 3/29	March 2021 through end of project On-going	April – June	N/A	April-June	March 24 & July 28	March, May, August, September	May 26 & June 23	September 22
Outreach	Team Kick Off Meeting	Orientation Interviews	RTP Website	Regional Survey	Business Survey	Counties Open House Series	Technical Advisory Committee (TAC) Meetings	CEDS Committee Meetings	TEDD Board Meetings	Rollout TAC and TEDD Board
Details	Meeting with TEDD staff, SCJ Alliance and CAI to discuss timeline, deliverables, and coordination	Stakeholder lists for both RTP and CEDS efforts	Webpage includes: • Meetings and report content • Survey link and summary response • Meeting notices and recordings • Feedback and forums • Project schedule	Website along with questions in *Survey Gizmo*.	CAI LEAD CEDS - design and deliver a business survey to 1) identify business needs to harness growth opportunities and 2) better understand pandemic impacts to business finances and operations.	Series of 3 - Open Houses (1) in each county	(2) workshops with TAC 1. Project Kick off and identify needs, opportunities, and constraints 2. See Rollout TAC and TEDD Board column	CAI Lead	(3) workshops 1. Introduction to the CEDS Plan update 2. Overall updates and findings updates for the CEDS and RTP 3. Plan rollout for the RTP and CEDS.	Dual Rollout for RTP and CEDS plan
Action	Action items from meeting	Tri County staff will provide input on interview list/ priorities SCJ Alliance will coordinate questions, set up interviews, and provide a summary of input received	Gather baseline information, prepare and launch website	Prepare and launch survey, coordination with TEDD	CAI Lead	Open house materials and meeting facilitation	TAC materials and meeting facilitation	CEDS materials and meeting facilitation. CAI to provide all materials, coordination with CAI team.	TEDD Board materials and meeting facilitation.	
Notes	**Complete Public Participation Plan**									
Completed	February 22, 2021									

Yellow: Joint efforts for CEDS/ RTP Plans
Orange: RTP Plan outreach
Blue: CEDS Plan outreach

RTP Engagment Summary

Overview

The public engagment portion of the Regional Transportation Plan (RTP) update included stakeholder interviews, three open house style events (one event held in each of the three counties) and an online public survey. The public engagment activities kicked off May 1, 2021 and concluded July 1, 2021.

Stakeholder Interviews

Stakeholder interviews were conducted with approximately 30 individuals in the tri-county area. The selected interviewees provided differing perspectives on the transportation system and many of them are keenly aware of issues, needs, and opportunities. Many of the interviewees work in transportation related careers (i.e. public transit directors, public works directors, airport managers…) and were able to offer specific information and feedback related the type of transportation they experience daily with their respective jobs. The interviews were conducted either via Zoom or by phone. Stakeholders were asked to focus on certain topic areas, and were given the opportunity to talk about any aspect of the transportation system.

The stakeholder interviews touched on all aspects of transportation in the tri-county area. In addition, issues and opportunities related to the region's growth, general maintenance/improvement, and overall preservation and safety were also discussed.

Discussion topic areas and stakeholder feedback is provided in the attached Stakeholder Interview Summary.

Open House Series

The open house series held a booth at the local Farmer's Markets in Newport, Colville, and Republic to share project related materials on the RTP and the Comprehensive Economic Development Strategy (CEDS). The Farmer's Markets in these communities drew many people inside city limits as well as county residents. By partnering with a local event, we were able to capitalize on the number of people attending each event which lead to the greatest opportunity to speak to many people about transportation and economic development in the region.

The open house series also combined discussion boards and public feedback on the Comprehensive Economic Development Strategy (CEDS) update. The boards for the CEDS project focused on economic development in the region and prioritizing economic development concepts. Transportation and economic development are closely related. Many of the recommendations to improve the local economies rely upon a useful, connected transportation system to get people where they need to go in the region. As tri-county is rural in nature, reliance on a dependable transportation system becomes paramount to economic development.

Discussion boards were created which highlighted specific transportation projects for each county and included education boards showing the variety of transportation modes within the region. Transportation projects were pulled from the NEW RTPO's Unified Planning Work Program (2022) and grouped by mode. Feedback and comments were gathered from the public and projects were prioritized.

The transportation project board was a dot exercise that grouped transportation types and identified projects. The activity asked the public to prioritize the projects for each transit type and provide comments on specific needs, issues and opportunities. The prioritization rating for each project ranked them as high, neutral, or low based on public preferences. In the table below each transportation type is provided an overall priority rank for each county, and is accompanied by the public comments received.

Prioritization Key:
H = High
N = Neutral
L = Low
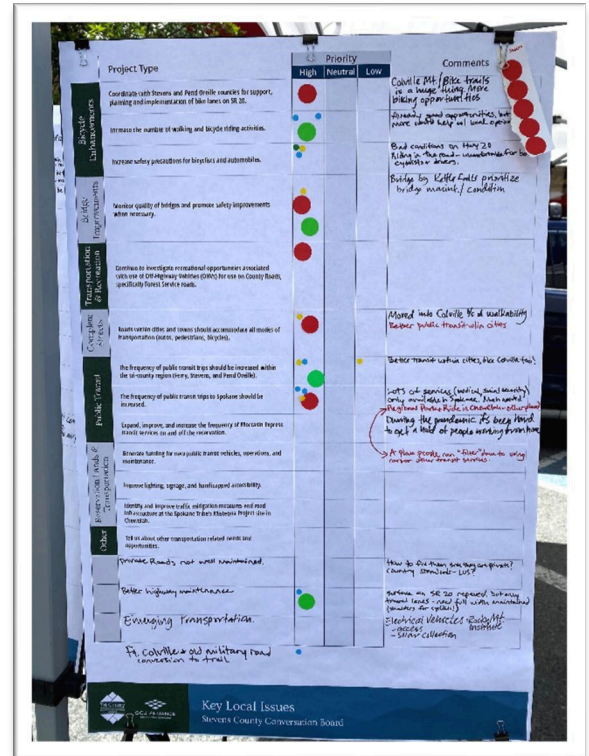
Comments Key:
Red = Pend Oreille County
Purple = Stevens County
Green = Ferry County

Transportation Type	Prioritization			Comments
	Pend Oreille	Stevens	Ferry	
Trails	N-L	H	H	- Convert the old military road to Ft. Colville to a trail. - Areas being logged should be avoided for the Kettle Falls to Colville Non-Motorized Trail Project. - Maintain roads better with chip seal practices. - Educate drivers and cyclists. - More bike/cycling opportunities. - Hwy 20 presents bad conditions for cyclists. Dangerous for both the cyclist and the driver.

Ferries	N-L	H	L	-	Extend Inchelium Ferry Operations
Road Improvements	H-N	H	H	- Supportive of incorporating public transit and alternative modes of transportation in designing future road infrastructure. - All weather roads are important to providing employment opportunities for the region.	
Airports	H-N	H	N-L	- The number of private pilots will continue to increase in the region. - Good accessibility to airports in the region - Greater accessibility to life flight	
Scenic Improvements	H	H	L	- No comments	
Bicycle Enhancement	H	H	H-N	- More biking opportunities - Greater connectivity of a bicycle system - Improve road surface standards (i.e., paving standards and land widths could be narrower and shoulders wider for cyclists) - Bicycle paths should avoid areas being logged - Promote safety - Supportive of the Kettle Falls to Colville Non-Motorized Trail.	
Bridge Improvements	H	H	-	- Prioritize bridge maintenance and conditions. - Bridges in Usk and Ione should be prioritized.	
Complete Streets	-	H	H	- Cities in the tri-county area are walkable, better connectivity.	
Public Transit	-	H	H	- Improve public transit within cities. - Regional Park & Ride. - Good Connectivity to services (medical). - More outreach and education to users. - Create a schedule that makes sense and is live to transit riders. - Help people creatively find ways to maximize their trip. - More emergency services. Many places are very remote and have poor roads. - Public transit connectivity from Republic to Tonasket. - Improve public transit in Colville.	
Reservation Lands &Transportation	-	-	H-N	- Improve overall maps and provide greater awareness of roads and trails.	
Transportation & Recreation	-	H	L	- No comments	
Other	H	H		- Invest in emerging transportation like electrical vehicle infrastructure. - Greater multimodal connectivity outside the region (Nonmotorized trail from Newport/Old Town to Sandpoint).	

				o More bike connections. - Add a train passenger rail options, could be a tourism attraction. - Better safety through town, speeding is an issue. - Better maintenance (particularly in the winter) over Sherman Pass and Boulder Pass.

Survey

In addition to the open house series a survey was launched early on in the project for approximately two months from early May through July 1. The survey asked basic, broad reaching questions of the general population about transportation in the tri-county area. The survey was broadcast to the public and agencies via a variety of outreach emails to the TAC and TEDD Board, social media, TEDD's website and the RTP project website. The survey captured 121 complete surveys and 32 partially complete surveys. The full survey results are in the attachments. There were 23 questions in total and key findings included:

-   15-30 minutes is the highest average length of time spent traveling per day (28.6%) and 45 minutes to one hour is the lease (8.7%).
-   The most common method of travel is driving in a vehicle (89.7%)
-   84% of people find it easy to get around where they need to go on a daily basis.
-   The most frequently traveled communities in the region include Colville, Kettle Falls, and Chewelah
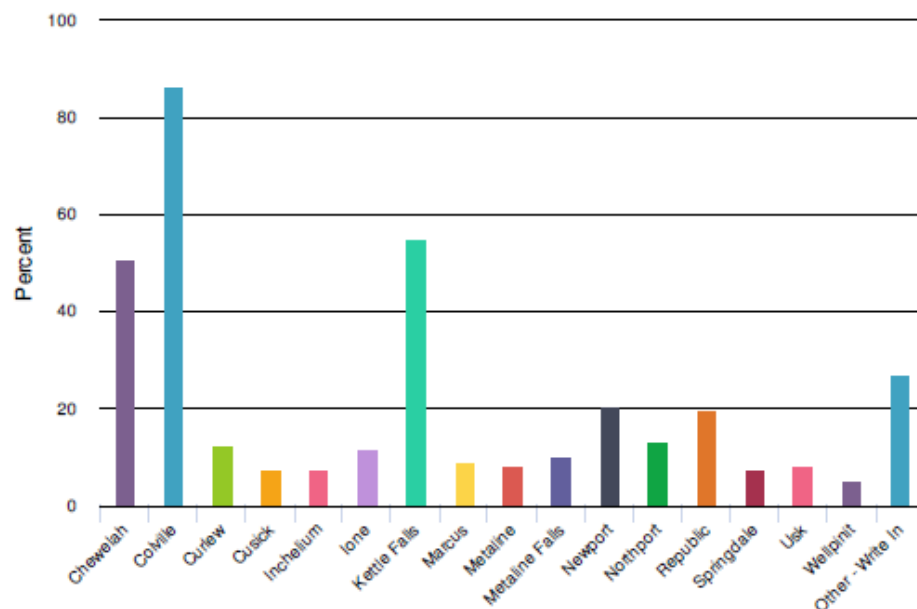
-   The two top safety concerns in the region include narrow roadways (51.8%) and wildlife (50.9%).
-   81% of people who took the survey said they do not use public transit. Of the 18.9% of people who do use public transit use the Gold Line (60.9%) and Rural Resources (47.8) services the most.

Attachments:
1.   Stakeholder Interview Summary

Stakeholder Interview Summary

Overview

An important step in developing the Regional Transportation Plan (RTP) was to solicit input from a variety of stakeholders in the Tri-Counties of Pend Oreille, Ferry and Stevens, and utilize that information to understand and prioritize community needs. In coordination with staff, SCJ Alliance contacted more than 24 people representing a diversity of perspectives. A series of zoom meeting and telephone interviews were held to gather input on key issues and the transportation challenges and opportunities facing the Transportation District.

Questions

Stakeholders were asked for their personal and constituents' perspectives regarding the goals of the Plan, current transportation conditions, priority issues and potential opportunities for improvement. Stakeholders were asked to focus on certain topics, and they were given the opportunity to talk about a selection of other topics. The following questions were asked to interviewees:

1. Relating to transportation – can you describe your local needs? Additionally, what are your needs regionally?
2. Do you think there is a need for an increased role in regional planning between the Tri-Counties?
3. In your area or jurisdiction where are the main destinations people are traveling?
4. What are the regional destinations are people traveling to in the Tri-Counties (examples include: National Forest, Ski Resorts, recreation, tribes, medical facilities, primary employers)
5. What is your perception of the current transportation services and facilities?
6. Do you support a continued improvement to the automobile focused network, and would you support enhanced networks for other modes such as public transit or bicycle networks?
    a. What is your vision for the future of walking and cycling in the region?
    b. What is your vision for public transit?
    c. What are the barriers to public transit? (convenience, stops, schedule, quality, image, safety, understanding of service)
7. Are there any specific areas or planning concepts that the team should focus on during this planning process?
8. Are there any other comments or observations you have about the study or transit in general?

Stakeholder Participants

The following stakeholders participated in the interview discussions and this document summarizes the themes, thoughts and objectives that were gleaned from this outreach effort.

Interviewees

#	Name	Title	Location
1.	Dorothy Knauss	Mayor	City of Chewelah
2.	Karene Balcom	Mayor	Town of Northport
3.	Rachel Siracuse	City Council	City of Republic
4.	Steve Nelson, Dave Willey	Mayor	City of Kettle Falls
5.	Russ Pelleberg	City Administrator	City of Newport
6.	Tyrone Bryant	Chewelah Airport Manager	City of Chewelah
7.	Sonia Hoffman	Transit Coordinator	Colville Confederated Tribes
8.	Ron Charlton	Public Works Director	Ferry County
9.	Dave Garringer	Colville Airport Manager	City of Colville
10.	Rick Larson	Commissioner	Pend Oreille County PUD
11.	Wayne Cornwall	City Engineer	Stevens County
12.	Stefany Wickham-Smith	Protem	Town of Springdale
13.	Evin Olson	Clerk	Town of Cusick
14.	Lawrence McNeal	Council Member	Town of Ione
15.	Pete Dagget	Mayor	Town of Metaline
16.	Tara Leininger	Mayor	Town of Metaline Falls
17.	Jeff McFrederick	Public Works Director	City of Colville
18.	Charlene Kay	Transportation Planning Manager	WSDOT
19.	Frank Metlow	Planning & Economic Development Director	Spokane Tribe of Indians
20.	Debbee Lyons	Transit Coordinator	Kalispel Tribe
21.	Dwight Morgan	PUD Commissioner	Stevens County PUD
22.	Julia Whitford	Transportation System Manager	Kalispel Tribe
23.	Dave Fellon	President Progressive Railway	Tri-county region
24.	Adam Cares	City of Chewelah City Council Member and Stevens County Planner	City of Chewelah
25.	Connie Hugh	Transportation Director	Rural Resources Community Action
26.	Ron Charlton	Ferry County Public Works Director	Ferry County
27.	Terry Thiele	Ferry County Airport Manager	Ferry County
28.	Jordan Buck	Progressive Rail	Stevens County
29.	Matt Monobouquette	Adventure Peddler	City of Colville
30.	Dave McGrane	Bike Advocate	City of Colville
31.	Nina Stoker	Transportation Planning Specialist	WSDOT

Discussion Topics and Stakeholder Feedback:

Maintenance

- County Road maintenance
- Republic and Northport both have dirt/gravel roads in town. They both would like to see better roads in their towns.
- County road standards:
  - Chip sealing standards recently changed making it more difficult for cyclists and even other vehicles, like horse trailers, to travel on.
    - Large aggregate, so large as it is falling off
  - Roads are striped differently
  - Fog line rearrangement on road and make lanes slightly narrower
    - If the drive lane was reduced to 10 foot instead of 11 foot that would leave 1 foot on the shoulder for cyclists. Increase in safety for cyclists.
  - Nudge traffic more toward center to give cyclists more space.

Funding

- Transit service / facility expansion
- Additional routes
- Staffing
- Road improvements are needed on Wellpinit Road. It's difficult for the Spokane Tribe to go after funding for transportation improvements because some of the biggest transportation needs are on county roads, like Wellpinit Road. It connects the east and west ends of the reservation, but the road is not within the tribe's jurisdiction. They've been trying to get a safety audit done on the road and attach that to grant funding, but they need the county's help.

Road maintenance

- Rural road safety updates needed badly on county roads near Spokane Tribe reservation. The tribe feels like the maintenance and repair of their roads and transportation facilities are not prioritized. There are many places where guard rails are broken and have been broken for years, and signs burned in fires from years ago are still not replaced.

Road Improvements

- Newport – back in the 90s Newport went to the one-way couplets/one-way streets in the downtown businesses. Newport would like to abandon this and go back to two-way streets. Newport would need some roundabouts on either end of town to allow for greater flow.

Support Municipal Airports

- Chewelah as regional hub
  - Increased development in Chewelah to support limited infrastructure in neighboring communities
- Emerging transportation
  - Drones can fly in packages
- Life Flight
  - Needs:
    - Accurate weather reporting – Life Flight may fund a portion of this.
    - Life Flight does not have a landing area in Northport. Northport is a gap between Omak Airport, Ione Airport and Sandpoint Airport. Northport would be a beneficial area for Life Flight.

- Republic Airport is similar to Chewelah's, doesn't take federal funds. It's a VFR (Visual Flight Rules), challenges in the winter times getting through the mountains.
- Ione Airport – They fenced the entire airport area, no fuel and no weather reporting in the area. Weather impacts people who can fly in and out and when. Limited on infrastructure. Pretty good approach, no taxi way, no issues with wildlife on the run way.
- Omak Airport – Tyrone flies into the Omak Airport, two helicopters here and same fuel sales in this airport. They have an approach as well.
- Chewelah is working on getting a jet fuel station, there is anticipation increased air travel will occur after the fuel station is developed.
- Northport: The city and council are interested in improving the airport for more uses such as Life flight and fire emergencies. Having a designated area that is maintained year-round would be useful.

Bicycle & Pedestrian Support

- Additional bicycle networks and maps of the bike routes in the region.
- Connect road infrastructure to trails and recreation.
- Signage for bicycle visibility and safety on curved roads.
- Trail talk
  - Chewelah Casino to Downtown Chewelah
  - Chewelah South to Chewelah North
  - Chewelah to Colville (parallel to state route, rail corridor, or Colville River)
    - Potential to align trail development with Stevens County "floodplains by design" grant program for floodplain restoration along the Colville River.
- Tribal communities (Wellpinit and Usk) are working to improve local pedestrian infrastructure, and both have recent projects to build trails on school routes. Walking in these communities remains risky, so there is still a need for improved sidewalks, trails, and crossings.
- County roads are often not paved creating difficulty for bicyclists to ride, they are generally narrower too.
- There is a bicycle event that passes through Newport annually. The city's main street was redone many years ago and a bike lane was created but the bike lane doesn't connect outside of town.

Public Transit

- Expanded routes.
- Better communication – perhaps an App that connects individual to service in real time "Trip Planner".
- Additional and reliable times – folks need essential services and the low ride frequency is hard to rely on for appointments. One location for transit information and news (i.e. changes to services, contact information…etc.).
- Coordinating transit with other services – TEDD could host a "trip planning" service, keeping info on the different services updated and easy to access/plan trips throughout the region.
  - Kaltran has found it difficult to keep this information updated on Google, so a non-Google option that can be updated more easily would be ideal.
- Driver Training Support.
- Rural Resources service should improve to become more reliable and convenient. The bus is often not where it should be at a specific time, and the main office is not always open to call and answer questions about service. There should be a formalized way to get answers when something is wrong or unexpected.

- Rural resources office in Colville is not in a central location, making it almost necessary to drive to the transit stops. Bus vehicle transfers make the trip confusing and inconvenient. The service should be improved to provide more central stops, hubs, and transfers.
- Kaltran's main need is to provide access between Usk and Spokane, and they meet the demand sufficiently. A couple years ago Rural Resources took over some of their routes so they could focus on the main Usk-Spokane needed route. Covid hit them hard, so right now they are taking it day by day, are willing to coordinate with TEDD, but have no identified needs for future growth or improvements right now.
    - Kaltran use to do some bussing through Newport. The public would like more public transit in the area. The need is Newport to Spokane.
- Increase frequency between Chewelah, Colville and Kettle Falls.
    - Increased frequency of trips within the tri-county region would be useful to locals using public transit.
- Public transit "park and ride" locations should be evaluated. Are they working for users and in the best location(s)?

Rail

- Rails to trails opportunity (Metaline Falls)
- Transloading concept may be very beneficial to region and to the regional transportation system. It can be a tough thing to start due to initial investment, but there are plenty of examples where it's well worth the investment. Public funds may work to help develop these facilities. It could potentially take trucks off of roadways because it can transfer freight from trucks to rail, reducing the number of trucks on the regional roadways.
    - Progressive Rail would be interested in partnering to develop transloading facilities in the area.
- Rail freight can be a mutually beneficial thing for the economic stability and growth of communities in this region. There is a lot of industrial development opportunity with rail operations, and complimentary businesses can benefit both rail company and local communities and cities.
    - Progressive Rail has a host if ideas and examples of how this could be beneficial to the area.

Safety

- County roads are issues (east to west connections)
- Wildfire Evacuation Routes Limited
    - Pre-emptive mitigation along roadways – change wood posts to metal
- Road/Bridge restrictions due to seasonal runoff impacts ability of freight and maintenance trucks to access areas when needed during times of restriction. A solution is to improve these roads and bridges, so they are less susceptible to seasonal restrictions.
- Roads in Stevens County north of Colville are narrower and windier
- Roads need to be protected from fire danger:
    - Change wood posts to metal posts on guard rails
    - Replace damaged road signs
    - Pre-emptive mitigation along roadways
- Progressive Railway
    - Progressive is a short line rail company with a focus on growing its business in areas it already operates. The existing portion owned by Progressive starts in Chewelah, travels north through Colville and Kettle Falls, then heads north through Northport and into British Columbia.
    - They have leased this line for about 2 years and are on a 10-year lease with BNSF, who owns the rail and ROW (approx. 50 feet on either side of the rail centerline).
    - Progressive's business development efforts include:
        - Expanding business with regional minerals that are still in the ground in this area

- Forest products as a base business in this region
- Addy smelter site (Alcoa) has potential, and the railway is working to find someone to use this location.
- Establishing locations for transloading on the US side (this is where products are transferred between rail and trucks), which could help provide products and services to areas not serviced by existing rail.
- Progressive sees a very stable and consistent customer base along this line.
  - Progressive wants to be a good neighbor and sees rail as a mutually beneficial thing for the economic stability and growth of communities in this region. There is a lot of industrial development opportunity with rail operations, and complimentary businesses can benefit both rail company and local communities and cities.
  - *Transloading concept may be very beneficial to region and to the regional transportation system. It can be a tough thing to start due to initial investment, but there are plenty of examples where it's well worth the investment. Public funds may work to help develop these facilities. It could potentially take trucks off of roadways because it can transfer freight from trucks to rail, reducing the number of trucks on the regional roadways.*

Growth

- Acknowledging growth pressures in communities and facing change
- New Spokane Tribe Hotel near Chewelah Casino
  - 70-room hotel going up later this year (2021)
  - This will result in traffic mitigation efforts on 395 near the casino, probably a roundabout.
  - CARPE – Chewelah Area Recreational Planning Effort
    - CARPE was looking into a non-motorized path connecting downtown Chewelah to the casino and new hotel spot.
- 49 Degrees North
  - Spokane Tribe looking into shuttles to the resort with new development occurring up there.
- Two Rivers is a popular camping spot, and the Spokane Tribe is looking to expand tourism and camping facilities in that area.

Freight

- Freight and Mines
- Spoko Fuel in Chewelah
  - Run by Spokane Tribe- they are open to improvements to help better serve regional transportation needs.

Border Access

- Northport sees a lot of travel in and out of the border crossings to Rossland and Trail in Canada. Northport frequently gets hikers and cross-country cyclists riding the loom through Canada (Rossland and Trail) to Northport and back again.
- Commuters from WA travel through the Rossland Border Crossing to Red Mountain.
- Northport-Waneta Road border crossings is one of the larger destination points than the other crossing at Rossland.
  - There were talks about expanding highway 22. If the bridge was improved to more handle capacity then there would need to be improvements on the US and Canada side to handle increased traffic.
- Trails, Castelgar, and Rossland, BC. Rossland brings people in for skiing. Lots of winter events in Canada. Nelson, BC is 1.5 hours north of Northport.

- Northport – Canadians come down to Northport for fuel and shipping items they'll pick up.

Bridges

- Boise bridge is terrible. Where Boise comes in at 395 is very dangerous. Bridge is very narrow.
  - The bridge between Ferry and Stevens at Kettle Falls is the major entrance into Ferry County.
- Colville River Bridge dangerous.

Recreation

- Newport is the hub of Pend Oreille. People travel through Newport to go to Priest Lake, Sandpoint and south to Spokane. Travelers and tourists are hitting the recreational areas around Newport. People are picking up fuel and food while passing through town.
- Wolf Trail in Newport is heavily used, better signage would be use full to locals and visitors.
- Columbia River is a huge attraction in the region.
- Tiger Trail near Republic is very important. Walking and motorized trail. Tiger Trail is used by motorized vehicles to get to other trail areas.

Reservation Lands & Transportation

- Better maintenance and repairs (prioritization) for tribal road and facilities.
- Spokane Tribe – prioritize road name consistency and updated with the county and regional databases in order to assist with emergency services.
- Road improvements are needed, especially on Wellpinit Road. It's difficult for the tribe to go after funding for transportation improvements because some of the biggest transportation needs are on county roads, like Wellpinit Road. It connects the east and west ends of the reservation, but the road is not within the tribe's jurisdiction. They've been trying to get a safety audit done on the road and attach that to grant funding, but they need the county's help.
- Spokane Tribe - Bridges that access the reservation have road restrictions too often, and there needs to be improvements that make these bridges less susceptible to having restrictions placed on them. (Restrictions due to seasonal runoff and mainly impact larger vehicles such as maintenance trucks). This can get in the way of essential projects, and the tribe has had times when Avista could not access an area to make a necessary fix due to road restrictions.
- The Spokane Tribe is working on safe routes to schools on the reservation, a recent path completed, with more planned.

Report for TEDD Regional Transportation Plan Survey

Response Counts

Completion Rate:	**79.1%**		
	Complete		121
	Partial		32

Totals: 153
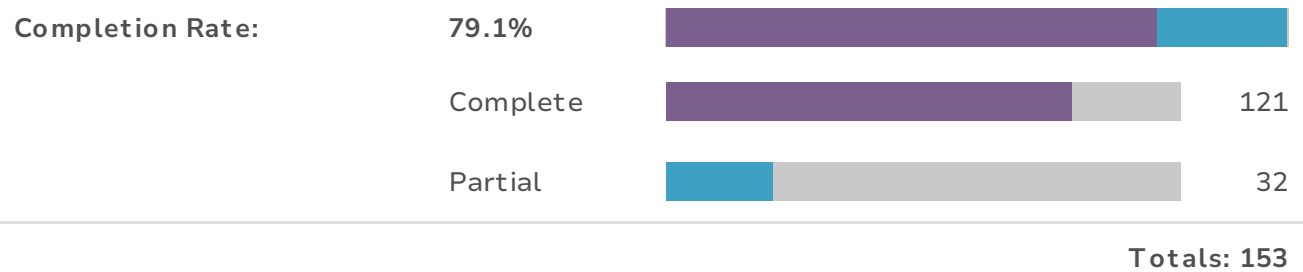
1. What is your home zip code?

ResponseID	Response
18	99141
22	99114
23	99114
24	99114
25	99114
26	99114
28	99141
29	99181
30	99114
31	99156
32	99114
34	99114
35	99114
36	99101

ResponseID	Response
37	99114
38	99114
39	99114
40	99114
41	99114
42	99141
43	99114
44	99114
45	99114
46	99101
48	99166
49	99109
50	99208
51	99114
52	99114
53	99114
54	99114
55	99141
56	99109
57	99173
59	99114
60	99114
61	99141
62	99114

ResponseID	Response
63	99114
64	99109
65	99114
66	99114
67	99126
68	99141
69	99114
70	99141
71	99166
72	99114
73	99141
74	99114
75	99109
77	99173
78	99114
79	99114
80	99114
82	99114
83	99114
84	99114
86	99156
88	99114
89	99173
90	99114

ResponseID	Response
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92	99156
93	99114
94	99114
95	99114
96	99205
97	99114
98	99109
100	99224
101	99126
102	99141
103	99109
104	99141
105	99119
106	99141
108	99141
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110	99114
111	99166
112	99173
113	991414
114	99173
115	99148
116	99114

ResponseID	Response
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120	99205
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123	99114
124	99141
125	99114
126	99141
127	99166
129	99156
130	99138
131	99101
133	99114
134	99181
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139	99141
140	99156
142	99141
143	99152
144	99157
145	99109

ResponseID	Response
146	99114
147	99173
148	99114
149	99119
150	99114
151	99141
152	99156
153	99156
155	99156
156	99156
157	99114
158	99141
161	99114
162	99166
163	99166
164	99166
165	99166
166	99166
167	99166
168	99157

2. What is your age range?

6% 19-34
35% 35-54
59% 55 or Older
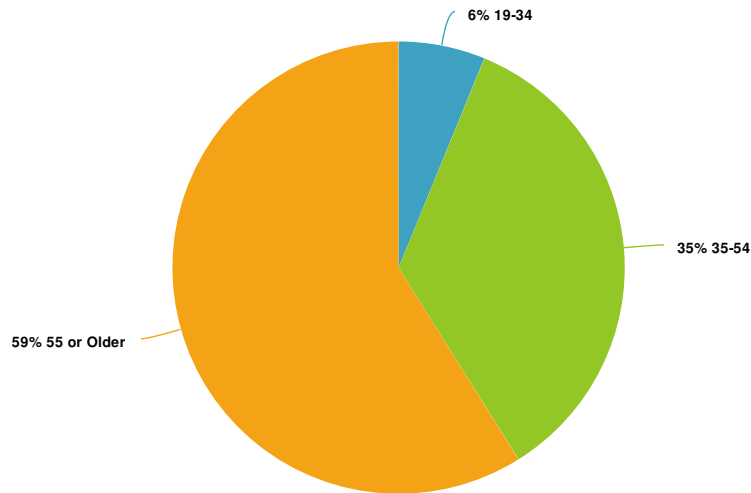
Value		Percent	Responses
19-34		6.2%	8
35-54		34.9%	45
55 or Older		58.9%	76
			Totals: 129

3. What is your gender?

35% Male
65% Female
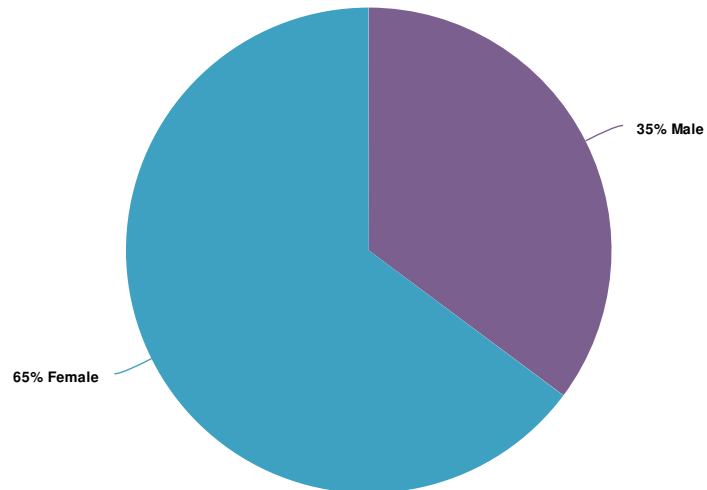
Value		Percent	Responses
Male		35.2%	45
Female		64.8%	83
			Totals: 128

Other - Write In	Count
Totals	0

4. What is your race or ethnicity?
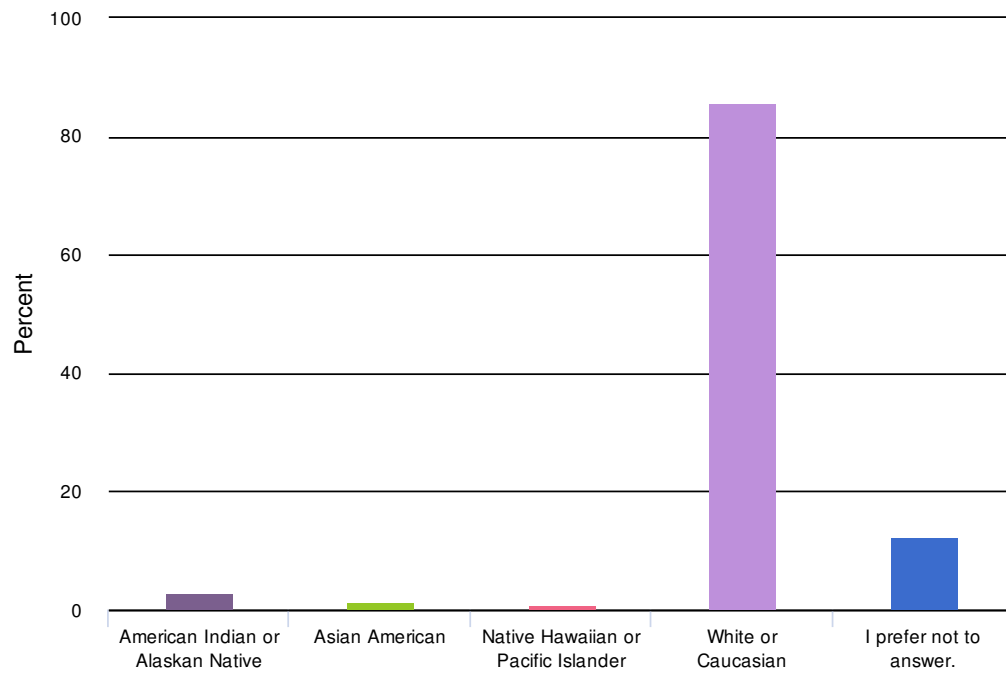
Value		Percent	Responses
American Indian or Alaskan Native		3.1%	4
Asian American		1.6%	2
Native Hawaiian or Pacific Islander		0.8%	1
White or Caucasian		85.9%	110
I prefer not to answer.		12.5%	16

5. What category best describes your total annual household income?

13% $150,000 or Higher

17% Under $30,000

18% $100,000 - $149,999

26% $30,000 - $59,999

26% $60,000 - $99,999

Value		Percent	Responses
Under $30,000		16.8%	21
$30,000 - $59,999		25.6%	32
$60,000 - $99,999		26.4%	33
$100,000 - $149,999		18.4%	23
$150,000 or Higher		12.8%	16
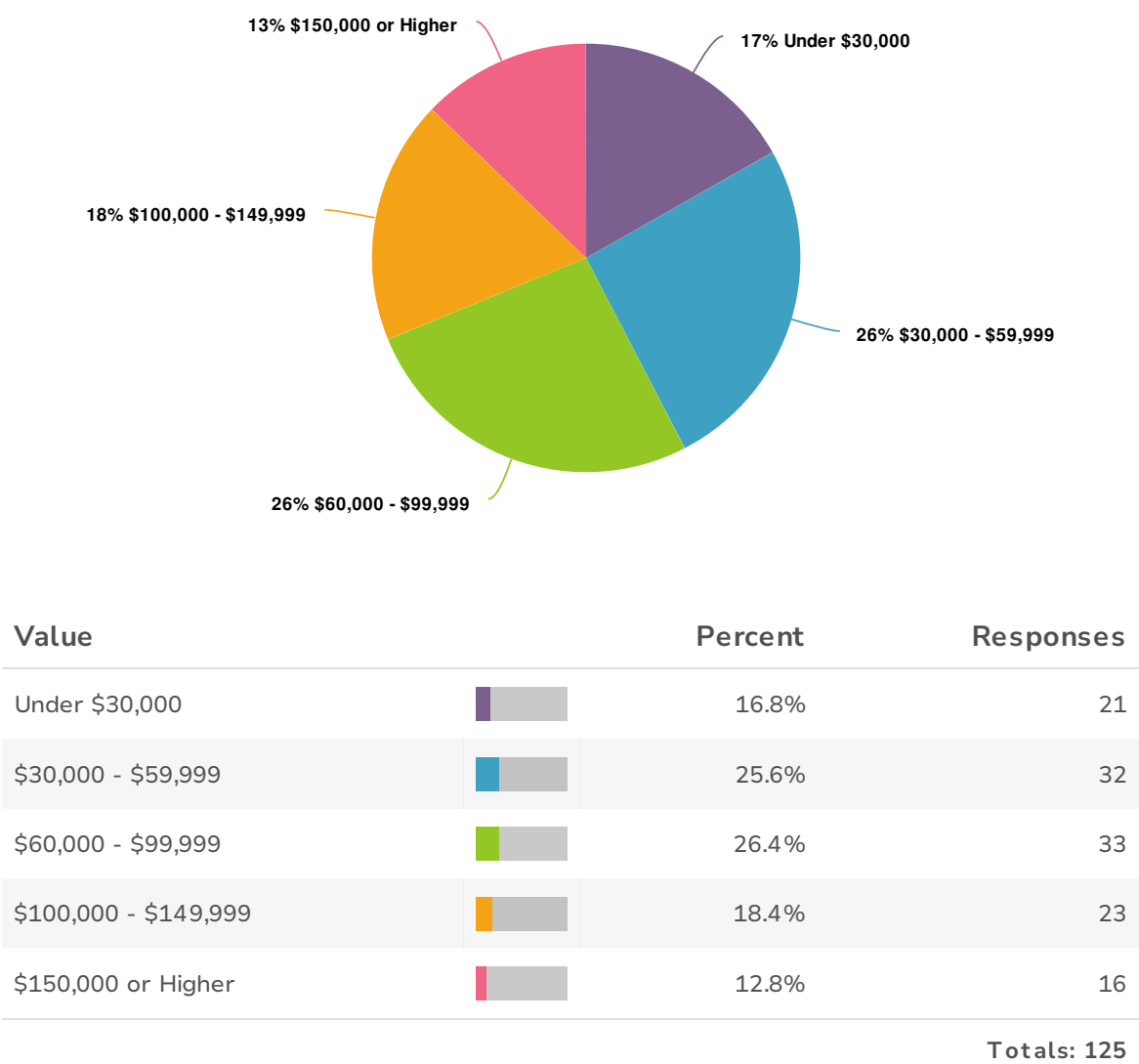
Totals: 125

6. What is the average length of time you spend traveling per day?

22% 1 hour or more

23% 15 minutes or less

9% 45 minutes - 1 hour

29% 15-30 minutes
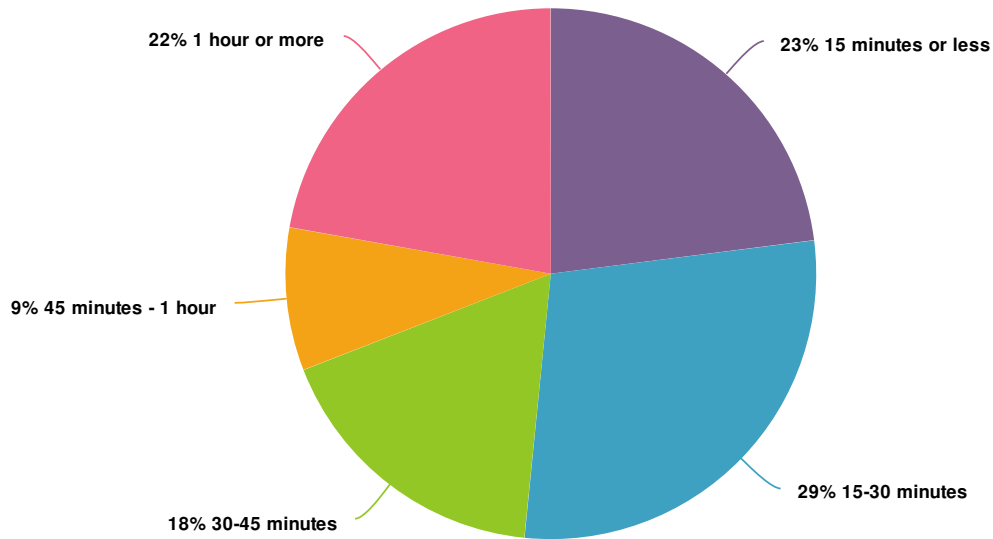
18% 30-45 minutes

Value		Percent	Responses
15 minutes or less		23.0%	29
15-30 minutes		28.6%	36
30-45 minutes		17.5%	22
45 minutes - 1 hour		8.7%	11
1 hour or more		22.2%	28

Totals: 126

7. What is your usual method of travel? Select up to three.
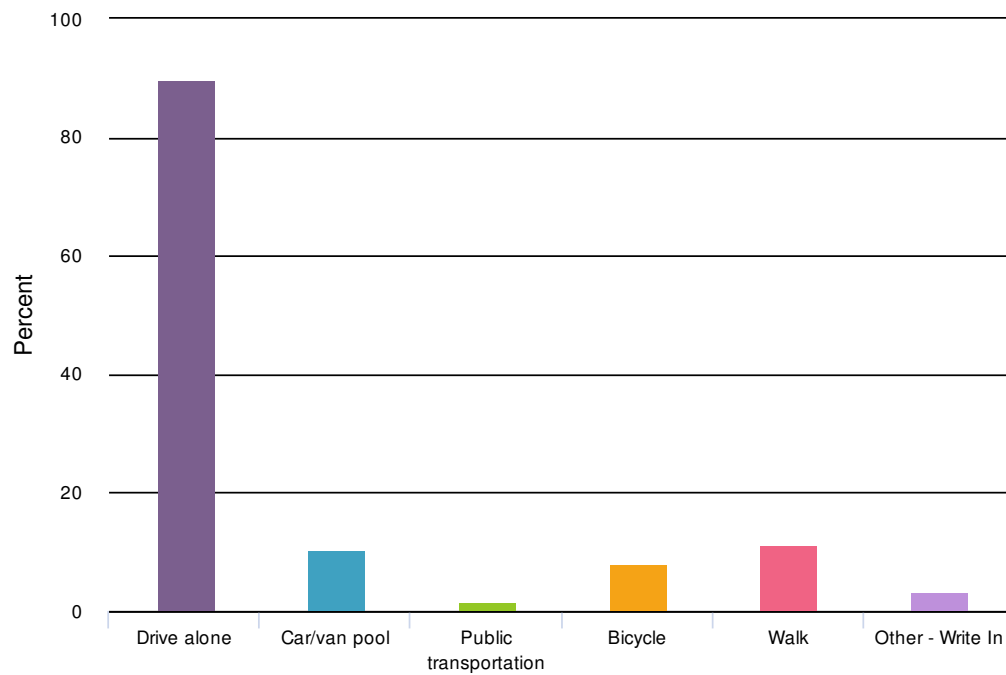
Value		Percent	Responses
Drive alone		89.7%	113
Car/van pool		10.3%	13
Public transportation		1.6%	2
Bicycle		7.9%	10
Walk		11.1%	14
Other - Write In		3.2%	4

Other - Write In	Count
Motorcycle	1
Van with spouse	1
family	1
power wheel chair	1
Totals	4

8. Is it easy to get around where you need to go on a daily basis in the Tri-County Region?

16% No

84% Yes

Value		Percent	Responses
Yes		83.9%	104
No		16.1%	20

Totals: 124
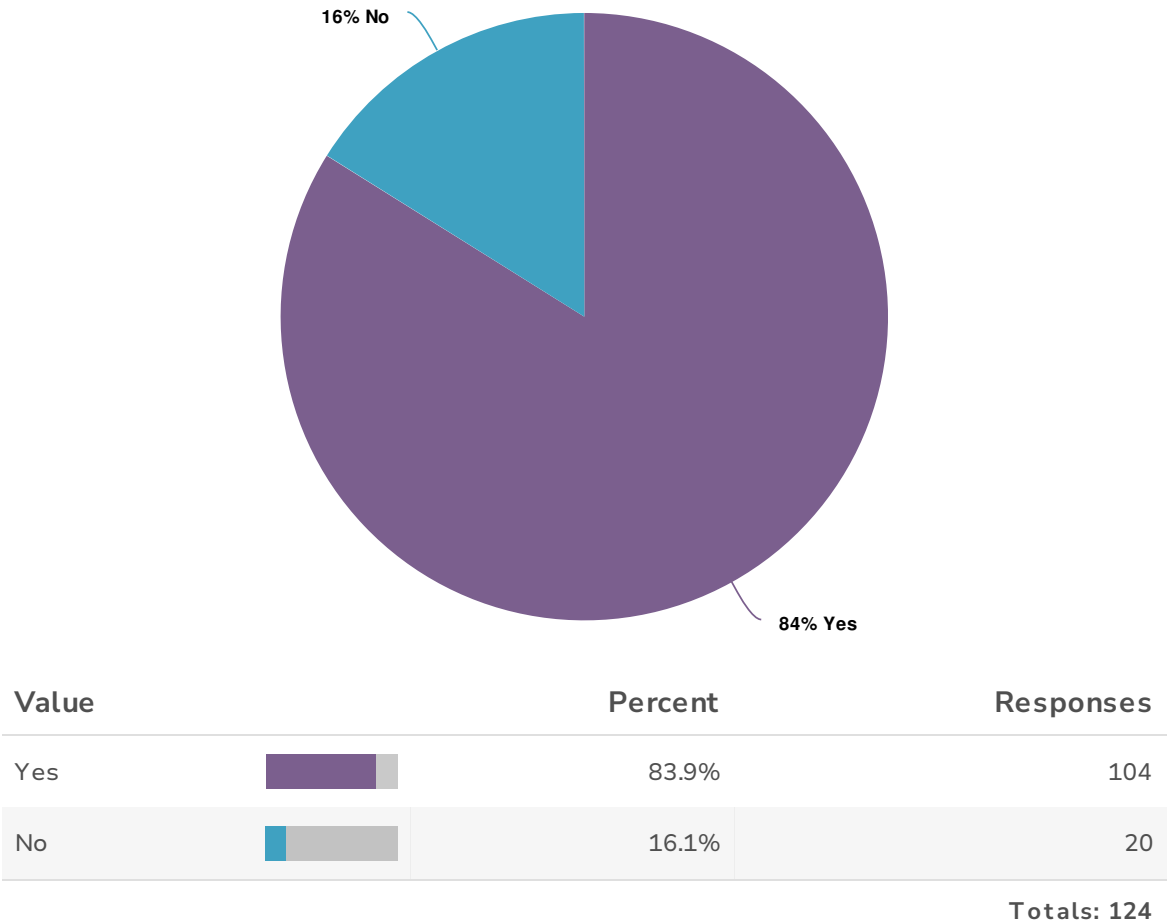
9. What would make it easier to get around the region?
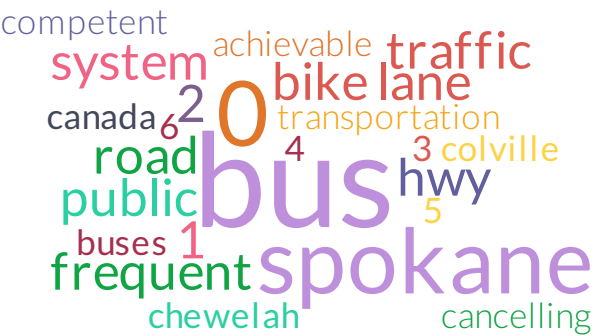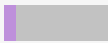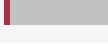
ResponseID	Response
45	public bus system
57	more traffic lanes and passing lanes.
83	Buses
84	Connected infrastructure, bike parking, a regular bus system (this last part probs isn't as achievable)
86	We need designated bus stops throughout Pend Orellie County that are clearly designed and with the times that the bus stops!
110	I would like there to be a 4 lane highway the full length of HW 395 and HW 2 from Spokane to Canada
113	Improvements on Hwy 395 to make it a 4 lane road. There is too much traffic and it is unsafe
114	Gold line needs to come thru Valley and Springdale then Loon Lake to Hwy 395. I don't understand why you would by pass these 2 towns. From Chewelah to Loon Lake you have nothing. So take 231 thru Valley and Springdale then 292 to Loon Lake makes more sense.
120	More frequent routes to Wellpinit from Spokane
126	Paved bike trails
130	open hall crk road again between Inchelium and Republic
140	either connecting roads or someone else driving.
143	A bus that runs from Metaline Falls to Newport Monday-Friday. Rural Resources is cancelling the current bus route as of June 30, 2021.
163	Better public transportation
164	Better/ frequent transportation to Colville to Spokane and Tonasket to Omak.
166	Reliable transportation/ competent drivers.

# 10. What cities/communities do you travel to most frequently?
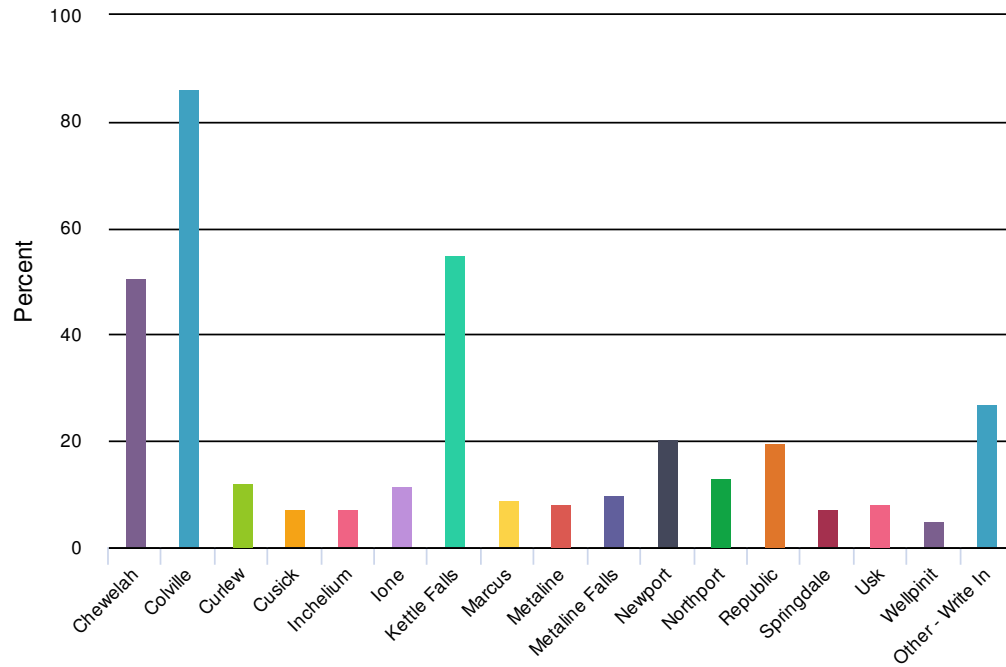
Value		Percent	Responses
Chewelah		50.8%	62
Colville		86.1%	105
Curlew		12.3%	15
Cusick		7.4%	9
Inchelium		7.4%	9
Ione		11.5%	14
Kettle Falls		54.9%	67
Marcus		9.0%	11
Metaline		8.2%	10
Metaline Falls		9.8%	12
Newport		20.5%	25
Northport		13.1%	16
Republic		19.7%	24
Springdale		7.4%	9
Usk		8.2%	10
Wellpinit		4.9%	6
Other - Write In		27.0%	33

Other - Write In	Count
Spokane	11
spokane	3
Deer Park	2
Valley	2
Airway Heights	1
I actually only go to Newport because I don't have reliable transpotation & can't afford gas to travel.	1
Loon Lake	1
Omak	1
Onion Creek, Hunters, Nine Mile Falls	1
Park rapids	1
SPOKANE	1
Spokane	1
Spokane VA Hospital	1
Spokane and the airport and train station.	1
Spokane, Omak	1
Spokane, Omak, Twisp	1
Spokane/Couer d Alene/Sandpoint	1
Valley	1
couer d alene	1
Totals	33

11. What reasons do you use the regional transportation system?
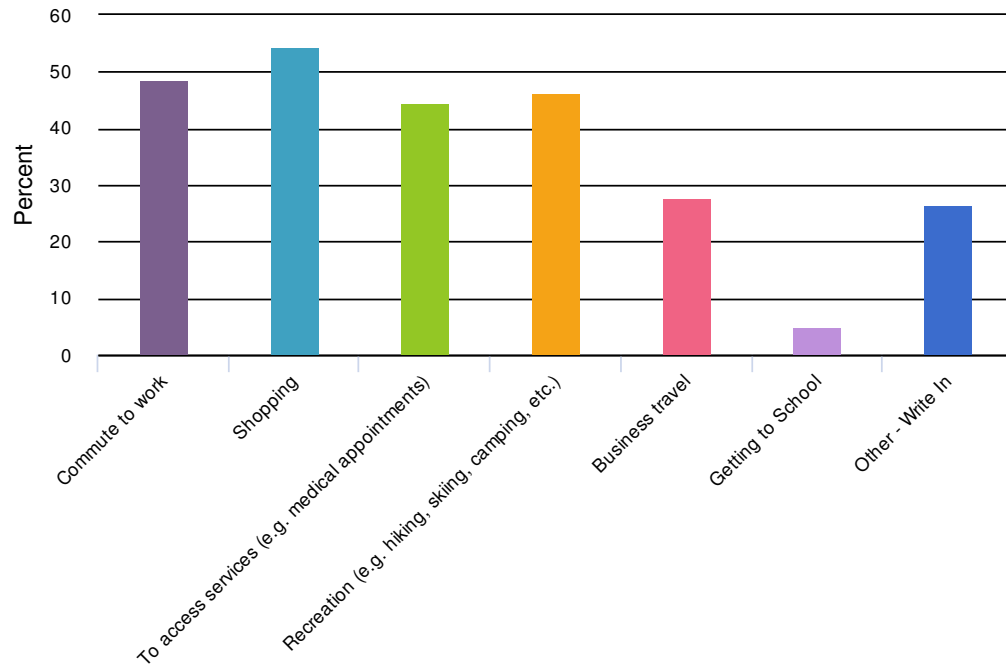
Value		Percent	Responses
Commute to work		48.5%	49
Shopping		54.5%	55
To access services (e.g. medical appointments)		44.6%	45
Recreation (e.g. hiking, skiing, camping, etc.)		46.5%	47
Business travel		27.7%	28
Getting to School		5.0%	5
Other - Write In		26.7%	27

Other - Write In	Count
As needed, save $	1
Been so long but I'd sure love to see the hall of moses again Olympic national park (rain forest)	1
Do not use	1
Totals	27

Other - Write In	Count
Don't Use	1
Don't use it	1
Don't use...yet	1
I currently don't	1
I don't use.	1
I have a car, if I didn't I would use if for medical and shopping.	1
I refer veterans to use it	1
N/A	1
None	1
Not a current user	1
Rarely to get to the airport, but the Gold Line is no longer operating	1
Swimming, exercise and water aerobics	1
Used to send my kids to their grandparents	1
Volunteer work	1
care of elderly parent	1
church	1
dd	1
do not use	1
go to catch plane in Spokane	1
its not available the hours I need	1
none	1
not used	1
visit family	1
Totals	27

Other - Write In	Count
volunteer duties	1
Totals	27

12. Please tell us what specific destinations you use for recreation? (Ski Resorts, Trailheads, Campgrounds, etc.)

ResponseID	Response
18	Lake Roosevelt boat launches and campgrounds. Sherman Pass for hiking/hunting
22	49 Degrees North Kettle Crest trail system Columbia & Kettle Rivers Colville Mt Lake Roosevelt Little Pend Oreille Wildlife Refuge
23	Trailheads, lakes, 49 Degrees North
31	49 north as well as cross country trails, various trails for hiking all around the area and road biking - I adequate shoulders are important.
32	sightseeing and camping
35	49 Degree's north, Columbia River, Bead Lake, Waitts Lake, Loon Lake, Pend Oreille River, Marcus and even camp ground, Tacoma creek Campground.
36	Pend Oreille Lakes, 49 Degrees North, Lake Roosevelt, Waitts Lake, Loon Lake
37	Colville Rotary Trail Colville HS track--for virtual Bloomsday, Jingle Bell walk
39	49n Sherman pass National forest Little pend Oreille
40	Trailheads, Skiing
41	Lake Roosevelt. Rotary Trail.

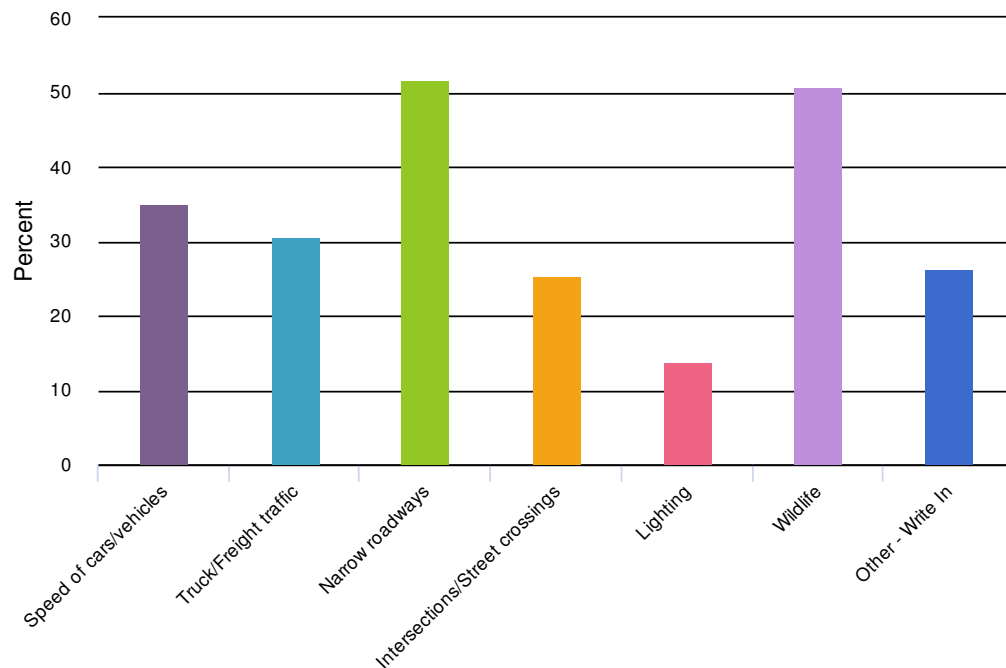| ResponseID	Response
52	Golf course and lakes for boating.
56	49 Degrees North, Colville National Forest via Sand Canyon/Highline Roads in Chewelah; Twin lakes/Inchelium; Long Lake/TumTum via Springdale Hwy 231; various campgrounds off hwy 20 east and west of Colville; all highways and paved roads for motorcycle rides.
59	Frater lake, Sherman pass, refuge, Colville man, area roads for biking
64	We've used trailheads and campgrounds for hiking.
69	Trailheads & campgrounds
73	Lake Roosevelt Colville National Forest hiking Campgrounds
77	Ski Resort
78	Trails Heads, Camping
84	Lots of trailheads on hwy 20 (Kettle Crest Trail, Tacoma Crest Trail, etc.)
99	Trailheads campgrounds
104	Hiking trails, campgrounds, lakes
109	fishing - Columbia River
110	Campgrounds and Trails
116	49 N; Cycling Roads in General, primarily county roads; Colville Mtn trailheads; Rocky Lake area;
126	Kamloops campground Colville Kettle Columbia River
127	Ferry County Rail Trail ; Beth Lake Chain Boneparte Lake Swan Lake Kettle Crest trailheads
129	Camp Grounds
131	boat launches on Lake Roosevelt, 49 North, Little Pend Oreille trailhead
133	Pierre lake, haags cove, cloverleaf, Ricky point, kettle river spots, orient for floating, colville mtn trails
147	Ski Resort, day use areas
148	Trailheads, campgrounds

ResponseID	Response
158	Restaurants, Membership Clubs (Eagles, Elks, etc.), Casino, Lakes, Berry Picking.
161	Cedar Lake State fishing access site.
162	Curlew, Black Beach
167	Ferry County Rail Trail; Lake Roosevelt NRA; Kettle Range hiking trails

13. What are your top safety concerns regarding transportation in the Tri-County Region? Please explain further in the space provided next to each answer.

Value		Percent	Responses
Speed of cars/vehicles		35.1%	40
Truck/Freight traffic		30.7%	35
Narrow roadways		51.8%	59
Intersections/Street crossings		25.4%	29
Lighting		14.0%	16
Wildlife		50.9%	58
Other - Write In		26.3%	30

Speed of cars/vehicles	Count
too fast, reckless driving	2
395 crazy speeds, congestion	1
Totals	24

Speed of cars/vehicles	Count
395 is dangerous	1
60 MPH is fine	1
Drunk drivers	1
Long stretches of no passing zones and vehicles passing on theses areas.	1
Narrow roads	1
No passing lanes on 395 or other State Highways	1
People drive like maniacs	1
Poor road conditions and poor drivers	1
Scary for bike riders	1
Slow cars are a constant threat. Aggressive drivers driving to fast are also a threat.	1
Slow cars cause backup down 395	1
Slow vehicles - passing lanes needed	1
Too fast on rural roads	1
Too much,passing at high speeds	1
Two lane Highways, no barriers or medians to avoid head on collisions	1
We need a 4 lane hwy from Spokane to Canada	1
need passing lanes between loon lake to colville	1
no one drives speed limit	1
people not maintaining speed	1
too fast	1
too fast, especially in winter	1
Totals	24

Truck/Freight traffic	Count
395 double lanes, especially pulling the hill out of the deer park roundabout	1
4 lanes for travel	1
50MPH	1
Curves large trucks and small cars are not a good mix.	1
Debris	1
Excessive speed, failure to give vulnerable road users the legally mandated three foot distance	1
Freight into/out of Canada	1
Large trucks and trailer on narrow roads and curves	1
More passing lanes needed	1
Narrow roads	1
Only 2 lane road.	1
Overloaded log trucks	1
Sherman pass is the worst, trucks dont use the slow vehicle pullover spots and fling giant rocks at our windshield while waiting to pass	1
TRUCKS DRIVE TO FAST IN THE TOWNS	1
There is a lot of semi truck traffic on Hwy. 395	1
There neds to be better truck crossings/routes into Canada from Stevens County	1
Two lane Highways, no barriers or medians to avoid head on collisions	1
We need to make things more truck friendly	1
cross center line	1
too fast reckless	1
too many	1
trucks go over the speed limit	1
Totals	22

Narrow roadways	Count
lack of shoulders	2
2-Lane Highways with few passing lanes poses increased risk for collision	1
231 has too many narrow sharp curves in the roads, especially when meeting large trucks. Very scary when you don't have control of the vehicle one is traveling in.	1
232 Chewelah-valley,	1
395	1
395 S/B 4 lane	1
395 lots of traffic	1
Bicycles traveling down roadway not on the shoulder	1
Bicyclists ride down the roadway instead of the shoulder	1
County roads are narrow and unsafe for walking and biking as alternatives.	1
County roads too narrow	1
Especially by Loon Lake the road (395) is too narrow	1
I'd bike more but often have to be on the road with cars and cyclists who break rules	1
Lack of adequate shoulders	1
Meeting larger vehicles on gravel/narrow roads	1
Minimal and poorly maintained shoulders on county owned roads	1
Most state routes have very few turn outs and are extremely narrow - need to be widened i.e - 231	1
Need 4 lanes from North Spokane to Canada	1
Only for bikers, scary when bicycles are riding and a car is coming both ways on both tiger why or Sherman pass. Bicycles need more rooms	1
Roads with NO shoulders	1
Scary for bike riders	1
Totals	36

Narrow roadways	Count
Turns off and across highway	1
Two lane Highways, no barriers or medians to avoid head on collisions	1
We could use some passing lanes.	1
We need a continuous passing lane to accommodate slower moving traffic (i.e. Farm equipment, logging, etc.) = a 4 lane continuous highway	1
Winding narrow curves with large trucks	1
folks passing in no passing lanes	1
look into more passing lanes	1
need freeway	1
need wider shoulders for cycling	1
not enough shoulder space	1
roads often have no shoulder for walking or riding a bike, especially with trucks on the roads	1
too many	1
twisty roads should be wider	1
yes, sometimes I wonder whether even the mini bus will get through	1
Totals	36

Intersections/Street crossings	Count
All towns should have traffic decrease to 25MPH	1
Highway 395	1
Hwy 25 & Old Kettle Road	1
I am anxious of traffic turning right into me when cycling or walking	1
I like the flashing lights at pedestrian crossings in Colville, but don't see them anywhere else	1
Impossible to cross main st of Colville during the day time.	1
Newport is a mess	1
Roundabouts	1
So much traffic	1
South Roundabout, heading sounds backs WAY WAY up	1
Speed by Nine Mile Schools	1
Turn lanes/roundabouts needed	1
Williams Lake/395 Intersection	1
intersections on main colville	1
need more stop signs and lights	1
people here aren't use to walkers! no idea what to do	1
stop lights vs roundabouts	1
Totals	17

Lighting	Count
395 is a dark road and with lines in a perpetual state of fade it can be pretty dangerous	1
395 is so dark that it's impossible to see Road hazards	1
Blinding LED lights from buildings & parking lots esp Barneys Jctn	1
Especially in rain or snow	1
Lack of lighting	1
No lighting on many highways	1
Parking lot	1
need more	1
Totals	8

Wildlife	Count
Deer	3
Deer, turkeys	2
55	1
Big Game	1
Crossing roadways during evenings and nights	1
DEER	1
Deer and elk	1
Deer and turkey in the road, always	1
Deer on the roadways are a constant safety threat	1
Deer, moose, dogs	1
Deer, turkeys are always around	1
Deer, turkeys on roadway	1
Totals	31

| Wildlife	Count
Goes without saying...	1
Hit 7 deer in 18 years	1
Hitting animals	1
Not much to be done but a concern	1
Predator reduction	1
Reduce vehicle/wildlife incidents	1
The deer and turkeys are a pain in the	1
We should consider animal overpass. These significantly reduce wildlife and vehicle collisions. And long term cost to consumers and benefit to environment is favorable.	1
crossing roads	1
deer and turkeys	1
deer hits	1
deer running into road	1
deer, elk, moose, turkeys	1
hitting deer	1
many accidents are wildlife involved on the Spokane Reservation	1
more signage	1
Totals	31

Other - Write In	Count
2 way traffic on 395	1
ATVs	1
Availability	1
Bad roads and in need of repair or plowed.	1
Totals	30

Other - Write In	Count
Capacity on both US 2 (four laned to POC County Line/ 395 ((four laned to Colville)	1
Few passing lanes	1
Guard rails needed in Ferry County. Example: Hwy 20 east past Republic school - dont veer too far right of you'll be in on the football field.	1
Homeless encampment on Truck route	1
Lack of biking lanes	1
Lack of passing lanes on 395	1
Make main street in Newport both directions again!	1
Non-motorized bike trails	1
Not enough passing lanes	1
Patrolling for DUIs in Stevens County needs increased to deter impaired drivers	1
Poor road conditions	1
Potholes	1
Road maintenance and repair	1
Rough roadways on 395 from poorly repaired surfaces.	1
Slow vehicle and semi-truck traffic on Hwy. 395 causes safety concerns due to the lack of passing opportunities	1
Solokar Rd is full of pot holes that are never fixed	1
There seem to be more bike riders in the canyons and rural roads that it isn't the safest area to be riding and meeting a bike and semi at the same time. Bike paths would be great.	1
Traffic, Need more Yield Signs in Colville on residential 4 way intersections	1
Transportion to/from VA Medical Center for medical care.	1
Trees almost fallen over hanging over the roadway on Sherman pass is scary!	1
Widening of Hwy395	1
Totals	30

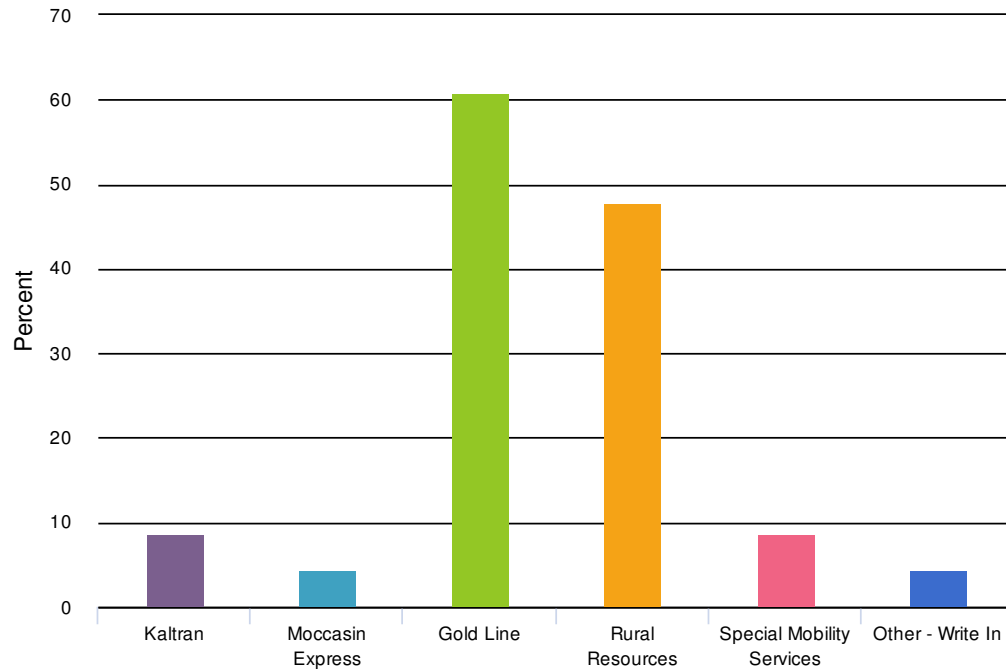| Other - Write In	Count
amount of drinking/driving evidenced by the amount of alochol containers picked up during roadway clean-up	1
busy dirt/gravel roads that need to be paved - Highline from Cozy Nook to Sand Canyon in Chewelah	1
lack of passing lanes	1
lack of services	1
snow	1
Totals	30

14. Do you ever use public transit in the Tri-County region?

19% Yes

81% No
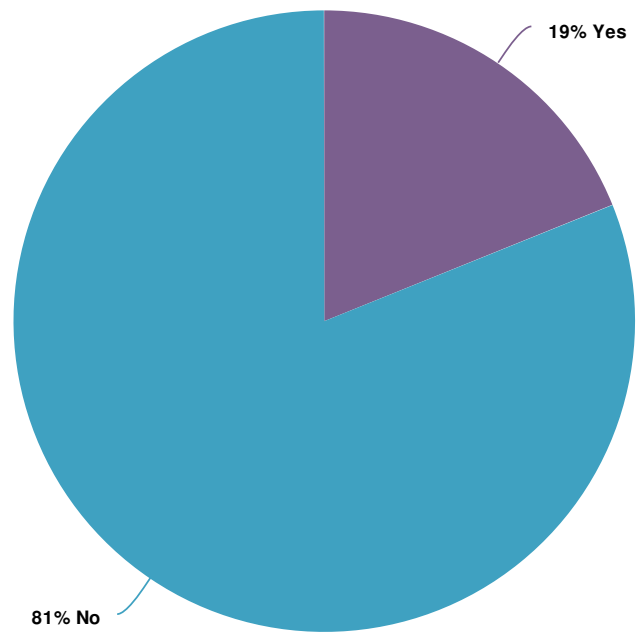
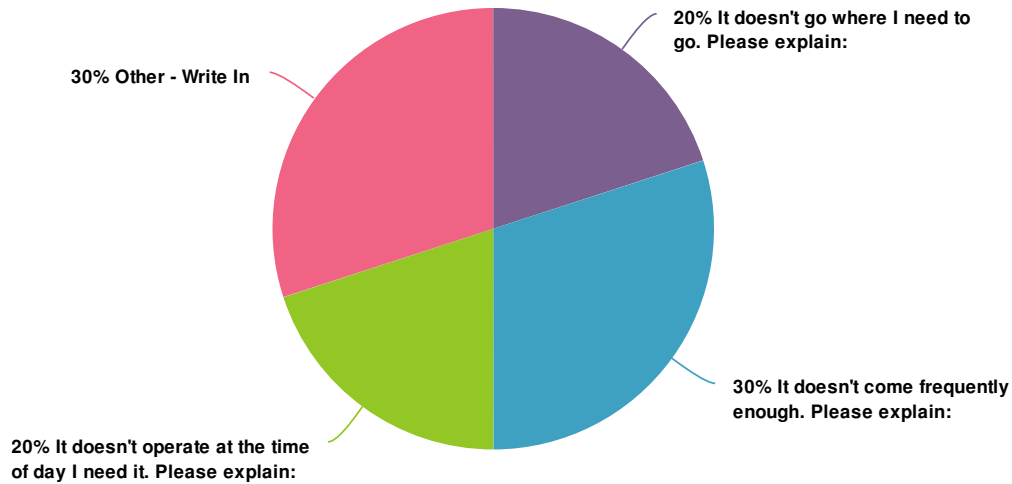| Value		Percent	Responses
Yes		18.9%	23
No		81.1%	99
			Totals: 122

15. Which service(s) do you use?

Value		Percent	Responses
Kaltran		8.7%	2
Moccasin Express		4.3%	1
Gold Line		60.9%	14
Rural Resources		47.8%	11
Special Mobility Services		8.7%	2
Other - Write In		4.3%	1

Other - Write In	Count
Drive when can & when car running	1
Totals	1

16. What needs to be improved about public transportation in the region?

20% It doesn't go where I need to go. Please explain:

30% Other - Write In

30% It doesn't come frequently enough. Please explain:

20% It doesn't operate at the time of day I need it. Please explain:

Value		Percent	Responses
It doesn't go where I need to go. Please explain:		20.0%	4
It doesn't come frequently enough. Please explain:		30.0%	6
It doesn't operate at the time of day I need it. Please explain:		20.0%	4
Other - Write In		30.0%	6

Totals: 20

It doesn't go where I need to go. Please explain:	Count
Spokane would be nice. Goldmine is cost prohibitive especially if you have to pay for more than 1 rider	1
To VA Hospital, Spokane	1
Valley	1
Totals	3

It doesn't come frequently enough. Please explain:

	Count
Bus currently runs once a day in the morning hours to other end of county.	1
Gold line only operated twice a day, and only between KF and Spokane	1
It would be nice if there was an evening transport as well as the morning and afternoon one	1
Needs to operate more than 4 times a day	1
Not enough hours of service	1
actual bus stops, pick ups? Like the Gold Line	1
Totals	6

It doesn't operate at the time of day I need it. Please explain:

	Count
I would take RR transportation, but it doesn't run early enough or late enough for my work.	1
We would like to see more service times	1
afraid I will get left as they don't have any off hours service	1
not alway available	1
Totals	4

It isn't reliable. Please explain:

	Count
Totals	0

Other - Write In	Count
Frequency and availability in remote areas. We don't need it, but my mom, age 84, who lives south of lone could use help getting to doctor appointments in Colville and Spokane.	1
Hard to figure out all the options and it changes.	1
Need better marketing , maintained drop off pick up points, cater to disabled and seniors more	1
Quit wasting money, there are only one or two people on the bus and there are other options for elderly or disabled.	1
Taxi or Uber service	1
does not come up to Northport	1
Totals	6

17. Please rate the following recommendations based on how important they are to the regional transportation system.

	Least Important	Not Very Important	I Don't Know	Somewhat Important	Very Important	Responses
Improve road safety Count Row %	1 0.9%	5 4.4%	3 2.7%	36 31.9%	68 60.2%	113
Improve public transit coordination between services Count Row %	10 8.8%	9 7.9%	25 21.9%	27 23.7%	43 37.7%	114
Improve frequency and reliability of public transit Count Row %	12 10.3%	8 6.9%	16 13.8%	37 31.9%	43 37.1%	116
Improve safety for cyclists and pedestrians Count Row %	9 7.7%	17 14.5%	10 8.5%	31 26.5%	50 42.7%	117
Maintain and update existing roadways Count Row %	2 1.7%	1 0.9%	1 0.9%	22 18.8%	91 77.8%	117
Totals Total Responses						117

18. Do you have any other ideas to improve transportation in the region?

ResponseID	Response
18	Bridges to remove Ferry Systems
22	Bike trail between Colville & Kettle Falls.
23	Become friendlier to bike riders. Allow transporters to stop & pick up or drop off people along routes - Hwy. 20 as an example. Partner with businesses to determine needs for themselves & their employees. Advertise ALL transportation options in a centralized location so the public understands their options.
26	I think many more of us will be driving electric vehicles soon. We will need charging stations in towns as well as rural areas. Public transit will be tricky with our sparse population, but transit between the towns and Spokane might be more used if it were more frequent!
28	There seems to be a lot of traffic congestion in the Colville area all the way to Spokane. More drivers on the road. In our line of work, those who do not drive / have driver licenses who live just outside of towns, have a hard time finding a ride into towns to conduct business. Services that can pick up at more rural areas to get people to Colville / Kettle Falls?
29	roundabouts
32	remove round-abouts...too many go the wrong way!
34	We need a shopping shuttle to Chewelah and Kettle Falls, or UBER!

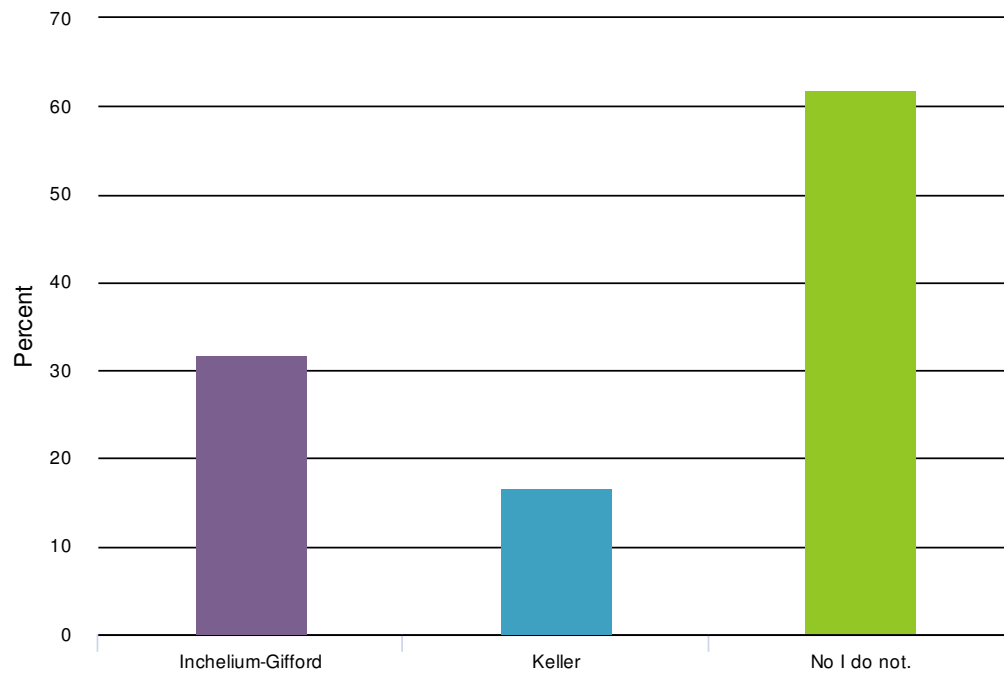| ResponseID	Response
36	Time to widen 395. There is way too much traffic for a two lane highway
40	A four lane highway with median between Colville and Spokane.
42	In my commute, I believe there needs to be a round-about at the intersection of Williams Lake Road and 395N
44	We need affordable transportation that has daily/hourly routine stops so people can take the bus to an appointment/work and back without waiting for hours.
49	I have several clients who have trouble getting to appointments if they dont fall within the rules of medical appts for shuttle. Like to see a specialist, or a doctor outside of their area, even if they cannot access those doctors. More flexibility would make a better tool. It seems like calculus, or impossible, to some Clients, to get to medical appointments. Ive been on the phone with them when they cry about it, and explain they cant get medical needs met. So that's pretty devastating to some. There should be an override built in when needed, to provide a process for those denied transportations to medical appointments. But theres not. Just denials.
55	Roundabout needed at 395 and Williams Lake Road; passing lanes needed on 395 between Colville and Clayton
59	Truck stop, hazardous material transport including train, passenger train cars to spokane
60	Put in public railway to travel from Northport to Spokane and farther.
62	Bike paths separate from Highway between Colville and kettle afalls
63	When thinking through the cost and benefit of public transportation in the region, I'm not convinced we should be supporting bus services. Why not look to subsidize the community to support each other than add more to the local government. What i mean is pay citizens to give those in need of transportation a ride rather than paying for a bus route and service.
64	Animal crossings and bicycle paths would really improved transportation. I don't use public transportation but believe that many would do so if affordable and the schedule worked out.
65	Offer service twice daily to Inchelium
67	Wider routes for passing with the amount of trucks taking the same routes.
68	hyway has uneven areas and potholes

ResponseID	Response
75	fix the ruts on hwy 395 between chewelah and colville. hydroplane and loss of steering control, its bad
77	We need a heavy haul route in Stevens County into Canada.
78	Improve the road pavement, the Ruts are a driving hazard, Extend the shoulders for slow moving vehicle to get further off the road for passing traffic. Keep cyclists from causing traffic jams by riding in the middle of the AUTO Traffic lane
82	Stop wasting tax dollars on public transportation and bicycle routes and focus on the infrastructure that will help support commerce. No matter how hard you push tourism and non-motorized transportation the reality of the region is fighting for natural resource extraction (mining and timber), farming, and ranching provide a lot more stimulus to the economy. It's just harder to gather the data on because those are the quite majority
83	Bike lanes connecting all the cities and scenic drives.
84	If increasing frequency is too costly, then providing a way to tailor public transportation options for individuals would be great. I often work with clients who have to dedicate an entire day for transit from Colville (also why I haven't taken the bus to Spokane, even though I love the bus)
86	Reduce the bottlenecks and make Newports main street both directions again. Add stop lights.
90	Construct a 4 lane Highway from Spokane to Colville.
92	Both US 2 and 395 are international freight corridors but lack any infrastructure in which transport drivers can fulfill HOS duty requirements, take required breaks, fuel, eat, even allow vehicles to safely pass. When the NSC 395 project is complete, both tourist and commercial traffic will be routed by mileage programs especially via US 2 between Spokane and Couer d Alene and these highways are not able to absorb this extra capacity especially between the SR 211 / 2 jct and Hwy 57 / 2 in Priest River.
95	Improve communications concerning the public transportation.
98	Widening Hwy. 395, at lease in some areas, to 4 lanes of traffic would make traveling between Spokane and the Canadian border more safe.
103	round about at 395/sand canyon road
104	Possibly create more connecting routes to Pend Oreille county from Stevens.
110	Train? Bike lanes between Kettle Falls and Colville and Chewelah?

ResponseID	Response
111	Have some. Make it express. Advertise it.
112	transportation to the Spokane transit site on Division
115	I think a roundabout is going in at 4 Corners in Loon Lake and that's good.
116	Recognize the importance of Cycling tourism for the NE WA region
120	Although costly, a region-wide database is needed, such as passively collected passenger data or annual household travel surveys.
123	from Kettle Falls to Spokane needs to be 4 lanes the whole way. There is far too many vehicles for a 2 lane hwy. thus making for a lot of accidents.
126	Yes painted bike lanes
132	Grading gravel roads twice a year is inadequate. The wash boarding on our road in Summer makes it neatly impassable.
133	Would be great for the older folks to be able to hop a trolley type car that could get them around town. My gramma could do het shopping, hit the library, habe lunch with a friend, go to slots, etc all on her own and feel independent instead of needing someone to drive her from place to place. Its too far for elderly to walk from super one to downtown, or from grocery outlet to the library, etc.
134	I would use public transportation but it is not available in my zip code area. It falls short in providing pick up and drop off to key spots in Stevens county and is not cost effective. The times it does run is not conductive to all work schedules for shift workers.
136	More signage identifying pedestrian and cyclists in the area, better lighting when approaching populated areas as thus is where you may encounter pedestrian traffic, reduce some of the speeds in areas where there is a likelihood of increased traffic and have law enforcement show more of a presence in these areas.
137	Add air commute flights to spokane
138	Does it even come to Newport?
142	Bike or walking path between Colville and Kettle falls
143	Find the bus that currently runs from Metaline Falls to Newport as it is discontinuing June 30, 2021.
144	use something like http://www.parrypeoplemovers.com use in the road or on the railroad tracks

ResponseID	Response
147	Need a heavy haul route into Canada
148	coordination! And ADVERTISE! I had no idea there was service to Republic or Ione from Colville for years.
151	A commuter train system would be a great benefit to our communities.
155	Availability/ beyond normal work hours/ weekens/ nights/ able to find companies
158	Keep Traffic lights and STOP replacing with roundabouts! Also, whomever made the decision to take desperately needed parking spaces from businesses on Mainstreet in Colville for these "Parklets" really shouldn't have! You took at least 8 spots from people who need them the most, like elderly, handicapped, quick in-and-out customers, not to mention the fact that its now harder to see the businesses store fronts too.
164	Regular schedules/ routes over Sherman or Boulder Pass to Colville. A route over Wanconde to Tonasket/Omak
167	Pass ordinance/RCW to inform lighting decisions/choices by private homes & business so the super bright LED lighting trend doesn't not cause collisions

19. Do you use either the Inchelium-Gifford or Keller Ferries?

Value		Percent	Responses
Inchelium-Gifford		31.9%	36
Keller		16.8%	19
No I do not.		61.9%	70

## 20. Do these ferry services meet your needs? Do you have any suggestions to improve these services?

ResponseID	Response
18	Bridges
26	Yes but I am not a frequent user
28	Yes, reliable and on time!
37	Just use the ferry for "recreation"--to take out of town visitors on tour...
38	yes
56	The Gifford ferry meets our needs. Could use a face lift - painting, sand blasting.
57	Yes, most of the time
59	Only use occasionally
60	Leisure so they are fine for me.
64	It does, but I rarely use the Inchelium-Gifford ferry.
65	yes
77	Yes
91	Yes

ResponseID	Response
92	We need back up boats. When a ferry goes down it is unacceptable to close the route for weeks at a time.
95	It is very hit and miss on catching a ferry and often hard to discover if one of the ferry's is offline, until you are at the terminal.
102	YES
116	Excellent to have them, meet needs
118	Glad to have the ferries
125	yes
131	Yes
137	Yes
142	Yes
145	Yes
147	most of the time
148	Better announcement of closures
158	Yes, use it a few times a year.
161	Occasional recreational use only, so needs are met.
164	yes
166	yes
167	Blast to widen road up & down to Keller Ferry from Wilber. It is far too narrow, no shoulder & earthen slippage is chronic. The area is growing ferry #'s rising we need ferry grade IMPROVED!

21. Do you use any of the airports in the Tri-County Region?

11% Yes

89% No
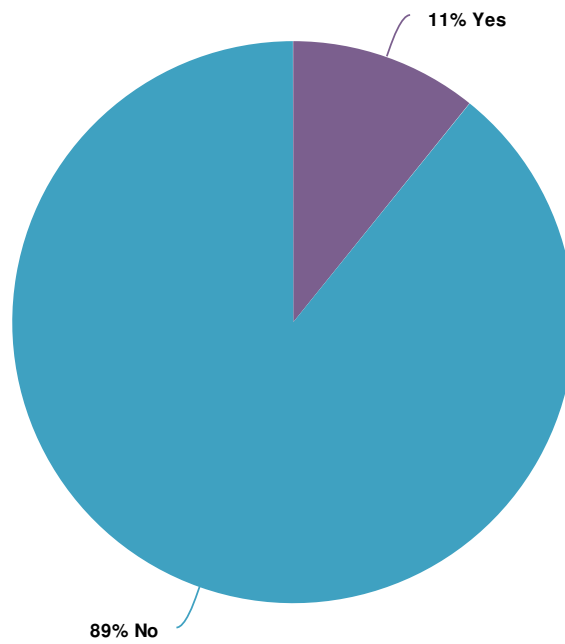
Value		Percent	Responses
Yes		10.8%	12
No		89.2%	99
			Totals: 111

22. Which airport(s) do you use?

ResponseID	Response
57	Chewelah
59	Colville
67	Colville
69	GEG and Castlegar in Canada
74	Deer park is the closest for most business class flights
95	Chewelah & Colville
125	Colville
127	Curlew
142	GEG
150	Colville Airport life flight

23. Do you have any suggestions to improve airport services?

ResponseID	Response
57	Fuel needed.
59	I sure life flight services, able to operate in fog, smokep
69	It would nice to have an express airport van. Currently, the service stops at many places before arriving at the airport.
74	Put a larger airport in Colville for business and wildfire fighting capability. The current airport is too short, flying over residential, hospital, and grade schools.
95	More hangers, improve the landing strip (resurfacing is weak), better communications with the cities on the importance of airports, recruiting of airport utilization.
125	longer run way and lighting
127	update runway lighting repave runway for better snow removal & make runway area secure from vandals
142	Increase frequency of shuttle