

**NORTHEAST WASHINGTON
REGIONAL TRANSPORTATION
PLANNING ORGANIZATION**

**SFY 2008-09
UNIFIED PLANNING WORK PROGRAM
(UPWP)**

July 01, 2007 to June 30, 2009

Prepared by:

Tri-County Economic Development District
February, 2007
Revised: April 2007

PART 1: DESCRIPTION OF THE NORTHWEST WASHINGTON REGIONAL TRANSPORTATION PLANNING ORGANIZATION

A. PURPOSE

On October 22, 1990 the commissioners of Ferry, Stevens and Pend Oreille Counties, by resolution, formed the Tri-County Regional Transportation Planning Organization (TRTPO) now known as Northeast Washington Regional Transportation Planning Organization (NEW RTPO), under the provisions of the 1990 Growth Management Act (SHB 2929). The commissioners then designated the Tri-County Economic Development District as the "Lead Agency" for the NEW RTPO.

The NEW RTPO was created to more efficiently utilize the resources available to the region in meeting growing transportation needs. Further evaluation of those needs as identified by the organization, resulted in the adoption of a Regional Transportation Plan (RTP) for Northeast Washington. This plan is now updated as necessary. The formal RTPO provides many direct benefits to the region including:

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

B. ORGANIZATION

A Regional Transportation Policy Board (RTPB), made up of seats for elected officials and private transportation interests, directs the NEW RTPO. The RTPB is responsible for overseeing the planning process. The RTPB meets four times a year to review program activities and take formal action as required. Current membership of this board is listed in Appendix A. A Technical Advisory Committee (TAC), consisting of professional and technical staff members representing state, county and local agencies and the private sector was established to participate in all phases of the transportation planning process. The TAC meets as needed during the year to address planning issues in the ongoing development of the transportation plan. Membership on the TAC is shown in Appendix B.

C. SIGNIFICANT ISSUES

Because of certain undesirable operational characteristics inherent in the present cross border freight route between Washington and British Columbia, the RTPO is supporting the study of possible alternative routes upon which freight movements can be performed with greater efficiency. Any favorable results or indications for improvement shall be reported to Stevens County, WSDOT and the British Columbia Highway Ministry for further consideration and dialog.

PART 2: WORK ELEMENTS

A. PLANNING PROGRAM MANAGEMENT

1. Planning Program Management

The lead agency, Tri-County Economic Development District, will provide management of the regional transportation planning process by coordinating UPWP activities with the oversight of the RTPPO policy board.

2. Coordination

The lead agency will maintain and enhance established coordination contacts with federal, state, tribal and local agencies, and with businesses, industries, civic and service groups in matters which pertain to transportation.

3. Management Commitments

- a. Schedule and facilitate periodic meetings of the RTPB to review, address and discuss issues with the planning partners.
- b. Determine issues of significance to the Regional Transportation System and Highways of Statewide Significance.
- c. Schedule and facilitate periodic meetings of the TAC and/or provide for individual on-site coordination with members of the TAC in order to identify and address issues of regional significance.
- d. Provide ongoing communication and coordination channels between county and local transportation authorities and federal and state agencies to fully address transportation issues within the region. This shall be done through meetings, trainings and other program applications that may be appropriate and effective.

4. Work Products' Format

- a. Attendance at interagency meetings and workshops.
- b. Coordinating and conducting public meetings.
- c. Meeting reports, minutes and workshop notes.
- d. Policy Statements.
- e. Study reports.
- f. Correspondence and correspondence records.

5. Estimated Cost: \$35,000.00

B. REGIONAL TRANSPORTATION PLAN DEVELOPMENT

1. Project development and documentation efforts in FY 2007/08 will include:
 - a. Continue implementation of transportation and growth management planning commonly known as the “Level of Service Bill”. Efforts in this Growth Management Act (GMA) work element are continued from previous UPWP requirements. An effort will be made to ensure the completion of this requirement and that local comprehensive plans are updated to reflect the requirements of the GMA.
 - b. Inclusion of “transportation facilities and services of statewide significance” (RCW 47.06.140) and their improvements in regional and local plans, and as adopted in the Washington Transportation Plan (WTP).
 - c. Review level of service methodologies used by cities and counties planning under chapter 36.70A RCW to promote a consistent regional evaluation of transportation facilities and corridors.
 - d. Periodic updates, from local governments, on what impacts are expected to state highways from future land use changes.

2. An RTP update/review will be made in accordance with RCW 47.80.

Update and maintain a Regional Transportation Plan. This plan will be updated annually and will reflect a long-term transportation outlook based on modes of transportation that are critical to the region.

3. Local comprehensive plan review and certification:

- a. In order to comply with the consistency requirements of Growth Management Act (GMA) and to insure that the regional plan and local comprehensive plans are compatible, the RTPO will perform comprehensive consistency reviews of such county and municipal comprehensive plans as they are submitted during the 2007/08 years. The review will be conducted in accordance with the procedure developed by the lead agency and approved by the RTPB. Copies of the review will be sent to WSDOT Planning Offices in Olympia and Spokane.
- b. In an effort to foster consistency and enable local jurisdictions to prepare their transportation elements in a manner that adequately addresses regional issues, the RTPO will participate in the development of the transportation elements in local comprehensive plans as further support of the regional plan.
- c. The GMA requires (RCW 47.80.023 and 47.80.030) that plans are consistent and the RTPO complete a concurrency review of local comprehensive plans once per biennium. The NEW RTPO will also request periodic updates from local governments on what impacts are expected to state highways from future land use changes.

4. Work Products:
 - a. Updated RTP
 - b. Regional LOS standards;
 - c. RTS deficiencies identification and recommendations;
 - d. Reviews and certification of GMA comprehensive plans;
5. Estimated Cost: \$5,000.00

C. LOCAL ISSUES ADVOCACY

1. The RTPO will work to define and/or redefine local issues and policies that relate to elements of the RTS. The RTPO will work toward resolutions of those issues as they relate to the implementation of the RTP. A current list of issues and policies is attached as Appendix D; however, the list may be expanded during the course of the fiscal year at the discretion of the RTPB.
2. Estimated Cost: \$38,000.00

D. TRANSPORTATION IMPROVEMENT PLAN (TIP)

1. In accordance with RCW 47.80 the RTPO shall develop a regional transportation improvement process. The regional process shall be guided by the same philosophies and policies that are used by the WSDOT in developing the WTP and shall employ, where appropriate, identical planning steps.
2. Format a bi-annual Transportation Improvement Program (TIP) to be prepared and submitted to WSDOT and updated each year. The TIP's elements shall be those facility improvements applicable to the Regional Transportation System (RTS), which have been selected from the 6-year TIPs of the counties, tribes and local jurisdictions of the region plus those improvements considered necessary by the RTPB.
3. Estimated Cost: \$ 5,714.00

E. REQUIRED DOCUMENTATION

1. The Tri-County Economic Development District staff will continue to update the RTPO Agreement, the UPWP and other reports and information as necessary to reflect current needs and to remain consistent with public law.
2. Work Products:
 - a. RTPO Agreement;
 - b. SFY 2008-09 UPWP;
 - c. Quarterly and Annual Progress Reports;
 - d. Quarterly Vouchers.
3. Estimated Cost: \$ 35,000.00

F. WASHINGTON TRANSPORTATION PLAN

1. Conduct long range planning consistent with the Investment Guidelines and Key Policy Recommendations of the WTP:
 - a. Participate in corridor studies or studies of statewide or regional significance by attending meetings, reviewing documents and communicating with the TAC and Policy Board on these issues.
 - b. Provide support of WSDOT activities related to the Highway System Plan and other modal plans, including non-motorized transportation alternatives, as appropriate.
 - c. Coordinate with neighboring RTPOs on common issues such as identification of all weather road systems including:
 1. County Road and City Street needs,
 2. Transit needs,
 3. Non-motorized needs, and
 4. Port, marine/riverine navigation, and other freight needs
 - d. Continue to participate in the efforts to evaluate the potential for a North South Transportation Corridor, a non-motorized network of trails and paths and a link between the state's rail study as it relates to the Northeast Region.
 - e. Communicate with elected officials by conduct public meetings, preparing documentation and developing an informational website to increase awareness of the WTP, it's issues of critical significance and the regional long-range transportation plan.
 - f. Continue supporting implementation of regional transportation and growth management planning activities through the constant search for funding mechanisms to support this regional transportation planning process.
2. Estimated Cost: \$31,496.00

G. ACTIVE COMMUNITY LIVING ENVIRONMENTS

1. The RTPPO will work directly with WSDOT on the Active Community Environments Project. The objective of this five year WSDOT collaboration with the Department of Health is designed to improve the health and quality of life for Washington's citizens by improving and increasing opportunities to be physically active. This project seeks to incorporate transportation policy and infrastructure changes that improve bicycle and pedestrian facilities and safety, and uses urban planning approaches related to zoning and land use that promote physical activity.
2. The RTPPO will meet the objectives identified by WSDOT and Department of Health as soon as they are released. These objectives will be incorporated into this UPWP at that time.
3. Develop a Master Bicycle/Pedestrian plan for the Northeast Washington region.
 - a. Organize and facilitate a task force of at least 10 private and public sector individuals to assist with the design of an overall plan. This plan will take into consideration the four types of benefits offered by the creation of a bike path: Economic, Environmental, Health and Wellness and Historic.
 - b. Coordinate with planning committees on the north and south ends of the path to ensure the paths along the 395 corridor are compatible.
 - c. Seek funding for the project through regional, state and federal funding programs including gathering the required local matching funds.
 - d. Establish communication and coordination between community organizations and schools in order to form partnerships to support the pathways.
 - e. Design a program that will provide ongoing recruitment of volunteers to participate in programs, projects and special events that will utilize the pathway as a regional recreation resource.
 - f. Continue collaboration throughout the region for continuing the extension of the pathway.
4. Estimated Cost: \$ TBD

PART 3. FINANCIAL SYNOPSIS

WORK ELEMENTS

RTPO Standard SFY 08 \$59,357 + SFY 09 \$59,357) +
RTPO Long Range SFY 08 \$15,748 + SFY 09 \$15,748 + ACE \$0 = \$150,210

A.	Planning Program Management	\$35,000.00
B.	Transportation Plan Development	\$ 5,000.00
C.	Local Issue Advocacy	\$38,000.00
D.	Transportation Improvement Plan	\$ 5,714.00
E.	Document Preparation	\$35,000.00
F.	Washington Transportation Plan	\$31,496.00
G.	Active Community Environments	<u>\$ 0.00</u>
TOTAL		\$150,210.00

APPENDIX A

NORTHEAST WASHINGTON REGIONAL TRANSPORTATION PLANNING ORGANIZATION

2007 POLICY BOARD MEMBERS

Mike Blankenship	Commissioner	Ferry County
Joe Bond	Commissioner	Ferry County
Nathan Davis	Commissioner	Ferry County PUD
Dean Cummings (Chair)	Commissioner	Pend Oreille County
Laura Merrill	Commissioner	Pend Oreille County
Stephen Kiss	Commissioner	Port of Pend Oreille
Ken Hirsch	Commissioner	Pend Oreille County PUD
Merrill Ott	Commissioner	Stevens County
Tony Delgado	Commissioner	Stevens County
Ken Rosenberg	Commissioner	Stevens County PUD
Lou Janke	Council Member	City of Colville
Clancy Bauman	Mayor	City of Chewelah
Ray Smith	Mayor	City of Kettle Falls
Fred G. Anderson	Mayor	City of Newport
Shirley Couse	Mayor	City of Republic
Bob Spencer	Mayor	Town of Cusick
Ed Stambaugh	Mayor	Town of Lone
Fran Bolt (Vice Chair)	Mayor	Town of Marcus
David Myers	Mayor	Town of Metaline Falls
Jerry Matteson	Mayor	Town of Northport
Mike Pammler	Mayor	Town of Springdale
Don Egbers	Council Member	Town of Metaline
Brian Clark	Planner	Colville Confederated Tribes
Paul Wilson	Planner	Kalispel Tribe
David Ernst	Planner	Spokane Tribe
Jerry Lenzi	Regional Administrator	WSDOT - Eastern Region
Rick Degman	Director of Marketing and Sales	KF International Railroad
Kelly Scalf	Director of Transportation	Rural Resources

APPENDIX B

NORTHEAST WASHINGTON REGIONAL TRANSPORTATION PLANNING ORGANIZATION

2007 TECHNICAL ADVISORY COMMITTEE MEMBERS

David Ernst	Planner	Spokane Tribe
Jim Whitbread	Engineer	Stevens County
Brian Clark	Roads Engineer	Colville Confederated Tribes
Dave Martineau	City Planner	City of Colville
Paul Wilson	Planner	Kalispel Tribe
Keith Muggoch	Public Works Director	Ferry County
Curt Kelling	City Administrator	City of Chewelah
Mark Rohwer	Regional Planner	WSDOT - Eastern Region
Don Ramsey	Ass. County Engineer	Pend Oreille County
Kelly Driver	Port District Manager	Pend Oreille Valley Authority
Linda Hall	City Administrator	City of Republic
Ray King	City Administrator	City of Newport
Dave Keeley	City Planner	City of Kettle Falls
Kelly Scalf	Director of Transportation	Rural Resources
Rick Degman	Director of Marketing and Sales	KF International Railroad

APPENDIX C

NORTHEAST WASHINGTON REGIONAL TRANSPORTATION PLANNING ORGANIZATION

LEAD AGENCY STAFF

Jeni Forman	Executive Director	Appointed
Renè Kubiak	Finance Manager	Staff Member
Jon Lind	Loan Officer	Staff Member
John Halterman	Pend Oreille County, EDS	Staff Member
Deana Zakar	Ferry County, EDS	Staff Member
Open	Stevens County, EDS	Staff Member
Heidi Porth	Cluster Study Manager	Staff member
Karen Van Soest	Program Coordinator	Staff Member
Jill Bolt	Office Assistant	Staff Member
Jackie Blankenship	Program Assistant	Staff Member
TBD	Non-Motorized Path Coordinator	VISTA Volunteer

APPENDIX D

LOCAL ISSUES ADVOCACY

The following listing is arranged by county and/or region and is prioritized within the respective geographic area.

Ferry County

1. *Addition of Passing Lanes to SR 20 on Sherman Pass.*
 - A. *Determine where traffic congestion most frequently occurs;*
 - B. *Encourage the construction of passing/climbing lanes in or near congested areas;*
 - C. *Assist with planning estimates for those areas;*
 - D. *Submit to TAC for introduction to WSDOT with recommendations;*
 - E. *Bike Lanes on Sherman Pass.*

Stevens County

1. *Promote capacity and safety improvements for SR 395.*
 - A. *Continue to assist and support the "SR 395" and the Safety Corridor Projects including four (4) lanes from Spokane to Loon Lake.*
2. *Continue to seek freight mobility funding for Colville Truck Alternative.*
3. *Support efforts to improve the capacity of SR 291 from the Suncrest/Long Lake area to the Spokane County line or develop an alternate route.*
4. *Encourage improvement of pedestrian facilities and focus on developing safe bicycle/walking routes on Hwy 395 (within city limits).*
5. *To alleviate capacity on Hwy 395, actively promote alternate methods of freight transportation such as air and rail.*

Pend Oreille County

1. *Encourage State Government and WSDOT to Improve Grades, Alignment and Structures of SR 31 to a Level, which will be compatible with Movement of Heavy Trucks across the Canadian Border.*

Colville Tribes

- ☹ *Pedestrian/Bike Path on Highway 21 in the Keller Community. This is for the safety of the youth, community, and their domestic animals.*
- ☹ *Encourage Collaboration to realign a portion of dangerous roadway on the Inchelium-Kettle Falls highway two miles south of Barnaby Island.*
- ☹ *Continue to work with WSDOT and FHWA regarding the replacement of the Inchelium Ferry to a future Inchelium Bridge.*
- ☹ *Promote safety measures for pedestrians.*

NEW Region – Planning Items

- Actively seek support for increased and stable transportation funding: Develop a public education program for the Region stressing the economic impact of an inadequate transportation system.
- Plan for all modes of transportation across the region.
- Continue to provide support for Community Revitalization efforts in Pend Oreille, Stevens & Ferry Counties.
- Continue to promote increased federal participation in the funding of projects on NAFTA impacted highway corridors.
 1. Assist civic organizations and citizen groups on transportation issues;
 2. To keep city and county councils informed of the NAFTA impacts;
 3. Keep Senators and Representatives informed.
- Seek the support of legislature by organizing business and civic interests to press for the completion of the North Spokane Freeway.
- Increase the level of cooperation and information flow between the RTPO and each of the region's Native Tribes. Of particular concern are funding opportunities and developments which will tend to integrate Tribal road systems into the Regional Transportation System.
- Specifically, the RTPO will provide assistance and advice to the tribes in the development of safe and efficient routes, which will promote their collective economies, i.e. tourism, agriculture and small manufacturing.
- Develop a plan to educate the NEW RTPO and the public with respect to public transportation efforts and needs of the region.

NEW Region – Action Items

1. *Continue Promotion of Improvement of All State Routes and Major County Roads to Eliminate Seasonal Load Limits or Closures.*
2. *Continue to provide support for Chewelah – Flowery Trail transportation project.*
3. *Continue to support repair/construction of Metaline Falls, Usk & Inchelium bridges.*