

Adopted 12 June 2017

2040 REGIONAL TRANSPORTATION PLAN FOR THE OKANOGAN REGION

Transportation for the Okanogan Region

RESILIENT. RESOURCEFUL. RESPONSIBLE.



Okanogan
COUNCIL OF GOVERNMENTS

Okanogan Council of Governments – 2017 Voting Members

- Town of Twisp..... Soo Ing-Moody, Mayor **(Co-Chair)**
- Okanogan County Jim DeTro, Commissioner **(Co-Chair)**
- Okanogan County Transit Authority Kelly Scalf, General Manager, **Secretary**
- Okanogan County Public Works Josh Thomson, County Engineer, **Treasurer**
- City of Brewster Janis May, Councilwoman
- Town of Conconully Don Smith, Councilman
- Town of Coulee Dam Duane Johnson, Councilman
- Town of Elmer City..... Jimmer Tilman, Public Works Director
- Town of Nespelem..... Dennis Montes, Councilman
- City of Okanogan Jon Culp, Mayor
- City of Omak Cindy Gagne, Mayor
- City of Oroville Jon Neal, Mayor
- City of Pateros..... Carlene Anders, Mayor
- Town of Riverside Josh Crofoot, Councilman
- City of Tonasket Patrick Plumb, Mayor
- Town of Winthrop..... Anne Acheson, Mayor
- Confederated Tribes of the Colville Reservation..... Angelena Campobasso, Senior Planner
- Okanogan County Transportation & Nutrition Jennifer Fitzthum, Executive Director

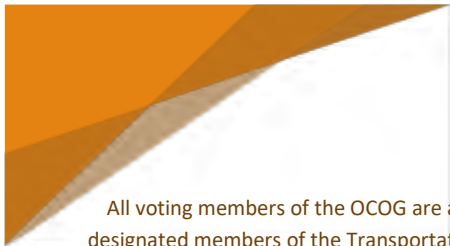
Additional Transportation Policy Board Members (non-voting)

- North Central Region, WSDOT Nick Manzano, Transportation Planning Manager

Ex Officio Members

- | | |
|---|---|
| Senator Brad Hawkins, District 12 | Senator Shelly Short, District 7 |
| Representative Cary Condotta, District 12 | Representative Jacqueline Maycumber, District 7 |
| Representative Mike Steele, District 12 | Representative Joel Kretz, District 7 |

Jerry Litt, WA Transportation Commissioner



All voting members of the OCOG are also designated members of the Transportation Policy Board, or TPB. The TPB also includes other members who are not voting members of the OCOG. This includes WSDOT and private business representatives. All legislative members are Ex Officio members of the TPB by state statute. OCOG may modify its TPB membership structure in the future if needed to create a more inclusive and responsive transportation advisory body.

Resolution OCOG 2017-01

RESOLUTION OF THE OKANOGAN COUNCIL OF GOVERNMENTS ADOPTING THE 2040 REGIONAL TRANSPORTATION PLAN FOR THE OKANOGAN REGION

WHEREAS, the Okanogan Council of Governments (OCOG) is working to be recognized as the state-designated Regional Transportation Planning Organization (RTPO) for the Okanogan region; and

WHEREAS, the Okanogan region is recognized as including all of Okanogan County and its cities and towns; and

WHEREAS, the OCOG is responsible for ensuring a comprehensive, coordinated, and continuing approach to long-range transportation planning in the Okanogan region; and

WHEREAS, the 2040 Regional Transportation Plan for the Okanogan Region (the 2040 Regional Transportation Plan) was developed to support the long-range planning needs of the OCOG; and

WHEREAS, the 2040 Regional Transportation Plan fully satisfies all planning requirements of 47.80.030 RCW; and

WHEREAS, the 2040 Regional Transportation Plan satisfies state RTPO planning requirements in ways that promote rural regional transportation priorities for the OCOG transportation partners; and

WHEREAS, the plan is updated periodically in response to current and emerging issues and to remain relevant and consistent with transportation planning efforts on the part of local, tribal, transit, and state partners

NOW THEREFORE BE IT RESOLVED that the OCOG adopts the 2040 Regional Transportation Plan for the Okanogan Region and commits to advancing its transportation work program.

ADOPTED by the Executive Committee of the OCOG on June 12, 2017.

Soo Ing-Moody, Co-Chair

Jim DeTro, Co-Chair

The Okanogan Council of Governments (OCOG) assures that no person shall, on the grounds of race, color, national origin, or sex be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance from the Washington State Department of Transportation, in full compliance with Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulation in all programs and activities.

PREFACE

The Okanogan Council of Governments (OCOG) presents this **2040 Regional Transportation Plan for the Okanogan Region** as a framework for on-going work by the region's stakeholders who are working together to make this region's transportation system as safe, efficient, cost-effective, and accommodating as possible.

As a Regional Transportation Planning Organization, OCOG is responsible for facilitating an inclusive engagement process that brings together an array of stakeholders in coordinated planning activities. Those activities inform and shape policies and investments throughout the region.

While state legislation determines what must be done it is up to the region's stakeholders to determine how it will be done. This is reflected in the issues and priorities that shape this plan.

The 2040 Regional Transportation Plan promotes

- ❖ Strategic initiatives
- ❖ Multimodal transportation systems
- ❖ Environmental stewardship
- ❖ Organizational and community resiliency
- ❖ Community engagement
- ❖ Innovative technologies and approaches

It places a priority on preservation and safety needs. It highlights economic factors. It advances local and state needs through targeted regional initiatives.

In short, it provides a good foundation for regional planning activities by OCOG and its partners over the next few years with initiatives that will provide long-lasting value for the region's transportation system and stakeholders.

CONTENTS

Preface	i
Regional Transportation Planning in the Okanogan Region	1
Introducing Washington’s Newest RTPO	1
Planning the Plan.....	1
Planning for the Okanogan Region.....	2
Compliance Essentials – RTPO Requirements in a Rural Region	3
The 2040 Regional Transportation Plan for the Okanogan Region	6
A Regional Vision for Transportation	6
The Regional System	7
<i>Regional Transportation Facilities and Services</i>	7
<i>Critical Transportation Factors</i>	9
Planning for the Future	10
Regional Priorities	12
Evaluating System Performance	13
Paying for Transportation	15
<i>Least-Cost Planning with Unpredictable Funding</i>	16
Goals, Policies, and Strategies	17
Goal 1: Safety	18
Goal 2: Preservation	19
Goal 3: Mobility	20
Goal 4: Economic Vitality	21
Goal 5: Environmental.....	22
Goal 6: Stewardship	23

Long-Range Regional Transportation Program	24
Regional Roadway Safety Plan	26
Emergency Management Plan Inventory and Needs Assessment	27
Scenic Byways Enhancement Strategies	28
Highway 97 Freight Economic Corridor Review	29
Bus Stop Inventory and Assessment	30
“Main Street” Highway Action Plan	31
Human Services Transportation Plan	32
Regional Strategy for System Preservation	33
Primitive Roads Study	34

Appendix

A. Transportation Atlas	1
B. Financial Overview	22
C. RTPO Compliance Checklist	30
D. Summary of Public Comments	33



REGIONAL TRANSPORTATION PLANNING IN THE OKANOGAN REGION

This document is the first long-range regional transportation plan to be adopted by the Okanogan Council of Governments since it was designated a single-county Regional Transportation Planning Organization in 2017. That designation brings with it requirements that have a strong influence on the contents of this document. Some background provides useful context for the long-range plan that follows.

INTRODUCING WASHINGTON'S NEWEST RTPO

In 2017, Washington state law was changed, allowing the Okanogan Council of Governments (OCOG) to be designated as a Regional Transportation Planning Organization, or RTPO. An RTPO is a voluntary association of local governments, tribes, transit agencies, the Washington State Department of Transportation (WSDOT), and others. It capitalizes on an established mechanism for coordination between local governments and the state on regional transportation issues.

Members of the Council work together to identify and address transportation issues and opportunities of consequence to the region. As it applies to OCOG, “region” is all of Okanogan County. Being the product of a coordinated regional planning process elevates those issues and opportunities in statewide planning processes and investment strategies. The regional process often fosters enduring partnerships and collaboration that is conducive to local resiliency and self-sufficiency.

As an RTPO, the OCOG receives a small annual stipend from WSDOT to support this work. It reports annually on what it will do with its fiscal year RTPO planning money through a process known as an annual work program, and then reports out on what was actually accomplished. State and federal agencies maintain oversight of the program and its accountability measures. OCOG is eligible to apply for grants on behalf of itself and in partnership with member agencies and other organizations. OCOG can use some or all of its annual RTPO planning stipend as local match for federal planning grants.

PLANNING THE PLAN

The designation of OCOG as an RTPO brings with it several responsibilities. One of these is the responsibility to develop a long-range plan to guide transportation policy and investments. This document is the first self-directed iteration of that perpetual long-range plan; it builds on a sound foundation of earlier plans and

Prior to 2014, Okanogan County was part of a larger, three-county RTPO that included Chelan and Douglas Counties. Known as the North Central RTPO, that region was reconfigured and renamed in 2014 to include only Chelan and Douglas Counties. This left Okanogan County without a regional voice with which to represent shared local and rural interests at the state level. Local jurisdictions worked together to establish a new interagency partnership, the Okanogan Council of Governments. Efforts to establish a useful regional partnership got underway in 2014 and in 2015 the new organization was established. Immediately it set out to secure recognition as an RTPO from the legislature to afford local communities across the Okanogan region a collective voice in statewide transportation planning and investments as is enjoyed by every other community across the state. A list of 2017 OCOG members can be found inside the front cover.

studies even as it sets the stage for future regional initiatives. Another RTPO responsibility is to develop an annual transportation work program that describes efforts the region will undertake to address regional policy initiatives. These two activities – developing and maintaining a long-range plan and undertaking an annual transportation work program – work in concert with each other. The long-range plan describes what the region wants to accomplish over a period of 10-20 years and the annual work program describes what the region will do in the near term to advance those long-range objectives. In many respects the long-range plan is the region’s strategic plan and the annual transportation work program is the tactical plan.

All of the responsibilities associated with an RTPO are codified in state statute [RCW 47.80]. While this document does not go into detail on those responsibilities it was developed with the understanding that OCOG will need to comply with those statutory requirements over the next few years. This plan was designed to make that compliance streamlined and meaningful for the Okanogan region while satisfying statutory requirements, and to promote a continuous, cooperative, and comprehensive approach to transportation planning.



PLANNING FOR THE OKANOGAN REGION

Its designation as an RTPO means that OCOG must comply with various planning requirements defined in state statute. What that statute does not prescribe is how OCOG must comply with those requirements.

State statute provides great latitude to RTPOs in establishing their processes and the ways in which they fulfill the various requirements. This means that OCOG’s regional planning process will look different and feature different priorities than that conducted by the Spokane Regional Transportation Council or the Puget Sound Regional Council. It will even be quite different than that conducted by the Chelan-Douglas Transportation Council, immediately to the south.

This plan is by and for the communities of the Okanogan region. The issues it identifies and addresses have no jurisdictional boundaries. The opportunities it seeks to harness are those with widespread benefit for the people and businesses of the Okanogan region. The niche it fills in the planning realm enhances coordination between organizations and leverages their efforts without infringing upon the roles and responsibilities of local, tribal, or state agencies. In this way the plan gives voice to issues of consequence to the Okanogan region. This plan will help to amplify regional priorities and opportunities and will evolve over time into a catalyst for collaboration and cooperation in the interests of the Okanogan region.

COMPLIANCE ESSENTIALS – RTPO REQUIREMENTS IN A RURAL REGION

State statutes spell out what must be included in this long-range regional transportation plan. Statutes creating RTPOs were written as part of the Growth Management Act in 1990. For that reason, several RTPO requirements are relevant only to large and fast-growing places and so are not included in this long-range plan. Similarly, many RTPO requirements emphasize congestion-related issues and level of service questions, and highlight alternatives to perpetual road widening as a means of improving mobility. Worthy as they are, these urban issues are irrelevant to the Okanogan region and so receive minimal attention in this plan.

This plan re-interprets urban-centric RTPO requirements in practical ways that make them relevant to the Okanogan region. Instead of an emphasis on commuter congestion and managing growth, this long-range plan emphasizes safety and emergency preparedness. Instead of prioritizing major capacity projects it seeks a clearer understanding of the role that Primitive Roads play in a vast rural network. It places a priority on transportation endeavors that can strengthen local economies and increase viable travel choices for a far-flung and hard to serve population. This plan fully complies with all of the statutory requirements of an RTPO long-range plan while respecting that OCOG is as much a *Rural* Transportation Planning Organization as it is a regional one.

This 2040 Regional Transportation Plan for the Okanogan Region:

- ❖ **Establishes a regional transportation strategy for the Okanogan Region (page 6)**
- ❖ **Presents a policy framework to promote consistency between local and state transportation planning (page 18)**
- ❖ **Identifies priority long-range regional transportation needs to support local, tribal, and state endeavors (page 25)**
- ❖ **Provides an inventory of the regional transportation system (Appendix A)**

As required by statute, in its discussions and overviews this 2040 Regional Transportation Plan:

- Reviews growth assumptions and regional development patterns that influence future transportation needs
- Describes adopted Level of Service standards
- Forecasts future travel demand



- Assesses capacity deficiencies in the regional transportation system
- Describes the ways that system performance will be measured and monitored over time
- Forecasts revenues and expenditures for the planning horizon
- Explains what least-cost planning means in a rural context

It does so in practical, plain spoken ways. A checklist in the Appendix will help those looking for compliance on a statutory point-by-point basis.

This 2040 Regional Transportation Plan for the Okanogan Region complies with the statutory requirements of RCW 47.80.030. More importantly, it embraces the spirit and intent of the RTPO legislation and interprets those requirements that were originally intended for fast-growing urban areas in ways that honor and advance the mobility needs of communities in a highly rural region.





Figure 1: Map of Okanogan County



THE 2040 REGIONAL TRANSPORTATION PLAN FOR THE OKANOGAN REGION

Transportation is a ubiquitous part of our daily lives. For most of us, traveling between one place and another is the only way we can do what we need to do every single day. Whether we're going to work, packing the kids off to school, getting summer's crops to market, or heading out to play, chances are good that some part of our daily travel is made possible by the regional transportation system.

This is a plan for that regional transportation system. It's a long-range plan intended to help communities make decisions and investments today that have long-term benefits. For purposes of this planning process the region is all of Okanogan County – its communities, the Colville Reservation, and all the state and federal lands that occupy this vast area.

The plan provides a framework for collaborative decision making among all of the partners of OCOG and between OCOG and other organizations.

A REGIONAL VISION FOR TRANSPORTATION

The vision for transportation that this regional plan supports is straightforward:

Okanogan's regional transportation system enables local communities to thrive, nurturing strong local economies and an exceptional quality of life in the Okanogan region today and for generations to come.

The strategy for achieving that vision is based on collaboration and cooperation between the local and tribal governments of the Okanogan region in partnership with key transportation stakeholders – TranGO, the Washington State Department of Transportation's North Central Region, Okanogan County Transportation and Nutrition (OCTN), and others. It reflects a willingness to look past highly localized needs to focus on those issues and opportunities that transcend jurisdictional boundaries. The regional strategy is multimodal in its scope, meaning that it considers the needs of all modes of travel as appropriate for the regional context. Finally, the strategy entails a high level of fiscal prudence and resourcefulness to get the most out of transportation revenues which are woefully inadequate to meet community needs.

THE REGIONAL SYSTEM

Regional transportation planning does not replace or duplicate the work done at local, state and tribal levels for their systems though by necessity it does look at some aspects of those systems. Regional planning looks at the transportation system in a way that is somewhat coarser than the perspective local agencies must have in making localized decisions, and is somewhat finer in perspective than many state-level decisions. It is decidedly multimodal in its perspective, meaning that it doesn't just consider the needs of passenger vehicles but also of transit and trucks, and cyclists and pedestrians. Regional planning is concerned with the transportation network that connects people and the economy across jurisdictional boundaries and with issues that are not specific to any one community. In thinking about regional transportation planning it's helpful to know what **facilities** make up the regional network and what **factors** are of regional significance.

Regional Transportation Facilities and Services

State statute specifies that the regional transportation planning process must consider state highways and regional arterials. In addition to highways and arterials, OCOG recognizes all federally classified routes as regional facilities, including the collector system. Low volume minor collectors would not typically be considered a regional facility in a highly-urbanized area but for the rural Okanogan region these routes provide essential connectivity to every community in the region as well as route redundancy via remote and highly rural facilities. Appendix A includes a map and characteristics of the regional roadway facilities by federal functional classification.

Transit is an integral part of the regional transportation system, a vital service connecting people and places across the region and beyond. Coordination among five key partners makes it possible for the Okanogan region to enjoy a countywide regional transit network over a vast area. Collaboration on many fronts, (e.g. system design, scheduling, communications, transfer points) connect people to critical services, commerce, and employment all across the region. Partners include:

- Okanogan County Transportation & Nutrition (OCTN) - countywide fixed-route, door-to-door and intercity services for all
- TranGO, Transit for Greater Okanogan (Okanogan County Transit Authority) - fixed-route scheduled service, complementary paratransit services, and vanpools
- People for People – non-emergency medical transportation broker for Medicaid-eligible trips

- Colville Tribes DOT – partnership with OCTN providing service between Omak and Coulee Dam
- NW Trailways ‘Apple Line’ – partnership with WSDOT providing daily, scheduled service between Omak and Ellensburg.

Freight mobility is an essential transportation function; the regional transportation system is concerned with those facilities that play a vital role in the movement of goods. The standard way of classifying the value of freight facilities is by tonnage, with the heaviest traveled corridors designated as T-1 facilities with corresponding designations for lower-tonnage facilities down to T-5 facilities which are important for localized freight movement, like deliveries and refuse collection. This plan regards all T-2 and T-3 facilities as regionally significant (there are no T-1 facilities in the region). This includes the segment of heavy haul corridor between Canada and the Reman & Reload Facility in Oroville and the international border crossing. The freight rail corridor operated by the Cascade & Columbia River short line railroad is another integral part



of the regional transportation system supporting freight mobility as is its railhead in Oroville that connects with the heavy haul corridor from Canada. Appendix A provides a map and characteristics of the regional Freight and Goods system.

While the focus of the regional plan is on surface transportation, the regional transportation system includes airports. The numerous airports in the region are locally owned and serve critical functions in a highly rural region. Airports across the region support FedEx and UPS freight delivery, passenger aviation services, medical transport, and bases for tactical air operations during wildfires. The Transportation Atlas in Appendix A includes a map and characteristics of the region’s airports. Note that statewide planning and coordination for airports is conducted by the Aviation Division of WSDOT.

Critical Transportation Factors

Four key factors affecting travel and the transportation system are prioritized and central to regional transportation planning for OCOG.

- **Preservation:** Keeping life cycle costs as low as possible requires a systemic approach to preventive maintenance. This requires sufficient and predictable funding. The consequence of not keeping up with preservation needs is that paved roads will revert to gravel of their own accord. Some bridge facilities are structurally obsolete and at risk of collapsing, having exceeded their original design year by decades. OCOG is concerned about the inability of state and federal funding sources to provide stable, adequate funding for system preservation and replacement, and the implications that has for passenger and freight mobility.
- **Safety:** Safety is a critical factor underpinning decisions by all transportation agencies. It includes engineering and design standards that play a big role in driver behavior and overall system safety. It also includes enforcement and education. The fourth big element of system safety is emergency response. This OCOG plan expands thinking about the role of emergency response in system safety to include emergency preparedness. These four elements of system safety – engineering, enforcement, education, and emergency preparedness and response – are the cornerstones of safety considerations in the Okanogan region.
- **Connectivity:** Communities of the Okanogan region are widely scattered along long, linear corridors. These corridors provide essential connectivity linking people and places. More so than in most places, there is a certain vulnerability to these corridors. The topography of the land doesn't afford much route redundancy, and that which exists is rarely convenient. This is not likely to change in any large measure. That is why it is so important to pay close attention to the condition of existing corridors and work together to make them safe and reliable.
- **Economic vitality:** The region's core industries – agriculture, lumber, tourism, mining – are all dependent on reliable, efficient, safe transport. The ability of city centers and towns to attract and retain businesses is dependent in large measure on how the transportation system works in those places. The ability for employees to get to work depends on the travel choices they have available to them and whether those choices are reliable and cost-effective. While it may not seem to be front and center in most other regional planning activities, supporting economic vitality and community development is implicit in transportation planning for the Okanogan region.



PLANNING FOR THE FUTURE

This is a long-range plan. As such it must look 20 years or more into the future. That future is wildly uncertain; no plan can predict with any accuracy what conditions will be in 10 years, much less 20 or 30 years. Despite that uncertainty it is useful to consider ways in which the region may grow over time and how that might change transportation system needs. This type of forward thinking will help the region's partners better prepare for and respond to circumstances and events as they arise. It can also shape policies and investments at the state level and throughout the region.

Okanogan County is the largest county in the state and one of the largest in the country. The population – 41,730 estimated in 2016 – is dispersed among the river valleys and coulees and to a lesser extent, the mountains of the region. Much of the Okanogan region is in state and federal land holdings. These lands are dedicated to rural uses like recreation, wilderness areas, logging, mining and range lands. It is expected that this will continue indefinitely which means that vast areas of the region will remain in rural uses.

For purposes of RTPO compliance this plan looks ahead to the year 2040. Based on what is known today, how much growth is likely to occur in the Okanogan region over the next two decades? If state projections at the county level hold true, the region can expect about 4,000 more residents by 2040.



Okanogan's communities are working to stabilize and then grow local economies that have been in transition as parts of the region shift from industrial and resource-based economies to something different. At the same time community development patterns have been changing.

For the better part of the 20th century the majority of growth in Okanogan County occurred in its cities and towns. Sometime between 1970 and 1980 that changed. Since 1980 the majority of growth was located in rural, unincorporated Okanogan County. Since 2000 only 40 percent of all population growth is located in cities and towns while the other 60 percent is located in rural lands often far from existing services like schools, transit, emergency response, and maintained roads. Okanogan County faces pressure to approve ever-more-rural developments far from the kind of public services that people expect, on roads that were never intended to accommodate residential travel. The fiscal impacts of these remote-rural residential developments takes a toll on government

resources and its ability to meet community needs within available revenues. This is a difficult issue to reconcile as people are drawn to the region for its rural character but it merits some attention so as not to defeat other government objectives.

Table 1 shows historical population figures for communities in the region and estimates for 2020, 2030, and 2040. The county-level forecasts for 2020-2040 were developed by the Washington State Office of Financial Management. They reflect historical trends in population and the economy, current and emerging factors driving growth, and other inputs to derive well-reasoned estimates of future growth. The county-level forecasts were used to develop future estimates by jurisdiction. While accommodating rapid growth to alleviate crippling congestion is a challenge in some regions in Washington State that is not a central issue driving the regional priorities in this plan. This represents a 0.4% average annual rate of growth and is not expected to cause regionally significant congestion that will degrade adopted levels of service.

Table 1: Population and Forecast for Region

POPULATION and FORECAST BY JURISDICTION												
Community	Population							Change 1990-2016	Forecast			
	1960	1970	1980	1990	2000	2010	2016*		2020	2030	2040	
Brewster	940	1,059	1,337	1,633	2,189	2,370	2,395	762	2,488	2,572	2,634	
Conconully	108	122	157	174	185	210	230	56	220	228	233	
Coulee Dam (part)	1,060	1,201	1,195	906	915	911	915	9	956	989	1,013	
Elmer City	265	324	312	297	267	238	290	(7)	250	258	265	
Nespelem	358	323	284	197	212	236	245	58	248	256	262	
Okanogan	2,001	2,015	2,326	2,370	2,484	2,552	2,595	225	2,679	2,769	2,837	
Dmak	4,068	4,164	4,007	4,117	4,721	4,845	4,925	808	5,086	5,257	5,385	
Oroville	1,437	1,555	1,483	1,505	1,653	1,686	1,710	205	1,770	1,829	1,874	
Pateros	673	472	555	570	643	667	560	(10)	700	724	741	
Riverside	201	228	243	223	348	280	285	62	294	304	311	
Tonasket	958	951	985	900	1,013	1,032	1,110	210	1,083	1,120	1,147	
Twisp	750	756	911	872	938	919	950	78	965	997	1,022	
Winthrop	359	371	413	302	349	394	430	128	414	428	438	
Cities/Towns	13,178	13,541	14,208	14,056	15,917	16,340	16,640	2,584	17,152	17,730	18,163	
Unincorporated County	12,342	12,326	16,455	19,294	23,547	24,780	25,090	5,796	26,011	26,889	27,544	
Okanogan, complete	25,520	25,867	30,663	33,350	39,564	41,120	41,730	8,380	43,163	44,619	45,707	
* Intercensal estimate												
Population Distribution	1960	1970	1980	1990	2000	2010	2016					
Cities/Towns	52%	52%	46%	42%	40%	40%	40%					
Unincorporated County	48%	48%	54%	58%	60%	60%	60%					
Source:	Office of Financial Management - Census Counts, April 1 Population Estimates (2016), 2012 Growth Projections (Med)											
Notes:	2020-2040 forecasts are based on OFM countywide forecasts, medium growth series. Forecasts assume growth in each city and town will be at the same share of countywide growth as they experienced in 2000 and 2010. Note that 2016 is an intercensal population estimate, meaning that it is not an actual population count. The forecasts were distributed on the 2010 actual population counts conducted for the Census. This results in several communities appearing to "lose" population when compared to 2016 estimates. When the 2020 Census is conducted it will replace 2010 as a baseline and these figures will be updated at that time.											

REGIONAL PRIORITIES

Issues facing the Okanogan region reflect the rural character of the community and its geographical location in north central Washington. Issues that emerged during stakeholder interviews, policy maker work sessions, and community discussions tend to be practical and oriented towards self-sufficiency.

Make our roads and highways safer

Stretch our preservation and maintenance dollars further

Be better prepared for catastrophic events like wildfires

Support our local economies and regional economic growth

Do a better job of supporting walking and biking in our communities

Better integrate transit's needs on our streets and highways

Look out for the most vulnerable in our communities

Pragmatic priorities underscore the over-arching theme of self-reliance that characterizes communities all across the Okanogan region.



EVALUATING SYSTEM PERFORMANCE

State statute requires this plan to evaluate, at a minimum, how well the highway system performs. This kind of system performance, often referred to as Level of Service or LOS, depicts community expectations about what is acceptable and unacceptable in terms of congestion. At a minimum, this plan must look at congestion impacts on state highway performance. The accepted LOS standard for state highways in rural communities like the Okanogan region is LOS D in cities and LOS C everywhere else during peak commute times. The Transportation Atlas in Appendix A provides a breakdown of LOS standards by highway facility.

What this means in practical terms is that congestion during peak commute periods will be more noticeable in Omak and Okanogan than elsewhere, which is to be expected since these are the two biggest cities in the region. Traffic may move a little slower than the posted speed limit during peak periods and queues may occur at intersections, but these conditions typically don't last long. Outside of these two cities traffic will continue to travel at about the posted speed limit though there will be more cars on the road and occasional slowing at intersections.

Of bigger concern than commute traffic for some jurisdictions is the congestion associated with peak tourist season, especially on weekends and in conjunction with festivals and events. These are trying times for locals attempting to get around their communities. It is imperative that cost-effective measures to improve intersection operations, parking management, and local connectivity are employed as much as possible, and that walking and biking are convenient options in and between towns and cities. It isn't realistic to expect strong tourism trade without some congestion. What's important is that system efficiency is maximized to the extent possible. This plan supports those local efforts to balance a strong tourism economy with local mobility.

Monitoring performance of the state highway system is done in partnership with the North Central Region of WSDOT using the well-established Highway Performance Monitoring System (HPMS) maintained by WSDOT. The HPMS provides traffic volumes and aggregate vehicles miles of travel for the region and is used to fulfill several different state and federal reporting requirements by WSDOT and RTPOs.



Based on the required LOS standards for state highways and the nature of growth forecasts for the region, this plan does not project any capacity deficiencies by 2040 that warrant regionally-significant road widening. Over time it may be necessary to improve some intersections to better accommodate turning movements during peak commute periods and more importantly, peak tourism season. These needs will be assessed and pursued by the appropriate agency as conditions warrant.

Several local agencies have adopted the LOS standards established by WSDOT for their own planning purposes. While establishing regional LOS standards for local arterials and collectors is not required by state statute this regional plan fully supports the efforts of local agencies that choose to monitor their own networks performance in this way. Local use of these LOS standards are fully consistent with this plan though not required by it.



In time OCOG may identify one or more alternate measures for evaluating system performance that more closely aligns with rural regional needs and expectations than congestion level does. There is great flexibility in state statutes regarding the ability of an RTPO to increase the number of performance measures it chooses to monitor over time. Any such addition to this plan should be based on careful consideration of data availability and the cost to collect and monitor that data over time, as well as the potential ways in which proposed measures might be used to inform local and regional policy and investment decisions. If new measures are warranted they can be amended into this plan with minimal effort.

PAYING FOR TRANSPORTATION

Considering how important transportation is to the healthy function of communities, states, and economies it is surprising how haphazard and unpredictable the funding is that supports the transportation system.

The federal gas tax has not seen an increase in over two decades. It has remained at 18.4 cents per gallon since 1993, during which time inflation has increased by almost 65 percent. No amount of increased efficiency can make up for that loss of buying power.

Washington has steadily increased the state gas tax over the last 25 years to augment federal funds. Prior to 2003 the state gas tax was 23 cents per gallon. Since then it has more than doubled, adding another 26.4 cents per gallon to the cost of gas in Washington State. In 2016 the state gas tax was 49.4 cents per gallon.

State gas tax is invested directly back into the transportation system. In fact, the state constitution prohibits its use for anything other than transportation. However, its distribution is carefully regulated and so local jurisdictions have seen little of the increase. In fact, of the extra 26.4 cents being collected for every gallon of gas since 2003, only one cent of that increase is directed back to local jurisdictions which is divided up amongst 281 cities and 39 counties to support basic system maintenance and operations functions. Most of the increases in state gas tax have been directed to large projects selected by the legislature.

Insufficient transportation revenue for basic needs isn't a challenge just for local communities. Of the state gas tax revenues available for WSDOT, most is earmarked by the legislature for large projects. WSDOT receives only 8.22 cents per gallon for essential system needs like maintenance and operations, preservation, safety improvements and other congestion relief efforts for the entire state.

Compounding this situation is the effect of increased fuel efficiency on motor fuel purchases, which in almost every other regard is a good thing. Increasing fuel efficiency further reduces revenues generated by federal and state gas taxes, and points to the need for a more reliable and sustainable funding source. Several ideas are under consideration at the state and federal levels but no change is imminent. For all of their shortcomings, this plan assumes that gas taxes will remain the primary source of state and federal revenues for roads, highways, and bridges.

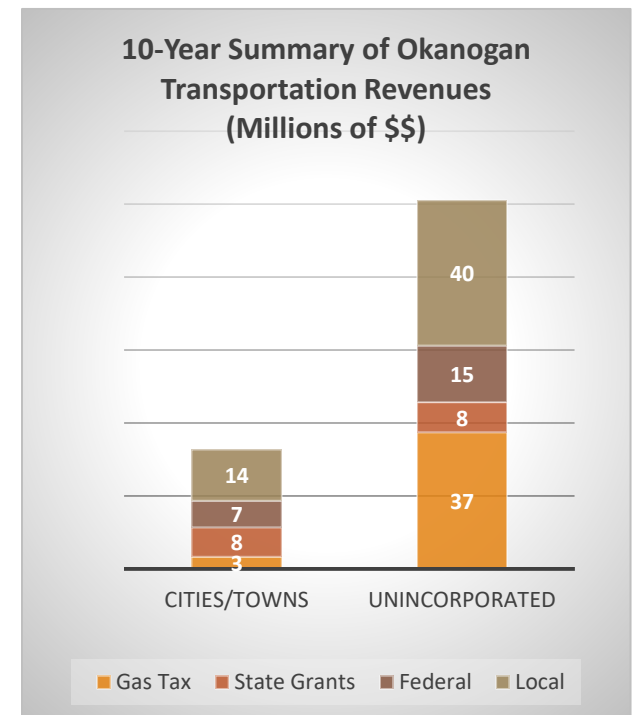


Figure 2: 10 Year Revenue Summary

Other transportation revenues include a local road levy for unincorporated Okanogan County, a 0.2% sales tax in the Twisp Transportation Benefit District, as well as other limited revenues from local sources for cities and counties. Figure 2 provides a snapshot of revenues by source over the last ten years, broken out by incorporated and unincorporated jurisdictions. The appendix includes more information on road-related revenues and expenditures in the Okanogan region.

Transit similarly relies on a mix of federal and state revenues augmented with local revenues. Federal revenue for transit can be volatile, particularly for rural systems like TranGO and OCTN. When there is a surge of support by Congress for transit it tends to focus on large metropolitan systems, not rural transit systems. Rural transit systems must comply with the same service requirements as metropolitan systems but without the economies of scale. Successful systems like OCTN and TranGO are highly efficient and leverage partnerships and other opportunities to stretch resources.

Several state programs direct revenues to transit but this revenue is highly volatile and is typically targeted to capital purchases, not essential operating funds. The most reliable revenue for transit is also the most local. Sales tax revenue voted on and approved by voters in the Okanogan region provide the majority of funds supporting TranGO services.



Least-Cost Planning with Unpredictable Funding

The state places a high priority on “least-cost planning,” a term that translates roughly to “keep your system in a state of good repair and don’t build more than you can afford to maintain.” It’s a practical concept embraced by local agencies as well. A least-cost approach to asset management relies on systemic evaluation, prioritization, and investments based on pavement deterioration and infrastructure integrity or, in the world of transit, preventive maintenance and vehicle replacement schedules. There is not a transportation agency in the Okanogan region that doesn’t understand and appreciate the value of least cost planning and asset management. The problem is that funding to support these programs is insufficient and most of the funds that are available are unpredictable in their distribution.

A significant share of the revenue available for cities, towns, the county, and TranGO comes from competitive processes that often pit agencies in the same region against each other. Cities and towns, in particular, receive little discretionary funding for basic system needs; most of their state and federal funds come from competitive sources. Some years they do well, others years they don't. They rely heavily on local funds to support basic needs. This too is somewhat volatile since cities and towns don't have a road levy like the County; transportation must compete with other government services for its revenue.

The unpredictable, competitive nature of local transportation funding makes it difficult for agencies to do the kind of least-cost planning that keeps life cycle costs low and minimizes costly reconstruction projects. Unfortunately this plan cannot resolve that issue; what it can do is reiterate the need expressed by local agencies for more stable and sufficient revenues for the essential system functions of maintenance, preservation, operations, and safety.

For more on WSDOT's approach towards least-cost planning and practical design visit:
[www.wsdot.wa.gov/Agency Projects/Practical Design](http://www.wsdot.wa.gov/Agency%20Projects/Practical%20Design)

GOALS, POLICIES, AND STRATEGIES

Goals, policies, and strategies work together to help realize the Okanogan region's transportation vision.

- Goals describe what is to be accomplished. Goals correspond to statewide goals with which OCOG's plan must align.
- Policies describe overall approaches for achieving those goals.
- Strategies are actions that can be taken by the OCOG or its partners to support the goals and policies of this Regional Transportation Plan; each goal includes six illustrative examples of strategies that can support the regional goal and policies.

The following goals align with the six key policy goals of the Washington Transportation Plan. This OCOG plan interprets those policy goals for the Okanogan region.



GOAL 1: SAFETY

Increase the safety of the transportation system for motorized and non-motorized travelers.

Safety Policies

- 1.1 Build safety into infrastructure design
- 1.2 Promote safety for all modes of travel
- 1.3 Prepare for emergencies
- 1.4 Ensure the safety of those who operate and maintain the transportation system

Six Strategies that can Support the Safety Goal and Policies

- Construct and maintain the road network in accordance with safety standards established by AASHTO, WSDOT and the MUCTD, considering the needs of all modes of travel. Consider the mobility needs of walkers, cyclists, and transit riders in the development of street standards, site design, access management, and intersection control.
- Recognize and employ the “four E’s” of transportation safety – engineering, enforcement, education, and emergency response
- Identify priority wildlife crossing locations and mitigate conflicts between wildlife and travelers
- Initiate collaboration between local, state, federal, tribal, and transit partners to identify and coordinate strategies for transportation evacuation and recovery associated with major catastrophic events such as wildfires
- Work to achieve the state-designated goal of zero traffic fatalities on the transportation system
- Support on-going safety training for those who work on or operate the region’s transportation system



GOAL 2: PRESERVATION

Safeguard investments that have already been made in the transportation system to keep life-cycle costs as low as possible.

Preservation Policies

- 2.1 Make system preservation for roads, bridges, and transit a funding priority
- 2.2 Use optimal pavement management practices to identify, prioritize, and address system preservation needs
- 2.3 Ensure conversion of gravel roads to paved roads does not diminish the financial capacity to maintain existing paved roads

Six Strategies that can Support the Preservation Goal and Policies

- Implement least-cost pavement preservation program investments to make the most of scarce preservation resources
- Support optimal pavement preventive maintenance schedules and facilities for transit vehicles to minimize need for more costly repairs and system impacts later
- Partner across jurisdictions where it makes sense to increase the efficiency and cost-effectiveness of system preservation programs
- Ensure on-going preservation costs are accounted for when considering the conversion of gravel roads to paved roads
- Encourage private funding mechanisms when paving needs arise from the location of new development off of established paved road networks
- Generate regional support for priority WSDOT repair and replacement projects such as the Methow Bridges to enhance their stature in statewide funding processes



GOAL 3: MOBILITY

Support reliable and predictable movement of people and goods throughout the Okanogan region, with good statewide and cross-border connectivity.

Mobility Policies

- 3.1 Plan for all modes of travel
- 3.2 Accept Level of Service 'D' as the system performance for state highways inside of Omak and Okanogan and Level of Service 'C' for state highways everywhere else
- 3.3 Work to make freight travel safe, reliable, and efficient
- 3.4 Support tourism by making travel safe, easy to navigate, and predictable for visitors as well as those who live and work here
- 3.5 Enhance mobility for those who don't drive



Six Strategies that can Support the Mobility Goal and Policies

- Develop non-motorized system guidance to support multimodal travel in a rural setting or when “Main Street” is a state highway
- Coordinate transportation and land use decisions to enhance biking, walking, and transit opportunities along main routes and for emergency evacuation while minimizing costly system upgrades of primitive roads needed to accommodate increased residential settlements in remote areas
- Promote needed improvements to ensure all-weather roads support the year-round transport needs of agriculture and agricultural freight distribution
- Improve local mobility for residents during peak tourism season by increasing local route choices that offer an alternative to driving on primary tourist facilities
- Work to ensure the transportation system meets the mobility needs of people with disabilities and those with language or income barriers
- Support efforts by TranGO and other local service providers to increase the cost-effectiveness and efficiency of transportation services for rural residents with special transportation needs

GOAL 4: ECONOMIC VITALITY

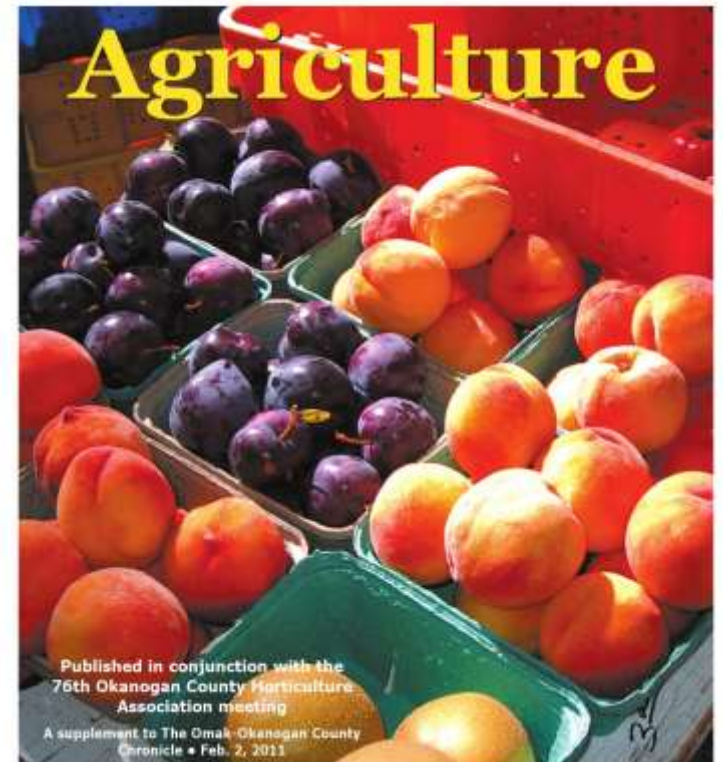
Develop and operate a transportation system that helps communities to recover, strengthen, and diversify local and regional economies.

Economic Vitality Policies

- 4.1 Promote strategic partnerships
- 4.2 Support local and regional economies
- 4.3 Integrate transportation and land use decision-making

Six Strategies that can Support the Economic Vitality Goal and Policies

- Collaborate with the North Central Washington Economic Development District and the Economic Alliance to identify areas of overlapping interest and opportunities
- Ensure transportation planning and investments produce the infrastructure needed to support the strategies envisioned in adopted land use and economic development plans
- Engage in activities associated with fire-adapted landscapes and their effects on local economies as well as emerging educational tourism interests
- Identify and address deficiencies on freight connector routes, especially those connecting rail yards, truck terminals, or agricultural processing centers within five miles of the state-designated Freight Economic Corridor, US 97
- Support improvements to the Rail Freight Economic Corridor operated by the Cascade and Columbia River Railroad that connects industries in the Okanogan region to intermodal rail yards in Wenatchee and beyond
- Enhance access for tourism and outdoor recreation opportunities through transportation policies and investments
- Identify strategic investments to improve mobility for all modes on the region's scenic byways and between those byways and nearby communities, including infrastructure and other features that promote local activities with area travelers



GOAL 5: ENVIRONMENTAL

Make decisions and investments that minimize transportation impacts on the natural and built environments.

Environmental Policies

- 5.1 Reduce environmental impacts on the natural environment
- 5.2 Promote public health via transportation policies and investments



Six Strategies that can Support the Environmental Goal and Policies

- Implement where cost-effective innovative design approaches and materials that reduce environmental impacts (solar infrastructure, impervious materials, stormwater treatment, etc)
- Develop a robust electric vehicle charging network along the region’s scenic byways, highways, and other strategic locations
- Continue to put a priority on the health of pollinators and the agricultural economy they support when applying roadside herbicides and look for opportunities to use pollinator-friendly native vegetation where appropriate during the building and maintenance of transportation facilities
- Support walking and biking as a means to improve overall public health while reducing impacts on the natural environment
- Advance ‘Safe Routes to Schools’ measures that increase opportunities for children to bike and walk to school while increasing their physical activity
- Take steps to minimize disruptive impacts to the transportation system caused by extreme meteorological events and changing weather patterns

GOAL 6: STEWARDSHIP

Manage public resources responsibly to improve the quality, effectiveness, and efficiency of the transportation system now and in the future.

Stewardship Policies

- 6.1 Make transportation decisions and investments that best support community needs
- 6.2 Establish clear expectations about system performance and monitor conditions over time
- 6.3 Ensure fiscal responsibility informs policy and investment decisions

Six Strategies that can Support the Stewardship Goal and Policies

- Solicit input from a wide range of residents and businesses to understand and respond to the region's mobility needs
- Apply technologies that increase traveler information, safety, and system efficiency as appropriate
- Ensure policies and investments are equitable in the distribution of benefits and opportunities within the region
- Identify where appropriate additional system performance measures beyond capacity-based Levels of Service that are relevant to the needs and priorities of the Okanogan region
- Work to identify and implement ways to streamline program delivery
- Promote the responsible management of transportation assets, making strategic investments that maximize public benefit



LONG-RANGE REGIONAL TRANSPORTATION PROGRAM

This section describes the projects that make up the regional transportation program. They represent those activities that OCOG will pursue over the next several years to support the regional transportation strategy and agreed-upon regional priorities and objectives.

The projects in this long-range regional transportation program address issues of regional consequence. Their completion over time will provide useful input or guidance to local, tribal, and state transportation partners working to make the transportation system safer and more efficient for the traveling public and industry.



Each project includes a short description of the project purpose, followed by some context and a more expansive description of the need and what the project will accomplish. Also included is an illustrative estimate of costs to complete each project.

The regional transportation program identified in this plan will be implemented and updated through the annual RTPO work program required of OCOG. As noted earlier, the annual work program provides a mechanism for completing the projects in this plan.

The pace of work will depend on funding availability and other opportunities. That is why the projects in this long-range program are phase-able. This enables OCOG and its partners to pursue one or more activities or focus on a single component of one initiative, depending on funding availability and emerging opportunities. Specific near-term pursuits will be decided when OCOG updates its annual transportation work program each year as required by

WSDOT. Specific implementation activities will be identified by OCOG in that process, enabling the region to advance this long-range transportation program in meaningful, achievable increments.

Project descriptions in this long-range program may be refined over the years as work advances, to better reflect the evolving status of issues and incorporate results and findings as they are produced. The ultimate goal is to keep the long-range transportation program relevant and up to date with minimal disruption so that it provides a clear basis for regional policy discussion and direction while affording OCOG the flexibility it needs to respond to emerging events and funding opportunities.

The Long-Range Regional Transportation Program includes the following OCOG initiatives. No priority order is implied.

- Regional Roadway Safety Plan
- Emergency Management Plan Inventory and Needs Assessment
- Scenic Byways Enhancement Strategies
- Highway 97 Freight Economic Corridor Review
- Bus Stop Inventory and Assessment
- “Main Street” Highway Action Plan
- Human Services Transportation Plan
- Regional Strategy for System Preservation
- Primitive Roads Study



REGIONAL ROADWAY SAFETY PLAN

This work program element will engage regional stakeholders in the evaluation of crash data and consideration of safety priorities in order to identify and document the need for particular safety improvements at specific locations, corridors, intersections, etc. This information will be used by local, state, and tribal agencies to inform their own safety management investments and support the successful acquisition of state and federal implementation grants.

The process of developing a regional road safety plan can be tailored to the needs of the Okanogan region. Adherence to common-sense federal guidance will enhance the competitiveness of resulting projects for state and federal funding. Recent emphasis on transportation safety at the federal level is influencing the distribution of federal and state funds for projects. Much of the funding for safety projects rewards a data-driven, strategic approach to improving roadway safety for all modes of travel with an emphasis on performance.

The **Regional Roadway Safety Plan** will result in detailed crash analyses and evaluation that can be used by each jurisdiction in assessing its needs and for its own prioritization and grant pursuits. As appropriate, it will align with the WSDOT Target Zero Highway Safety Plan to ensure consistency between local and state processes.

Stakeholder engagement plays a big role in the evaluation and interpretation of results, and in defining key issues for focused attention. Stakeholder representation should reflect the “4 Es” of transportation safety: engineering, enforcement, emergency response, and education. This collaboration will leverage local knowledge and experience, and may reveal new opportunities for partnership.

Recommendations may include spot improvements, systemic improvements, or even education or enforcement countermeasures. A wide range of recommendations may emerge from the process. Recommendations will be, to the extent practicable, evidence-based and provide a framework for evaluating and prioritizing needs that regularly exceed the funds available.

Local and state agencies will benefit from this safety planning process in the competitive funding arena by being able to demonstrate funding requests are derived from a coordinated and well-documented evaluation and prioritization process.



EMERGENCY MANAGEMENT PLAN INVENTORY AND NEEDS ASSESSMENT

This work program activity will support the capacity of local agencies to respond to complex emergencies and disasters by providing a solid understanding of the various plans already in place and identifying gaps in the region’s preparedness or ability to respond. These gaps are the basis for subsequent follow-up activities while the comprehensive inventory provides an at-a-glance status of all emergency response plans currently deployed in the region.

A number of emergency management plans, agreements, and strategies have been adopted across Okanogan County over the years. Some have been in place many years while others are more recent. Some were mandated and funded by state or federal actions while others were local endeavors. Some receive funds for periodic updates while others have never been updated. Collectively, these emergency management and response plans occupy several long bookshelves when assembled all in one place.

The **Emergency Management Plan Inventory and Needs Assessment** will take stock of the various emergency and disaster response plans in effect. Plans may be specific to preparation, prevention, response, recovery, or mitigation. A searchable database will summarize each plan including responsible agency, synopsis of the plan’s intent and applications, pertinent geography, partnering agencies, year adopted or approved, funding source, update or amendment schedule, and other such information as may be useful.

The inventory will be informed by and vetted through a stakeholder process convened by the OCOG. This stakeholder group will then provide insight on gaps or deficiencies indicated by the inventory, and identify measures that can address those gaps. The goal is to clearly articulate these follow-up measures such that they can be used to pursue grant implementation funding.

Examples of the kinds of gaps such a needs assessment might reveal include an emergency evacuation plan for vulnerable geographic areas such as the Methow Valley, a unified communications plan and coordinated equipment upgrade, an actionable partnership agreement between TranGO and emergency management organizations, and multi-lingual public campaign materials for distribution by stakeholders, designed to “help people help themselves” until responders can arrive.

This inventory and needs assessment, with its associated stakeholder engagement process will strengthen regional collaboration and coordination.



SCENIC BYWAYS ENHANCEMENT STRATEGIES

This assessment will result in specific strategies to enhance the attractiveness and safety of the region's scenic byways for all modes of travel and to better connect the byways with local communities. This strategic initiative will be multimodal, multidisciplinary, and multijurisdictional in its approach to identify a suite of implementation measures that advance opportunities presented by the designation of these important facilities.

The Okanogan region is renowned for its beauty which is evident in the designation of three different scenic byways in the region. Scenic byways are routes recognized for intrinsic qualities like scenic vistas, recreation activities, natural areas, and cultural and historic character that make them particularly attractive for tourism-related activities. Each byway has its own issues, opportunities, and champions. Numerous organizations have their own initiatives for these scenic byways, most of which aim to grow the economic benefits associated with increased tourism. OCOG can fulfill a unique role by taking a global look at the region's scenic byways and convening the many regional players with an interest in these corridors.

The **Scenic Byways Enhancement Strategies** initiative will take stock of the various plans associated with the byways and synthesize key objectives of each plan and the responsible entities. This regional initiative would then convene the various interests in a workshop designed to identify issues and opportunities and to reach agreement on key priorities or emphasis areas that would provide the most benefit. These can then be used to develop a strategic action plan with specific projects that various entities can pursue individually or as part of a joint effort.



Potential opportunities that might be advanced as part of Scenic Byways Enhancement Strategies include: identification of regional bicycle routes and their role in providing public access to parks and local communities, with a resulting prioritized list of project and policy needs; priority locations and funding plan for electric vehicle charging stations; wayfinding and signage that highlights nearby communities and attractions of interest to tourists; safe and convenient multimodal facilities that connect scenic byways with local communities; improved public lands access and coordination with state and federal agencies, with priority funding arrays to pursue through the Federal Lands Access Program; assessment and prioritization of passing lanes and vehicle turnout needs; evaluation of scenic pullouts and identification of needs; and new strategic funding and partnership opportunities among diverse interests and stakeholders.

HIGHWAY 97 FREIGHT ECONOMIC CORRIDOR REVIEW

This review will result in a specific list of projects to include in state freight plans and pursue through various funding programs. It underscores the importance of the Highway 97 corridor for local, regional, state, and international trade. This work will evaluate freight mobility on Highway 97 to generate a freight profile and identify near- and long-term projects that enhance the economic competitiveness of industry in the Okanogan region.

Freight mobility is essential to the viability of agriculture, timber, mining, and industry in Okanogan. It is also an important international economic link with Canada and its industries. While freight mobility needs are found across the region the most pressing are those associated with the Highway 97 corridor, which serves as the backbone of the region's freight system. The OCOG can play an important role by convening a diverse array of stakeholders to create a shared understanding of the corridor's role in freight mobility and identify critical investment and policy needs.

The **Highway 97 Freight Economic Corridor Review** will tap local, state, and industry perspectives to create a profile of the Highway 97 corridor. Highway 97 is designated by WSDOT as a Freight Economic Corridor, the only such corridor in the region. This designation elevates the importance of system resiliency and intermodal supply chains, including first/last mile connections to freight intensive land uses. Priority projects that support Freight Economic Corridors were used in development of the 2014 statewide Freight Mobility Plan. No projects for the Okanogan region were identified when that plan was developed.

A coordinated review and recommendations for the corridor could generate funding support for local, state, and private needs. For example, freight connector routes are those important local routes that connect nearby processing facilities to the main freight routes. A prioritized list of needs can help local agencies secure state funding that is specifically earmarked for freight connector routes. An origin and destination study tapping readily available data can generate the kind of detailed information that local agencies or WSDOT needs in order to make a compelling funding request while inclusion in a coordinated plan gives it stature in a competitive process. And it could be advantageous to be engaged in the activities of the International Border Working Group where possible to promote use of the heavy haul corridor and rail connections in Okanogan to keep them economically viable. This corridor review will help OCOG and its members direct their efforts towards meaningful opportunities.



BUS STOP INVENTORY AND ASSESSMENT

This assessment will inventory and evaluate bus stops and other transit infrastructure across the region. This evaluation will result in a detailed list of specific measures to improve pedestrian access to and from designated TranGO stops, to facilitate bus access and circulation, and other transportation system improvements that increase the ability of more people to use transit for more of their trip-making.



Communities across Okanogan County have implemented various strategies to accommodate the needs of TranGO on their streets and roads. This includes such things as designating curb space for passenger loading and installing signage. Close coordination between jurisdictions and TranGO produced a good foundation to support new transit services in the region.

A **Bus Stop Inventory and Assessment** will build on that foundation, conducting a coordinated and systemic review of each bus stop in light of its location and role in the overall system. This will provide important input to TranGO and its partner agencies looking to increase transit access and improve the ability of people to use TranGO services.

The assessment will look at a range of factors based on each area type. For example, pull-outs will be a big factor on high speed rural roads and highways whereas curb space will be more appropriate in evaluating access within the centers of most cities and towns. It is likely that questions about sight distance and crosswalk opportunities may also be more prevalent in cities and towns than on county roads. Considerations such as the ability of TranGO to turn its vehicles around or park between runs in a designated place will also be looked at since this can hinder the agency's ability to provide service in a community. Finally, it will also identify prime opportunities to expand access to information via kiosks or other features. Other factors can be added as needed.

Resulting strategies are expected to range from candidate grant projects to suggested street standard modifications to potential low-cost add-ons for preservation or safety projects. The goal is to identify measures that make sense based on the transit access needs of that particular area and which have good potential for implementation.

“MAIN STREET” HIGHWAY ACTION PLAN

This regional endeavor will result in templates for use by local agencies in working with WSDOT when “Main Street” is a state highway or just off a state highway in order to create more walkable, people-oriented, and economically viable downtowns while still accommodating the function of those highways. It will advance the integration of transportation, land use, and economic development planning in the region’s cities and towns through practical design considerations and retrofits that enhance access and community character.

Most of Okanogan’s cities and towns have one thing in common – “Main Street” is usually a state highway or is immediately off a highway. Not many years ago, mobility and throughput were principle concerns for WSDOT but that has changed in recent years. Communities across the state are deploying practical retrofit and replacement projects with the blessing of WSDOT, often with state funding support or collaboration. The State is increasingly interested in working with local agencies wanting to restore historically walkable, people-oriented downtowns that promote strong local economies.

A **“Main Street” Highway Action Plan** is the first step in that process. Starting from a common template of practical solutions approved by WSDOT for deployment on state highways, the Action Plan will develop strategies tailored to the individual needs and opportunities facing each of OCOG’s cities and towns along or just off of the region’s “main street” highways.

Relatively minor changes to planned paver projects or small spot fixes can often be accommodated if there is a plan in place that provides guidance on multimodal or traffic calming or routing needs. Additionally, under this umbrella the OCOG could help interested agencies to develop a “complete streets” policy that would not only provide guidance to WSDOT but would also elevate the competitiveness of local agencies in their efforts to secure bike or pedestrian improvement grants from the Transportation Improvement Board.

An action plan might point to the need for better signage or infrastructure directing travelers to downtown business districts, promote designated bicycle parking locations, or recommend improvements to pedestrian crosswalks. It may identify pedestrian or bicyclist safety improvements, local design considerations, or parking strategies. Conveniently located transit stops and pedestrian access improvements can fit into other small projects if the strategies are already developed. Each community has its own issues and opportunities that can be addressed efficiently in a coordinated, stream-lined process.



HUMAN SERVICES TRANSPORTATION PLAN

This initiative will ensure fulfillment of RTPO responsibilities – in concert with transit and other service providers - to provide a strategy for meeting the mobility needs of individuals with disabilities, older adults, and people with low incomes. This includes needs assessment, development of a unified strategy, and a regionally-prioritized list of human service and transportation projects.

One of the responsibilities of an RTPO is to develop in partnership with its transit agency and other service providers a plan and prioritized list of projects that address special transportation needs. Known as a Human Services Transportation Plan, this strategy is a collaborative effort among the region’s transportation and social service providers and others that look after the most vulnerable citizens. While it must comply with numerous state requirements, each plan is finely tuned to the specific needs of its region. A plan for the Okanogan region currently exists. It was developed in 2014 by Okanogan County Transportation & Nutrition on behalf of OCOG, which approved it in February 2015.

An update to the **Human Services Transportation Plan** will be needed by 2019. At that time the inventory of existing services and service needs will be updated to reflect current conditions. Regional stakeholders will evaluate needs, gaps, and barriers to mobility before developing and prioritizing an updated list of projects for funding.

Project funding is allocated by WSDOT through the Agency Council on Coordinated Transportation. Almost as important as the funding are the partnerships and other opportunities for coordination that arise when many different organizations come together in a forum such as this.

While the responsibility to develop and update a Human Services Transportation Plan rests with OCOG, it is up to OCOG to determine the most advantageous means of accomplishing that work. This may mean that

OCOG takes this work on itself or it may choose to contract with OCTN again to conduct the work. Inclusion in this regional transportation program has no bearing on that decision, which will be made at a later time.



REGIONAL STRATEGY FOR SYSTEM PRESERVATION

This initiative will convene the region’s transportation agencies to develop strategies for improving system preservation through a coordinated regional approach. The goal is to stretch limited preservation resources to get the biggest bang for the buck, and to generate stronger state support for critical infrastructure system needs like bridge preservation.

Every jurisdiction faces a backlog of unmet preservation and maintenance needs. There is simply not enough revenue for transportation agencies to do optimal asset management under the current funding structure. Deferred maintenance leads to higher repair costs down the line; at its most catastrophic it can result in the complete deterioration of assets like bridges that connect one part of the region to the other. This reality is not unique to the Okanogan region. Across the state and across the country, system preservation is regularly deferred due to a lack of funding. In the Okanogan, deteriorating conditions on alternate routes has the added risk of increasing vulnerability in local communities that may be left with only a single access route.

The **Regional Strategy for System Preservation** is an effort to identify a more cost-effective way of approaching system preservation. Key to this is regional coordination and collaboration. Opportunities to increase efficiency and lower unit costs are opportunities to get more preservation completed for the same amount of money. Coordination may be able to eliminate duplication of efforts between agencies while increasing the cost-effectiveness of specific preservation functions such as grading gravel roads, chip seal, or slurry seals. This effort will tap the practical experience of local public works staff to identify and critique a few concepts before identifying a pilot approach to pursue and evaluate. Such a strategy will be unique to the Okanogan region and builds on the trust and collaboration among its local partners.

Insufficient preservation funding is not just an issue at the local level. The North Central Region of WSDOT faces similar challenges at the state level. North Central Region is competing with other regions across the state for scarce funding to replace the Methow Bridges before they collapse or become unusable. Compared to other statewide needs, replacement of the Methow Bridges doesn’t rank as a high priority but for the residents, ranchers and farmers, and businesses of the Okanogan region it is vitally important that those bridges are replaced in a timely and deliberate manner. Loss of SR 20 / Loup Loup pass in April 2017 underscored the vulnerability of the transportation system connecting communities in the Methow with the rest of the region. A collective voice from the Okanogan region via OCOG can help North Central region in its efforts to secure scarce bridge replacement funding at the state level.



PRIMITIVE ROADS STUDY

This work will enable a broad understanding of the primitive roads network that serves the Okanogan region, its characteristics, and key issues and opportunities associated with this uniquely rural element of the regional transportation system.

Of the 1,376 miles of roads Okanogan County owns, 726 of those miles – 53 percent – are gravel roads. Of these, 571 miles are designated as Primitive Roads. Thousands of additional miles of Primitive Roads are owned by the Colville Tribes, the Washington State Department of Natural Resources, as well as the Bureau of Land Management, and the National Forest Service.

This **Primitive Roads Study** will establish the only comprehensive profile of the region’s primitive roads regardless of ownership, identifying in a searchable GIS database key characteristics and enabling coordinated mapping among agencies. Building on this baseline network the study will identify and evaluate measures to improve coordination and collaboration between agencies in managing this rural asset.

Primitive Roads are unpaved and they don’t adhere to standard street designs with which most people are familiar. They are not maintained on any kind of regular basis and at some times of the year they may be impassable. They are a uniquely rural category of roads and as such, are often dismissed in some circles as unimportant. Yet they play a vital role in the rural transportation system in terms of access to public lands, transport for resource-based industries, and emergency access and route redundancy.

In the introduction to the County Road Administration Board’s 2016 Gravel Roads Study, it’s noted:

There is possibly nothing more representatively iconic of rural Washington State or, perhaps of rural America than is the simple line of an unstriped, unpaved road hugging the land contours as it stretches through large, open spaces and reaches towards a distant horizon...this kind of road is not just emblematic of the history of surface transportation in our state, but is very much a functioning part of the system as it exists today, and will remain an important part of it for many future years.



Primitive roads serve a number of different purposes with wide-ranging expectations and constraints, and are governed by the policies of vastly different and independent agencies. This study will lay the foundation for a common understanding of this important component of the regional transportation system and potential strategies to improve management and coordination between agencies. It will assist in prioritizing some of these roads for preservation and maintenance as they serve vital roles in safety.

APPENDIX

2040 Regional Transportation Plan for the Okanogan Region

- A. Transportation Atlas (Pg 1)
- B. Financial Overview (Pg 22)
- C. RTPO Checklist (Pg 30)
- D. Summary of Public Comments (Pg 33)





A. TRANSPORTATION ATLAS

This is an inventory of the regional transportation system and key characteristics of interest to the Okanogan region. It includes the following elements:

1. Regional Highway Network
2. Functional Classification
3. Transit
4. Airports
5. US Bike Route 10
6. Freight and Goods Transportation System
7. Level of Service
8. Traffic Volumes
9. Pavement Conditions
10. Rural Roadway Safety

REGIONAL HIGHWAY NETWORK

Following is a map of the major highways that connect the communities in Okanogan County as well as the border crossing locations with Canada and adjacent counties. A summary table below indicates which of the highways are part of the National Highway System (NHS), or are a Highway of Statewide Significance, or are designated as scenic byways (state and national). Note that all state highways are Highways of Regional Significance.

Regional Significance

State highways are the backbone of the region’s transportation network. They connect communities, move freight, serve transit, and support local, regional, state, and national economies. Responsibility for the state highway system rests with the North Central Region of WSDOT. This includes decisions about safety and preservation needs, passing lanes, intersection upgrades, and “main street” functions in city and town centers, among many others. OCOG and its partners maintain a close working relationship with WSDOT. WSDOT provided important input to the regional transportation program included in the 2040 Regional Transportation Plan.

The primary international border crossing location in the County is just north of Oroville on Highway 97.

State highways include five mountain passes in the region: Disautel, Loup Loup, Rainy, Washington, and Wauconda.

Additional Resources

Highways of Statewide Significance:

<http://www.wsdot.wa.gov/planning/HSS/Default.htm>

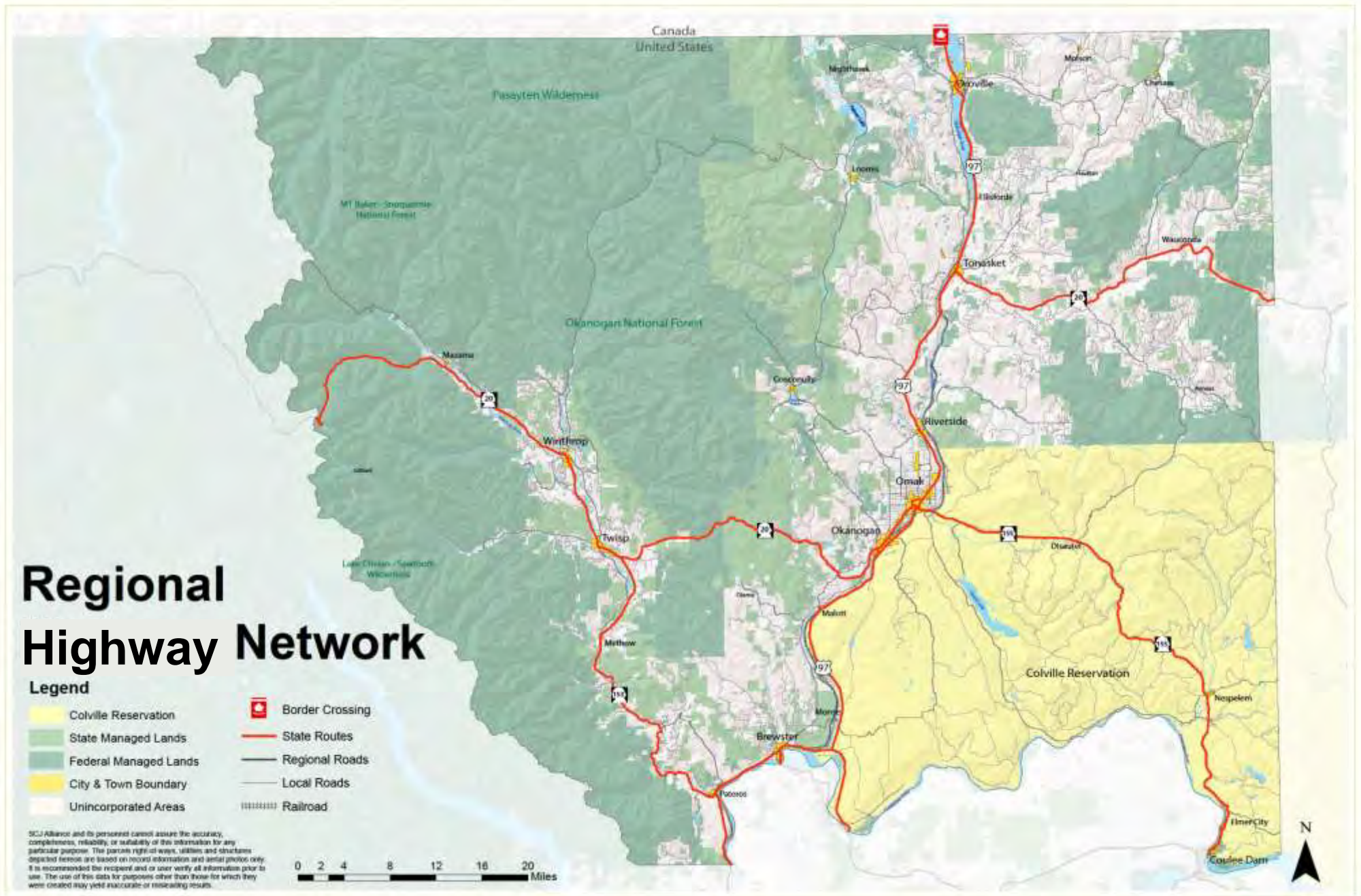
Scenic Byways:

<https://www.wsdot.wa.gov/localprograms/scenicbyways/>

National Highway System:

<http://www.wsdot.wa.gov/mapsdata/travel/hpms/NHSRoutes.htm>

	National Highway System	Highway of State Significance	State Scenic Byway	National Scenic Byway
SR 20		✓	✓	
US 97	✓	✓	✓	
SR 153			✓	
SR 155				✓



FUNCTIONAL CLASSIFICATION

The following map shows current federal functional classification as of early 2017. Functional classification is the grouping of highways and larger or more important local roads and streets by the character of service they provide. Traffic volumes are an important consideration in the classification scheme. Classification is used for a variety of purposes, ranging from a consideration in design standards to an eligibility criterion for grants and project types

There are six classifications: interstate, other highway, principal and minor arterials, and major and minor collectors. Distinction is also made between urban and rural facilities. Note that local agencies are responsible for many more miles of 'local access' roads that are not included in the federal functional classification scheme yet are critical for local access and circulation.

Regional Significance

All facilities with a federal functional classification are part of the regional transportation system. This includes very low volume minor collectors that provide critical route redundancy between remote communities. Agency projects associated with these facilities in any way – preservation, safety, multimodal improvements, passing lanes and turnouts – benefit this regional system and so can be considered regionally significant projects.

To comply with state and federal reporting requirements the WSDOT collects data and maintains a comprehensive data base on roadway characteristics for functionally classified facilities. Much of this is included in the Highway Performance Monitoring System, or HPMS for short. This is useful data for local and regional activities.

Additional Resources

WSDOT Functional Classification Map:

www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm

Highway Performance Monitoring System:

<http://www.wsdot.wa.gov/mapsdata/travel/hpms/hpms.htm>



TRANSIT

The Okanogan region is served by a mix of coordinated transit services. Fixed-route service connecting every jurisdiction in the region is provided by the Transportation for Greater Okanogan transit agency, better known as TranGO. In operation only since 2015, TranGO has carefully managed its routes and service to extend service to all of Okanogan County first before trying to extend service into new areas. It capitalizes on partnerships and coordinated service with Northwest Trailways, which operates the rural intercity Apple Line, with connections between Omak and Wenatchee and Ellensburg. Coordinated human services providers augment TranGO's special needs services. This includes two long-standing service providers, OCTN and People for People. OCTN provides service for people with special transportation needs including seniors, people with handicaps, and the general public. People for People brokers Medicaid related trips. The following map shows the extensive transit service provided to communities across the region.

TranGO also maintains a fleet of vanpools targeted towards commuter travel options.

TranGO has implemented real time bus tracking that enables people to see exactly when a particular bus is due to arrive at a specific location. This use of innovative technology increases the overall convenience and reliability of transit for the traveling public.

Regional Significance

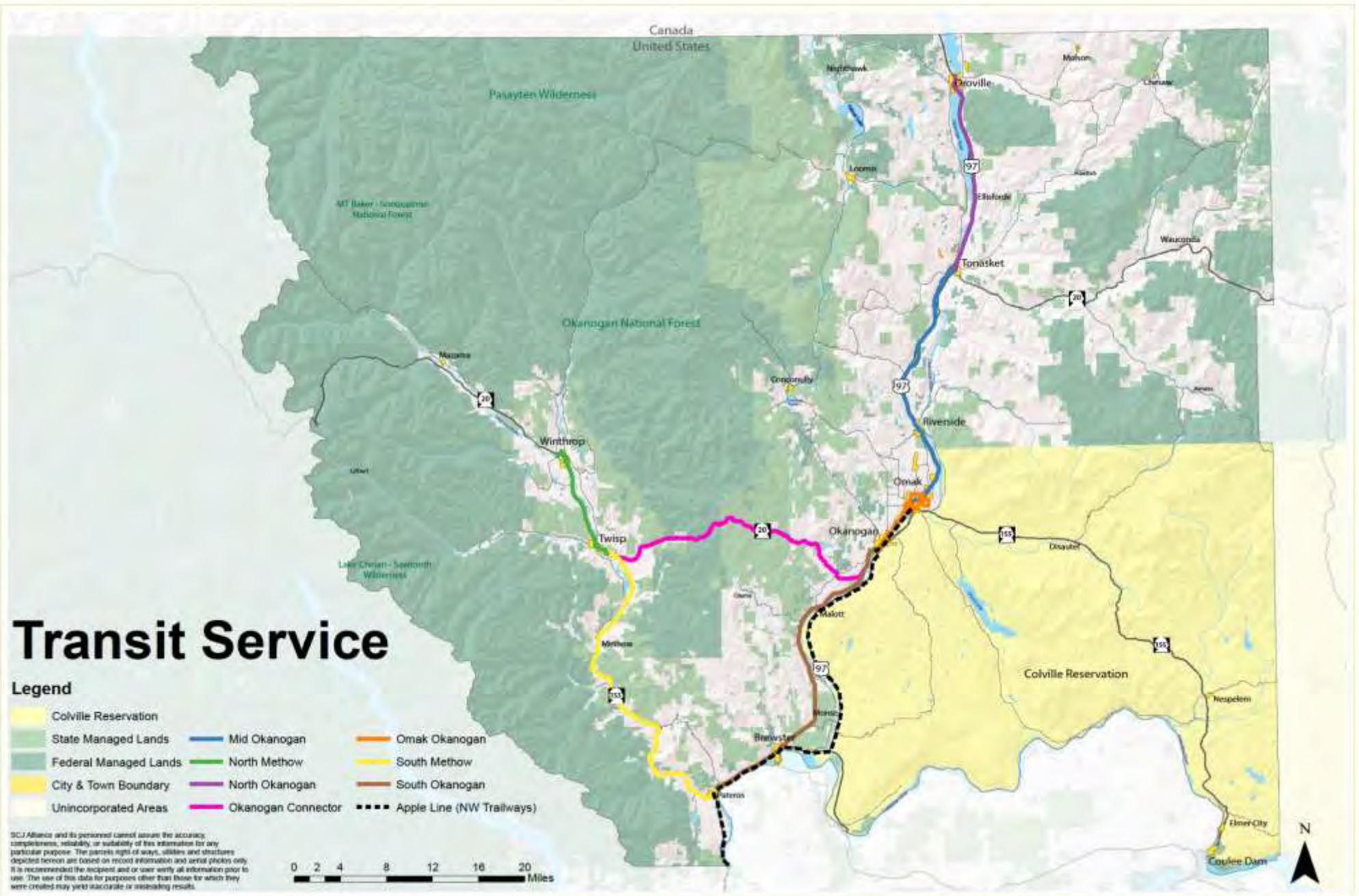
Transit is an integral part of the Okanogan regional transportation system. It provides mobility and access to critical services as well as to employment and commerce. In so doing, it enhances the character and economic vitalities of communities. In coordination with local, regional, and state policies for transportation, community and economic development, and environmental stewardship, it makes possible a degree of mobility and community resiliency that is not otherwise possible. Finally, transit is sometimes overlooked for its strategic role in emergency management and response, particularly in regards to critical evacuations.

Additional Resources

TranGO Website for schedules and to download the Real Time app: www.okanogantransit.com

OCTN website: <http://www.octn.org/>

NW Trailways "Apple Line": <http://www.appleline.us/>



AIRPORTS

The accompanying map shows the location of every public airport in the region. There are 8 public airports, 4 private airports, and 1 private helipad in Okanogan County.

Regional Significance

Even though there is as of yet no commercial air service in the region the numerous small, locally-owned airports are important resources in the area for several reasons:

- 1) Receiving and shipping parcel post and other mail
- 2) Getting forest fire crews in and out of the region and fire zones
- 3) Medical air lift
- 4) Private aviation

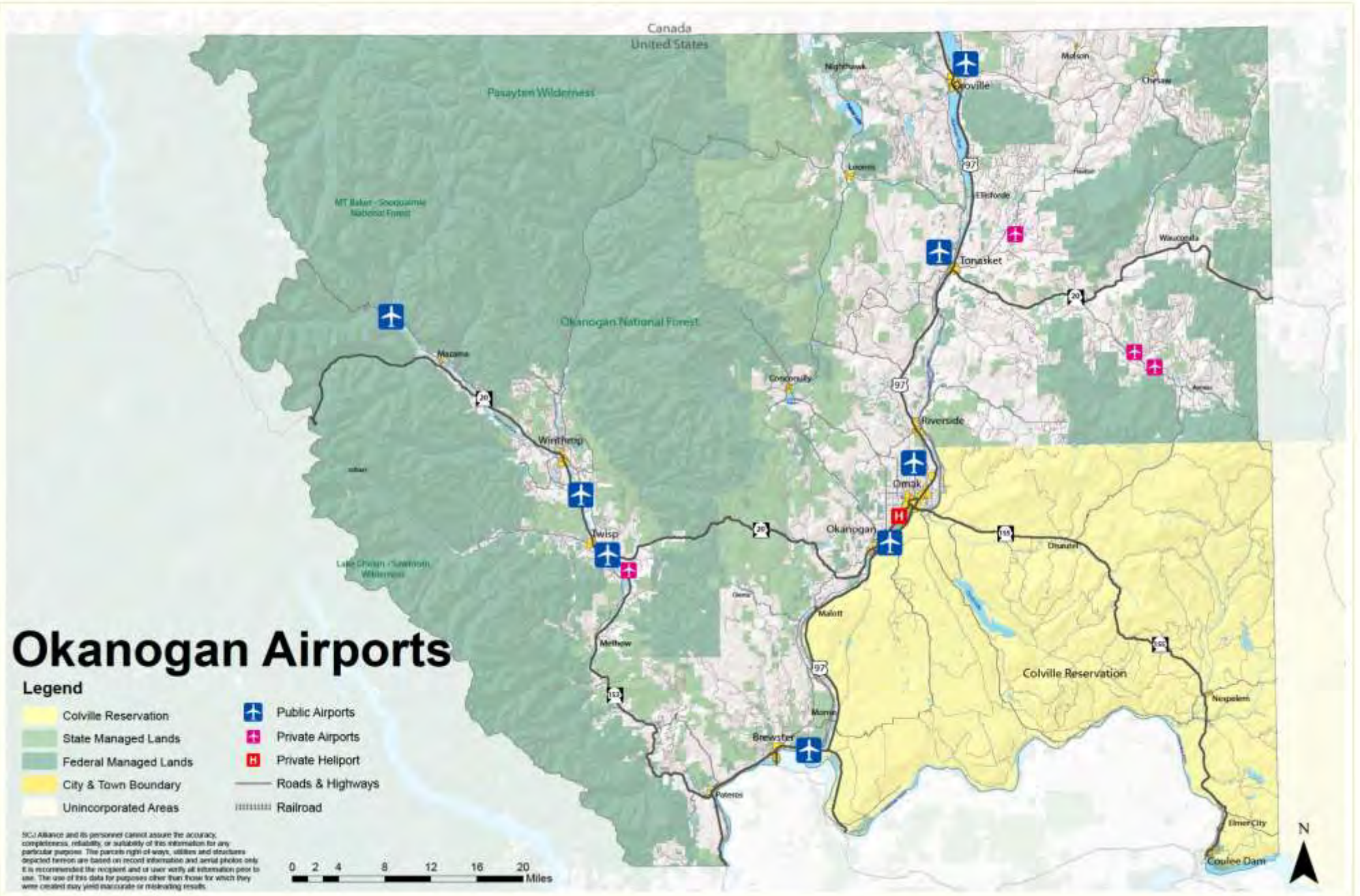
Access to these airports, which is often on small county or primitive roads, is recognized as important access and effectively makes these connecting routes part of the National Highway System.

Additional Resources

WSDOT maintains operational and facilities information on individual airports

http://www.wsdot.wa.gov/aviation/AllStateAirports/WashAirports_NorthCentral.htm





US BIKE ROUTE 10

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 Winthrop, Twisp, Okanogan, Omak, Riverside, and Tonasket.

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, to create a numbered and interconnected long-distance network similar to that serving highway travel. The concept really took off in 2011. As of 2015 there were 21 routes extending over 11,400 miles and connecting 23 states. US Bike Route 10 is the northernmost of those routes.

Regional Significance

Biking is an important mode of travel. Long distances separate destinations in rural Okanogan County, making biking for most people practical only for local trips or recreational rides. Long-distance riding opportunities have long been desired to tap into this corner of the tourism and outdoor recreation market but few of Okanogan's rural roads have the wide shoulders and other infrastructure needed for most cyclists to be comfortable.

An organized national campaign to create more long-distance, interstate bike touring options is underway. US Bike Route 10 is the product of that work. Bicycle tourism is growing and bringing with it new economic opportunities for rural communities located on or near scenic bike routes.

Additional Resources

WA Bikes map and itinerary for US Bike Route 10:

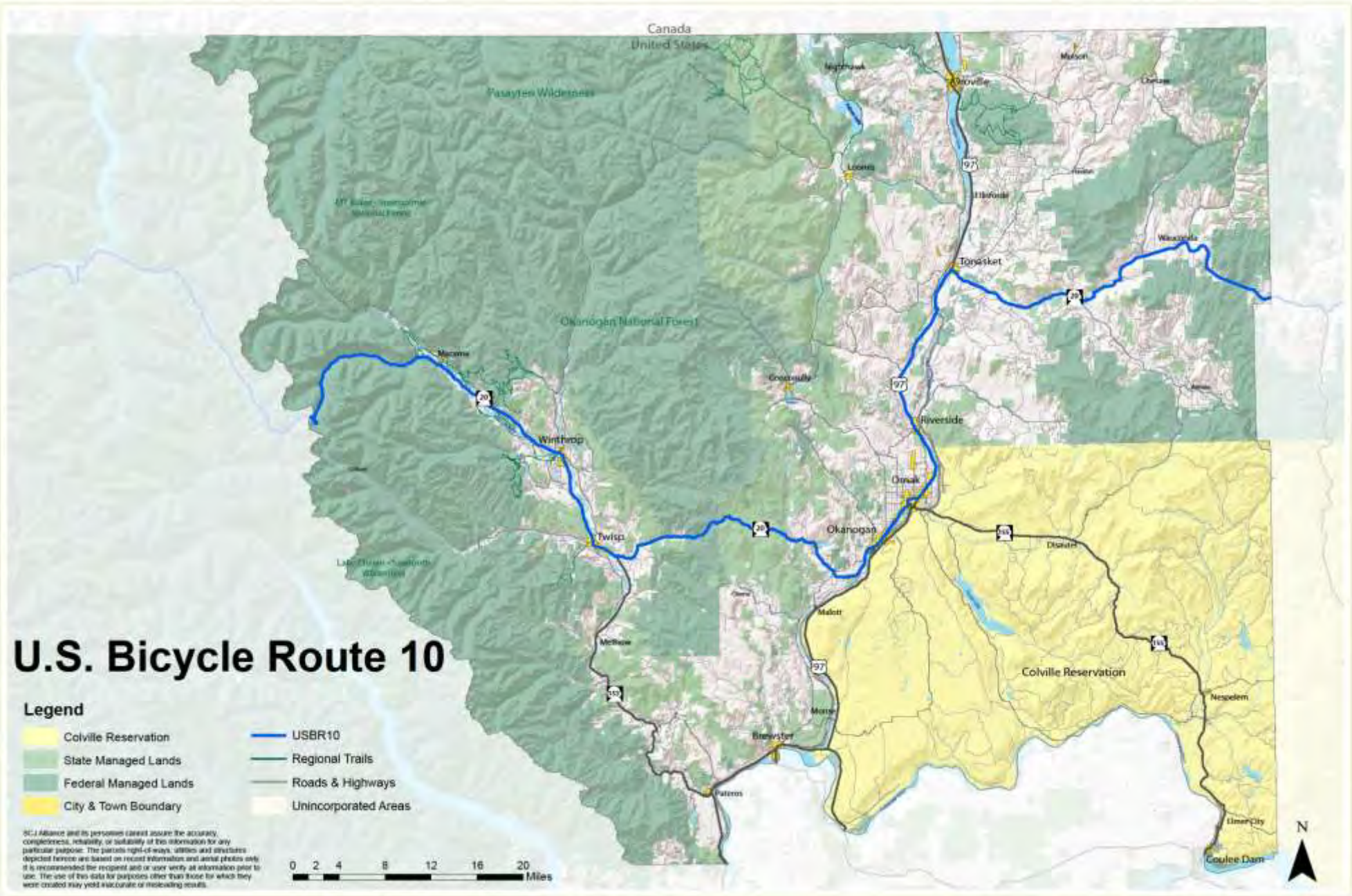
<http://wabikes.org/growing-bicycling/us-bicycle-route-system/usbr10/>

Wikipedia Overview of US Bike Route System:

https://en.wikipedia.org/wiki/United_States_Bicycle_Route_System

US Bike Route 10 follows the route of State Route 20, connecting Anacortes to Newport via a designated 407-mile route.





FREIGHT AND GOODS TRANSPORTATION SYSTEM

The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads and city streets according to the average annual gross tonnage they carry. The tonnage classifications used for designating the FGTS are as follows:

- 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 or less than 100,000 tons per year

All T-2 and T-3 freight routes are part of the regional transportation system. A small portion of the system is designated as a “heavy haul truck corridor” and connects the Reman & Reload facility in Oroville to the Canadian border crossing via US 97. This accommodates vehicles in excess of the legal weight limit, allowing them to travel between the border crossing and the regionally significant intermodal terminal at the Cascade and Columbia River (CSCD) rail head. The CSCD railroad connects to the BNSF railroad in Wenatchee and provides essential freight mobility for the Reman & Reload Facility as well as the carbonate mine. It is designated as a Rail Freight Economic Corridor by WSDOT.

US 97 is designated as a Truck Freight Economic Corridor.

Regional Significance

Freight mobility is an essential function of the regional transportation system, supporting local, state, and national economies with highways and rail transport in the Okanogan region. One thing that can negatively impact regional freight mobility are weight restrictions that prohibit trucks from using certain roads in cold weather. Improving the load-bearing capacity of these connector freight routes helps improve reliable mobility. Another concern is degradation of railroad beds. Deteriorating railroad beds means that trains have to travel slower, reducing a competitive advantage of rail.

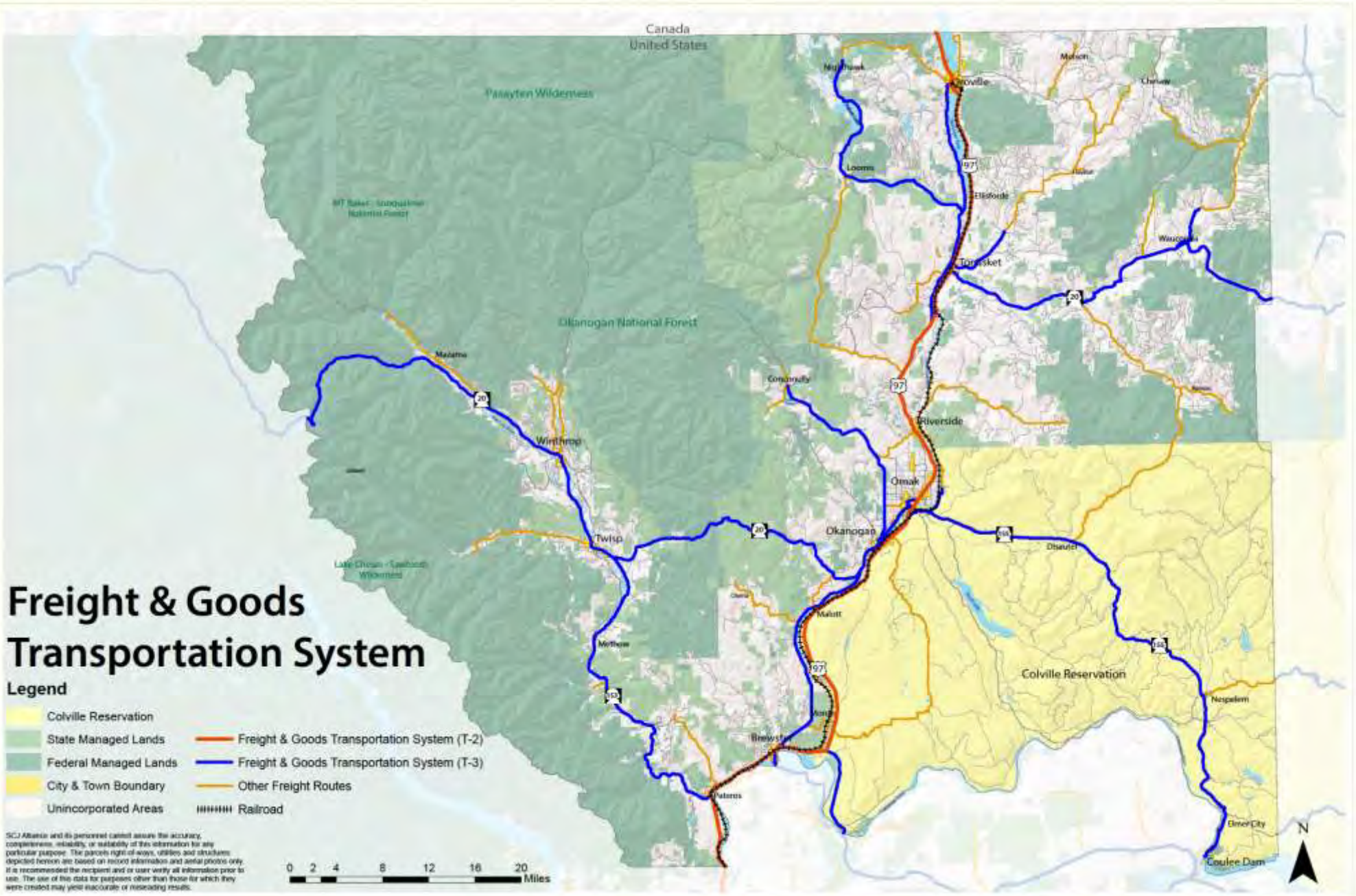
Additional Resources

WSDOT’s Freight and Goods Transportation System Homepage

<http://www.wsdot.wa.gov/Freight/FGTS/default.htm>

Washington State Freight Economic Corridor

<http://www.wsdot.wa.gov/Freight/EconCorridors.htm>



LEVEL OF SERVICE STANDARDS

Level of Service (LOS) is a measure of system performance that is often used to evaluate congestion. It commonly uses letter grades (A-F) to describe levels of congestion ranging from LOS A representing free flowing vehicle traffic to LOS F representing severe congestion during peak commute periods. These standards work well for highways. They were in fact developed to evaluate highway system performance.

RTPO requirements specify that LOS standards must be established for state highways. This plan establishes LOS D for highways within Omak and Okanogan and LOS C everywhere else. This is consistent with state highway standards in other non-metropolitan places. It means that at unsignalized intersections vehicles may have to wait 15-25 seconds (LOS C) or 25-35 seconds (LOS D) during peak periods in order to proceed; at signalized intersections this increases to 20-35 seconds (LOS C) and 35-55 seconds (LOS D). Alternatively, if applied to roadway congestion a LOS C would have a 'volume to capacity ratio' of .70-.79 while a LOS D would be .80-.89. These are calculations described in a document called the Highway Capacity Manual. Whether at intersections or highway segments, these levels of congestion are associated with noticeable delay.

Several local jurisdictions have adopted these same standards to evaluate congestion on their local streets and roads. While this plan doesn't require local adoption of these LOS standards it fully supports the efforts of agencies that choose to use these metrics.

Regional Significance

In a rural region such as Okanogan issues related to congestion pale in comparison to other issues such as system safety, system preservation, or transit accessibility. Increasingly communities are rethinking their approach to system performance and augmenting highway-oriented congestion measures with other system performance measures with local relevance. In time OCOG and its local partners may choose to augment the required LOS metric for state highways with some other measures more reflective of rural transportation needs. For example, the region may choose measures related to pavement preservation or even transit access. It is easier to say this than to do it, though. Careful consideration of data availability and actual use of potential measures is needed in order to determine effective measures.

Additional Resources

National Association of Development Organizations (NADO) – Integration of Performance Measures in Rural Communities

<https://www.nado.org/moving-toward-performance-based-transportation-planning-in-rural-and-small-metropolitan-regions/>

Municipal Research and Service Center (MRSC) – Level of Service Standards

<http://mrsc.org/Home/Explore-Topics/Planning/General-Planning-and-Growth-Management/Level-of-Service-Standards-in-Plain-English.aspx>



TRAFFIC VOLUMES

The Washington State Department of Transportation maintains a traffic data set which includes Annual Average Daily Traffic (AADT) volumes and truck percentages. This map shows the AADT of state highways in 2015 as reported by WSDOT. OCOG is required to report on traffic volumes on state facilities.

Regional Significance

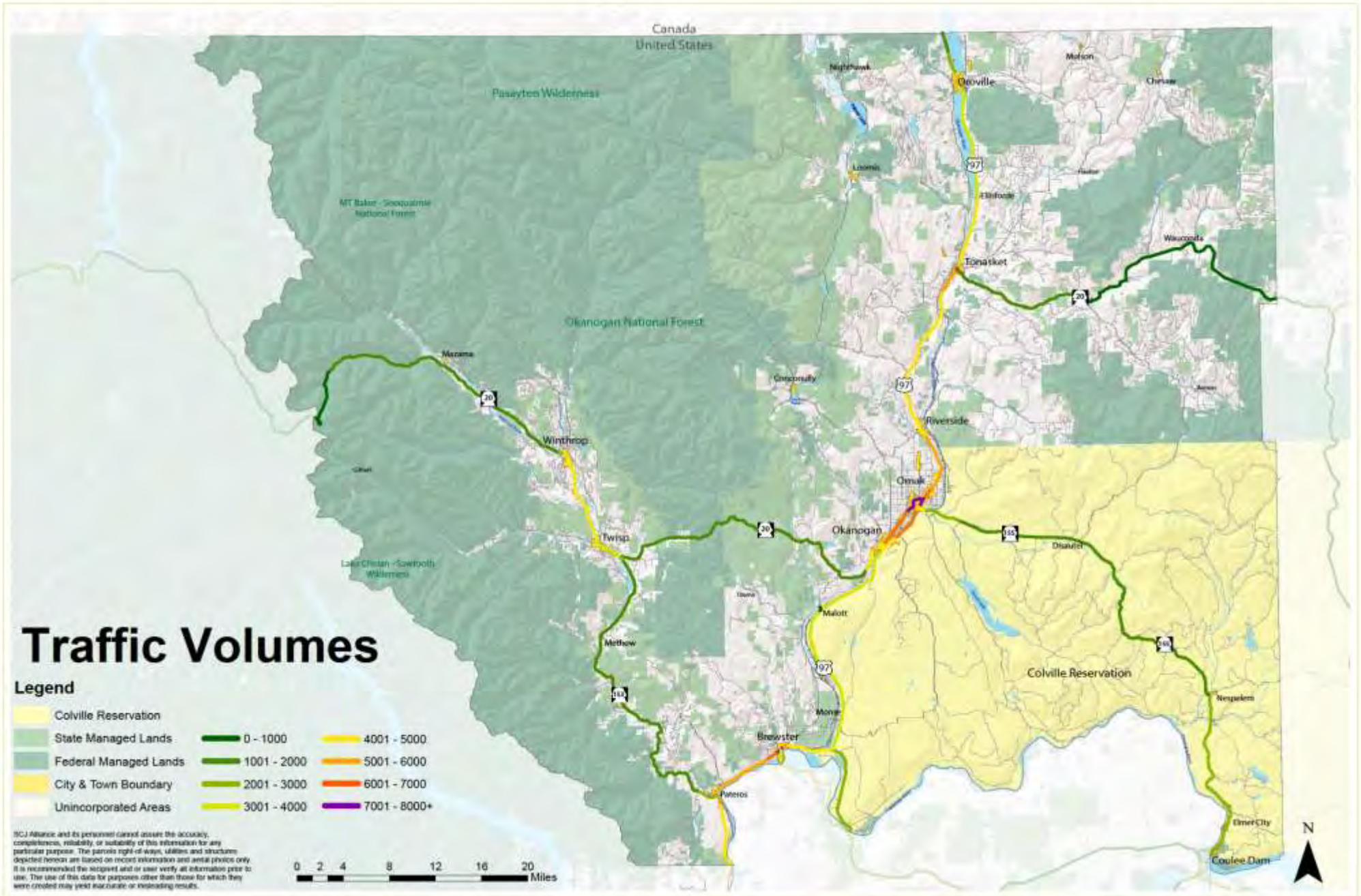
Traffic volumes are a standard way of understanding base line system usage over time; they provide an indication of growth on the system which is helpful in anticipating the need for future investments. Traffic volumes are also used to analyze potential system improvements, such as upgrades to intersections or timing for traffic signals. In highly urbanized, fast-growing areas traffic volumes can increase very rapidly and should be monitored frequently to determine project timing needs. In a highly rural region such as Okanogan they play a less critical role and do not need to be monitored as frequently for typical commuter-related congestion concerns.

Of greater concern in the Okanogan region are seasonal traffic impacts associated with tourism. These impacts typically occur outside of traditional times associated with commuter-related congestion. In time the region may opt to monitor traffic volumes associated with peak tourism season and events to provide important input to related emergency management and safety planning activities.

Additional Resources

Washington State DOT's Annual Traffic Report:

<http://www.wsdot.wa.gov/mapsdata/travel/annualtrafficreport.htm>



Traffic Volumes

Legend

- Colville Reservation
- State Managed Lands
- Federal Managed Lands
- City & Town Boundary
- Unincorporated Areas
- 0 - 1000
- 1001 - 2000
- 2001 - 3000
- 3001 - 4000
- 4001 - 5000
- 5001 - 6000
- 6001 - 7000
- 7001 - 8000+

ICJ Alliance and its personnel cannot assume the accuracy, completeness, reliability, or suitability of this information for any particular purpose. The parcels right-of-ways, utilities and structures depicted herein are based on record information and aerial photos only. It is recommended the recipient and/or user verify all information prior to use. The use of this data for purposes other than those for which they were created may yield inaccurate or misleading results.



PAVEMENT CONDITIONS

The Transportation Improvement Board (TIB) is a state-level agency that works closely with local agencies in a variety of ways, including execution of the annual awards of state transportation funds. One of its initiatives is to survey pavement conditions in small and rural communities as a service to local governments. Ratings are conducted by roadway segment and re-evaluated over time. These pavement condition ratings (PCR) are then available for use by local jurisdictions in determining their pavement preservation needs. Pavement rating conditions are also used in grant applications for preservation projects. The average PCR scores for thirteen communities in Okanogan are shown on the graphic, which clearly conveys what most people need to know about pavement ratings. All communities that have a PCR score in the county fall between fair condition (50 to 70) and good condition (70 to 90). Note that average PCR scores may mask some segments in a community that are in poor condition.

Regional Significance

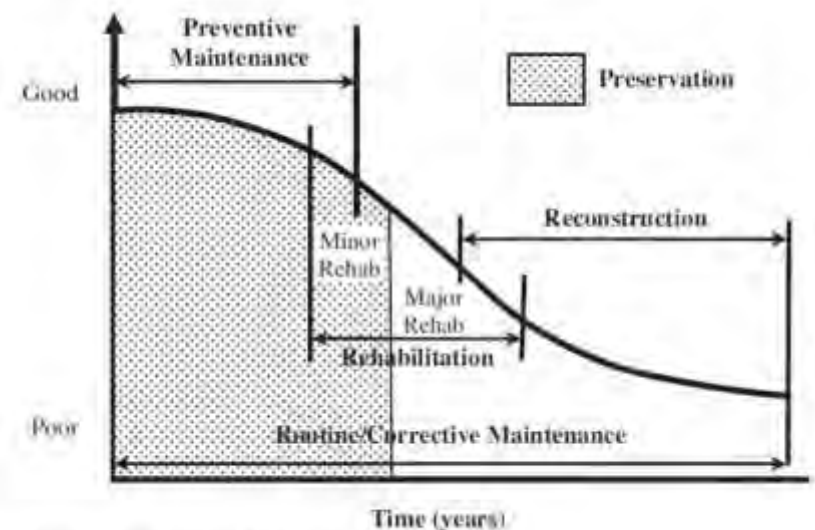
Pavement preservation is a primary consideration for the regional transportation system. To keep the system in a state of good repair it is necessary to perform periodic maintenance before conditions deteriorate to the point that more expensive repair or reconstruction is needed. Jurisdiction efforts to perform optimal pavement management schedules is confounded by a lack of reliable, annual funding needed to maintain an on-going and methodical preservation program that keeps life cycle costs as low as possible.

The Transportation Improvement Board is a long-standing ally of local jurisdictions and works to provide a high level of service to all agencies though with a particular emphasis on the needs of small and rural communities without the resources of larger communities. The TIB website has a wealth of useful information.

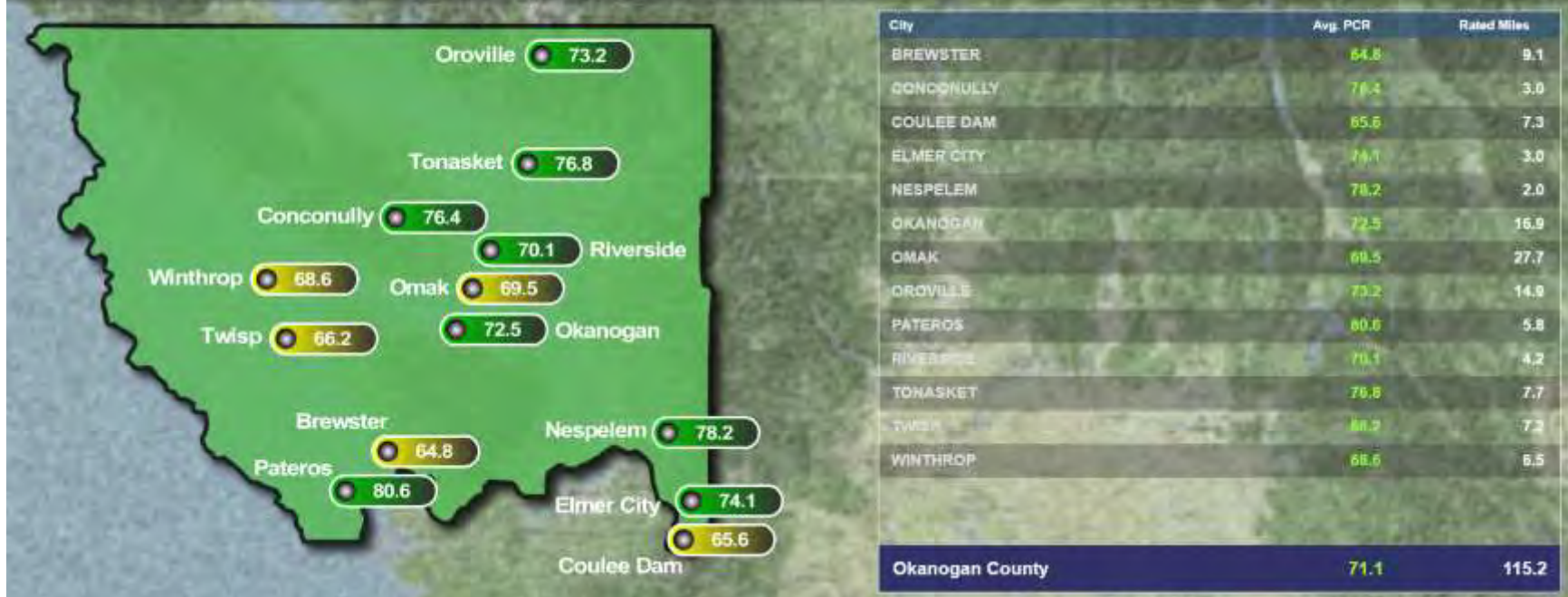
Additional Resources

Transportation Improvement Board:
<http://www.tib.wa.gov/TIBDashboard/>

WSDOT Pavement Preservation Guide for Local Agencies
<https://www.wsdot.wa.gov/research/reports/fullreports/800.1.pdf>



Small City Street Maintenance - Okanogan County - Average PCR Scores by City



Source: Transportation Improvement Board, April 2017

RURAL ROAD SAFETY

Roadway safety is a top concern everywhere but it has a heightened focus in rural areas. That's because the majority of highway fatalities occur on rural roads. Okanogan is not alone in its efforts to reduce serious injury and fatality crashes on its rural highways and roads. Many factors are at play, every one of which is compounded by others. The combined effects of weather, wildlife, terrain, high speeds, long distances, and human behavior present challenges that can't be solved by highway design alone. That is why rural road safety programs often take a multi-pronged approach to addressing safety using the four "E's" of transportation system safety: engineering, enforcement, education, and emergency response.

The following map shows the dispersal of serious injury and fatality crashes on the region's highways between January 2012 and December 2016. A wide range of factors contributed to the crashes, including driver behavior.

Regional Significance

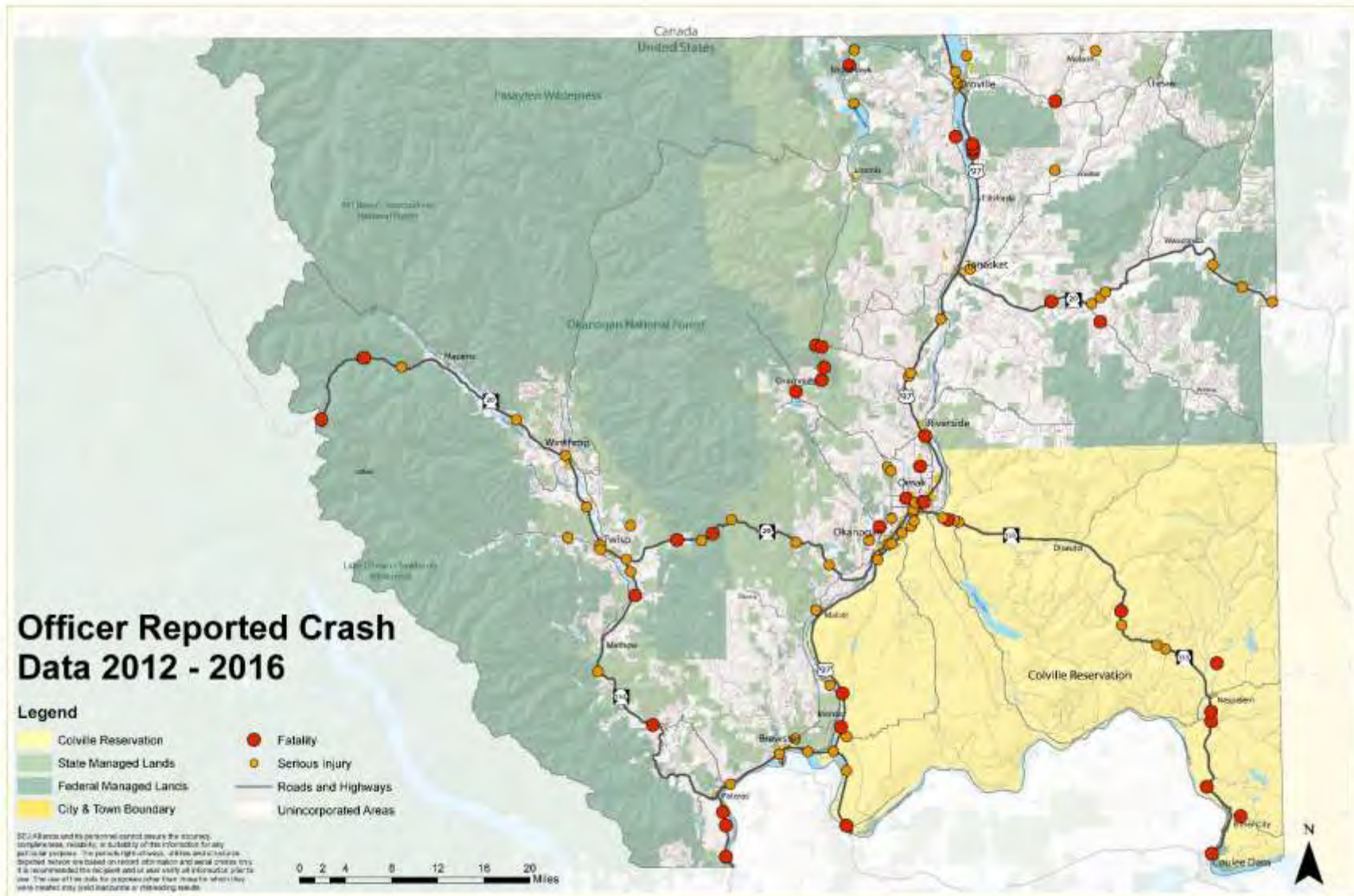
Several high crash locations and corridors on Okanogan's highways undermine other qualities of these scenic, economic, and lifeline corridors. A myriad of factors are at play. Understanding the nature of the crashes is necessary in order to identify and implement effective countermeasures that alleviate the problems.

Additional Resources

FHWA – Local and Rural Road Safety Program
https://safety.fhwa.dot.gov/local_rural/

WSDOT 'Target Zero' Strategic Highway Safety Plan
<http://www.targetzero.com/>

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.



B. FINANCIAL OVERVIEW

This is a summary of historical transportation revenues and expenditures by jurisdictions and a high level outlook for the next several years. It indicates that the region faces a funding shortfall of about \$3.4 million between now and 2040. This tracks with a poll of public works directors across the region in March 2017 which indicated that more revenue is needed for pavement preservation. While \$3.4 million may not be much money, if it results in deferred preservation then it could result in more expensive reconstruction costs not included in this forecast. The transportation program described in this plan includes an initiative aimed at creating more efficiencies in preservation programs across the region through more regional coordination.

FINANCIAL OVERVIEW

The long-range plan must demonstrate that the Okanogan region can meet its future transportation needs. As noted in the discussion about Level of Service, the region's current and projected congestion levels do not indicate any major issues with meeting existing LOS standards during this planning horizon. Intersection improvements and turn pockets may be warranted but regionally-significant roadway widening is not likely to be needed to address congestion. The bigger challenge will be one of keeping the transportation system in a state of good repair with available resources.

A funding analysis looks at two basic things – revenues and expenditures. This funding analysis summarizes key considerations for each and then concludes by demonstrating that the region does have the means to cover basic needs over the life of this plan though significant events or issues can disrupt this capacity.

Revenues

Revenues for local transportation needs typically fall into three buckets: local revenues, state revenues, and federal revenues.

Local revenues are the ones over which jurisdictions have the greatest control and discretion. They come from a variety of different sources – property tax is often the biggest, especially for unincorporated Okanogan County which has a road levy in its property tax. All jurisdictions also rely to some extent on General Fund revenues which can include utility tax and Real Estate Excise Tax, as well as developer mitigations and a myriad of fees.

State revenues come primarily from the state gas tax, in two forms. Each jurisdiction receives an annual direct distribution from the state gas tax that is earmarked for cities and counties. Jurisdictions also receive state grants that are funded by the state gas tax, either from WSDOT or more commonly, from the Transportation Improvement Board or the County Road Administration Board. Grant revenue is project specific and depending on the nature of the grant program, can be for capital or operations.

Federal revenues, which are derived primarily from the federal gas tax, generally come from grants. These funds are typically applied to capital projects or larger preservation projects.

State and federal grants are unpredictable. An entity other than the individual jurisdictions determines funding priorities in any particular year and decides which projects will be funded. Communities in the Okanogan compete against each other and with other communities outside the region for scarce resources. This makes it difficult for local agencies to establish a reliable, priority-based funding strategy for asset management.

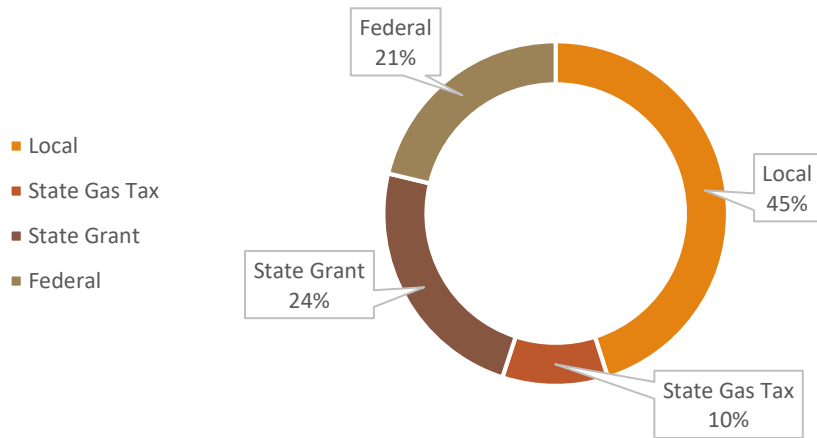
The following table shows transportation revenues by source used by local jurisdictions in the Okanogan region between 2006 and 2015.

Okanogan Cities, Towns, and County Transportation Revenues – 2006-2015						Distribution of Revenues	
Year	Local Funds	State Gax Tax	State Grants	Federal Funds	Total	Incorporated	Unincorporated
2006	\$ 4,158,535	\$ 4,103,522	\$ 1,338,547	\$ 1,508,254	\$ 11,108,858	26.0%	74.0%
2007	\$ 4,621,938	\$ 4,148,395	\$ 1,569,870	\$ 2,902,005	\$ 13,242,208	22.2%	77.8%
2008	\$ 5,445,425	\$ 4,116,084	\$ 1,537,330	\$ 2,367,384	\$ 13,466,223	28.2%	71.8%
2009	\$ 5,238,096	\$ 3,958,244	\$ 4,327,067	\$ 1,732,271	\$ 15,255,678	29.3%	70.7%
2010	\$ 5,668,305	\$ 3,963,431	\$ 1,370,788	\$ 2,413,224	\$ 13,415,748	28.6%	71.4%
2011	\$ 5,559,303	\$ 3,973,908	\$ 290,117	\$ 1,363,949	\$ 11,187,276	19.6%	80.4%
2012	\$ 5,449,091	\$ 3,796,701	\$ 777,596	\$ 2,796,638	\$ 12,820,025	19.3%	80.7%
2013	\$ 5,681,957	\$ 4,202,762	\$ 2,527,105	\$ 2,252,274	\$ 14,664,098	25.4%	74.6%
2014	\$ 6,275,284	\$ 4,250,106	\$ 2,240,714	\$ 2,734,667	\$ 15,500,771	23.0%	77.0%
2015	\$ 6,765,450	\$ 4,334,514	\$ 367,779	\$ 2,652,933	\$ 14,120,676	29.5%	70.5%
Total	\$54,863,383	\$ 40,847,667	\$ 16,346,913	\$ 22,723,598	\$134,781,561		

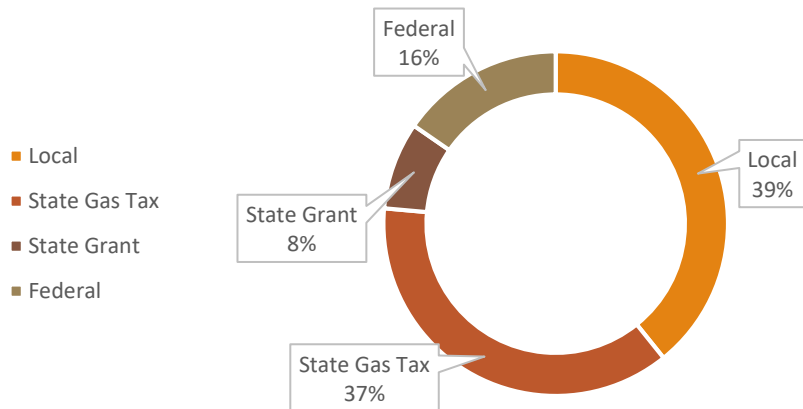
Source: County Road and City Street Revenues and Expenditures Report, WSDOT

The aggregate numbers mask distinct differences between the revenue streams on which cities and towns rely and those on which unincorporated Okanogan County relies on. The following two charts show a breakdown between revenue sources for incorporated cities and towns during the 2006-2015 time period and those for unincorporated county.

Distribution of Transportation Revenues for Cities and Towns - Okanogan Region, 2006-2015



Distribution of Transportation Revenues for Unincorporated Okanogan County - 2006-2015



One of the biggest distinctions is in the direct distribution State Gas Tax. State gas tax distributed directly to local agencies to program as they decide makes up only 10 percent of transportation revenues available to cities and towns in the Okanogan region whereas it represents 37 percent of the revenues available for unincorporated county. Between locally generated revenues and state gas tax, cities and towns have discretionary authority over about 55 percent of the revenues they use for transportation, meaning that each individual agency decides the best investments to make with that money. Those same revenues account for 76 percent of unincorporated county transportation revenues. Cities and towns are especially challenged in Washington State to come up with predictable, stable revenue streams with which to conduct systematic asset management on an on-going basis.

Cities and towns get more of their state funds through competitive grants. These grants made up 24 percent of their transportation revenues between 2006 and 2015 compared to only 8 percent of unincorporated transportation revenues. Grants are highly volatile and can create large swings in revenue availability from one year to the next.

All in all, given the importance of transportation it is surprising just how unpredictable the vast majority of revenues are that support local transportation needs of cities, towns, and the county.

Expenditures

Expenditures for transportation typically fall into two broad categories: capital expenditures and operating expenditures. Programs like preservation – which includes overlays, chip seal, fog seal, and other techniques – maintenance, signal timing, engineering, and striping are considered operating expenditures in this forecast. These are all the functions needed to keep the existing transportation system in a state of good repair. Construction projects resulting in new or expanded infrastructure – streets, sidewalks, intersections – are considered capital expenditures. It can also include major reconstruction that significantly extends the life of these facilities.

Not surprisingly, what local jurisdictions undertake in any particular year is dependent on available revenues which, as previously noted, can be very volatile and unpredictable. This is certainly evident in looking at the last ten years’ of transportation expenditures in the region.

Incorporated & Unincorporated Transportation Expenditures - 2006-2015 (Constant 2015\$)

	Total Expenditures		% of Total Construction		% of Total Operations	
	Construction	Operations	Incorporated	Unincorporated	Incorporated	Unincorporated
2006	\$ 2,722,012	\$ 11,483,885	55.7%	44.3%	14.3%	85.7%
2007	\$ 3,168,107	\$ 11,311,438	37.4%	62.6%	13.0%	87.0%
2008	\$ 2,010,634	\$ 16,137,990	75.9%	24.1%	13.5%	86.5%
2009	\$ 3,493,591	\$ 11,498,698	88.4%	11.6%	17.6%	82.4%
2010	\$ 2,732,613	\$ 9,144,302	89.9%	10.1%	15.2%	84.8%
2011	\$ 2,185,248	\$ 8,632,111	15.8%	84.2%	16.1%	83.9%
2012	\$ 977,273	\$ 9,969,574	58.4%	41.6%	15.2%	84.8%
2013	\$ 4,824,519	\$ 9,426,705	40.1%	59.9%	15.2%	84.8%
2014	\$ 4,340,116	\$ 10,614,325	26.8%	73.2%	16.8%	83.2%
2015	\$ 1,811,238	\$ 9,707,533	66.3%	33.7%	14.8%	85.2%
Total	\$28,265,351	\$ 107,926,560	53.0%	47.0%	15.1%	84.9%

Source: County Roads and City Streets Revenues and Expenditures Report, WSDOT

Notes: “Operations” includes preservation, maintenance, operations, administration, and maintenance of facilities.

Wild swings in expenditures characterize construction investments. This is somewhat evident with operations too, but to a lesser extent. This makes sense given that most state and federal grants support construction or major reconstruction projects more so than on-going system preservation or other operations-related activities associated with day-to-day system functions. This is apparent in looking at the distribution of

construction expenditures between incorporated and unincorporated jurisdictions. Some years found most construction work occurring in cities and towns whereas other years it was occurring in unincorporated county.

The expenditure picture becomes a little more stable when focusing on operations. Again, for purposes of this forecast operations includes preservation, maintenance, operations, and other on-going functions associated with keeping the transportation system in a state of good repair. Not surprisingly, most of these expenditures are by unincorporated county which owns the vast majority of lane miles in the region. Unincorporated county also has the most resources to dedicate to this work by virtue of the way transportation revenues are structured.

What is not evident from the numbers is the spending shortfall in pavement preservation. A poll of public works directors in March of 2017 found that every single agency faces a backlog of pavement preservation needs. Upwards of \$300,000 a year in additional revenues for pavement preservation would be needed to fully fund an optimal pavement preservation program across the region. Absent that jurisdictions are looking at other ways to increase the efficiency of their pavement programs and stretch limited dollars further. The regional transportation program in this plan proposes a regional approach to preservation as a possible means of increasing program efficiencies and getting more done with the same amount of money.

It is useful to take a historical look at revenues and expenditures to better understand the on-going challenge cities, towns, and the county face when trying to keep life cycle costs as low as possible with revenue streams that are unpredictable. The region's ability to have a reliable transportation system that meets so many of its needs is testament to the difficult prioritization and choices made by every public works director in the region in balancing project need with available revenues.

Forecast

This is a long-range planning level forecast. It does not reflect the same operational or analytical detail that local agencies utilize in developing their annual budgets and six-year Transportation Improvement Programs. The underlying assumption behind this regional forecast is that the assumptions that follow are appropriate for the intended use in a long-range regional plan.

- Data provided to WSDOT by local agencies and included in the County Roads and City Streets Revenues and Expenditures report are appropriate for use in developing a regional forecast.
- There will be no major new revenue sources in the planning horizon. While mileage-based fees and carbon taxes are being evaluated at the state and national levels, they are too speculative at this time to include in a forecast.
- The state gas tax will continue to include a direct distribution component and a state grant component, in roughly the same proportions as they exist today.

- Local sources will continue to make up about 42 percent of available revenues, direct gas tax distributions about 30 percent, state grants about 12 percent of total revenues, and federal funds will continue to account for about 12 percent of total revenues.
- Construction activities will continue to make up about 20 percent of expenditures and operations (including preservation, maintenance, and other day-to-day activities) will make up the other 80 percent. This will likely vary year to year based on revenue availability.
- Local agencies will continue to balance construction and operations activities within available resources.

The expenditure forecast is in constant 2015 dollars, consistent with Year of Expenditure considerations concerned about comparing future year inflated revenues against current year costs.

REVENUES

(\$1,000)

	2017-2026	2027-2040	Total
Local	\$ 54,863	\$ 76,809	\$ 131,672
Direct Gas Tax	\$ 40,848	\$ 57,187	\$ 98,035
State Grants	\$ 16,347	\$ 22,886	\$ 39,233
Federal Funds	\$ 22,724	\$ 31,813	\$ 54,537
Total	\$ 134,782	\$ 188,695	\$ 323,477

EXPENDITURES (Constant 2015\$\$)

(\$1,000)

	2017-2026	2027-2040	Total
Construction	\$ 28,265	\$ 39,571	\$ 67,836
Operations	\$ 107,927	\$ 151,097	\$ 259,024
Total	\$ 136,192	\$ 190,668	\$ 326,860

SUMMARY

(\$1,000)

	2017-2026	2027-2040	Total
Revenues	\$ 134,782	\$ 188,695	\$ 323,477
Expenditures	\$ 136,192	\$ 190,668	\$ 326,860
Balance	(\$ 1,410)	(\$ 1,973)	(\$ 3,383)

Based on this financial forecast, the Okanogan region is looking at a seemingly small revenue shortfall of about \$3.4 million between now and 2040. This is consistent with the earlier finding that public works directors feel their pavement preservation programs are underfunded. While the dollar amount may not be large it can pose a significant problem if deferred preservation leads to an increase in more costly reconstruction projects.

As noted earlier in this section, the plan's regional transportation program includes an initiative that would take a regional approach to pavement preservation as a means of stretching resources further. It is unknown at this time just how much additional preservation needs might be accomplished with the same revenues under such an approach.

Additional opportunities to close any funding gaps include future increases in either state or federal gas tax that includes greater distributions to local agencies, preferably through direct distributions but an increase in state grant opportunities would also be beneficial. Local agencies also have available to them funding options via a Transportation Benefit District. This would allow either a license tab fee of up to \$40 per vehicle or an additional .02% retail sales tax, either of which would be dedicated to transportation system improvements. It is likely that neither Transportation Benefit District funding measure would be well-received in the Okanogan region, nor would they be likely to generate much in the way of revenue.

C. RTPO CHECKLIST

This is a simple checklist that locates the mandatory elements of the regional transportation plan in the document itself to assist in the completion of regulatory reviews.

RTPO Compliance Checklist – 2040 Regional Transportation Plan for the Okanogan Region

RTPO Requirement	RTP Reference	Notes
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]	Pg 6	The strategy describes how OCOG will pursue its regional transportation vision
Plan is based on least-cost planning principles [RCW 47.80.030(1)(a)]	Pg 16-17 Pg 19	This plan discusses the importance of least-cost principles and the commitment of local agencies to make preservation a funding priority. It then discusses the challenges of actually implementing least-cost programs when revenues are insufficient and unpredictable. The Preservation goal and policies make clear that keeping life cycle costs as low as possible is a regional priority.
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)]	Pg 7-8 Appendix A	The plan discusses various components of the regional system and why they are important. More mode-specific detail and maps are found in Appendix A.
Establish level of service standards for state highways [RCW 47.80.030(1)(c)]	Pg 13 Pg 20 – 3.2	The plan establishes LOS standards for state highways.
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)]	Pg 13	The plan discusses the role of HPMS and collaboration with WSDOT in the use of data from on-going state monitoring programs.
Assess regional development patterns to provide direction and background information for the regional transportation plan update. [WAC 468-86-110(3)]	Pg 10-11	The plan discusses regional development patterns and provides a historical look at growth in the region since 1970.

RTPO Compliance Checklist – 2040 Regional Transportation Plan for the Okanogan Region

RTPO Requirement	RTP Reference	Notes
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)]	Pg 10-11	The plan discusses the pace of change in the region, recent disruptions due to the wildfires, and projects future growth based on the Office of Financial Management’s Medium Series growth forecasts for Okanogan County. Those forecasts project a 0.38% average annual rate of growth for the region between 2016 and 2040. The plan discusses the likely implications for congestion in the region.
Include a financial plan estimating probable revenues 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]	Pg 15-16 Appendix B	In addition to a general discussion about sources of revenue for local agencies and transit, Appendix B includes a long-range estimate of revenues and expenditures.
Make system preservation a priority [RCW 47.80.030(1)(e)(i)]	Pg 9 Pg 16-17 Pg 19 Pg 33 Appendix A	System preservation and asset management are dominant themes throughout the plan. Particular emphasis is found on page 9, recognizing preservation as a critical transportation factor. The discussion of least-cost planning on pages 16-17 is oriented around system preservation. The plan establishes preservation goals and policies. The recommended list of projects includes a Regional Approach to System Preservation. And the Transportation Atlas in Appendix A illustrates pavement condition ratings across the region.
Increase system efficiency to alleviate congestion [RCW 47.80.030(1)(e)(ii)]	Pg 13	The plan discusses the issue of congestion as it relates to the Okanogan region and practical measures for addressing it.
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]	Pg 24-34	This plan puts forth a regional transportation program of initiatives aimed at the development of an integrated, multimodal transportation system.

D. SUMMARY OF PUBLIC COMMENTS

This section summarizes comments received on the draft plan and the resulting revisions or responses.

Draft Plan Comments & Actions

The draft 2040 Regional Transportation Plan was available for public review and comment from May 26 through June 8. Numerous comments were received during that review period. Comments were received from the WSDOT Tribal and Regional Coordination Office, OCOG representatives and their fellow council members, and on-line.

The following table summarizes the comments received on the draft plan and corresponding actions.

Page	Comment / Concern	Action
Resolution	At the time of plan adoption, OCOG’s final RTPPO designation will still be pending approval by WSDOT so the first “Whereas” statement is not accurate. It is okay to refer to OCOG as an RTPPO in other parts of the document but not the resolution. Note that it may take OCOG a long time to get its designation package together so it could be 2018 before it receives final WSDOT approval.	Change the first “Whereas” statement to read: WHEREAS, the Okanogan Council of Governments (OCOG) <u>is intending to be</u> the state-recognized Regional Transportation Planning Organization (RTPPO) for the Okanogan region;...”
1	2 nd paragraph – It is WSDOT that makes the final RTPPO designation, not the legislature. The legislature changed the law that allows the designation to be made.	Change the first sentence to read, “In 2017, Washington state law was changed, allowing the Okanogan Council of Governments (OCOG) to be designated as a Regional Transportation Planning Organization (RTPPO).”
2	It is Chelan Douglas Transportation Council, not Commission	Update reference, in second paragraph from the bottom.
5	There is an important trail system outside of Twisp that is not shown on this map. Make the roads stand out a bit more, as well as definition of city boundaries. Railroad needs more contrast; also remove the word Okanogan from the rail road label.	Update map to include trail system at Twisp. Work with color palette to enhance contrast for roads, city boundaries, rail road. Update rail label to read “Railroad.”
6	Perhaps add a call out box explaining more about Okanogan County Transportation and Nutrition.	This is a paragraph introducing the vision for the region. More explanation of the transportation system is offered later which includes information about OCTN. No change made here.
7	Okanogan County Transportation has been in operation since 1977 and is the only transportation, except for cabs, that has been here until public transit started its service in July 2015. OCTN also runs 3 transit routes. Two meet up with Trango’s routes and we coordinate with the Colville Confederated Tribe doing a route from Okanogan to Coulee Dam. Suggest changing the wording on page 7 to include us as our own entity and not just someone Trango coordinates with. The Colville Confederated Tribes as a transportation provider is also not mentioned on page 7. People for People contract for rides but provide no rides.	Update description of the regional transit system to clarify the important role of OCTN and distinguish its service more clearly. Balance the description to more accurately describe the relationship between the service providers (OCTN, TransGO, People for People) and the services they provide, and add the Colville Tribes’ programs.

Page	Comment / Concern	Action
9	“Some bridge facilities are structurally obsolete and at risk of collapsing.” Just because a bridge is structurally deficient doesn’t mean it is going to collapse.	Language regarding the condition of WSDOT bridges in the Methow Valley was taken directly from a 2014 report shared by North Central Region. “All of the bridges are in advanced stages of deterioration and make up only a small subset of the statewide base of bridges that are functionally obsolete, structurally deficient, or bridges with weight restrictions.” Parts of these structures have already collapsed or fallen off (sidewalks). No change unless requested by North Central Region.
10	Question assertion in paragraph 4 that many of Okanogan’s rural communities are dealing with waning economies. Pateros is noted as having lost ground due to population loss when in reality there has seen steady growth in Sales and Use tax since 2007, despite the fires.	Unwind the ‘struggling rural community’ stereotype in the text. Replace it with a more balanced picture of evolving economies. Provide some context related to paragraph 5 about growth patterns, and the effects the Hirst decision may have rural development pressures in effect since the 1970s. Market influences that increase the attractiveness for some of urban development without the challenges of water rights.
12	Recognize that roads that support agriculture are roads that can accommodate large tractors and slow-moving machinery.	Refine strategy language on page 20 to include road design for large vehicles in addition to all-weather functionality
15	Last paragraph – Consider elaborating on the Road Usage Charge pilot project. It is being actively tested right now.	Introducing the concept in this plan raises questions as to what the revenue impacts would be for the region and its communities, and the cost of travel for its residents. No such information is available. This plan will be updated before such a change would be implemented. As it comes to be a more realistic option it will be added, with appropriate analysis.
16	Trango is mentioned a couple times on page 16 with no mention of OCTN.	Update language in paragraphs two and three to clarify that revenue volatility impacts all transit and not just TranGO.
16-17	“Least cost planning” is a component of WSDOT’s Practical Solutions Initiative. Consider adding a sentence or two explaining this in the context of least cost planning on page 16.	This paragraph introduces the challenges local agencies face when trying to practice cost-effective asset management with unpredictable funding. The suggested addition is not related to that. Add a sentence at the end of the section on page 17 directing people to WSDOT resources for more information on least cost planning and practical solutions.
17	Consider adding an introduction before launching into the Goals, Policies, and Strategies, i.e. how were they developed?	Add a sentence after the three bullets explaining goals, policies, and strategies to read: “The following goals align with the six key policy goals of the Washington Transportation Plan. This OCOG plan interprets those policy goals for the Okanogan region.”
19	Formatting inconsistencies – indent second lines of bullets; last bullet on page is a different color	Correct formatting.
20	Formatting inconsistencies – indent second lines of bullets; last bullet on page is a different size	Correct formatting.

Page	Comment / Concern	Action
21	Add a strategy that speaks to the role of Fire-Adapted Landscapes in our communities, the mapping and educational interest, and coordination with the Okanogan County Long Term Recovery Group	Refine the land use coordination strategy on page 21 (2 nd bullet) to reflect the unique nature of land use coordination in a fire-adapted landscape and its effect on local economies as well as emerging educational tourist interests
22	Formatting inconsistencies – indent second lines of bullets	Correct formatting
29	Ensure the Highway 97 Corridor Review includes consideration of local connectors since much of the traffic using US 97 accesses it via local collectors in nearby small towns.	Add language to the description acknowledging the important role of local collectors as part of the Highway 97 evaluation and strategy.
23	2 nd bullet is a little unclear. Suggest revising to read, “Apply technologies that increase traveler information, safety, and system efficiency as appropriate.”	Update language with suggested revision.
37	“Priority projects that support Freight Economic Corridors were used in development of the 2014 statewide Freight Mobility Plan. No projects for the Okanogan region were identified when that plan was developed.” Is there any more recent Freight-related information?	We are not aware of a more recent freight plan or freight plan update effort.
APPENDIX		
Cover pg	On the cover page of the appendix there is an extra space after item A, before the text begins.	Remove extra space.
1	Add a space after item 10, before the text begins.	Add extra space.
2	In the summary table, consider changing National Scenic Highways to read scenic ‘byways.’	Change table to reflect update.
3	Improve visibility of local roads on the map.	Update line details.
3	Something is wrong with the format of the map title.	It’s a patch. The final map title will be formatted correctly.
7	It’s hard to tell that the Apple Line goes all the way to Omak. Can the lines be changed?	Will work to improve readability of the various routes that converge on Omak.
8	There are 9 public-use airports in Okanogan County. The plan indicates there are only 8.	The WSDOT Aviation Office shows the Stehekin State Airport as being in Okanogan County; it is actually in Chelan County. No change to maps.
10	While the intent of the US Bike Route System is to include “wide shoulders and bike lanes, off-road paths and trails, and low-volume roads,” none of those describe the present state of the route in Washington State. Though it is designated as part of the national bike route system it is hard to describe US Bike Route 10 as having any kind of economic impact for the region until infrastructure upgrades are made.	Information on US Bike Route 10 in Washington was gleaned from the national website. It is an officially designated segment of the national system. The national website features a day-by-day travel blog of the route written by a cycling enthusiast. Update the text to indicate that many desired features are not yet in place and that its full economic potential is not yet realized. Also update map to be in same format as other maps.

Page	Comment / Concern	Action
12	In addition to the need for all-weather roads, acknowledge the need to improve railroad beds to so that trains can travel faster.	Update language in regional significance to include improvements to railroad facilities.



Anticipate. Envision. Create.