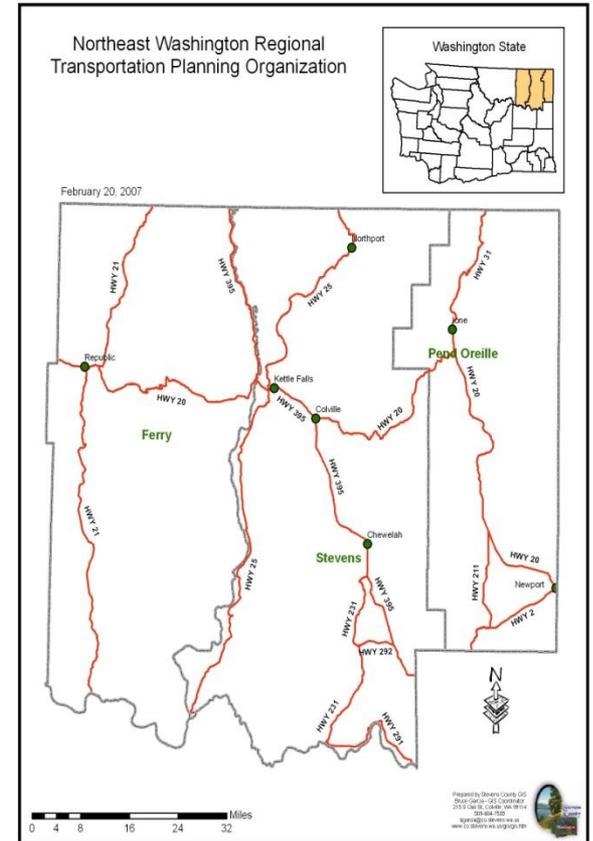


# Welcome to NEW RTPO

## Meeting of Washington State Transportation Commission

### Colville, 9/17/2013



## A little bit of history....

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

# US 395 Roundabout: City of Colville, Stevens County

**Colville** was awarded a WSDOT Project Excellence Award in 2001 for its successful strategic downtown revitalization public and private partnership. This project was initiated as a result of WSDOT repaving US 395 through its downtown. For Colville, this proved to be a very significant economic development and transportation enhancement project.

The project consisted of four phases of a community-based strategy to combine local economic development with regional transportation improvements. The project helps focus future economic and industrial development inside the downtown.

By using WSDOT paving dollars, the community was able to leverage \$13.1 million federal, state and local funds for this project.



US 395 in downtown Colville: Before



Colville US 395: After (*Actual*)



US 395 in downtown Colville: After (*Artist's Rendering*)

# Some background: NEW RTPO Population Growth

## Expected future growth

Using historical census data, estimates of natural population changes and migration estimates, WA-OFM estimates that the Tri-County region will grow by 6.4 percent, compared to the state's growth of 15.9 percent by year 2025.

Population Trends (2010 - 2025)

Year	2010	2015	2020	2025
Ferry	7,551	7,619	7,706	7,751
Pend Oreille	13,001	13,289	13,692	13,977
Stevens	43,531	44,262	45,212	46,447
Tri County	64,083	65,170	66,610	68,175
WA	6,724,540	7,022,200	7,411,977	7,793,173

Source: WA-OFM

Population Change % (2010 - 2025)

Year	2010-15	2015-20	2020-25	2010-25
Ferry	0.90%	1.14%	0.58%	2.65%
Pend Oreille	2.22%	3.03%	2.08%	7.51%
Stevens	1.68%	2.15%	2.73%	6.70%
Tri County	1.70%	2.21%	2.35%	6.39%
WA	4.43%	5.55%	5.14%	15.89%

Source: WA-OFM

# NEW RTPO Population Age 65+

## Growth of Population 65+ age group

Based on population growth estimates, the older age cohort in the Tri-County region represented by persons 65 and over, is expected to increase from 11,429 to 20,157, an increase from 17.8 percent of total population in 2010 to 29.6 percent in 2025.

Age 65+ Population Trends (2010 - 2025)

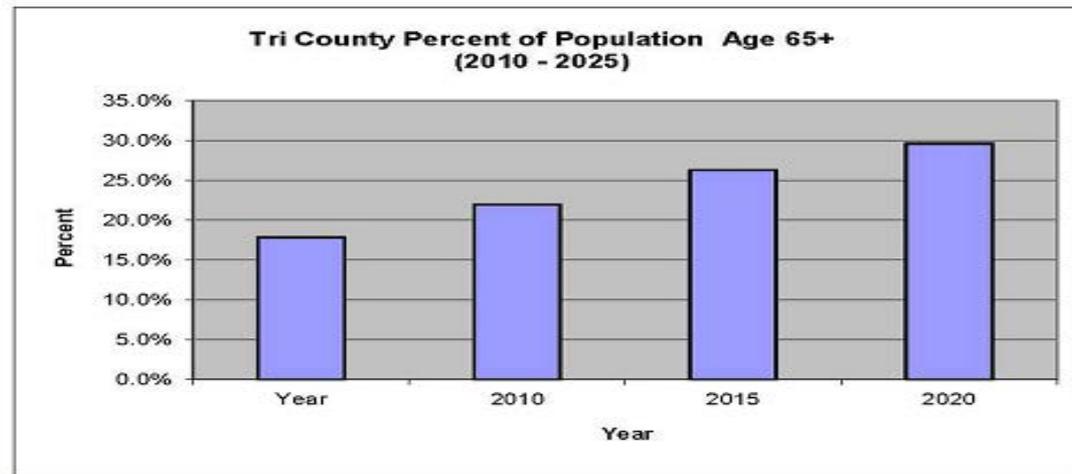
Year	2010	2015	2020	2025
Ferry	1,428	1,746	2,183	2,423
Pend Oreille	2,485	3,169	3,944	4,533
Stevens	7,516	9,388	11,386	13,201
Tri-County	11,429	14,303	17,513	20,157
WA	827,677	989,124	1,210,895	1,449,119

Source: WA-OFM

Age 65+ Population Share % (2010 - 2025)

Year	2010	2015	2020	2025
Ferry	18.91%	22.92%	28.33%	31.26%
Pend Oreille	19.11%	23.85%	28.81%	32.43%
Stevens	17.27%	21.21%	25.18%	28.42%
Tri-County	17.83%	21.95%	26.29%	29.57%
WA	12.31%	14.09%	16.34%	18.59%

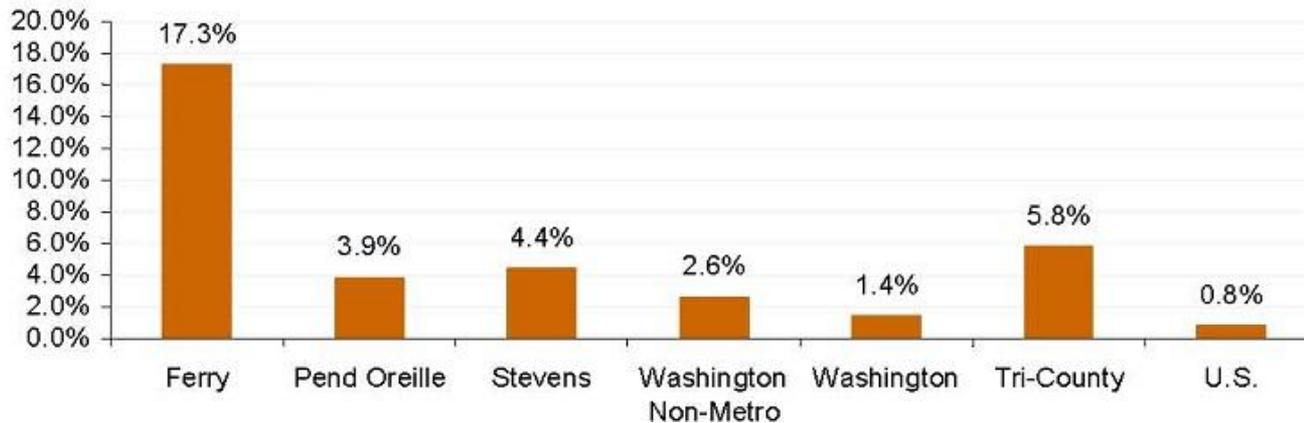
Source: WA-OFM



# Native American Population (ACS, 2011\*)

Ferry	1,301
Pend Oreille	499
Stevens	1,929
Tri Counties	3,729
Washington State	94,243
U.S.	2,502,653

Native American Population, Percent of Total, Tri-County, 2011\*



# Regional and National Commuting Patterns (ACS, 2011\*)

## Commuting patterns

This section covers an analysis of workers who do not work from home, therefore are considered to be commuters. It provided information on cross-county work patterns and travel time to work.

**Place of Work:** The values reported under "place of work" describe the number of workers that live in the selected geographic area who worked either in or outside the county they live in.

### Commuting Characteristics, 2011\*

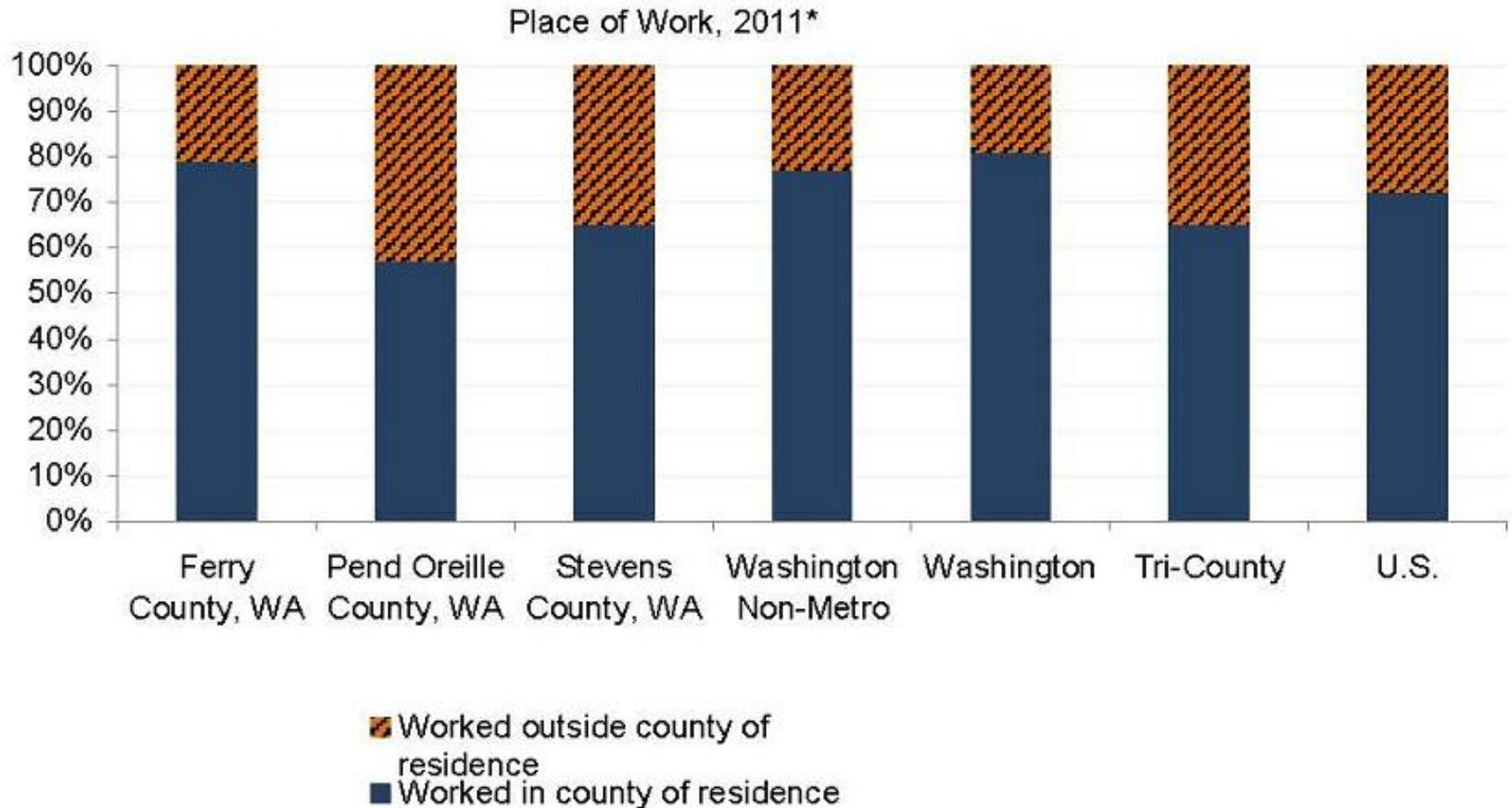
	Ferry County, WA	Pend Oreille County, WA	Stevens County, WA	Washington Non-Metro	Washington	Tri-County	U.S.
<b>Workers 16 years and over</b>	2,200	4,313	16,408	566,868	3,109,613	22,921	139,488,206
<b>PLACE OF WORK:</b>							
Worked in county of residence	1,745	2,473	10,744	438,657	2,523,409	14,962	101,187,364
Worked outside county of residence	455	1,840	5,664	128,211	586,204	7,959	38,300,842
<b>TRAVEL TIME TO WORK:</b>							
Less than 29 minutes	1,446	2,332	8,823	313,561	1,894,424	12,601	86,284,559
30 or more minutes	754	1,981	7,585	253,307	1,215,189	10,320	53,203,647
Mean travel time to work (minutes)	22	30	28	28	26	28	25

### Percent of Total

<b>PLACE OF WORK:</b>							
Worked in county of residence	79.3%	57.3%	65.5%	77.4%	81.1%	65.3%	72.5%
Worked outside county of residence	20.7%	42.7%	34.5%	22.6%	18.9%	34.7%	27.5%
<b>TRAVEL TIME TO WORK:</b>							
Less than 29 minutes	65.7%	54.1%	53.8%	55.3%	60.9%	55.0%	61.9%
30 or more minutes	34.3%	45.9%	46.2%	44.7%	39.1%	45.0%	38.1%

\* The data in this table are calculated by ACS using annual surveys conducted during 2007-2011 and are representative of average characteristics during this period.

Commuting workforce in Pend Oreille County is one of the highest, with 42.7% of its workers, working outside of county.



# Economic Vitality: An important institutional issue of importance to NEW RTPO

## STATE TRANSPORTATION POLICY GOALS

The NEW RTPO supports the six legislative transportation system policy goals of RCW 47.04.280 and its 2010 amendment. These policy goals are enfolded into the work elements of NEW RTPO this document.

**Economic Vitality\***: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

**Preservation**: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

**Safety**: To provide for and improve the safety and security of transportation customers and the transportation system.

**Mobility**: To improve the predictable movement of goods and people throughout Washington State.

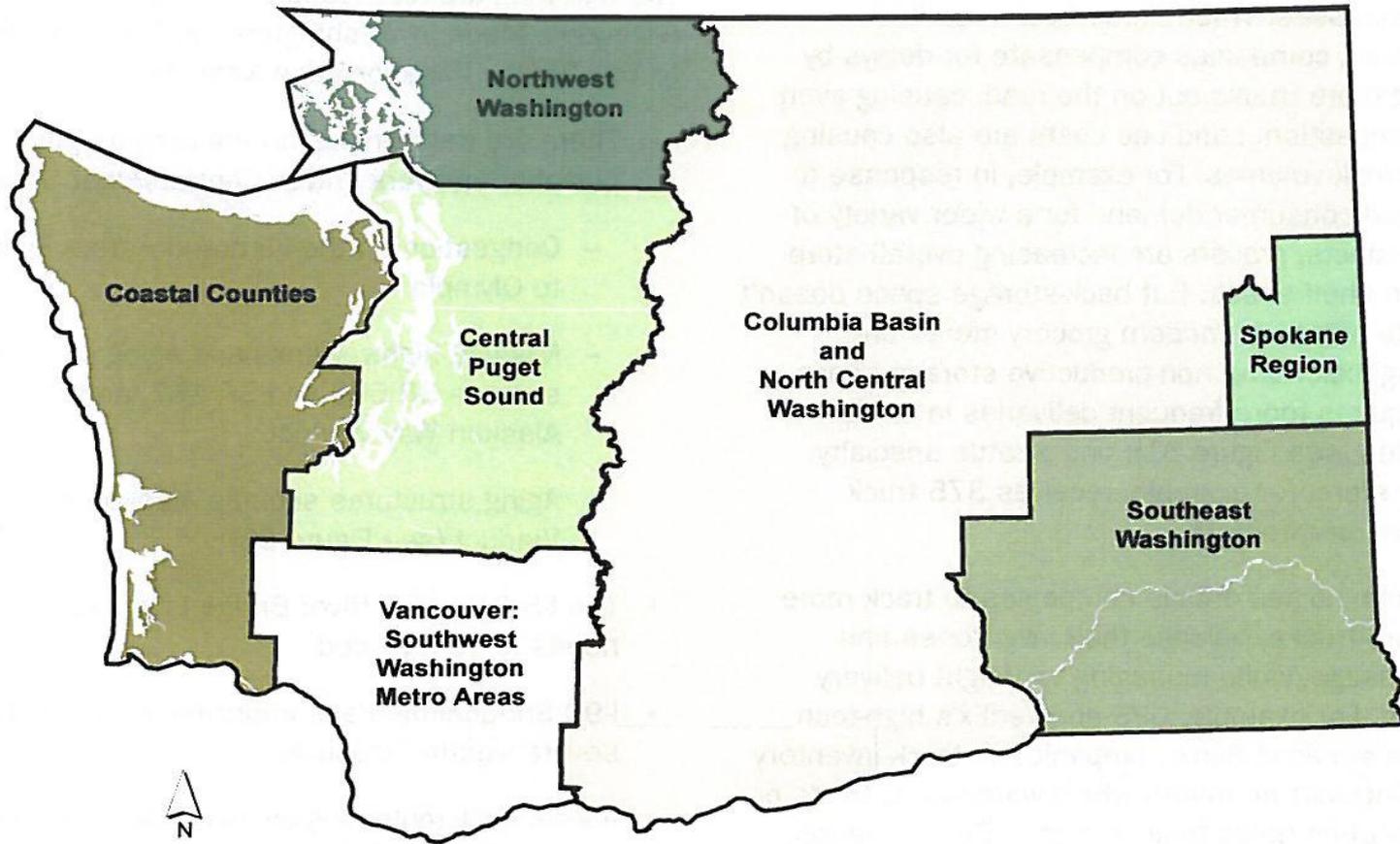
**Environment**: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

**Stewardship**: To continuously improve the quality, effectiveness, and efficiency of the transportation system.

\* 50 Gray Notebook Lite, June 30, 2013 did not cover Economic Vitality.

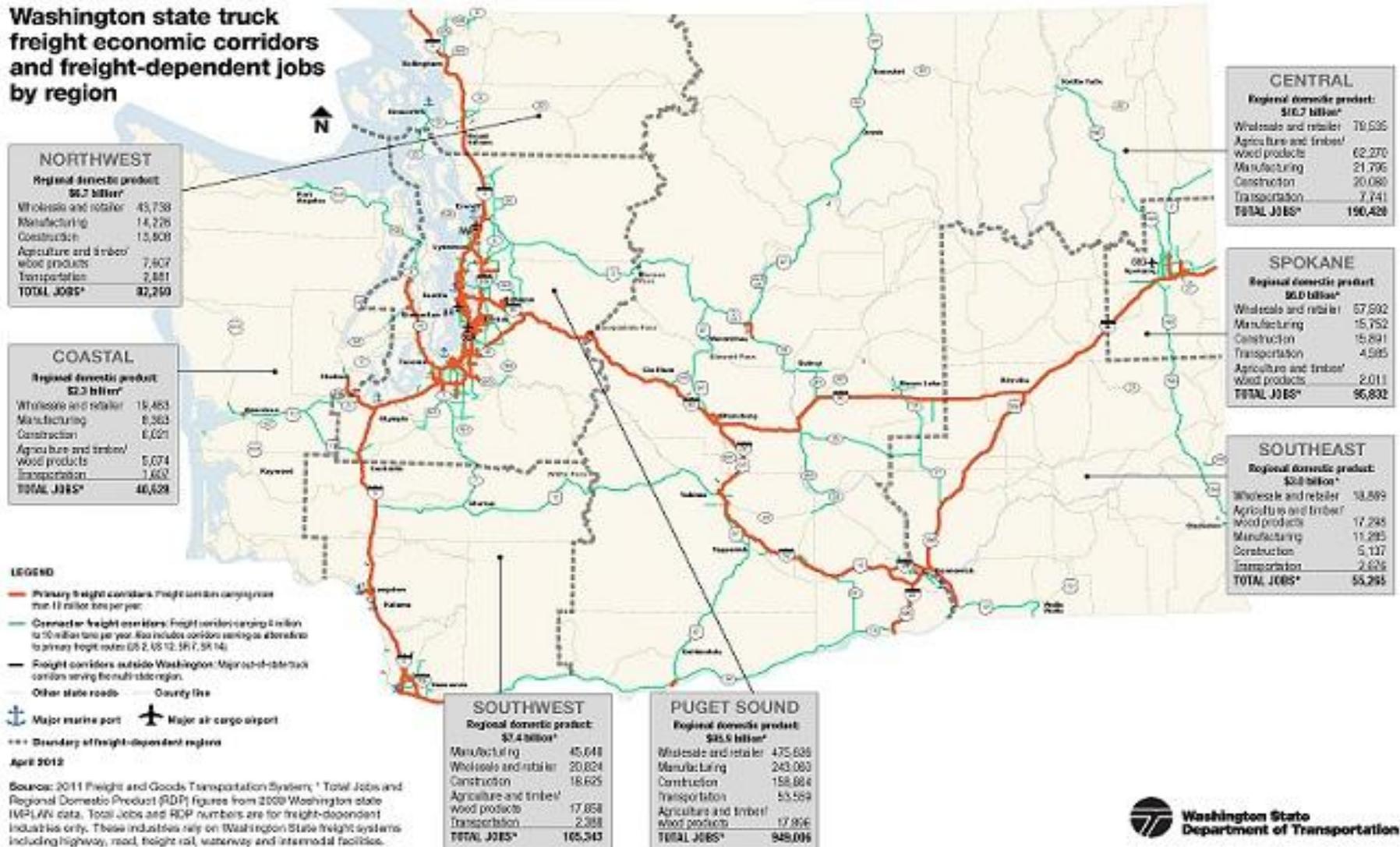
# For Regional Economics analysis purposes, WSDOT has classified NEW RTPO in the Columbia Basin and North Central Washington

Figure 60. Washington State Regional Economies



# WSDOT's folio of Economic Corridors and Regions

## Washington state truck freight economic corridors and freight-dependent jobs by region



# Distressed Counties

<http://www.wsdot.wa.gov/planning/wtp/datalibrary/Economy/DistressedandRural.htm>

## Distressed Areas and Rural Counties in Washington

The Distressed Areas List identifies all counties with a three-year average unemployment rate equal to or greater than 120 percent of the statewide unemployment rate. For the period from January 2009 to December 2011, Washington had a three year average of 9.5 percent unemployment. Ten counties are on the distressed list for 2012.

### Map of Distressed Counties - 2012

(January 2009 - December 2011)



Source data: *Washington State Employment Security Department*

Most distressed counties are considered rural (see below).

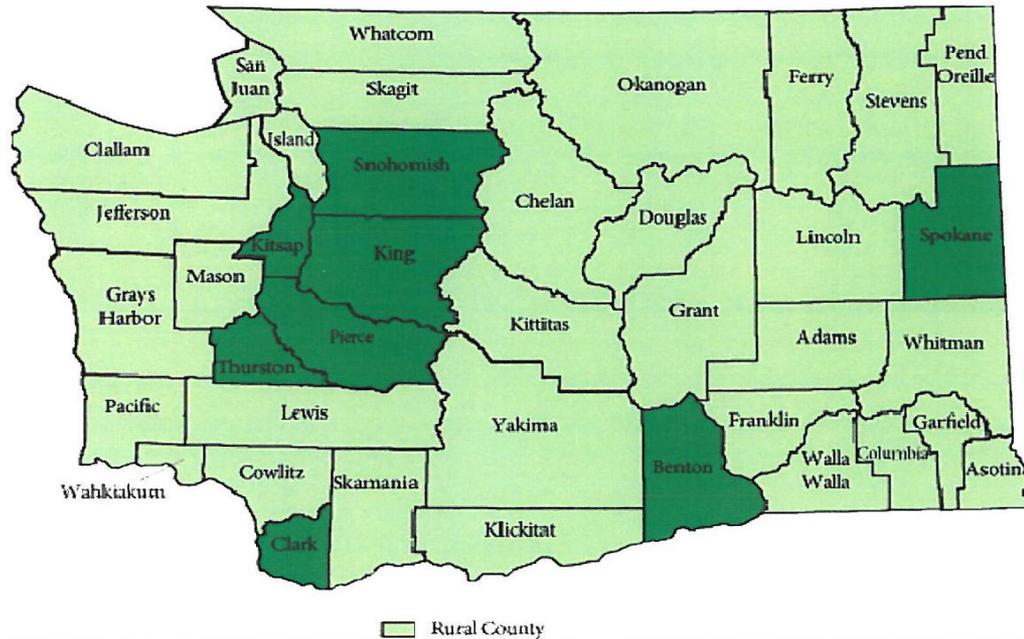
# Rural Counties

## Rural Counties 2012

A rural county has a population density of less than 100 persons per square mile as defined in RCW 43.160.020 section 5. More recent legislation has expanded the definition to include counties smaller than two hundred twenty-five square miles. This addition considers Island County as rural despite a population density of more than 385 people per square mile.

Densities: Persons per square mile, 2010:

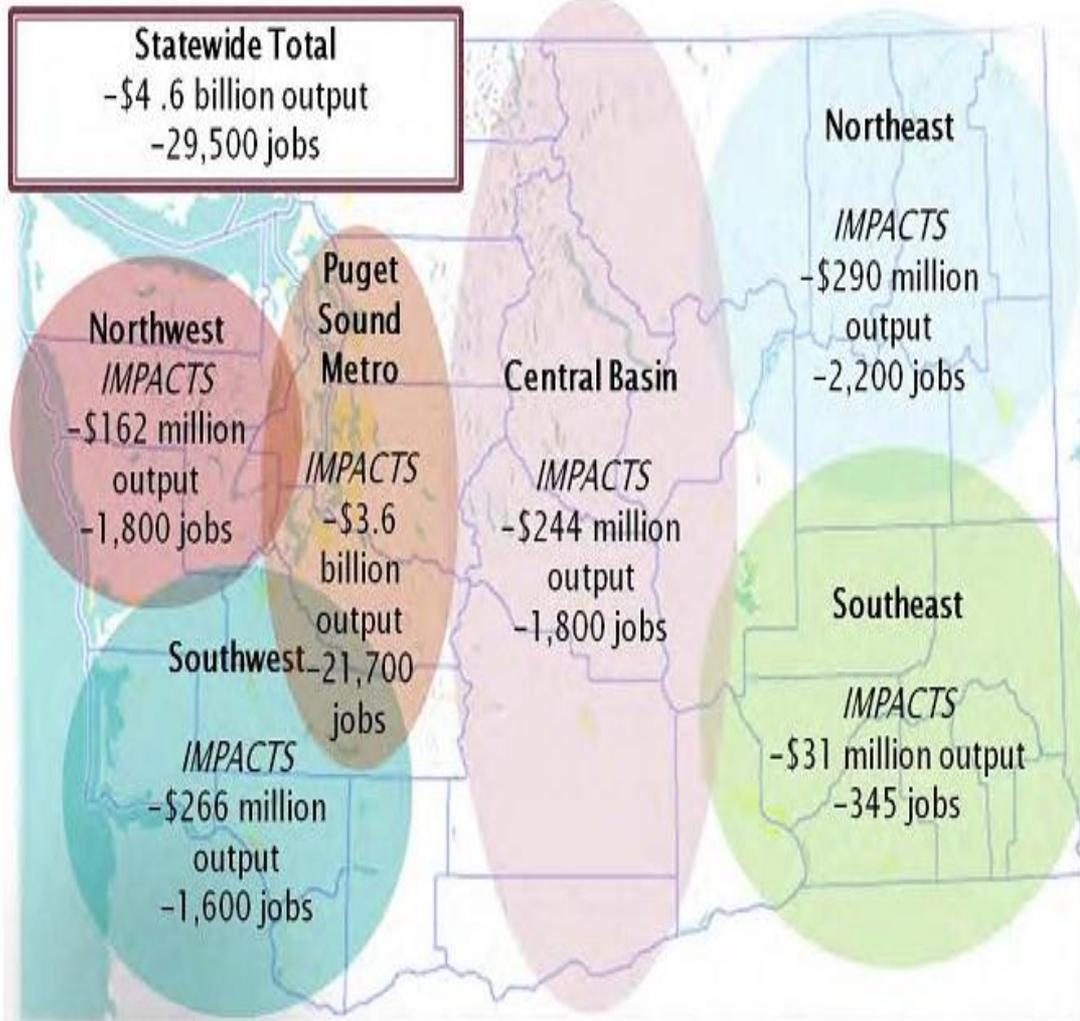
Ferry	3.4
Pend Oreille	9.3
Stevens	17.6
Washington State	101.2
USA	87.4



Source data: *Washington State Office of Financial Management*

# WSDOT 2012 Study of Congestion – A detriment to Economic Vitality

(Northeast includes; Tri Counties, Lincoln and Spokane )



The study surveyed freight-dependent industries throughout Washington to determine how they would respond if congestion on the interstate and highway systems increased by 20 percent. The responses included:

- 56 percent would pass the costs onto consumers,
- 19 percent would absorb the costs,
- 16 percent would change their operations or routing,
- 6 percent would be forced to close their business, and
- 3 percent would relocate.

*The survey was conducted by the Washington State University Social & Economic Sciences Research Center (SESRC) in 2011.*

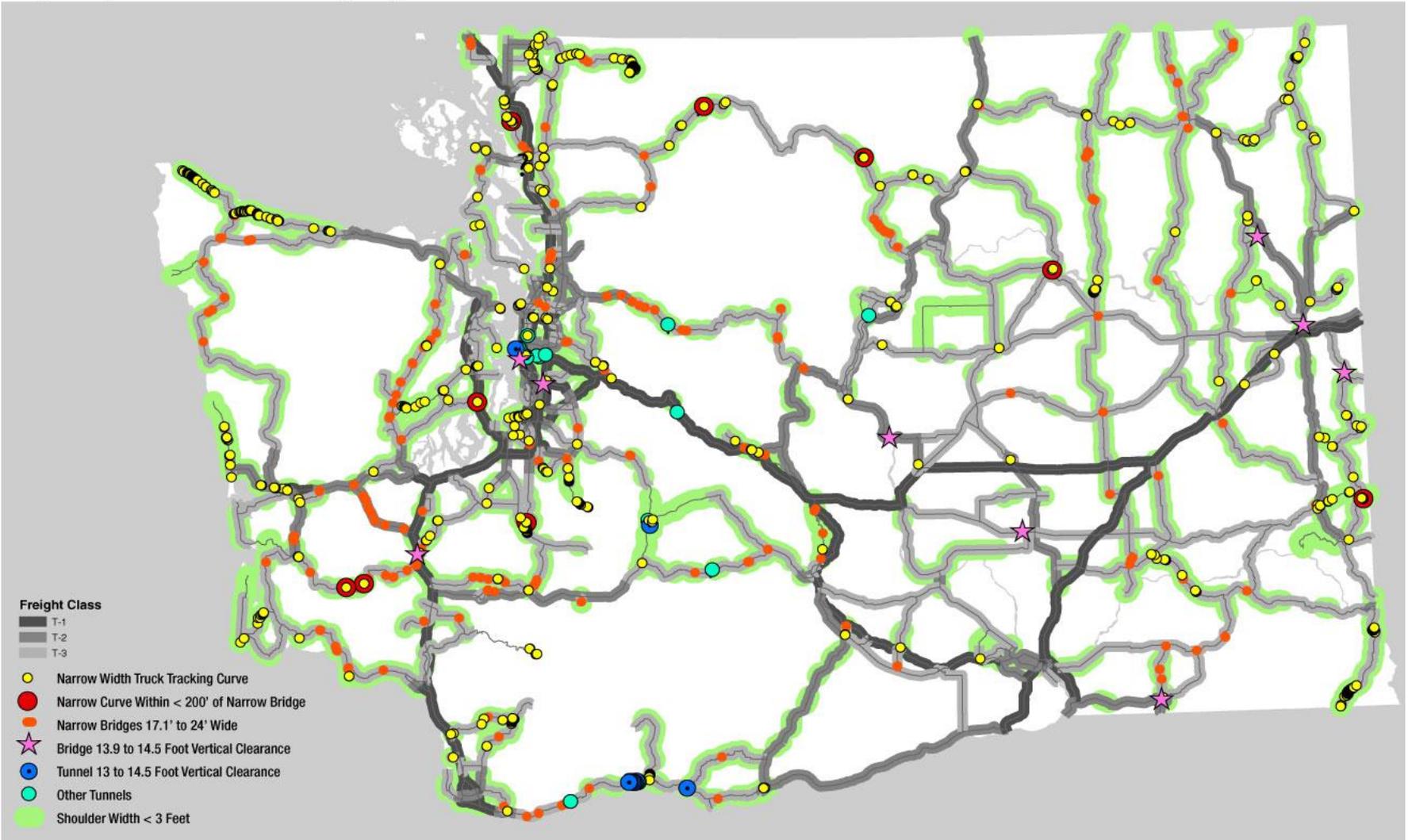
## Congestion has costs!

Region	Employment	Output (Millions of Dollars)	Percentage of Regional Total	
			Employment	Output
<i>Northwest</i>	-1,786	-\$162	-0.48%	-0.29%
<i>Southwest</i>	-1,622	-\$266	-0.52%	-0.57%
<i>Central Basin</i>	-1,793	-\$244	-0.47%	-0.54%
<i>Northeast</i>	-2,213	-\$290	-0.77%	-0.80%
<i>Southeast</i>	-345	-\$31	-0.31%	-0.21%
<i>Puget Sound</i>	-21,741	-\$3,600	-0.90%	-0.82%
<b>Statewide Total</b>	<b>-29,500</b>	<b>-\$4,600</b>	<b>-0.76%</b>	<b>-0.72%</b>

# Washington Trucking Assns. Survey Shows Highway Features Impeding Truck Movement

*(Things haven't changed much in NEW RTPO since 2007)*

## Highway Features That May Impede Truck Movement



# Economic Vitality: Strong Economy and Good Jobs

Regional Economic Development Policy Objectives – Policies needed to define the Region’s role in meeting the transportation needs of specific economic sectors and clusters.

## **Community Economic Development**

- Recent trends show new investments in smaller communities leading to higher employment growth. A regional shift in economic investment to smaller communities reflects the higher costs associated with establishing businesses within more densely populated areas. Economic development within smaller communities is evident in the technology sector and new industries.

## **Freight Transportation Network**

- Transportation system investments are intended to generate overall economic prosperity to citizens in the region. They are focused on improving the reliable performance of the freight transportation network for the users and customers of the system. These improvements are necessary to support the Region’s manufacturers, mills and agricultural growers, and the retail and wholesale distribution system.

## **Scenic Byways**

- To work with local communities to create the partnerships needed to develop the necessary access to scenic, recreational and cultural resources. State designated highways , recognized as “Scenic Byways” need to be supported and developed for tourism and recreational opportunities within Tri Counties. Work needs to be conducted with local communities to identify the locations where access is needed to support these emerging industries.

## Key Regional Issues:

Region-wide seasonal load limits or closures, due to **poor road conditions** and lack of all weather roads.

The **Flowery Trail**, east-west route between Pend Oreille and Stevens County, an all weather road project, has segments on either end connecting to the state highways in need of improvement to the same standard.

At present there is available **public transportation**, limited in certain areas. Additional services can enhance economic vitality by providing access to jobs, recreational areas, medical services, and social activities.

**Highway 395** is a major corridor running through the region. Paralleling the currently on-going freight mobility study, there is a need for long range planning in this corridor to identify multi-modal opportunities, capacity and major reconstruction needs, along with economic vitality considerations. In the short-term, safety and capacity needs will need to be addressed for certain segments.

General **aviation airports** in the region are inadequate. Air service is a key component to the transportation infrastructure in terms of passenger, medical, forest fire support, and cargo capabilities. NEW RTPO region has six heliport locations and six airports that can service small aircraft, but not small jet business and/or commercial commuter aircraft.

There is a lack of current **pedestrian bicycle/walking routes and trails** in the tri county region that may benefit from additional development. As well, existing routes may need to be reviewed for upgrades and safety improvements. The development and improvement of trails will benefit the health of our communities, as well as offer added opportunities for recreational tourism industry.

## Key Regional Issues, con't.:

The **rail infrastructure** in the region is threatened. While the current freight opportunities for the lines are declining, it is important to preserve and maintain existing freight rail infrastructure for the future. Significant investments are needed for track repairs, road bed rehabilitation and crossing upgrades.

Challenges exist with the six regional **border crossings into Canada**, as they continue to be important for freight mobility in and of the area. Road grades approaching some of these crossings may be in need of improvements and bridges and other facilities associated with these crossings may need repairs and/or upgrades.

WSDOT has identified the **US 395 Kettle Falls bridge** over the Columbia River/Lake Roosevelt as deficient. Planning for improvement/expansion, or replacement of the current bridge needs to be considered, as this is an important bridge on SR 20, east-west and US 395, north-south.

TEDD/NEW RTPO, in association and cooperation with the member counties, municipalities, special districts and other agencies, wishes to develop and maintain a **regional transportation sector focused GIS**. As an essential tool, GIS capabilities are expected to enhance Tri County's decision support and participatory planning and analysis capabilities. Economies of scale provide opportunities for a regional approach. Currently Stevens and Pend Oreille Counties each have one GIS staff member. Both of them also have auxiliary duties which limit their role in planning and analysis. No other agencies in the TEDD/NEW RTPO region have any GIS staff, nor do they conduct any GIS enabled planning and analysis.

Transportation related issues include safety (accident and collision data), economic vitality (sales, expenditures, income, employment data), land use (planning/zoning, parcel/ownership data), Preservation (GIS based pavement management, facilities maintenance), mobility (traffic counts, ADT, VMT, congestion data), and environmental/natural resource (water, soil, air & public health data).

**>>> MORE TO COME from the HWY 395 Freight Study (WSDOT-WSU-TEDD) <<<**

# Thank you.

## NEW RTPO - TEDD

Information on the organization and its activities:

UPWP: <http://tricountyedd.com/new-rtpo/>

RTP: <http://tricountyedd.com/new-rtpo/rtp/>

TIP: <http://tricountyedd.com/new-rtpo/tip/>

TRANSIT: <http://tricountyedd.com/new-rtpo/transit-cpthstp/>

MAIN STREET PROGRAM: <http://tricountyedd.com/new-rtpo/wsdot-complete-streets-main-street-highway-program/>