

# OKanogan Council of Governments Meeting

## January 9, 2017

Members present: Mayors from Cities of Twisp (Twisp mayor is Chair of OCOG), Tonasket, Omak, Winthrop, Pateros, city council member from Okanogan; Commissioners DeTro (co-chair), Branch, and Hover; county PW engineer, Omak PW Director, TRANGO director, TRANGO assistant, two representatives from OCTN and two representatives from WSDOT.

New commissioners were welcomed and introduced by OCOG Chair. She explained that the goal of OCOG is to help towns/cities in districts and throughout county.

Chris Branch explained that he is a previous member of OCOG as Oroville Planning Director, he is looking at Council of Governments as unifying county communities in ways besides just transportation.

Detro suggested Branch could attend OCOG meetings also due to his breadth of knowledge about planning and the workings of OCOG. Detro said Branch would be valuable to the meetings.

**Regional Transportation Plan Consultant:** Josh Thompson reported that he and the Omak and Okanogan PW directors interviewed three consultants and recommended OCOG hire SCJ Alliance to undertake the project. The committee chose SCJA because they had good ideas for gathering community input for the development of the plan.

### **Ranking of 2017-2019 WSDOT Consolidated Projects.**

*Background Information: WSDOT awards public transportation grants to improve public transportation within and between rural communities, provide transportation services between cities, purchase new buses and other equipment, and provide public transportation service for the elderly and persons with disabilities. Applicants compete for state and federal funds, which are administered through WSDOT's Consolidated Grants program to provide better connectivity, sustained service, new buses and other mobility improvements to people in every county in Washington state. OCTN (Okanogan County Transportation and Nutrition) and Okanogan County Transit each received two grants during the last biennium.*

*Funding is awarded based on scoring and ranking criteria established by WSDOT and an advisory committee. WSDOT typically funds about 100 projects for the biennium @ approximately \$40 million.*

OCOG reviewed the 7 Highway Safety Transportation Plan (HSTP) grant requests submitted from regional transportation providers: OCTN (4), OCTA-TRANGO (1), Colville Confederated Tribes (2). The group ranked the grant proposals on the basis of existing maintenance, expansion, and new projects using the ranking protocol established by WSDOT. WSDOT wants to see preservation of existing services.

OCOG's recommendation for the submitted projects ranks:

- Level A: OCTN bus replacement to purchase 5 ADA-accessible buses.
- Level A: OCTN Okanogan County Demand Response to sustain door-to-door transportation for the elderly and special needs population
- Level A: OCTN Colville Tribes & Okanogan County Commuter Routes preservation to sustain 3 rural commuter routes
- Level B: OCTN to purchase 2 ADA accessible vans for demand response
- Level B: OCTA-TranGO to design and site facilities for secure vehicle storage and a repair facility
- Level B: Colville Confederated Tribes to provide more efficient service to Coulee Dam and add service to Electricity and Nespelem

- Level C: Colville Confederated Tribes to add a route from Keller to Nespelem

### **TAP and STP Update:**

#### **Background:**

*MAP-21 created the Transportation Alternatives Program (TAP) that provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and improved mobility, community improvement activities, and environmental remediation; recreational trail program projects; and federally funded safe routes to school projects.*

*The Surface Transportation Program (STP) is the most flexible of all the highway programs and the one that provides the most financial support to local agencies. Projects eligible for STP funding includes highway and bridge construction and repair; transit capital projects; bicycle, pedestrian, and recreational trails; construction of ferry boats and terminals.*

*MAP-21 requires 50% be sub-allocated based on population and 50% is for any area of the state.*

Josh Thompson provided an overview of TAP and STP; he said the STP funds typically run through the county and that TAP funds used to go through RTPO, which we don't have anymore. TAP funds can go through the county. The County public works directors set priorities and rank projects as a part of Okanogan County Transportation Committee.

Okanogan County received about \$49,000 TAP for the biennium; awarded \$17,000 so far. STP about \$1million; awarded \$700,000 for the next 4 years.

Thompson said they are looking at using county crews to do work on eligible city streets as part of STP.

Detro spoke in favor of using county crews to do chip seal for cities on roads that are federally eligible routes within city.

**Update on ATV road closures:** Detro reported that ATV signs do not need to come down; supreme court declined to review ATV case, which left the superior court decision that ATV roads created under Commissioners' Resolution are considered illegal. The county is putting a process into place for review of those roads and possibly re-authorize their ATV access. Each road that has ATV sign will now be reviewed for legality of ATV access. Decision only affects county roads, not DNR or FS roads.

Hover stated that the court decision could cause economic issues in some towns. The county will pursue a "good plan" moving forward. His suggested goal is to review each road that was approved for ATV by the resolution that was overturned and attempt to re-authorize the use of ATVs on the roads. The county will follow a process to re-authorize those previously approved ATV roads so they can be re-opened to ATV. He also stated that he fully supports whatever the mayors want to do in their cities regarding ATV access.

\* *Background information of OCOG:*

### **Regional & Metropolitan Transportation Planning Organizations**

*In 1990, the Washington State Legislature authorized the formation of Regional Transportation Planning Organizations (RTPO) whose purpose is to plan the development and use of regional transportation facilities and service. An RTPO is created through the voluntary association of local governments within a region. Member jurisdiction within an RTPO determine their own structures to ensure equitable representation among local governments and to allow flexibility across the state.*

*Each RTPO must establish a Transportation Policy Board whose membership includes, but is not limited to: representatives from member counties, cities and towns; major employers; the Department of Transportation; transit providers; and port districts within the region. Technical Advisory Committees are encouraged.*

**What is an RTPO?**

*The primary function of RTPOs are to develop regional plans and policies for transportation, growth management, environmental quality, and other topics determined by the RTPO; provide data and analysis to support local and regional decision making; build community consensus on regional issues through information and citizen involvement; build intergovernmental consensus on regional plans, policies and issues, and advocate local implementation; and provide planning and technical services on a contractual basis.*

**North Central Region Regional Transportation Planning Organizations**

- [Quadco](#) RTPO -- Counties - Lincoln, Kittitas, Grant, Adams
- Okanogan Council of Governments ([OCOG](#))

(Taken from WSDOT website: <https://www.wsdot.wa.gov/Regions/NorthCentral/planning/PlanningOrgs.htm>)

END