

Transportation in North Central Washington

- Issues
 - Lack of funds / Inadequate funding system
- Challenges
 - Rural economies depend on system approach to transportation
 - Public Transportation in Okanogan County
 - Lack of 4-lane access to Interstate Highway System
- Successes
 - Via97 International Border Region Coalition
 - US 97 Heavy Haul Corridor

[Issues]

- Re-invest in the upkeep of existing system vs. New Investments to grow the regional economy
- Our focus is increasingly on Re-Investment – only because the business model is broken
- Regional planning will re-focus on the strategic new investments once the business model is fixed
- NCRTPO priority = fix the revenue system and maintain a system approach

[Challenges]

- Rural economies depend on system approach
 - Rural economies based on agriculture and tourism will suffer if Washington loses a system view
 - Low-volume “all weather” county roads are about of the supply chain and importance of agricultural exports to the economic base of the entire state
 - For tourism, addressing US 2 through Snohomish County is critical to NCW tourism economy

[Challenges]

- Public transportation in Okanogan County
 - Chelan & Douglas Counties benefit from good transit
 - Okanogan County suffers from minimal services
 - Establishing viable local funding is challenging with low population and a distressed economy
 - Ongoing interest in forming PTBA
 - Non-profits face declining state support and ongoing uncertainty – what is the state's policy objective?

Challenges

- Lack of 4-lane connection to Interstate Highway System



[Successes]

- Via97 International Border Region Coalition
 - Trade, Transportation & Tourism
 - Wenatchee, WA to Kelowna BC (and beyond)
 - Identify and resolve challenges, and pursue opportunities to grow the US and Canadian economies along Highway 97
 - This effort would benefit from increased resources

[Successes]

- US 97 Heavy Haul Corridor
 - Creative response to underutilized freight rail corridor
 - Objective = increase the competitive position of Cascade & Columbia Railroad, and Oroville as an intermodal gateway for international freight
 - Resulted in legislative support for heavier trucks, and WSDOT investment in thicker pavement
 - Time will tell / hope to track results in future

