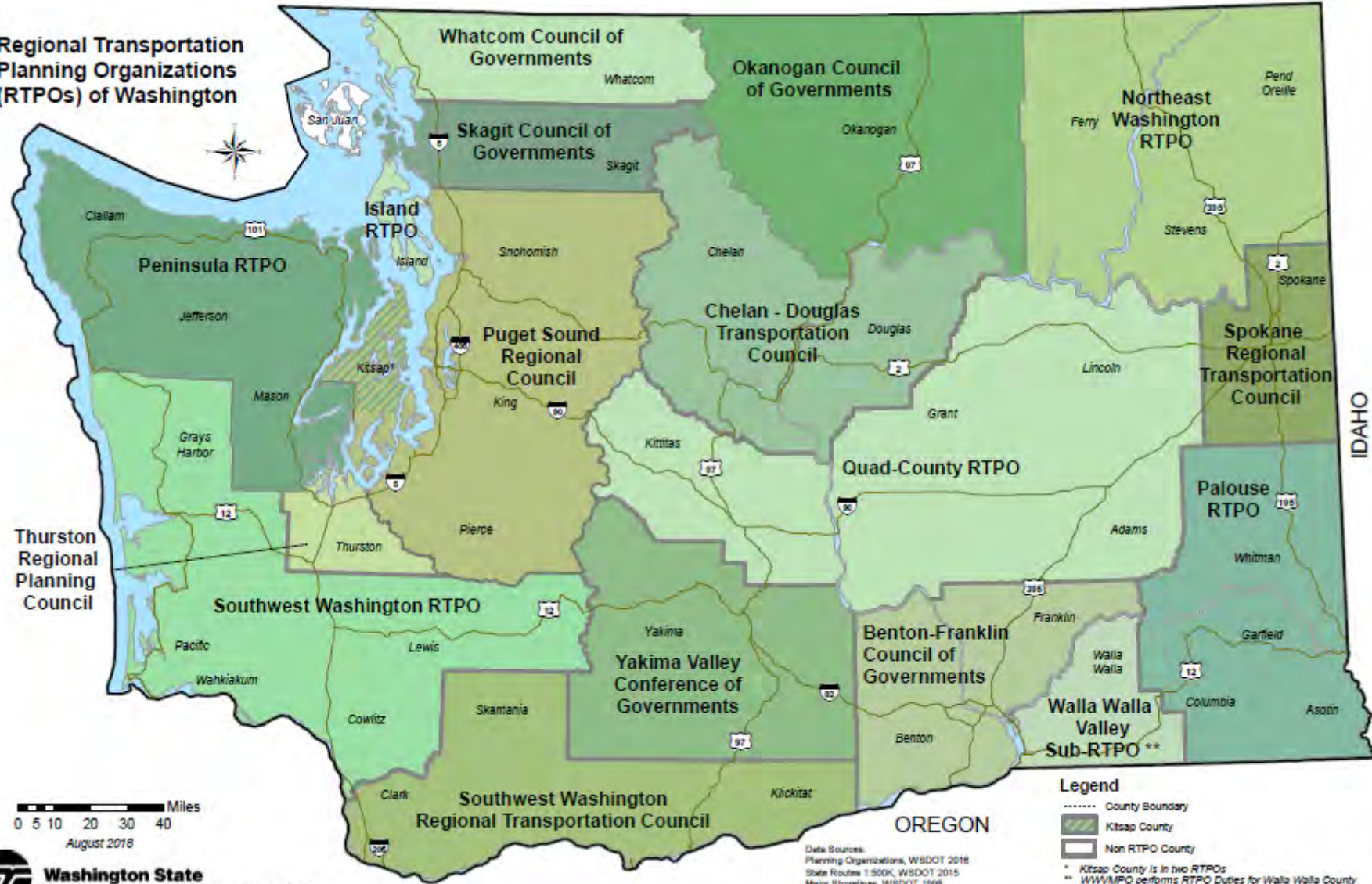




Okanogan

COUNCIL OF GOVERNMENTS

Regional Transportation Planning Organizations (RTPOs) of Washington



Okanogan Council of Governments – 2019 Voting Members

Town of Twisp	Mayor or Designee (Chair)
Okanogan County.....	Commissioner
Okanogan County Transit Authority.....	General Manager, Secretary
Okanogan County Public Works	County Engineer, Treasurer
City of Brewster	Mayor or Designee
Town of Conconully.....	Mayor or Designee
Town of Coulee Dam.....	Mayor or Designee
Town of Elmer City	Mayor or Designee
Town of Nespelem (pending)	Mayor or Designee
City of Okanogan.....	Mayor or Designee
City of Omak	Mayor or Designee
City of Oroville.....	Mayor or Designee
City of Pateros	Mayor or Designee (Vice-Chair)
Town of Riverside.....	Mayor or Designee
City of Tonasket.....	Mayor or Designee
Town of Winthrop	Mayor or Designee
Confederated Tribes of the Colville Reservation (pending).....	Senior Planner
Okanogan County Transportation & Nutrition	Executive Director

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's North Central Region office. 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.

Additional Transportation Policy Board Members (non-voting)

North Central Region, WSDOT Transportation Planning Manager

Ex Officio Members

Representatives and Senators of District 7 and District 12

The Region:

This work program describes regional transportation planning activities for the Okanogan region. The region is defined as all of Okanogan County and the municipalities located therein. This includes those lands of the Confederated Tribes of the Colville Reservation that lie within Okanogan County, in cooperation and collaboration with the Tribes.

Lead Agency: Okanogan County is the Lead Agency for OCOG, tending to legal and fiduciary responsibilities for the organization among other activities.

Adopted 12 June 2017

2040 REGIONAL TRANSPORTATION PLAN FOR THE OKANOGAN REGION

Transportation for the Okanogan Region

RESILIENT. RESOURCEFUL. RESPONSIBLE.



Okanogan
COUNCIL OF GOVERNMENTS

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.



RCW [47.80.050](#)

Allocation of regional transportation planning funds.

*** CHANGE IN 2019 *** (SEE 1584.SL) ***

Biennial appropriations to the department of transportation to carry out the regional transportation planning program shall set forth the amounts to be allocated as follows:

- (1) A base amount per county for each county within each regional transportation planning organization, to be distributed to the lead planning agency;
- (2) An amount to be distributed to each lead planning agency on a per capita basis; and
- (3) An amount to be administered by the department of transportation as a discretionary grant program for special regional planning projects, including grants to allow counties which have significant transportation interests in common with an adjoining region to also participate in that region's planning efforts.

4.9 M	Current Allocation			Scenario 1 - Lead Agency, 65% Population, 35% County - 2015 pop			Scenario 2 - Lead Agency, 65% Population, 35% County - 2018 pop			Scenario 3 - Lead Agency, 57% Population, 43% County - 2018 pop		
	Allocation	% of Allocation	Per Capita	Allocation	% of Allocation	Per Capita	Allocation	% of Allocation	Per Capita	Allocation	% of Allocation	Per Capita
BFCG	\$258,319	5.3%	\$0.94	\$247,458	5.1%	\$0.90	\$247,458	5.1%	\$0.85	\$247,861	5.1%	\$0.85
CDTC	\$174,308	3.6%	\$1.52	\$168,868	3.4%	\$1.47	\$174,927	3.6%	\$1.46	\$198,050	4.0%	\$1.65
IRTPO	\$111,973	2.3%	\$1.39	\$100,776	2.1%	\$1.25	\$105,501	2.2%	\$1.26	\$106,395	2.2%	\$1.27
NEW	\$160,588	3.3%	\$2.47	\$159,242	3.2%	\$2.45	\$184,021	3.8%	\$2.77	\$219,904	4.5%	\$3.31
OCOG	\$82,460	1.7%	\$1.97	\$77,310	1.6%	\$1.85	\$77,310	1.6%	\$1.82	\$94,063	1.9%	\$2.21
PALOUSE	\$197,424	4.0%	\$2.61	\$202,985	4.1%	\$2.68	\$223,612	4.6%	\$2.87	\$262,490	5.4%	\$3.37
PENINSULA	\$302,818	6.2%	\$1.03	\$282,299	5.8%	\$0.96	\$275,289	5.6%	\$0.90	\$273,225	5.6%	\$0.90
PSRC	\$1,386,621	28.3%	\$0.37	\$1,586,050	32.4%	\$0.42	\$1,499,354	30.6%	\$0.37	\$1,311,177	26.8%	\$0.33
QUADCO	\$265,779	5.4%	\$1.59	\$249,876	5.1%	\$1.50	\$244,209	5.0%	\$1.41	\$250,832	5.1%	\$1.44
RTC	\$372,857	7.6%	\$0.77	\$352,253	7.2%	\$0.73	\$352,253	7.2%	\$0.69	\$352,254	7.2%	\$0.69
San Juan Co	\$42,448	0.9%		\$40,000	0.8%		\$40,000	0.8%		\$40,000	0.8%	
SCOG	\$151,164	3.1%	\$1.25	\$143,286	2.9%	\$1.19	\$143,286	2.9%	\$1.13	\$160,937	3.3%	\$1.27
SRTC	\$310,304	6.3%	\$0.64	\$289,302	5.9%	\$0.59	\$289,302	5.9%	\$0.57	\$289,302	5.9%	\$0.57
SWW	\$397,086	8.1%	\$1.42	\$366,967	7.5%	\$1.31	\$366,967	7.5%	\$1.29	\$366,968	7.5%	\$1.29
TRPC	\$201,851	4.1%	\$0.75	\$187,117	3.8%	\$0.70	\$194,346	4.0%	\$0.69	\$203,296	4.1%	\$0.72
WWV	\$73,804	1.5%	\$1.22	\$70,204	1.4%	\$1.16	\$106,158	2.2%	\$1.72	\$137,525	2.8%	\$2.33
WCOG	\$192,207	3.9%	\$0.92	\$177,519	3.6%	\$0.85	\$177,519	3.6%	\$0.81	\$187,231	3.8%	\$0.85
YVCOG	\$217,990	4.4%	\$0.87	\$198,488	4.1%	\$0.79	\$198,488	4.1%	\$0.78	\$198,488	4.1%	\$0.78
	\$4,900,000	100.0%		\$4,900,000	100.0%		\$4,900,000	100.0%		\$4,900,000	100.0%	

Primitive Roads Study

Activities that support this initiative 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.

Primitive Roads are a uniquely rural category of roads – often dismissed as unimportant, but, are actually a vital role in the rural transportation system in terms of access to public lands, transport for resource-based industries, emergency access, and route redundancy.

“Main Street” Highway Action Plan

Activities that support this initiative 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 accommodating the function of those highways. It will advance the integration of land use, transportation, and economic development planning in the region’s cities and towns through practical design considerations and retrofits that enhance access and community character.

In SFY 2020, OCOG will pursue activities related to the Primitive Roads Strategy and the “Main Street” Highway Action Plan.

In addition to its regional initiatives, WSDOT invites OCOG to participate as budgets allow in state planning efforts. Opportunities to participate will be evaluated in light of funding constraints and relevance to OCOG members.

By the numbers

1,376* miles of road in Okanogan County's road system

Of those ...

730 miles are unpaved (approx.)

575 miles are classified as primitive roads (approx.)

**Total does not include roads that are tribal-, state- or federally-owned.*

