

Palouse Regional Transportation Planning Organization

Unified Planning Work Program



**State Fiscal Year 2024-2025
(July 1, 2023 – June 30, 2025)**

**Adopted by the Palouse RTPO Transportation Policy Board
June 13, 2023**

PALOUSE REGIONAL TRANSPORTATION PLANNING ORGANIZATION
RESOLUTION 01-2023

*Approving the SFY 2024-2025 Unified Planning Work Program for the Palouse Region
including Asotin, Columbia, Garfield, and Whitman Counties*

WHEREAS, the Palouse Regional Transportation Planning Organization (PRTPO) is the state designated Regional Transportation Planning Organization (RTPO) for the Palouse region and is in good standing with the Washington State Department of Transportation (WSDOT) in its agreements and certifications; and

WHEREAS, WSDOT requires a Unified Planning Work Program (UPWP) that describes what work will be accomplished with designated state RTPO planning funds prior to the use of those funds for regional planning purposes; and

WHEREAS, the PRTPO is responsible for developing and approving a UPWP for the Palouse region; and

WHEREAS, the SFY 2024-2025 UPWP for the Palouse region addresses state and federal compliance requirements for PRTPO and other planning activities with the associated budget to support those activities.

NOW THEREFORE BE IT RESOLVED BY THE TRANSPORTATION POLICY BOARD OF THE PALOUSE REGIONAL TRANSPORTATION PLANNING ORGANIZATION:

THAT the scope and budget of the Unified Planning Work Program for SFY 2024-2025 be approved as per the attached document with the understanding that minor changes in work activity or budget may be made with Board approval if it does not increase the work program budget; and

THAT the Director of the Palouse RTPO and the Lead Finance Agency of the Palouse RTPO are authorized to file the necessary agreements, execute contracts with the WSDOT, and administer the work program on behalf of the PRTPO.

APPROVED, this __13th__ day of June, 2023.

ATTEST:



John Shaheen, Policy Board President

ATTEST:



Rebecca Couch, PRTPO Director

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BACKGROUND & PURPOSE

The Unified Planning Work Program (UPWP) describes how state transportation funds will be used for regional transportation planning purposes. The Palouse Regional Transportation Planning Organization (PRTPO or Palouse RTPO) receives state funds to support a continuous, cooperative, and comprehensive regional transportation planning process across the four-county Palouse region. This section describes state laws that govern the activities of RTPOs and provides a brief overview of the Palouse RTPO. The next section describes the key issues existing within the region and the work plan follows, describing what the Palouse RTPO intends to accomplish during the 2024-2025 state fiscal years. Finally, the last section of this UPWP provides a list of unfunded transportation planning items. These are priorities for the Palouse RTPO region which do not have funding identified to accomplish at this time.

Regional Transportation Planning Organizations (RTPOs) were established in 1990 as part of a new statewide focus on coordinated planning and growth management. Regional transportation planning coordinated with local land use and transportation planning and decision-making is an important tenet of the Growth Management Act. The Legislature directly appropriates funding for RTPOs to carry out the regional transportation planning program.

It is up to each RTPO to determine the right approach and balance of activities to fulfill its requirements in ways that make sense for their region and circumstances. Statutory requirements for RTPOs are found in RCW 47.80 and WAC 468.86. Those provisions (summarized below) establish clear roles for RTPOs which are carried out in the work programs they conduct.

- Develop and maintain a minimum 20-year regional transportation plan that reflects locally adopted land use plans and growth strategies, and which considers all modes of travel and all system users. The long-range plan must be consistent with statewide transportation goals in RCW 47.04.280. It must include strategies for achieving the plan's vision and goals and identify funding resources to carry out the recommended strategies.
- Develop and maintain a Coordinated Human Services Transportation Plan that supports mobility needs of the region's population that have special transportation needs. This is updated every four years and serves as the foundation for Consolidated Grants funding recommendations.
- Maintain consistency between local comprehensive plans and the regional transportation plan, and between the regional plan and countywide planning policies. This includes consistency between local, regional, and state level system performance or other level of service standards. It builds on and strengthens on-going coordination and collaboration between the region's transportation partners.
- Produce a six-year Regional Transportation Improvement Program (RTIP) based on those developed by local jurisdictions, transit agencies, and WSDOT.
- Identify projects to receive Transportation Alternatives program funding and prioritize Consolidated Grants funding candidates that support coordinated human transportation services.
- Collaborate with local, regional, state, federal, and tribal partners as appropriate to support efforts that benefit the regional and statewide multimodal transportation system.

- Create opportunities for public education and engagement in developing and carrying out a regional transportation program.
- Ensure coordination and consultation with Indian tribes.

The Board of Commissioners of Asotin, Columbia, and Garfield Counties established the Palouse RTPO by resolution on January 16, 1991. Whitman County became a member of the Palouse RTPO in July 2003 through an Interlocal Agreement signed by all four counties. On January 14, 2015, an interlocal agreement for the reformation of the Palouse RTPO was signed into effect by all four counties, towns, and cities (except the town of Lamont, Malden and Oakesdale). The term of this new agreement is perpetual until the joint and comprehensive undertaking is either voluntarily dissolved or discontinued pursuant to RCW 47.80.020, or as established by an amendment to the Agreement.

The PRTPO includes the geographic area within the boundaries of Asotin, Columbia, Garfield, and Whitman Counties, Washington, and serves legislative districts of 9th and 16th, as well as 5th WA state congressional district. In 2003, the Governors of the States of Idaho and Washington designated the Lewis Clark Valley Metropolitan Planning Organization (LCVMPO) which includes the urban areas and cities of Nez Perce County in Idaho, and Asotin County in Washington. Asotin County, City of Clarkston and City of Asotin have memberships in the LCVMPO and are also the members of the Palouse RTPO.

PALOUSE RTPO REGION & MEMBERSHIP

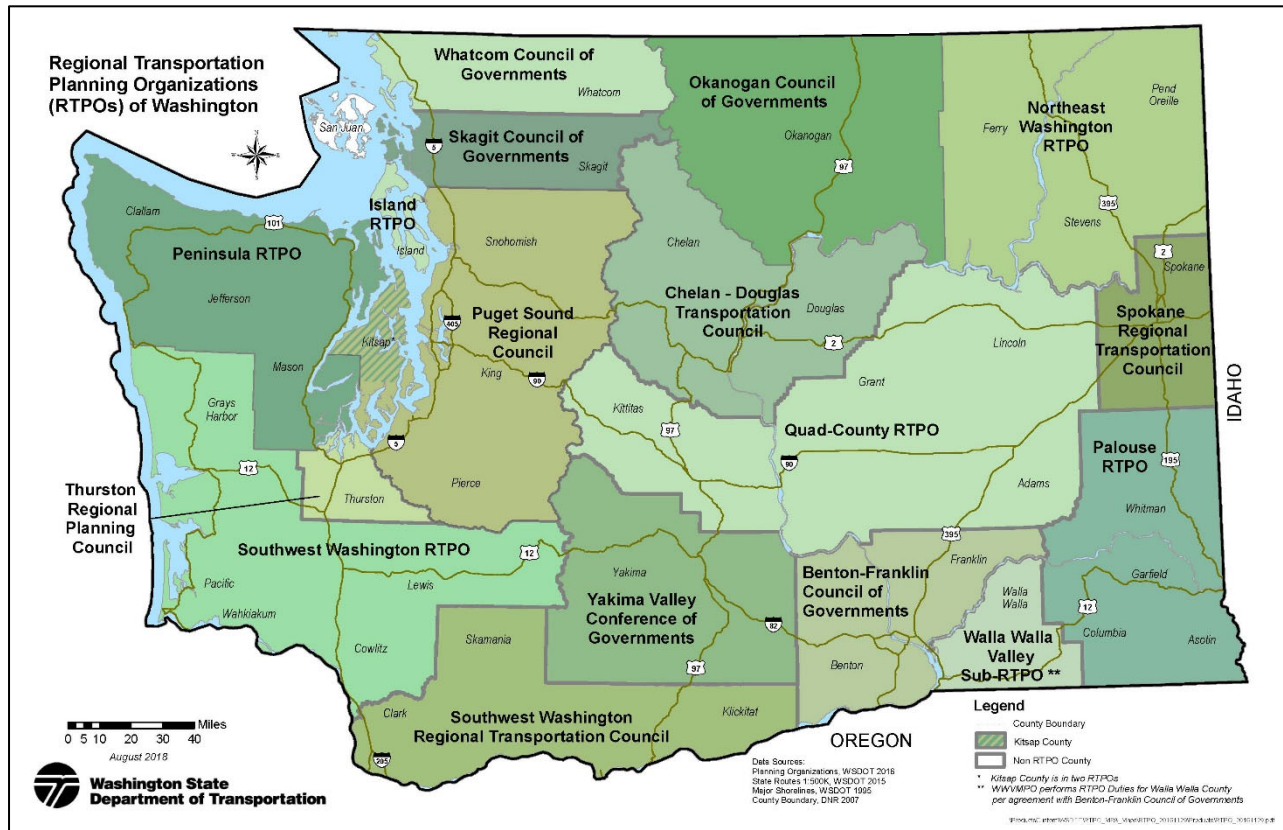


Figure 1: Regional Transportation Planning Organizations (RTPOs) of Washington. Source: Washington State Department of Transportation

The Washington State Department of Transportation (WSDOT) provides the above map of regional transportation planning organizations of Washington (Figure 1), the Palouse RTPO is in the southeast corner of the state. Figure 2 (below) provides a larger scale of the Palouse RTPO region, highlighting the four counties and the major cities and towns. The Palouse RTPO region is approximately 4,411 square miles in size and has a total approximate population of 76,658 persons (2021 census).

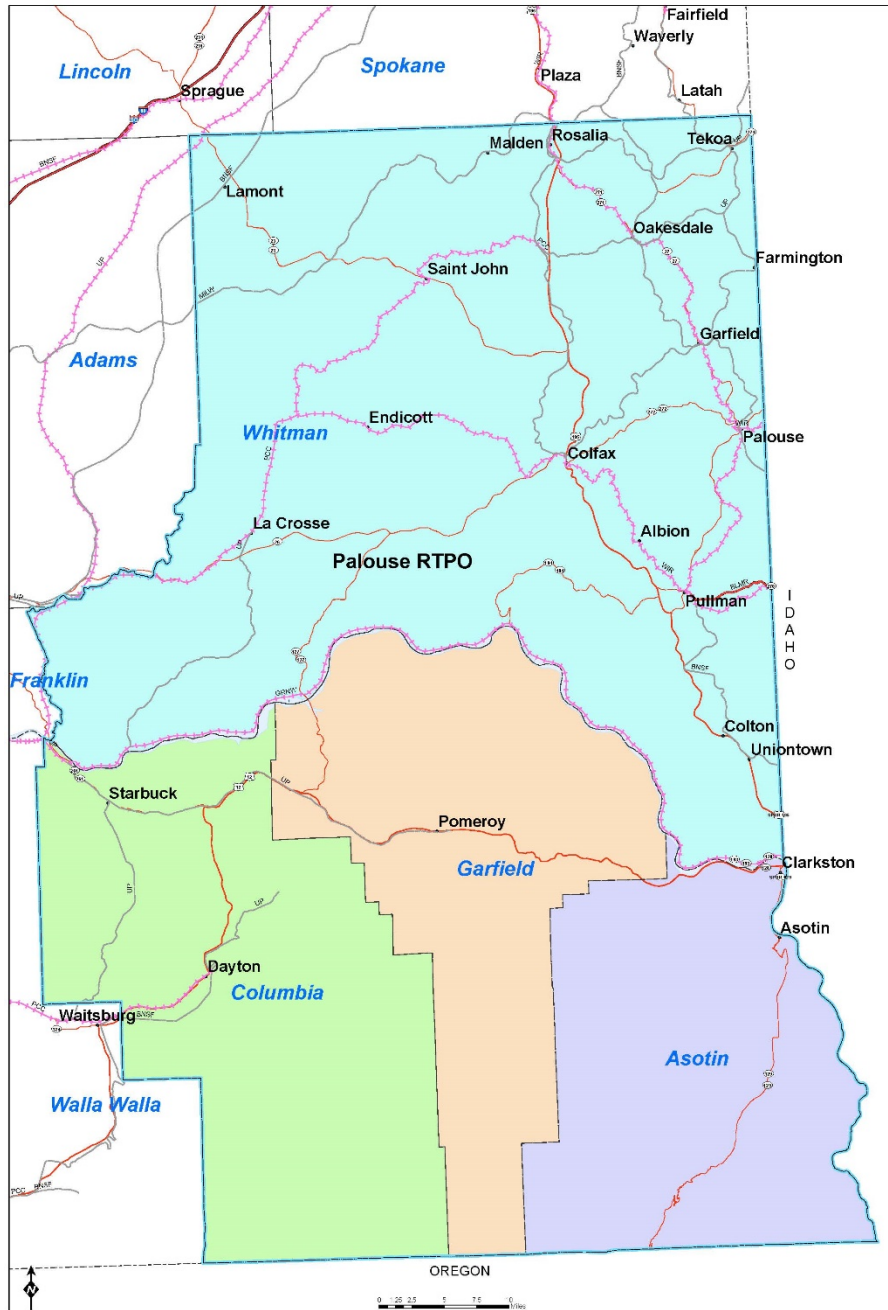


Figure 2: Palouse RTPO map with major cities and towns highlighted.

Palouse RTPO Member Agencies

Membership in the Palouse RTPO may be granted to entities located within the counties of Asotin, Columbia, Garfield, and Whitman, which represent cities, towns, counties, major employers, WSDOT regions, transit agencies, port districts, higher education institutions, tribes, and airports.

Palouse RTPO Membership includes the following counties, cities, towns, transit agencies, ports, tribes and WSDOT partners:

Member Counties:

Asotin
Columbia
Garfield
Whitman

Transit Members:

Asotin County PTBA
Garfield County TA
COAST Transit
Columbia County PT
Pullman Transit

Addtl Members:

Nez Perce Tribes
WSDOT Eastern Region
WSDOT South Central
Region

Member Cities:

City of Asotin
City of Clarkston
City of Colfax
City of Dayton
City of Palouse
City of Pomeroy
City of Pullman

Member Ports:

Port of Columbia
Port of Clarkston
Port of Garfield
Port of Whitman

Member Towns:

Town of Albion
Town of Colton
Town of Endicott
Town of Farmington
Town of Garfield
Town of LaCrosse
Town of Lamont
Town of Malden
Town of Oakesdale
Town of Rosalia
Town of St. John
Town of Starbuck
Town of Tekoa
Town of Uniontown

One representative from each member entity shall comprise the Transportation Policy Board (TPB). The TPB elects Executive Committee members to serve as President, Vice President, Secretary, and Treasurer of the TPB (the past President also serves on the Executive Committee). Executive Committee and TPB membership is provided below.

[Executive Committee](#)

Member Agency	Title	Member Name	Officer Title
Washington State University	Special Projects - Public Safety & Transportation	John Shaheen	President
Port of Columbia	Port Manager	Jennie Dickinson	Vice President
Garfield County Transit	Transit Manager	Jeff Ruchert	Secretary
Asotin County	County Commissioner	Brian Shinn	Treasurer
Town of Rosalia	Former Councilman / Former Board President	Robert Ward	Past President

Transportation Policy Board Members

Member Agency	Title	Member Name
City of Pullman	City Councilor	Ann Parks
Town of Farmington	Mayor	Brian Oliver
Asotin County	County Commissioner	Brian Shinn
Town of Albion	Mayor	Carolyn Emerson-Farr
WSDOT, Eastern Region	Planning & Comm Partner Director	Char Kay
Port of Clarkston	Port Manager	Chris Rasmussen
COAST Transportation	Transit Contracts Manager	Craig VanTine
Town of Malden	Mayor	Dan Harwood
Columbia County Public	Transit Manager	David Ocampo
Town of Oakesdale	Mayor	Dennis Palmer
Port of Garfield	Port Manager	Diana Ruchert
City of Asotin	Mayor	Dwayne Paris
Columbia County	Public Works Director/Cnty Engineer	Grant Morgan
City of Colfax	Mayor	James Retzer
Garfield County	Public Works Director/Cnty Engineer	James Wege
Town of Garfield	Mayor	Jared Pfaff
Garfield County Transit	Transit Manager	Jeff Ruchert
Port of Columbia	Port Manager	Jennie Dickinson
Asotin County PTBA Transit	Transit Manager	Jenny George
Town of Colton	Mayor	Jerry Weber
State Legislature (ex-officio)	Representative	Joe Schmick
Washington State Univ.	Public Safety & Transportation	John Shaheen
City of Clarkston	City Councilor	John Murray
Port of Whitman County	Port Commissioner	Karl Webber
City of Dayton	City Councilor	Laura Aukerman
State Legislature (ex-officio)	Senator	Mark Schoesler
State Legislature (ex-officio)	Representative	Mary Dye
Town of Uniontown	Mayor	Mike Shore
Town of St. John	Mayor	Mike Webb
WSDOT	South Central Region Rep	Paul Gonseth
City of Pomeroy	Mayor	Paul Miller
Town of LaCrosse	Mayor	Randy Camp
Town of Rosalia	Former City Council & Board Pres.	Robert Ward
Town of Lamont	Mayor	Steve Lacy
Town of Endicott	Mayor	Steve Salzman
City of Palouse	Mayor	Tim Sievers
Whitman County	County Commissioner	Tom Handy
Town of Tekoa	Mayor	Troy Wilson

Technical Advisory Committee (TAC) Members

The Technical Advisory Committee (TAC) is made up of Public Works Directors, Engineers and other county or city staff who serve the RTPO by providing technical advice to the Transportation Policy Board. In addition to the appointed and confirmed members of TAC, the WSDOT Transportation Planning Engineers representing the Palouse RTPO region shall be members of the TAC. Palouse RTPO TAC membership is provided below.

Member Agency	Title	Members
WSDOT	Transportation Planner	Anna Ragaza-Bourassa
WSDOT Eastern Region	Planning and Strategic Community Partnerships Director	Charlene Kay
Asotin County	County Engineer	vacant
Columbia County	County Engineer	Grant Morgan
City of Clarkston	Public Works Director	Kevin Poole
Whitman County	County Public Works Director	Mark Storey (Chair)
City of Colfax	Public Works Director	Matt Hammer
WSDOT South Central Region	Transportation Planning Manager	Paul Gonseth
City of Dayton	Public Works Director	Ryan Paulson
Moscow Pullman Regional Airport	Executive Director	Tony Bean
City of Pullman	Public Works Director	Sean Wells
Garfield County	County Engineer	James Wege

REGION'S KEY ISSUES

1. Preservation and Maintenance of Existing Infrastructure

- According to the 2022 WSDOT Freight System Plan, the population of Washington state is expected to grow by 26% between 2022-2050 and the total freight volume is expected to increase statewide by 45%, from 606 to 872 million tons during the same period. Such freight volume growth will place greater pressure on existing transportation infrastructure. Preservation and maintenance of existing regional infrastructure including highways and local roads, bridges, port facilities, rail lines, and the Lower Snake River corridor, is critical to accommodate growth in freight volume as well as maintain safe facilities that support economic vitality throughout the Palouse region.
- During the spring thaw, many local and county roads have weight restrictions imposed to prevent surface deterioration. Most of the region's roads are narrow, have impaired sightlines, and an inadequate structural section to support year-round heavy loads.
- Preservation and maintenance of existing regional trails is necessary to support safety, economic vitality, and community health.

2. New Transportation Infrastructure Needs

- New business concerns and increased facility use are impacting the state highway bridge at Lyons Ferry. Traffic flow has changed and increased, particularly impacting the bridge over the Snake River. This bridge as it exists is not wide enough to safely accommodate two-way truck traffic. A new two-lane bridge at this location is needed to promote business and improve transportation service and safety in this area.
- Opportunities for multi-use pathways exist throughout the Palouse region, within and between cities, providing a regionally connected trail system for walkers, joggers, bicyclists, etc. Many potential trails conflict with possible future reinstatement of railroad use versus railbanking, as the desired trail locations are mostly situated along unused railroad right-of-way. Many locations of potential trail development are perceived to impact private landowners' property, presenting conflicts.
- A highway serving as a downtown bypass for the City of Pullman in Whitman County has been discussed intermittently since 1969. Construction of a freight-friendly roadway around Pullman would serve to reduce the amount of freight and heavy truck traffic traveling through the downtown corridor, improving the quality of the business environment downtown.
- Community outreach and engagement is needed to assess and understand the desires of local citizens for all types of transportation facilities.

3. Highway Safety

- Fatalities and serious injury accidents on Washington's highways statewide are increasing. The 2022 preliminary number of fatalities on state highways is 745, the

highest since 1990 (a 70% increase from 2013). Measures can be taken to reduce/eliminate fatalities on highways within the Palouse RTPO region by implementing strategies identified within the 2016 US195 Corridor Crash Analysis Study, and other recognized strategies to improve safety on two-lane rural roadways.

4. Ports and Freight Transportation:

- Any reduction in the capability of rail or river transportation will result in a significant trip and load increase to the region's paved road system. The recent discussion, efforts and studies looking into breaching the Snake River Dams concerns the transport of commodities to and from the Palouse region. The Snake River system carries nearly 90% of agricultural and other product commodities via barge from the Palouse to and from the Pacific Ocean and ports/cities along the way. The current highway system is not adequate for supporting year-round regional trucking of commodities to replace the function of the dam and lock system. Shortages of commercial drivers also makes an increase in highway transportation of goods a major concern.
- There is high demand across the region for hangar space for both recreational and agricultural aircraft, and a shortage of hangars to accommodate the demand at local airports.
- Commercial airline carriers may reduce services as operating costs increase in the region. Ongoing strategic investments in the air transport system may be required to improve the efficiency of air-related facilities to attract and retain commercial carriers. Additionally, road access to air facilities is restricted by the quality of the local road access system and seasonal weight restrictions.

5. Public Transportation:

- There are limited to no public transportation service connections within the four-county region. An intercity network that connects Moscow, Pullman, and Clarkston to Spokane, with additional service to outlying communities and small towns in the region would allow for elderly and disabled citizens to have viable options for getting to larger cities for medical and commercial services as well as recreational and social activities.
- Rural towns and counties are challenged to find the required 20% local funding match support for state and FTA bus and bus facility programs. A 20% funding match is significant for rural areas due to the high cost of both facilities and vehicles.
- There is limited local match funding for rural agencies to convert to a partial or full alternative energy fleet of buses/vehicles.
- Alternative energy buses/vehicles are challenged by terrain and weather across the region (extreme heat and cold). In some cases, replacing one gasoline or diesel-powered cutaway vehicle with an electric bus (for example) would require two new electric buses in order to provide the equivalent service range.

- Technicians experienced in servicing alternative energy buses/vehicles are concentrated in the denser urban centers, offering manufacturer warranty service (which does or would require rural agencies to travel 75+ miles for service) for alternative energy vehicles.
- A significant shortage of commercial transit drivers across the region is impacting service operators' ability to support service levels to meet growing demands or to increase service levels and areas. The shortage of qualified drivers deters transit agencies from looking seriously at the expansion possibilities offered by intercity funding programs.
- New fleet purchases are challenged by extensive delivery delays from vehicle manufacturers (going on 2 years in some cases) and/or unavailability of desired vehicle type, both traditional and alternative energy buses.

PALOUSE RTPO SFY 2024-2025 WORK PROGRAM

Palouse RTPOs Unified Planning Work Program (UPWP) supports an on-going and open process of collaboration and coordination that advances regional objectives. The SFY 2024-2025 UPWP is organized into four work elements:

1. Program Administration
2. Transportation Planning
3. Regional Transportation Improvement Plan (RTIP)
4. Other Palouse RTPO Activities

Each work element includes one or more activities, described in detail in the section that follows. A summary of the work elements and associated funding is provided in the table below. Currently the budget is fully funded by state RTPO revenue, additional state financial support for the Coordinated Public Transit Human Services Transportation Planning (CPT-HSTP), and federally funded STBG-SA program for the Palouse Regional Trailways Connectivity Plan.

UPWP Amendment

Once adopted by the RTPO Policy Board, this UPWP may be amended through a majority vote of the Board, per the current by-laws of the organization. Common reasons to amend this UPWP include substantial budget changes during the fiscal year, the need to include new additional work or project elements as determined through program needs, and/or through WSDOT request. All proposed amendments to the UPWP will conform to a full review with WSDOT prior to execution.

Work Program Budget by Work Element

Funding Source: WSDOT, Federal STBG-TA Funds

Funding Amount: \$221,706 SFY 2024-2025 WSDOT RTPO Funds
 \$100,000 State Funds for Human Services Transportation Planning
 \$12,730 Federal STBG-TA Funds for Palouse Regional Trailways Connectivity Plan

Work Performed By: Palouse RTPO Staff, or by a consultant as specified below by work product.

Palouse RTPO Work Element	WSDOT RTPO Funds 2024-2025	2021-2015 State CPT-HSTP Funds	Federal STBG-TA Funds	Total
1. Program Administration	\$133,023	\$0	\$0	\$133,023
2. Transportation Planning	\$55,426	\$100,000	\$12,730	\$168,156
3. Transportation Improvement Programs	\$33,257	\$0	\$0	\$33,257
4. Other PRTPO Activities	\$0	\$0	\$0	\$0
Total	\$221,706	\$100,000	\$12,730	\$334,436

1. Program Administration

The program administration work element includes those activities directly related to the administration and management of the Palouse RTPO. Program administration activities are on-going unless otherwise noted. All work is performed by Palouse RTPO staff and directed by the Policy Board and administered by the Executive Committee.

Program Administration Activities (\$133,023 for 2024-2025 biennium)

1.1 Membership and Outreach

- Update and maintain the Policy Board, Technical Advisory Committee (TAC) and other RTPO committee membership lists.
- Ongoing outreach and engagement efforts to build relationships and increase participation in the activities of the Policy Board, TAC, and other subcommittees (i.e., attending local board and council meetings to meet and encourage participation of elected officials, scheduling one-on-one meetings with RTPO agency staff either via zoom or in-person, requiring travel).

1.2 General Program Management and Support

- Clerical support and general maintenance and upkeep of the Palouse RTPO headquarters office space.
- Preparation, facilitation and documentation of Policy Board, TAC, and subcommittee meetings (agendas, minutes, meeting materials, staff reports).
- Computer hardware and software support/maintenance and purchasing.
- Staff professional development and training.
- Identify appropriate liability and board insurance (one-time)

1.3 Fiscal and Work Program Management

- Prepare and manage annual RTPO budget and provide financial reports for Policy Board.
- Develop Unified Planning Work Program (UPWP) and monitor progress and task completion, amend as necessary.
- Prepare quarterly invoices for WSDOT program reimbursement and complete required annual Performance and Expenditures Report.
- Audit preparation and participation (as needed).

1.4 Update Palouse RTPO Website

- Website content management will be on-ongoing annually (meeting notices, agendas, minutes, etc.)
- SFY 2024 requires major content organization on the RTPO website, ensuring all updated public facing plans, documents, and RTPO policies are available online.

1.5 Development and Maintenance of RTPO Foundation Documents and Policies

- Develop and/or update general RTPO operating and accounting policies and procedures.
- Review and update Policy Board by-laws.
- Review and update employee handbook.

1.6 Local, Regional, and Statewide Coordination

- Involvement in local transportation planning efforts and decisions as needed.
- Maintaining regional planning perspective and bringing appropriate agencies and individuals together for coordinated planning.
- Maintain RTPO engagement in statewide planning efforts.
- Monitor and participate in relevant state, tribal, and federal policy or funding matters.
- Coordinate and consult with other RTPOs, MPOs, and elected officials on tribal, state, regional, and local transportation projects and policy issues.
- Attend regional and statewide meetings as necessary.
- Ongoing development and fostering of relationships with WSDOT, public transportation operators, freight operators, local agencies, ports, and private citizens.

1.7 Title VI Compliance

- Title VI monitoring and compliance.
- Develop annual Title VI report.
- Develop demographic profile for the region, update every two years.

2. Transportation Planning

The Transportation Planning work element includes the planning and on-going coordination, collaboration, and consultation that identifies issues and opportunities, works to implement regionally determined strategies, and which produces periodic updates to plans or guiding documents. All transportation planning work is in accordance with the state RCWs and guidelines and is advised by the TAC and directed by the Palouse RTPO Policy Board. Transportation planning activities are completed both in-house by Palouse RTPO staff and by consultants as noted below. Transportation planning activities are on-going unless otherwise noted.

Transportation Planning Activities (\$168,156 for 2024-2025 biennium):

2.1 Long-range Regional Transportation Plan

- Review the Palouse RTPO Regional Transportation Plan (RTP) and update as needed.
- Ensure the RTP addresses regional corridors and associated intermodal connections associated with issues of statewide intercity mobility services.
- Review and update the transportation strategy for the region, including policies, land use assumptions, regional systems, local issues, and local transportation projects.
- Work to be completed by Palouse RTPO staff, with technical assistance provided by the TAC.

2.2 Coordinated Public Transportation – Human Services Transportation Plan (CPT-HSTP)

- Update the 2022 CPT-HSTP project prioritization list by December 31, 2023.
- Conduct ongoing public outreach as defined by 2022 CPT-HSTP.
- Develop public transportation summary sheet for agencies to push out to community and boards.
- Continue to plan regional public transportation activities by engaging and working with all public transportation service providers of the Palouse region.

2.3 Palouse Active Transportation Plan

- Complete the Palouse Active Transportation Planning document.
- Complete and publicize the Palouse Regional Trailways Connectivity website for public benefit.
- Work to be completed by Palouse RTPO staff by December 31, 2023.

2.4 Regional Grants Administration

- Develop RTPO process for conducting Surface Transportation Block Grant (STBG) Set-Aside Program call for projects.
- Complete annual STBG Set-Aside program status report for WSDOT.
- Conduct a Consolidated Grants prioritization process.

2.5 Comprehensive Plan Transportation Element Certification

- Review agency comprehensive plans to ensure consistency between local comprehensive plans and the regional transportation plan, and between the regional plan and countywide planning policies.

2.6 Special Transportation Studies and Plans

- Review the 2016 US195 Corridor Crash Analysis Study and work with members and partners to identify opportunities for implementing study outcomes and strategies. Report on annual crash data for US195 and SR26.
- Any activities or transportation study support for local agencies that may lead to additional efforts of data collection for automobile traffic, trails, or freight.
- Remain available for local agency support and help identify and utilize regional and local studies for analysis of transportation issues within the region using appropriate technical methods as established by state and federal guidelines and policies.
- Identify new funding sources for transportation planning needs within the region.

3. Transportation Improvement Programs

The Transportation Improvement Programs work element includes developing and amending the Palouse RTPO six-year Regional Transportation Improvement Plan (RTIP or TIP) based on the six-year Transportation Improvement Plans (TIPs) developed by cities, counties, tribes, and WSDOT. This work element also includes meeting requirements of federally funded transportation projects. Transportation improvement program work is on-going and completed by Palouse RTPO staff, with technical assistance provided by the TAC and review/approval by the Policy Board.

Transportation Improvement Programs Activities (\$33,257 for 2024-2025 Biennium):

3.1 Regional Transportation Improvement Plan (RTIP or TIP) and State Transportation Improvement Plan (STIP) Management

- Work with local agencies to develop/update six-year regional TIP.
- Assist member agencies and entities, as requested, with preparation of their portion of the regional TIP.
- Ensure planned and funded local agency transportation projects are included within the regional TIP and STIP as required.

3.2 Monitor Surface Transportation Block Grant (STBG) Set-Aside Program and Obligation Authority (OA) for Federally Funded Projects

- Develop RTPO process for conducting Transportation Alternatives Program call for projects.
- Complete annual Transportation Alternatives program status report for WSDOT.
- Review OA reports from WSDOT
- Follow-up with project sponsors and Policy Board (as needed)

4. Other Palouse RTPO Activities

In addition to the core work program activities described in work elements 1-3, Palouse RTPO will undertake additional activities in SFY 2024-2025 as funds allow to address specific outstanding needs for the region. These are one-time or occasional activities, separate from the on-going core functions. Specific activities will be identified by the Executive Committee and/or Policy Board and amended into the UPWP as funds are identified.

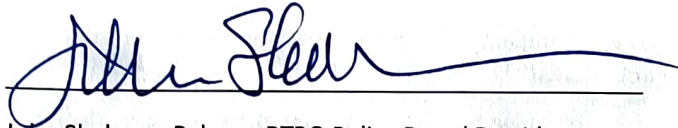
UNFUNDED TRANSPORTATION PLANNING ITEMS

Palouse RTPOs UPWP is financially constrained by limited Washington RTPO planning funds made available each biennium to conduct the work of the RTPO. Additional regional transportation planning activities listed below would benefit the region and its members if funds were available. These projects are not listed in priority order and costs provided are estimates and are subject to change upon commencement of planning activity. As additional project needs arise within the region, they will be added to this list.

1. All weather (all season) roads study to identify impacts of seasonal road restrictions on rural roads and regional economic development (\$60,000+).
2. Feasibility study to identify driver signage/messaging board needs along the regions roadways to improve driver education and safety (\$25,000).
3. Colton/Uniontown pathway study to determine route, engineering requirements, and right-of-way and property ownership conflicts to connect the two communities (\$35,000).
4. Pullman Airport to WSU community pathways feasibility study (\$40,000 - \$60,000).
5. Regional travel surveys and data collection (\$35,000 - \$50,000).
6. Updated Palouse Safe Routes to School Study and Marketing (\$25,000 - \$35,000).
7. Regional Freight Study Update (\$30,000).
8. Colfax Greenway Feasibility Study (\$10,000).
9. City of Pullman/Whitman County Alternative Freight Routing Study (\$230,000 - \$330,000).
10. Continuing efforts of the Palouse Driver Safety Campaign (\$50,000).
11. Downtown state highway corridor studies in preparation for WSDOT street repair projects on highways located in downtown corridors (\$100,000).
12. Design and construction of new Lyons Ferry Bridge where State Route 261 crosses the Snake River in Columbia County (\$2M).
13. Regional Comprehensive Safety Action Plan (\$200,000 - \$300,000).

UPWP ADOPTION

The Palouse RTPO SFY2024-2025 UPWP was adopted by the Policy Board on 6/13/23.



John Shaheen, Palouse RTPO Policy Board President



Rebecca Couch, Palouse RTPO Director