2025 Biennial Review and Certification of the Peninsula RTP Online

In accordance with RCW 47.80.030(2), PRTPO must review the RTP every two years to ensure it is current and forward its certification of this biennial review to the Washington State Department of Transportation (WSDOT). This 2025 biennial review of the RTP satisfies this requirement.

2025 Certification Statement

The Peninsula Regional Transportation Plan-Online is current with all state requirements defined in RCW 47.80. Last updated in 2019, the RTP underwent an update in state fiscal years 2024 and 2025. The update, redesigned the RTP to better support the Executive Board's ongoing planning and decision-making processes. The need for this update was recognized in the 2023 biennial review. This was the first RTP update since PRTPO transitioned to an independent, self-governing organization. Few changes were made to core goals and policies, but new features of the RTP identify regional issues, opportunities, and strategies for further investigation by PRTPO or others, in addition to modernizing the format and presentation of information.

The next biennial review will occur in 2027.

Biennial Review Documentation

PRTPO's biennial review involves two tests to assess whether the Regional Transportation Plan is current and useful for its intended purpose:

1 – It continues to meet minimum RCW and WAC requirements

2 – It continues to support PRTPO's work program and decision-making activities

The following brief documents findings of these two tests and supports PRTPO's assertion that the RTP satisfies current regulatory requirements and adequately meets its ongoing planning needs.

1. Meet Minimum RCW and WAC Requirements

Finding: The Peninsula RTP Online meets minimum state requirements.

Requirements spelled out in RCW 47.80.030 and in WAC 468-86-080 through 468-86-140 describe the elements of a statutorily compliant Regional Transportation Plan for state RTPOs. Numerous requirements are applicable only to large metropolitan areas; this review is concerned with those requirements specific to rural RTPOs. Statutory requirements of the legislation and administrative code are summarized below.

a. Identify existing and planned facilities of regional significance

Are plans for new regionally significant facilities being developed that are not included in the RTP?

There are no plans for new regionally significant facilities or services to be added to the RTP.

b. Establish level of service for state highways of regional significance

Are changes needed to the LOS standards for state highways of regional significance?

As of the 2025 update, WSDOT is still working on a new multimodal level of service policy for Highways of Statewide Significance. When that new policy is established, PRTPO members will review it to determine if it is appropriate for use as a regional policy for the other state highways in the region or if changes are needed. Once a final policy is agreed to, the regional level of service policy in the RTP will be updated. Subsequent updates to local Comprehensive Plans will reflect that change in policy. Until then, no changes are warranted for either the RTP or local plans.

c. Include a financial plan

Does the RTP-Online adequately account for likely transportation revenues and expenditures?

Transportation funding is extremely volatile, making long-range projections meaningless. PRTPO continues to rely on its Regional Transportation Improvement Program for the best near-term financial picture of committed funding and remaining need. It offers the most current assessment of costs and foreseeable revenues in this dynamic fiscal environment.

d. Promote preservation and efficiency of existing system

Does the RTP support system preservation and efficiency?

The Peninsula RTP-Online continues to emphasize the importance of system preservation and efficiency. The 2025 update highlights the funding deficit that agencies face in taking care of assets and maintaining a state of good repair.

e. Regional transportation goals and objectives

Are the RTP goals and objectives adequate?

Modest changes were made to long-standing RTP goals and policies to account for new areas of emphasis that have emerged recently. RTP goals and policies address all statutorily required elements of RCW 47.80 and are consistent with the GMA Comprehensive Plans of PRTPO's members. Goals and policies are widely used by members to demonstrate coordination between regional and local or tribal plans.

f. Regional transportation strategy

Does the regional transportation strategy remain sufficient?

No changes to the transportation strategy or the fundamental approach to coordinated regional transportation planning were introduced in the 2025 update because the established approach is adequate.

g. Needs, deficiencies, data requirements, and assumptions

Are updates to any of these elements warranted?

- Existing regional transportation facilities and services
- Identification of regional transportation needs
- Forecasts of future travel demand
- Future regional transportation system deficiencies
- Common regional assumptions used for modeling purposes

The 2025 update revamped the presentation of system features and characteristics, introducing a GIS-based data portal that will enable system data to be kept current and make it more usable for a wider array of purposes. PRTPO updated the long-range population forecasts to 2050, but it does not conduct travel demand forecasting or modeling for the four-county region. The 2025 update introduced a new feature, a Strategic Agenda & Action Plan, that highlights priority regional concerns PRTPO is watching as well as some practical next steps that can be taken to get the ball rolling on some of these issues.

h. Have new performance monitoring metrics been identified to augment traffic volumes and vehicle miles of travel (VMT), which the RTP already includes?

PRTPO has not adopted any new regional performance metrics.

i. Have regional growth patterns and adopted land use plans changed sufficiently that the RTP is no longer consistent with local Comprehensive Plans?

No regionally significant changes to local land use plans have been made. The RTP continues to be consistent with adopted countywide planning policies and local comprehensive plans, and those plans continue to be consistent with the RTP.

j. Least cost planning

Is PRTPO's approach to least cost planning appropriate for the RTP?

PRTPO's advocacy for responsible, cost-effective strategies and investments, with an emphasis on system preservation and multimodal efficiency, is an appropriate strategy for addressing least cost planning requirements.

2. Support for PRTPO Work Program and Decision-Making

Finding: The 2025 Peninsula RTP-Online update greatly enhanced the plan's support of Executive Board planning priorities and decision-making. The dynamic nature of the updated format allows PRTPO to closely align its work program with the RTP to best support its ongoing work and increase its effectiveness as a regional partner.

The second test to demonstrate sufficiency of the RTP is whether it adequately supports the Executive Board in developing the regional transportation work program and in its decision-making processes.

a. Work Program Support and Decision-Making

The RTP supports the Board in directing planning activities identified in its Unified Planning Work Program. A new *Strategic Agenda & Action Plan* introduced to the RTP with the 2025 update features tough topics identified by the Executive Board and small, bite-sized activities that can move the needle on some of the most intractable issues. Some of these activities populate the Unfunded Planning Needs found in Appendix A of the UPWP and as resources allow, will be rolled into the work program. The aim of this new feature is to strengthen the relationship between the RTP and PRTPO's on-going work program and other planning activities. It will be updated as directed by the Board on an ongoing basis to maintain relevance.

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