
PENINSULA
RTPO
2nd Annual
In-Person Retreat
April 17, 2026
See More Here

Introductions

Name | Title | Role at PRTPO | Time with the PRTPO

We are here to



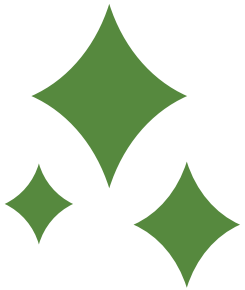
Team Bond



Network



Promote Complete Planning



Highlight Major Upcoming Events



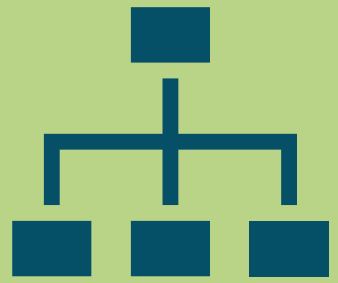
Brainstorm Core Documents

An Overview of the PRTPO



Peninsula Regional Transportation Planning Organization

What is a RTPO?



Regional Transportation Planning Organization



Originated from 1990 Growth Management Act



Coordination among rural areas on transportation priorities

RTPO

Washington **state** specific and funded

Focuses on **rural** regions development



VS

MPO

Federally mandated and funded

Urban transportation development



PRTPO Members

9 Jurisdictions

Bainbridge Island
Bremerton
Forks
Port Angeles
Port Orchard
Port Townsend
Poulsbo
Sequim
Shelton

5 Tribes

Jamestown S'Klallam Tribe
Lower Elwha Klallam Tribe
Makah Nation
Skokomish Tribe
Squaxin Island Tribe

4 Counties, Ports, & Transit Agencies

Clallam County
Jefferson County
Kitsap County
Mason County
Clallam Transit
Jefferson Transit
Kitsap Transit
Mason Transit
Port of Allyn
Port of Bremerton
Port of Port Angeles
Port of Shelton

WSDOT Olympic Region

PRTPO Organization



Fiscal Body

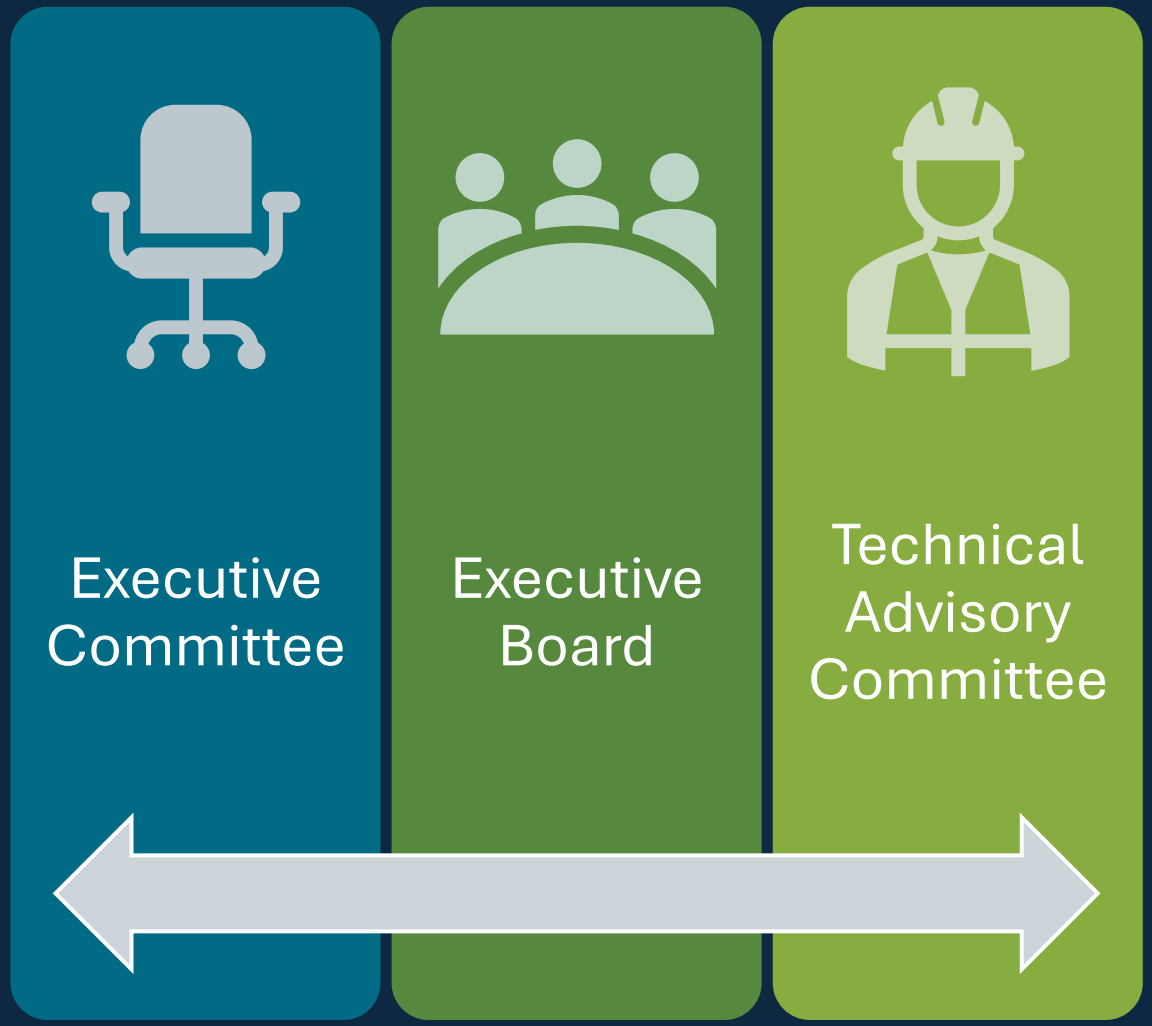


Governing Body



Planning Body

PRTPO Groups

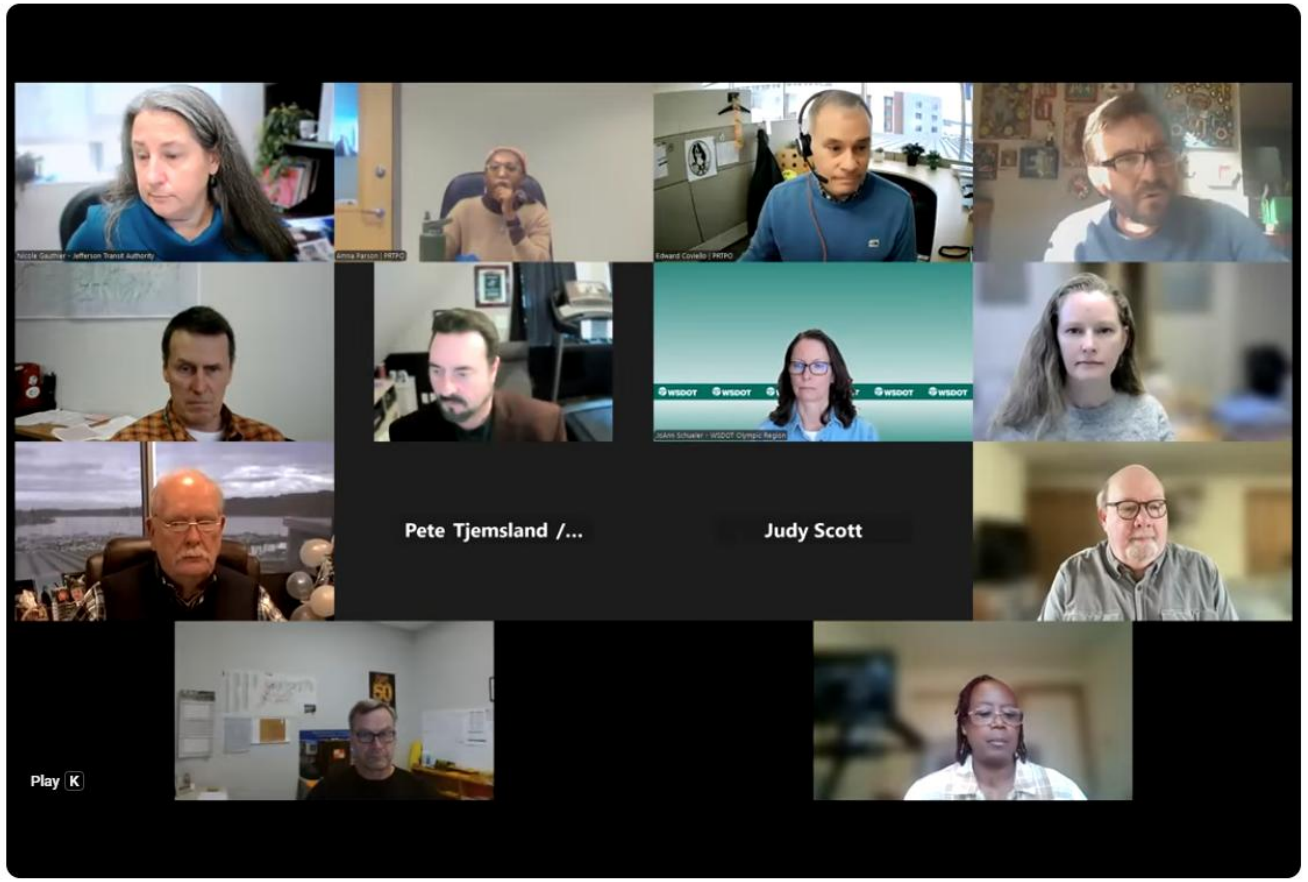


PRTPO Core Documents

- Unified Planning Work Program (UPWP)
- Regional Transportation Plan and Project List (RTP)
- Regional Transportation Improvement Program (RTIP)
- Human Services Transportation Plan (HSTP)
- Consolidated Grants
- *Peninsula Regional Non-Motorized Connectivity Study*
- *PRTPO Transportation Outlook*
- Transportation Alternatives

PRTPO YouTube Channel

Peninsula RTPO



PRTPO Executive Board Mtg 20 February 2026

Peninsula RTPO
12 subscribers

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PRTPO Executive Board Meetings

Peninsula RTPO - 1 / 30

1. PRTPO Executive Board Mtg 20 February 2026 — 1:42:02 — Peninsula RTPO
2. PRTPO Executive Board Mtg 19 December 2025 — 1:54:55 — Peninsula RTPO
3. PRTPO Executive Board Mtg - 17 October 2025 — 1:14:20 — Peninsula RTPO
4. PRTPO Executive Board Mtg - 15 August 2025 — 1:53:22 — Peninsula RTPO
5. PRTPO Executive Board Meeting - 20 June 2025 — 1:54:17 — Peninsula RTPO
6. PRTPO Executive Board Meeting - 18 April 2025 — 1:12:30 — Peninsula RTPO
7. PRTPO Executive Board Meeting - 21 February 2025 — 1:55:35 — Peninsula RTPO
8. PRTPO Executive Board Meeting - 20 December 2024 — 1:27:49 — Peninsula RTPO
9. PRTPO Executive Board Meeting - 16 August 2024 — 1:33:49 — Peninsula RTPO

Connectivity and Coordination: Maintaining Agency

Good & Bad

Why Connectivity & Coordination Matter

- Transportation systems cross jurisdictional boundaries
- Funding increasingly tied to regional collaboration
- Land use, housing, and economic development depend on coordinated mobility
- Climate and resilience goals require regional approaches

THE GOOD

Vision and Efficiency

Stronger Regional Vision

- Aligns transportation, land use, and growth strategies
- Supports long-range planning consistency
- Helps counties speak with one voice

System Efficiency

- Coordinated transit planning
- Shared corridor strategies
- Reduced duplication of studies and projects

Funding and Relationships

Funding Advantages

- Stronger grant applications
- Unified project prioritization
- Technical support for smaller jurisdictions
- Better alignment with state and federal programs

Relationship Building

- Regular collaboration builds trust
- Forum for conflict resolution
- Shared problem-solving across boundaries
- Strengthens tribal, county, city, and transit partnerships

THE BAD

Decision-Making and Capacity

Slow Decision-Making

- Consensus-based processes take time
- Conflicting priorities can stall progress
- Regional plans require extensive review cycles

Uneven Capacity

- Small jurisdictions may lack planning staff
- Technical complexity can create power imbalances
- RTPO staff may become de facto planners for some members

Priorities and Boundaries

Balancing Regional vs. Local Priorities

- Local political realities may conflict with regional goals
- Smaller jurisdictions may feel overshadowed
- Growth allocations and project scoring can feel inequitable

Fragmentation Across RTPO Boundaries

- Washington has multiple RTPOs with different priorities
- Cross-RTPO coordination can be inconsistent
- Tribal engagement varies widely
- State agencies must navigate multiple regional processes

Strategies



Maintaining Agency While Strengthening Coordination



Empowering Local Voices



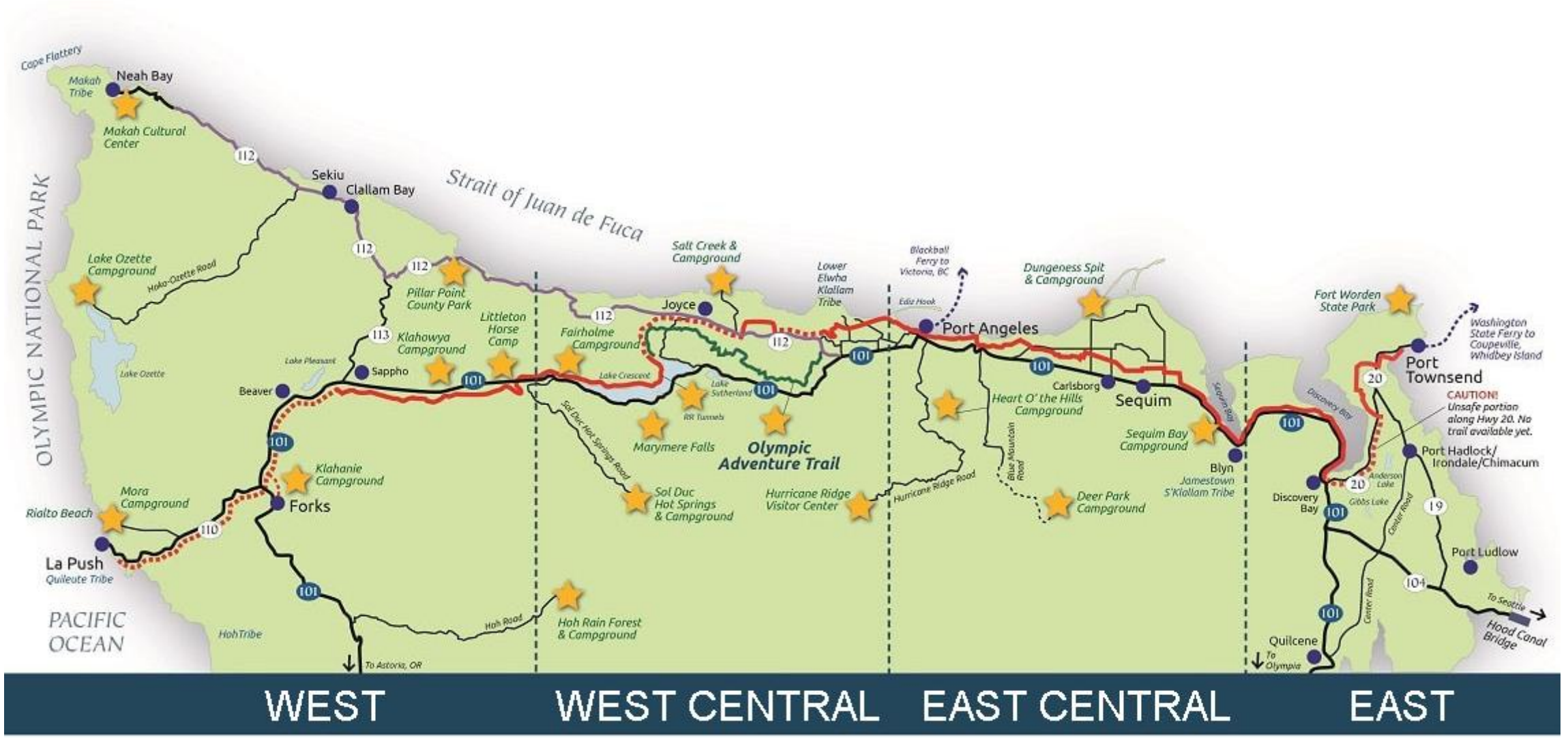
Building a Collaborative Culture

Olympic Discovery Trail Walk Along

11:35 – 12:00

PENINSULA RTPO

Olympic Discovery Trail



PENINSULA RTPO

LUNCH

12:00 – 1:00

FIFA and Summer Tourism

1:00 – 2:00

Kitsap Economic Development Alliance

East Jefferson Fire Rescue

Significance



Future major events coming to the Puget Sound



Increase in tourism and complications



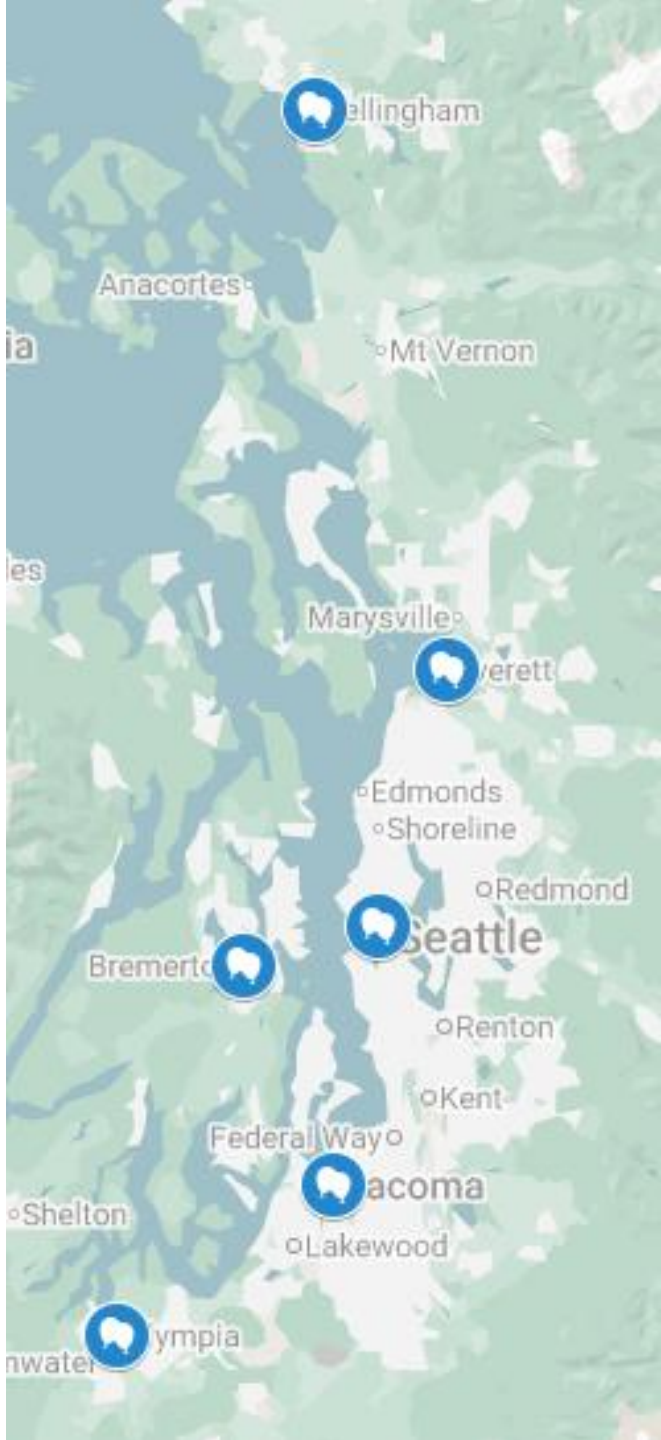
Opportunity for coordination

FIFA World Cup 2026

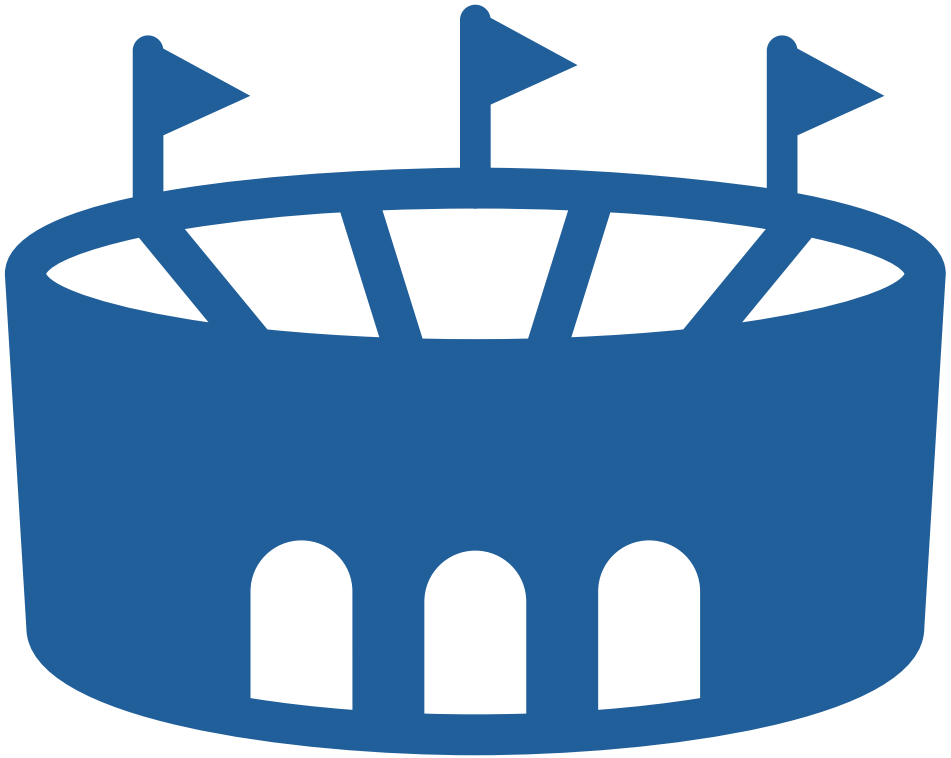
June 11 – July 19

4 Stadiums
On the West Coast

6 fan zones
In the Puget Sound



Seattle Game Days



Mon
6/15
@
Noon

Fri
6/19
@
Noon

Wed
6/24
@
Noon

Fri
6/26
@ 8PM

Wed
7/1
@ 1PM

Mon
7/6
@ 5PM

Expectations



750,000 tourist in Seattle



Influx of local travel



Opportunity for coordination

THE HOOD CANAL BRIDGE DEVIATION WAS **APPROVED!**

East Jefferson Fire Rescue

Pete Brummel

Deputy Fire Chief, M.S, CTO

pbrummel@ejfr.org

Impacts to Emergency Services for the Olympic Peninsula

East Jefferson Fire Rescue

Hood Canal Bridge Closures



Scheduled Closures (Opening for Maritime Traffic)

Most WSDOT Hood Canal Bridge (HCB) closures are posted on the WSDOT mobile app.

Maritime law dictates that the HCB must yield to marine traffic (public and private) (Title 33, part 177). This includes motor vehicles.

Scheduled openings take approximately 45-60 minutes.

Unscheduled Closures

High Wind Warnings are the most common cause for an unscheduled closure. 40mph sustained for more than 20 minutes.

Traffic Collisions are the second leading cause for an unscheduled closure. Fatality investigations prolong closures.

Mechanical failures have caused extended closures

- May 2025 the span became stuck in the open position and would not close. Traffic was detoured down 101 through Shelton, WA

Impact to Emergency Services

Closures affect EMS transports to and from hospitals in Kitsap County (St. Michaels) and additional health care facilities

Air medevac partners (Airlift NW and Life Flight) provide air transport of critical patients.

EMS crews can be significantly delayed in transporting to or from Kitsap County during a closure

Mutual aid fire & EMS agencies are impacted if a complex incident occurs such as a multi-alarm fire.

Planning for Impacts

WSDOT provides data that shows vehicle travel over the bridge on an annual basis. There is an increase through the summer.

Generally, we (EJFR) do not see a significant operational impact due to summer tourism. The threat of wildfire is far more significant in the summer and fall on the Olympic Peninsula.

Occasionally, we (EJFR) do “upstaff” our wildland fire capabilities during “Red Flag” warnings.

Questions?

Kitsap Economic Development Alliance

Elizabeth Court

Economic Development Principal

court@kitsapeda.org

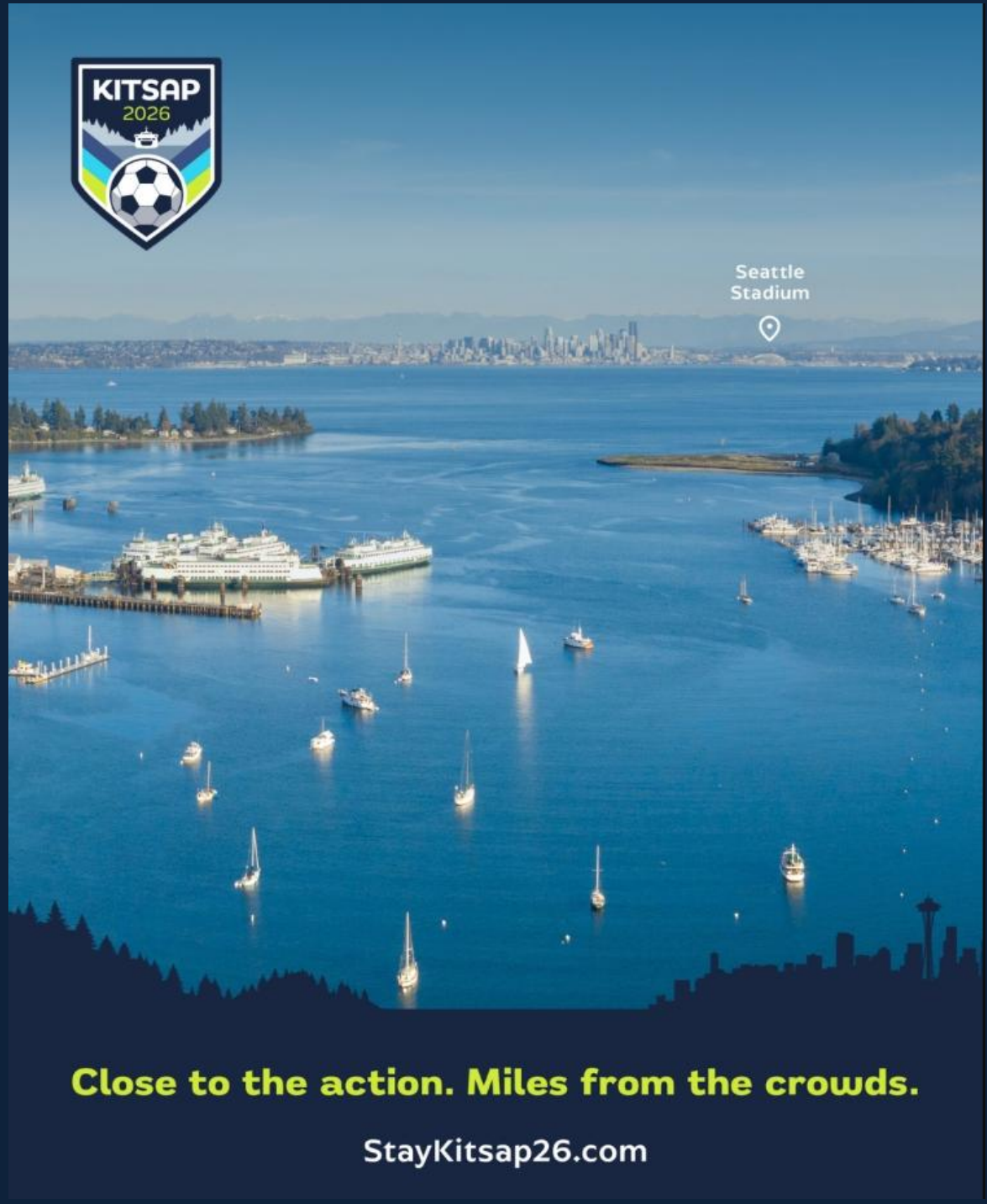
Game On:
The Economic Impact of FIFA World Cup 2026

Key 2026 World Cup Facts

Matches: Four group stage matches and two knockout matches

USMNT Match: The US Men's National Team plays their second group stage match in Seattle on June 19, 2026.

Economic Impact: The tournament is projected to generate $845 million to $929 million for the local economy.



Key 2026 World Cup Facts

Visitor Projection: Roughly 750,000 fans are expected to visit over the six weeks.

Logistics: The city is using a One Seattle approach for planning, focusing on transportation and public safety



TOURISM: TRILLION-DOLLAR ENGINE OF GLOBAL GROWTH



- $11.1 trillion total economic contribution (2024) — 10% of global GDP
- 357 million jobs supported worldwide — 1 in 10 global jobs
- 1.4 billion international arrivals (99% recovery to 2019 levels)
- $1.89 trillion in international visitor spending; $5.4 trillion domestic

TOURISM TO OUTPACE GLOBAL ECONOMIC GROWTH THROUGH 2035



- Projected $16.5 trillion global economic contribution by 2035
- 11.5% of global GDP
- 3.5% annual growth rate (vs. 2.5% for global economy)
- It is estimated that each international individual attending a soccer match in the U.S. will spend over US$700.00 per day – not including ticket prices.

SPORTS TOURISM:

FASTEST-GROWING TRAVEL SECTOR



- $683.2 billion global market (2023)
- 17.7% annual growth rate
- Expected to surpass $2.1 trillion by 2030
- Major events like International Soccer Events and Olympics as key drivers







It starts with a visit...

When people visit Kitsap, they spend money at our local businesses, stay in our hotels, and support community events. That visitor spending fuels jobs, funds infrastructure, and strengthens our economy. Visit Kitsap connects partners to keep that cycle going, and Kitsap thriving year-round.

VKP

The Natural Side

Destination Marketing Organizations are the heart of the Tourism

VKP

The Natural Side

TOURISM ECOSYSTEM



2026 World Cup Potential Legacy Benefits Discussion



References

- Visit Kitsap Peninsula
- Deloitte
- Journal of Sports Management
- United Nations Tourism Group
- Washington Tourism Impact (Tourism Economics)
- Wikipedia
- World Travel & Tourism Council

All data included in this presentation are subject to revision

Questions?

Successes and Challenges

2:00 – 3:00

Successes

- Transportation-focused surveys for input on ADA Transition Plan, Transportation Master Plan & Comprehensive Plan
- Sequim Bicycle Alliance — this unique group hosted by Sequim provides a communication line for members using multimodal transportation to provide feedback to support and inform projects

Challenges

- Sequim submitted (2) federal funding applications with coordination and support from WSDOT, Jamestown S'Klallam Tribe, and Clallam County. With state transportation funding challenges this type of coordination may be the key to some projects.
- Sequim has coordinated with transit providers (Jefferson/Clallam) on service promotion and EV development with small successes. Affected by limited staff capacity and fragmented funding.

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Join at slido.com
#1312174



What are some challenges you experienced while doing regional planning?

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How do you think the PRTPO could help create more successful projects?

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Please rank the issues you want the PRTPO to address.

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Audience Q&A

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2nd Annual
In-Person
2026
See More Here
THANK YOU