PRTPO EXECUTIVE BOARD MEETING

April 19, 2024 | 10:00 – 12:00

Zoom Webinar – Public Login Below

1.	10:00 – 10:10	**Welcome and Introductions**	
2.	10:10 – 10:15	**Approval of Agenda**	ACTION
		Consent Calendar • *Minutes from February 16, 2024 (Attachment A)*	ACTION
3.	10:15 – 10:25	**Award of Transportation Alternatives Funding to Four Projects** *(Attachment B)* *PRTPO received four applications for Transportation Alternatives funding. The Technical Advisory Committee evaluated the proposals and recommended the Board approve all four for funding.*	ACTION
4.	10:25 – 10:30	**Amendment to the SFY 2024-2029 RTIP** *(Attachment C)* *Three planned projects are proposed for amendment into the SFY 2024-2029 Regional Transportation Improvement Program (RTIP). All three are candidates for federal grants. Inclusion in the RTIP enhances their competitiveness and ensures expedited approval into the STIP upon notice of funding award.*	ACTION
5.	10:30 – 10:45	**Recommend Freight Projects to FMSIB** *(Attachment D)* *On March 6th the Freight Mobility Strategic Investment Board announced a call for projects, to be conducted through RTPOs. The Board is asked to consider freight projects submitted by members and forward to FMSIB an unprioritized list of candidate projects. Proposals are due to FMSIB on April 19th.*	ACTION
6.	10:45 – 11:00	**Proposal for In-Person Executive Board Meeting in June** *(Attachment E)* *Members will discuss a proposal to meet in person for the June 21st Board meeting. As presented, this meeting is envisioned as a more expansive retreat-like event that engages members in a variety of interactive discussions and activities. Input now is helpful in designing an effective agenda.*	ACTION
7.	11:00 – 11:10	**SFY 2024-2025 UPWP Amendment 1** *(Attachment F)* *At the midpoint of each biennium, PRTPO amends its two-year work program to refresh the budget and make any changes to the work program that are needed. PRTPO is adding no new work elements to its UPWP with this amendment as it continues to focus on RTP update activities. This amendment will come back to the Board for approval in June.*	1st READING / DISCUSSION
8.	11:10 – 11:45	**RTP: Deep Dives on Tough Topics for a Strategic Regional Agenda** *(Attachment G)* *The Board will discuss an approach for conducting deep dives – focused scoping sessions – on a short list of priority regional topics. Results of these exploratory scoping efforts will inform a strategic regional agenda that identifies logical measures and next steps to move the needle on these tough topics. This includes discussion of PRTPO's own role going forward in helping to deliver its regional transportation plan. Insights will inform in-person activities in June.*	DISCUSSION

9. 11:45 **Public Comment Period**
This is an opportunity for anyone from the public to address the Executive Board.

PRTPO Member Updates
Information sharing among members on topics of general interest to the region and its partners.

12:00 **Adjourn**

Additional Attachments:

- PRTPO Letters of Support Since February 16th
- Transportation Commission Virtual Open House on Statewide Long-range Plan – April 29th

Lindsey Schromen-Wawrin, Chair
Ben Thomas, Vice-Chair *Gary Anderson, Secretary*

Next Executive Board Meeting – June 21, 2024 – TBD, Pending Board Discussion

ACTION: Approve UPWP Amendment Package
Consider PRTPO Approach for Increasing Base Funding for Work Program
Appoint 2025 Legislative Work Group
Retreat Events (TBD)

This meeting is a Zoom webinar. Board members receive their own individual meeting links, though the public link below can be used for admittance. All other attendees can attend the meeting via the link below. Registration is not required to attend this meeting.

PENINSULA RTPO
PRTPO.org

Please click the link below to join the webinar:
https://us02web.zoom.us/j/88055313522

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Webinar ID: **880 5531 3522**

The PRTPO Executive Board meets virtually via Zoom webinar. The public is invited to listen to or watch the meeting via the link above. Pursuant to the Open Public Meetings Act, Kitsap Transit's Conference Room at 60 Washington Avenue #200, Bremerton, is available for in-person public attendance to watch this meeting via Zoom.

Minutes of Meeting

PRTPO EXECUTIVE BOARD
February 16, 2024
10:00 – 12:00
Via Zoom
Meeting video available on YouTube

CALL TO ORDER

Chair Bek Ashby called the meeting to order at 10:00.

ATTENDEES

Executive Board:

Clallam County	Mike French
Jefferson County	Kate Dean
Kitsap County	Christine Rolfes
Mason County	Randy Neatherlin, Vice-Chair
City of Bainbridge Island	Brenda Fantroy-Johnson
City of Bremerton	Gunnar Fridriksson *(alternate)*
City of Port Angeles	Lindsey Schromen-Wawrin, Secretary
City of Port Orchard	Bek Ashby, Chair
City of Port Townsend	Ben Thomas
City of Poulsbo	Ed Stern
City of Sequim	Rachel Anderson
City of Shelton	George Blush
Port of Allyn	Judy Scott
Port of Bremerton	Gary Anderson
Port of Shelton	Dick Taylor
Jefferson Transit	Nicole Gauthier
Kitsap Transit	Steffani Lillie *(alternate)*
Mason Transit	Amy Asher
Jamestown S'Klallam Tribe	Wendy Clark-Getzin
Lower Elwha Klallam Tribe	Susan Matthews
Skokomish Tribe	Marty Allen
Squaxin Island Tribe	Tracy Parker
WSDOT Olympic Region	Steve Roark

Staff:
Thera Black, PRTPO Coordinator
Ed Coviello, PRTPO Coordinator, Kitsap Transit Lead Planning Agency

Guests and Others:
Arne Bakker, Port of Bremerton *(alternate)*
Nick Dostie, City of Sequim *(alternate)*
David Forte, Kitsap County *(alternate)*
Miranda Nash, Jefferson Transit *(Fiscal Agent)*

Welcome and Introductions
Chair Ashby welcomed attendees and conducted a video-conference roll call.

Approval of Agenda

ACTION: Mr. Stern moved and Mr. Forte seconded to approve the agenda. The motion passed unanimously.

Consent Calendar

ACTION: Mr. Neatherlin moved and Mr. Stern seconded to approve the Consent Agenda. The motion passed unanimously.

- ***Minutes from December 15, 2023***
- ***SFY 2024 Q2 Invoice Approval***
- ***CY 2023 RTP Biennial Currency Review***

Funding Offer to PRTPO to Support RTP Update
Ms. Black reviewed the funding offer from WSDOT Olympic Region. The $30,000 supplement will support development of the Regional Transportation Plan (RTP). It will be used to obtain some additional GIS support and provide some planning support for converting the RTP to an online format. These funds will be administered outside the UPWP due to their source. Miranda Nash, PRRTPO's Fiscal Agent, has confirmed her ability to administer the contract. Ms. Black pointed members to the agenda packet for the draft funding agreement, scope of work, and Board resolution authorizing the Chair to execute the contract. Chair Ashby invited any member to request additional time to consider this ask, in which case it would be brought back to the Board for action in April. No one requested additional time to review the offer.

ACTION: Mr. Neatherlin moved, and Ms. Scott seconded to approve Resolution 01-2024 authorizing the chair to sign the funding agreement for supplemental funding from WSDOT. The motion passed unanimously.

Annual Check-in with WSDOT Olympic Region Administrator Steve Roark
Mr. Roark identified three topics for this year's update with the Board: highlights of recent work, policy priority for WSDOT, and big projects in the pipeline.

After an overview of state assets and partnerships, Mr. Roark turned to big projects underway with supporting maps and visuals.

- **Elwha River Bridge -** Replacement of the 100 year old bridge got underway a year ago. New girders were set in place in November. WSDOT expects the bridge to open for traffic in June. The nine days leading up to the opening will be impactful as the last segments of US 101 are tied to the bridge.
- **Eagle Creek Fish Passage Project –** This culvert replacement in the Blyn area was completed in August. It was impactful at the time. To expedite completion WSDOT took US 101 down to one lane with alternating traffic for five days, but that enabled the crew to get in and get out in a tight construction window.
- **Hood Canal Bridge –** Last summer's work resulted in the center lock replacement and rehabilitation. The center locks hold the moveable bridge spans together. It was impactful to traffic but by working with the communities and adjusting the work schedule, the work was done with less impact than originally feared.

Mr. Roark explained some new policy directives informing WSDOT's work. Some part of it reinforces that of the six statewide transportation policies, safety and preservation are WSDOT's highest priorities. He reviewed two other policy initiatives.

- **Safe Systems Approach –** This is the latest thinking about approaching safety systemically, recognizing that humans are error prone and they are vulnerable, whether in a vehicle or on foot or bike. The WSDOT approach is in line with federal policy direction, and many local agencies are already incorporating safe systems thinking. Useful measures include speed reduction, removing conflicts, and designing for all modes of travel. This relates to the next policy directive.

- **Complete Streets –** Mr. Roark reviewed 2022 legislation directing WSDOT to incorporate Complete Streets design elements into any of its projects that cost $500,000 or more. This is almost all of them. The legislature did not provide funding to do this. He has a team doing pre-design for upcoming projects to estimate what Complete Streets treatments might be warranted. They are then assessing the overall need against available resources to determine which ones can proceed and which to defer. The agency is weighing difficult trade-offs given the funding deficits already existing in the preservation program. There are 52 preservation projects across the region that trigger Complete Streets requirements. Since WSDOT received no additional funding, addressing Complete Street retrofits means completing fewer preservation projects which will drive the region's preservation deficit even higher.

Mr. Roark explained the alignment between safety, preservation, and Complete Streets in the agency's thinking. He used the pre-design for two segments on US 101 scheduled for repaving to help illustrate how the policy directives play out in project delivery, showing the range of treatments WSDOT is considering, and which elements of the full design would have to be deferred for lack of funding. He added that WSDOT will reach out to the community in March to talk through those options and be sure the proposed design meets community needs.

He then reviewed other big projects of interest to PRTPO that are working their way through the pipeline.

- **Gorst / SR 3 –** The Planning and Environmental Linkage (PEL) process is just getting underway. This is a part of the NEPA process and will probably take about two years to complete.

- **SR 3 Freight Corridor –** A recent open house presented to the public results of the environmental assessment of design alternatives. Construction is expected to start in early 2026. The project will divert about 25% of today's traffic out of downtown Belfair, which the community is excited about.

- **SR 112 Preservation and Maintenance –** SR 112 is arguably the state highway in the region with the highest need. It is very slide prone. The $9.7 million the legislature appropriated for repair is not much. WSDOT will work with the Makah Tribe to identify some paving priorities on the west end and use the rest of the funds for roadside safety features and signage, and some non-fish bearing culvert repairs.

- **US 101 / Simdars Rd Bypass –** WSDOT is talking with the County and Sequim now, ahead of upcoming design work. The safety benefits of this project are significant. It will eliminate difficult intersections and provide relief for through traffic on US 101 as well as traffic on local streets.

- **Paradise Bay / Shine Road / SR 104 Roundabouts –** Construction for both of these important roundabouts on the west end of the Hood Canal Bridge is scheduled for this summer.

Mr. Roark concluded, noting that while the number of projects may be similar to 2023, they are not likely to be quite as disruptive to area traffic.

Members expressed appreciation for Mr. Roark's briefing and the on-going collaboration with WSDOT on various projects. Mr. Allen commended the deployment of roundabouts at busy intersections and suggested a similar treatment at SR 3 and Mason Lake Road. Mr. Roark noted that SR 3 at Pickering is their next planned retrofit. They will look at Mason Lake Road too.

Ms. Dean recognized Mr. Roark for all the coordination and rescheduling they did in 2023 to minimize impacts of the Hood Canal project on local communities. She inquired about the design and operations of roundabouts in urban settings, noting some confusion people are having with new roundabouts in Port Townsend where there

are lots of pedestrians and cyclists. Mr. Roark explained some of the tradeoffs to roundabouts and the need to educate drivers and pedestrians alike about how to use them. In the end, though, they are safer than traditional stop- or signal-controlled intersections for all travelers. The recently installed Kearny roundabout still has a few signs and design features to be installed, which may help address some of the confusion.

Ms. Clark-Getzin spoke about the state approach to Complete Streets, and important factors to consider now when doing a preservation project. She and Mr. Roark discussed trade-offs his agency faces when trying to decide what elements get funded and which ones deferred. They also discussed the considerations that go into determining whether a single-lane or double-lane roundabout is warranted when designing a project. In response to questions from Mr. Allen about the roundabouts, Mr. Roark explained that on US 101 the safety issues are typically attributed to the side streets and not US 101 itself. Roundabouts slow the traffic speed on US 101 and create gaps for traffic to safely turn on or off those side streets.

Mr. French explained that coordination with local plans is important when determining where to plan for growth. Accommodating growth within established urban growth areas is good, but accommodating it outside of those areas is not. It is important that planning for growth is consistent with adopted land use plans. He appreciated Mr. Roark's efforts to adhere to an ambitious delivery schedule and minimize impacts on local communities.

Mr. Schromen-Wawrin noted that the public is not always as enthusiastic about roundabouts as is the PRTPO Board. He and Mr. Roark discussed the value of coordinating efforts to broaden education and outreach activities so that there is less fear and uncertainty about roundabouts.

Ms. Fantroy-Johnson added that some part of the public mistrust and concern can be due to simply not knowing what is going on and where to get information on the project delivery process. She spoke of a roundabout project on Bainbridge Island near her home and the construction impacts her neighbors have endured without understanding how long it will last or what happens next. Better communication with residents in the immediate area of project construction could help allay some concerns. Mr. Roark acknowledged that noise and vibration are unavoidable but better communications can increase understanding of what is going on.

Mr. Roark responded to a question about the need for a roundabout at the east end of the Hood Canal Bridge. He agreed that replacing the signalized intersection with a roundabout would be a much more efficient design. There is no funding for that at this point, but it could do more than anything else to improve operations on the east end.

Recruitment for PRTPO Coordinator Position

Chair Ashby reminded the Board that Kitsap Transit is the designated Lead Planning Agency for PRTPO. Kitsap Transit hired 3P Transportation Services, Ms. Black's business, to deliver PRTPO's work program. Ms. Black was contracted by Kitsap Transit for this purpose. She is under contract to Kitsap Transit, not to PRTPO.

Mr. Coviello explained that in August 2019 Kitsap Transit recruited for a PRTPO Coordinator and contracted with Ms. Black. She had a two-year contract with three one-year extensions. The final extension will expire in August.

Kitsap Transit will conduct another recruitment process for PRTPO Coordinator and invites interested Board members to participate on the recruitment subcommittee. The expectation is that the process will be conducted in the April-May time period so that the Board can consider a recommendation when it meets in June. The subcommittee will provide input to Kitsap Transit on the RFP and selection process.

Chair Ashby informed members that in 2019, the Executive Committee participated in the interview process and submitted their evaluation forms to Kitsap Transit. She asked for volunteers to participate in this recruitment process. Marty Allen, Kate Dean, and Wendy Clark-Getzin volunteered to help.

RTPO Base Program Funding Strategy

Chair Ashby provided background on the state revenue source PRTPO depends on, noting it has not increased much since 2004 despite inflation and growing RTPO responsibilities. A statewide coordination effort among RTPOs is underway to get legislative support for an increase in the base funding that supports regional transportation planning. In December the Board approved a letter of support for this effort. In February the Executive Committee discussed it further and agreed this is a topic the Board needs to understand and develop a position on, ahead of the next legislative session.

Ms. Black explained that RTPOs were created as a part of the Growth Management Act, funded with state revenue from the legislature. That revenue has not increased much since 1992 and today it covers 17 RTPOs, not 15. In that same time the responsibilities and expectations of RTPOs have increased. WSDOT and other organizations encourage RTPO participation on planning efforts to ensure regional interests are represented, but that takes resources. Every RTPO in the state is either subsidizing their RTPO planning funds or cutting their programs or both. That is why RTPOs are working together to get legislative support for an increase in base funding.

An effort was launched late in 2024. While unsuccessful, it pointed out the importance of laying groundwork ahead of a request in 2025. The Executive Committee began discussing what this means for PRTPO and what an adequate base work program might entail. They realized this is something for a small work group to dig into and report back to the Board with a better understanding of the issue and what PRTPO's "ask" and role should be.

Mr. Schromen-Wawrin explained his interest in forming a small work group to develop a strategy for getting a more adequate level of funding. He described the challenge of being an effective regional partner and advocate without the resources to do that, a classic issue in rural areas. This work group will help scope what PRTPO's ask should be and the role PRTPO should play in this effort. Any work needs to happen before the next session. He encouraged members to think about how to engage allies like statewide associations, too, to get their support.

Chair Ashby noted the Board has always operated within the budget it has. It has never talked about what it would like to do and how much that would cost. This could be an opportunity to talk about what the Board would do beyond the bare minimum if it had the resources.

Ms. Dean noted the potential convergence of huge transportation issues next session and wondered if that is a factor in this effort. Mr. Schromen-Wawrin agreed that nothing is certain going into the next session with the potential repeal of the Climate Commitment Act before the voters. But it is important enough that PRTPO should try to make its case and then see what happens in November. They discussed the potential consequences and uncertainties facing the transportation budget.

Mr. Anderson suggested it might make sense for all the rural RTPOs to get together and jointly pursue their interests. Chair Ashby described the statewide network of RTPO staff that coordinates and shares information between them, adding that Ms. Black chairs the rural RTPO group.

Chair Ashby identified volunteers to meet with Mr. Schromen-Wawrin and report back to the Board on a strategy going forward. This included Ms. Dean, Ms. Rolfes, Mr. Neatherlin, and Mr. Anderson.

RTP: Board Direction on Tough Topics for a Deeper Dive

Ms. Black reminded the Board of the discussion in December about tough topics they have identified over the last few years in the annual *Transportation Outlooks* and other discussions. Tough topics are gnarly and bigger than any one member. They are also important to the region and PRTPO's members. Board members had been asked to respond to a poll to indicate which topics merited a closer look as a part this RTP update process. Results of the Board poll were discussed with the TAC and with some refinements, six key topics were identified for consideration by the Board. A couple other high priority topics were recommended for "stay the course," with continued PRTPO work.

In reviewing the six topics for follow-up, she explained the "deep dives" envisioned will naturally be constrained by budget and time. Even with those constraints, the Board and TAC can get meaningful insights needed to identify some logical "next steps" to call out in the Regional Transportation Plan. She described some of the ways in which PRTPO is already acting as a catalyst on federal funding issues and EV readiness. This process will identify other areas where PRTPO and its partners can advance priority concerns.

Mr. Anderson commented on the inclusion of the ferry system on the list, adding that Representative Nance has been very active on this issue. It could be useful to leverage that interest and join voices.

Mr. Schromen-Wawrin observed that the list does not include land use recommendations. He noted the earlier discussion between Mr. French and Mr. Roark about accommodating growth where it is planned, and not encouraging it elsewhere. Land use is connected to many of the issues the region faces.

Mr. Stern recognized the role of broadband in connecting communities. He and Chair Ashby discussed the importance of PRTPO continuing to advocate for broadband access, even while looking in depth at some new areas.

Ms. Black reported she will return in April with a suggested strategy for approaching each of the top topics.

Guidance on SFY 2025 UPWP Amendment

Ms. Black provided an overview of the two-year Unified Planning Work Program that PRTPO adopted in June 2023. She explained that the UPWP is reviewed and amended midway through the biennium to recalibrate the budget and incorporate any updated guidance from WSDOT. This year's amendment will be minor, with all of PRTPO's focus directed on the RTP update. WSDOT Headquarters identified some extra activities they would like RTPOs to do but they had no additional funding for that work, and PRTPO has no capacity to pick up additional work.

In April she will provide a draft amendment package to the Board for review, and WSDOT will meet with PRTPO leadership to review the draft package before it comes back to the Board for adoption in June.

Election of Officers for 2024-2025 Term

Chair Ashby reviewed the process outlined in PRTPO's bylaws for election of officers. She presented a slate of candidates to the Board in December. That slate included Lindsey Schromen-Wawrin as Chair, Ben Thomas as Vice-Chair, and Ted Jackson as Secretary. Since that time, Mr. Jackson resigned from the Port of Allyn, leaving that position vacant.

She advised she had spoken with Mr. Anderson about serving as Secretary and he had responded affirmatively that he would be willing to serve, if nominated.

> **ACTION: Mr. Neatherlin moved and Mr. Taylor seconded to elect the following slate of officers to serve PRTPO for the 2024-2025 term:**
>
> - **Chair - Lindsey Schromen-Wawrin, Port Angeles**
> - **Vice-Chair - Ben Thomas, Port Townsend**
> - **Secretary - Gary Anderson, Port of Bremerton**
>
> **The motion passed unanimously.**

Public Comments

Nick Dostie introduced himself to the Board. Mr. Dostie is the new City Engineer for Sequim and will be an alternate for Rachel Anderson. He is replacing David Garlington as Sequim's City Engineer. Mr. Dostie spoke in favor of efforts to defederalize small local projects and the benefits to Sequim, Clallam County, and other small local agencies. He offered his support going forward on this issue.

Member Updates

Mr. Schromen-Wawrin recognized Chair Ashby for her leadership and foresight in setting up the new PRTPO organizational structure, and the direction she established for the regional planning program. She spoke of the transition PRTPO went through and her interest in seeing completion of the RTP update before she retires from the Board. She recognized members for their hard work in getting PRTPO to this point.

Ms. Rolfes updated the Board on her recent efforts to improve Hood Canal Bridge operations. She is working with Navy staff to minimize impacts over the Memorial Day weekend associated with bridge openings. She is also working to minimize impacts on traffic during construction of the two west-end roundabouts this summer and the resulting back-ups on SR 3 for westbound traffic. There is time now for some proactive measures. Chair Ashby acknowledged her work on this issue over the years, noting this is an area where collectively the PRTPO Board can perhaps move the needle a bit.

Mr. Allen reflected on the changes he has seen come about as a result of increased regional coordination. He called out the ability to travel by bus efficiently around the region as an example of good outcomes from regional collaboration.

Adjourn

There being no other business, Chair Ashby adjourned the meeting at 11:55.

DRAFT

ACTION ITEM

To: Executive Board
From: Thera Black, PRTPO Coordinator
Date: April 12, 2024
Subject: **Award of Transportation Alternatives Funding to Four Projects**

REQUESTED ACTION:
Fully fund the four projects presented for Transportation Alternatives funding from Jefferson County, Port Townsend, Port Angeles, and the Jamestown S'Klallam Tribe with Clallam County.

Background
In December PRTPO launched a call for Transportation Alternatives (TA) projects. PRPTO will award federal funding for fiscal years 2024-2028, estimated to be $2,125,000. PRTPO received four projects for consideration.

- **SR 19 Rhody Drive Ped-Bike Improvements – North Segment** ***Jefferson County***
  Requests $461,135 in TA funding for obligation in FFY 2026
  The proposed work consists of constructing approximately 1021' of multi-use path for bicycles and pedestrians within the easterly side of the SR 19 right of way and approximately 550' of multi-use path within an undeveloped area of Jefferson County's H.J. Carroll Park.

- **Multi-modal Arterial Street Cohesive Investment Strategy** ***Port Townsend***
  Requests $180,000 in TA funding for obligation in FFY 2024
  The City of Port Townsend proposes evaluating fifteen key arterial streets to identify the appropriate non-motorized facilities and limits of improvements needed to facilitate a cohesive non-motorized network. This evaluation will be vetted through extensive public outreach and coupled with the City's Non-motorized Transportation Plan update to prepare for future grant applications as well as set developer requirements. This study will facilitate success in securing grant funds with refined estimates and schematic drawings for each arterial street evaluated.

- **Race Street Complete Street Phase 2 Construction** ***Port Angeles***
  Requests $500,000 in TA funding for obligation in FFY 2027
  The Race Street Complete Street project reconstructs 1.15 miles of Race Street, an arterial used to access Olympic National Park and Hurricane Ridge Visitor Centers. The design includes a 12-foot shared use recreational path buffered by landscaping and street trees, stormwater retention features to the west, and an expansion of pedestrian safety measures and sidewalk on the east. Benefits from the project include transportation equity and safety for pedestrians, bicyclists, transit users, and personal vehicles. The design is also meant to provide safety and equity for all ages traveling to and from the Visitor Center, a Boys and Girls Club, Library, Fine Arts Center, two elementary schools.
- **Carlsborg Crossing – Olympic Discovery Trail** ***Jamestown S'Klallam Tribe w/Clallam County***
  Requests $901,276 in TA funding for obligation in FFY 2025
  Construct a safe road crossing and new ODT asphalt alignment through the Carlsborg Industrial Park with complimentary gravel buffers, landscaping, fencing, low-scale lighting, and ADA trailhead parking. These improvements will follow MUTCD, FHWA proven countermeasures, and AASHTO standards for a multi-use regional trail. Vehicle-bike and bike-bike conflicts will be reduced.

The five-page application for each project is attached to this memo. The complete packages with supporting attachments are **posted online here** on the Transportation Alternatives page on PRTPO's website. There you can also find the **Summary of Equity Factors – Information by Location Proximity Maps** which convey select population characteristics of the Census tract(s) each project is located in. Equity factors presented include percent of population living in poverty, and percent of households with characteristics that indicate greater degrees of mobility insecurity (65+, <18, single parent, disability). Transportation Alternatives funds the kinds of projects that can make travel safer and more convenient for people who do not or cannot drive due to age, income, or disability.

Full Funding Feasibility

Going into this process last fall, we estimated the total revenue available for FFY 2024-2028 to be $2,016,000 based on preliminary allocations from Local Programs at that time. The total funding request exceeded this by just $26,411, or 1.3% of the estimated total. My advice to the TAC during its evaluation in March was that PRTPO can afford to fund all four projects if each merits an award, since the fall 2023 estimate was relatively conservative and actual funding is likely to be higher than that.

On Friday, April 5th, PRTPO received its final funding allocations from Local Programs, and they did come in higher than originally estimated last year. PRTPO has $2,125,000 to award for this time period, slightly more than it received in funding requests. If the Executive Board so desires, all four projects can be fully funded.

TAC Review and Recommendation

In March the Technical Advisory Committee evaluated the proposals and asked questions of each sponsor. Members applied their subject matter expertise and local knowledge to talk through each proposal and clarify any outstanding questions about what each project would entail, coordination with other efforts, status of permits and approvals, details of the funding package, characteristics of the areas being served, and other aspects of the proposals. The aim of the evaluation was to ensure that every project is feasible as presented, that the schedule proposed is reasonable given the current status of the project, that it has value and meets a recognized need, and that it is a worthwhile project to fund.

Since PRTPO has the capacity to fund all four projects as presented, the TAC did not prioritize or rank the projects as would be necessary if available funds were significantly less than requested and projects had to be reduced or get no funds. TAC members had a robust and collegial discussion. Strong support was expressed for all four projects.

The TAC recommends the Board fully fund all four Transportation Alternatives projects as presented.

Next Steps

Upon approval of funding by the Board, PRTPO staff will work with TA recipients to ensure necessary updates are made to the STIP and the regional TIP so that projects can proceed expeditiously.

In accordance with its bylaws, the Board may defer action until June if members would like a second meeting to consider the funding decision before taking action.

Attachments:

SR 19 Rhody Drive Ped-Bike Improvements – Jefferson County application

Multi-modal Arterial Street Cohesive Investment Strategy – Port Townsend application

Race Street Complete Street Phase 2 Construction – Port Angeles application

Carlsborg Crossing-Olympic Discovery Trail – Jamestown S'Klallam Tribe application

For More Information:
Thera Black | 360.878.0353 | TheraB@PeninsulaRTPO.org

PRTPO 2024 Call for Projects

TRANSPORTATION ALTERNATIVES (TA) APPLICATION

Project Title: SR 19 Rhody Drive Ped-Bike Improvements - North Segment

Project Sponsor: Jefferson County Public Works

Contact Person: John Wayand *Title:* Project Manager

Phone Number: (360) 385-9377 *Email Address:* jwayand@co.jefferson.wa.us

Project Co-Sponsor: *(if applicable)*

Contact Person: *Email:*

1. PROJECT SUMMARY

Transportation Alternatives Project Type – Primary and Secondary Functions:

*Select one box in **Column 1** that best reflects the **primary project type.***

*Select all boxes from **Column 2** reflecting **other TA elements** of the project.*

See Appendix A of the Application Guide for description of eligible project types.

	1	2
A. Provision of facilities for pedestrians and/or bicycles.	○	☐
B. Infrastructure projects that support safe routes for non-drivers	○	☑
C. Conversion and use of rail corridors for non-motorized travel	○	☐
D. Construction of turnouts, overlooks, and viewing areas	○	☐
E. Community improvement activities (explain details later)	○	☐
F. Mitigation to address stormwater, wildlife mortality, or habitat connectivity	○	☑
G. Recreational Trails Program defined under 23 USC 206 of Title 23	○	☐
H. Safe Routes to School infrastructure project	○	☑
I. Safe Routes to School non-infrastructure project	○	☐
J. Creation of boulevards within ROW of divided highway	○	☐
K. Installation of electric vehicle charging infrastructure (incl. bikes)	○	☐
L. Measures to protect transportation facilities from cyber threat	○	☐
M. Projects to increase tourism	○	☐
N. Wildlife collisions mitigation	○	☐
O. Resiliency improvements	○	☐
P. Vulnerable road user safety assessment as defined in 23 USC 148(a)	○	☐

Summary Description: *Provide a short blurb about the proposal and what it will accomplish. This will be used in future summaries of the project and process. Detailed description is provided later.*

The proposed work consists of constructing approx. 1021' of multi-use path for bicycles and pedestrians within the easterly side of the SR 19 right of way and approx. 550' of multi-use path within an undeveloped area of Jefferson County's H.J. Carroll Park.

Summary Financial Information: *Detailed financial information is found in Section 3.*

Total Project Cost	$ 461,135		
TA Funds Requested	$ 461,135	Is this project scalable?	Yes
Matching Funds	$ 0		
Effective Local Match	0.0%	Obligation Year (FFY 2024, 25, 26, 27, or 28)	2026

2. DETAILED PROJECT DESCRIPTION

Project Location: *Complete for appropriate project type. Attach an 8 ½ x 11 map depicting the project location and vicinity.*

Infrastructure Projects

Facility and termini: SR 19 M.P. 9.60 to SR 19 M.P. 9.88

Total length: 0.29 miles

Non-Infrastructure Projects *(e.g. Safe Routes to School, safety assessments, etc)*

Location / Extent of Project:

Project Duration *(if applicable)*:

Is this project located in a rural county in the Peninsula Region?	Yes
Provide the geographic coordinates for the project *See page 6 of the Application Guide for assistance.*	N48.014167, W122.776667
Is this project located in a Census urbanized area? *See maps in the Application Guide for assistance.*	No

Project Narrative: *Briefly describe the proposal, the need it addresses, and anticipated benefits it is expected to provide. If appropriate, describe the role of project co-sponsors or other partners or community involvement. Provide sufficient detail to ensure compliance with project eligibility requirements specified in 23 USC 133(h)(3), found in Appendix A of the Application Guide.*

This project will provide a needed safe route for pedestrians / students / bicyclists by connecting a previous Jefferson County/WSDOT Safe Route to Schools project near the Chimacum Schools campus in Chimacum, WA. to Jefferson County's H.J. Carroll Park. This multi-use path will connect to the existing H.J. Carroll Park perimeter trail, to the Rick Tollefson Memorial Trail, and to the Port Hadlock commercial & residential areas.

This project includes designing and constructing an A.D.A. compliant multi-use path for bicycles and pedestrians on the northbound side of State Route 19 within the SR 19 right of way and H.J. Carroll Park. This project will reduce the existing north-bound lane of SR 19 from 12' wide to 11'wide, reduce the existing north-bound shoulder of SR 19 from 8' wide to 4' wide, construct a 5' wide stormwater bioretention swale, construct an 8' wide paved multi-use path with a 2' wide right shoulder along SR 19, and construct an 8' wide compacted gravel multi-use path and 2' wide shoulders within H.J. Carroll Park. The project also includes construction of a raised crosswalk across H.J. Carroll Park Road, and re-striping of H.J Carroll Park Road to a narrower 11' wide lane configuration, for traffic calming purposes.

This project will provide stormwater management and water pollution prevention by constructing a stormwater bioretention swale adjacent to SR 19. NEPA CE documentation has been submitted to WSDOT Local Programs for approval.

This project has completed design review by the WSDOT Development Services Dept. A public meeting that presented the project to the public was held in August 2023. This project is fully supported by the Chimacum School District.

A PRTPO awarded Transportation Alternatives (TA) program grant for $262,000 was received for the Preliminary Engineering (PE) phase for the combined North Segment and South Segment projects in June 2020. Subsequent WSDOT Local Programs Fund Authorization allocated $127,060 ($109,907 - 86.5%) for the North Segment (TAP-0019(007)) and $175,830 ($152,093 - $86.5%) for the South Segment (TAP-0019(008)). The local match of 13.5% is provided by the Jefferson County Road Fund. Right of Way phase expenses ($40,094 Est.) for acquisition of Temporary Construction Easements only, will be covered by the Jefferson County Road Fund. Follow-on construction (CN) phase funding is now being sought from the TA program so the project can be obligated by August 2026 (latest) and proceed as planned with construction scheduled for 2026/2027.

Evidence of Project Standing: *Identify public plan(s), program(s), or process(es) from which this project was drawn. Examples include the RTP or the Human Services Transportation Plan, a TIP or CFP, a sub-area or corridor plan, a Transit Development Plan, or any other plan or program developed with public input or review opportunities.*

This project is number 8 in the Jefferson County 2024 - 2029 Transportation Improvement Plan. This project is included in the Washington State 2024 - 2027 S.T.I.P.

This project is included in the "Tri-Area Active Transportation Network" listed in the Jefferson County Parks, Recreation, Trails, & Open Space Comprehensive Plan adopted Jefferson County on October 10, 2022.

Jefferson County presented this project to the public and provided opportunity for public review and input during a public meeting held on August 23, 2023 in the project-adjacent Tri-Area Community Center.

Support for Regional Transportation Plan: *Briefly explain how project supports the RTP policy intent.*

This project will complete a missing link in the Tri-Area Active Transportation Network by providing non-motorized facilities connecting the existing SRTS project near the Chimacum Schools campus to H.J. Carroll Park and the existing Rick Tollefson Memorial Trail, Phase I. Additionally, this project will connect to Jefferson County's SR 19 Rhody Drive Ped-Bike Improvements - South Segment project (in design phase), to the proposed Rick Tollefson Memorial Trail, Phase II, to the Port Hadlock commercial & residential areas, and to State Route 116.

This project will provide components of the PRTPO's "Peninsula Regional Non-Motorized Connectivity Study, January 2019, Section 5.2.4 Jefferson County" by completing a portion of the gap between the SR 20 and SR 19 corridors. This project will also increase safe access to three Jefferson Transit bus stops (and a potential fourth bus stop), which serve connections to Port Townsend, the Tri-Area, and the Kingston Ferry.

Mobility Benefits in High-Need Areas: *Briefly explain what impacts, if any, your project will have on at-risk populations in this vicinity. This includes low-income residents, those who are transit-dependent, and other households with a high degree of mobility insecurity. Equity analysis maps in the Appendix illustrate statewide ranking by census tract for priority Social Vulnerability characteristics associated with mobility insecurity. Applicants may provide a finer grain assessment of nearby conditions that are not evident at the census tract level.*

The at-risk populations index rankings based on Attachment B for this project area are:
Household Composition & Disability: Index ranking 6
Percentage of Population Living in Poverty: Index ranking 6

This project will benefit the rural residents, low-income, elderly, youth, students, and transit-dependent population by providing safe non-motorized A.D.A. compliant pedestrian-bicycle facilities. This project will provide needed non-motorized facilities linking the Chimacum commercial district, the Chimacum School campus, Olympic Community Action Programs (OlyCAP - located in the adjacent Tri-Area Community Center), the Chimacum Grange #681, several Jefferson Transit bus stops, H.J. Carroll Park, the Rick Tollefson Memorial Trail, the Port Hadlock commercial & residential areas, and State Route 116.

This project increases safe and comfortable access to the Jefferson Transit bus stops which provide access to their #6A and #6B Tri Area Loops, #1 Brinnon / Quilcene / Tri Area Route, #7 Poulsbo / Port Ludlow Tri Area Route, and the #14 Kingston Express which connects to the Kingston Ferry.

Jefferson Transit is providing high quality, much needed transit services for this area and has eliminated fares for all of these transit routes in order to provide more equity for the mobility-insecure population. This project bolsters and facilitates their efforts to provide high-quality equitable transit services for the public.

3. DETAILED FINANCIAL INFORMATION

Project Costs & Revenues: *Provide financial information only for the project phase directly associated with this funding request. Do not include costs or revenues from prior or future work.*

Project Funding	TA Grant Request	Local/Tribal Revenue	State Revenue	Federal Revenue	Total
	$ 461,135	$ 0	$ 0		$ 461,135

TA Matching Funds: *A match is not required but an applicant may choose to provide additional funds, either to complete the funding package for a larger project or to demonstrate local commitment and priority. Note that while they can be used to augment project funding, most federal funds are restricted in their use as eligible match for Transportation Alternatives grants.*

Total Project Funding $ 461,135

Eligible Match $ 0 Effective Match Rate: 0.0%

Source and Availability of Other Project Funds *If match includes revenues from a project partner, please provide a letter of funding commitment from that organization.*

Revenue Source	Amount	Funding Status	
Local/Tribal	$ 0	Unsecured	
State	$ 0	Unsecured	
Federal, other	$ 0	Unsecured	

If there are any constraints or special considerations about the matching funds or project revenue, please explain:

Jefferson County is seeking Construction (CN) phase funding for this project and is requesting a 0% Local match rate. We have indicated that this project is scalable - meaning that if a 0% Local match rate (100% TA) is not available, Jefferson County would accept up to a 13.5% Local match rate (86.5% TA) if necessary.

Year of Obligation Commitment: *Applicant commits to obligating the project by August 1 of indicated year.*

This project will obligate no later than August 1 of 2026

Note: any project applicant failing to meet the Obligation Deadline committed to above risks having awarded funds transferred to another regional project that is ready to proceed, delaying or possibly jeopardizing project funds. Applicants should present realistic obligation timeframes in this proposal and keep PRTPO apprised of any unexpected issues that may cause future schedule delays.

Project Scalability: *This refers to the ability of the applicant to accept partial funding and still complete functional segments or elements of this project as described.*

Is this project scalable? Yes

If yes, explain how it can be scaled and what would be delivered instead.

If partial TA funding (down to 86.5%) is provided, Jefferson County would complete the full scope of the project, depending on securing the remaining (up to 13.5%) Local share authorization form the Jefferson County Board of County Commissioners.

If yes, what is a lower amount of TA funds that would still be useful? $ 398,882

4. PROJECT DELIVERY INFORMATION for INFRASTRUCTURE

a. Is preliminary engineering and design complete? Yes
(Plans, Specifications, and Estimate to be prepared)

b. Does this project require right-of-way acquisition? Yes
(Temporary Construction Easements only)

c. Does this project require an environmental approval? Yes

If yes, what type of approval will be required? NEPA CE

This section is just for infrastructure projects. Non-infrastructure projects skip this section.

5. CERTIFICATION ACCEPTANCE (CA) STATUS

All projects must have a designated CA representative who will oversee project delivery. This is a federal requirement over which PRTPO has no control. An agency without CA status itself must secure approval from an agency that does have CA status to administer the project. See page 3 in the Application Guide for information on how to obtain a CA administrator. ***Non-CA applicants must include a letter or email confirmation from their CA administrator.***

CA Agency: Jefferson County

CA Agency Representative: Monte Reinders, P.E., Public Works Director/County Engineer

6. APPLICATION AUTHORIZATION AND APPROVAL

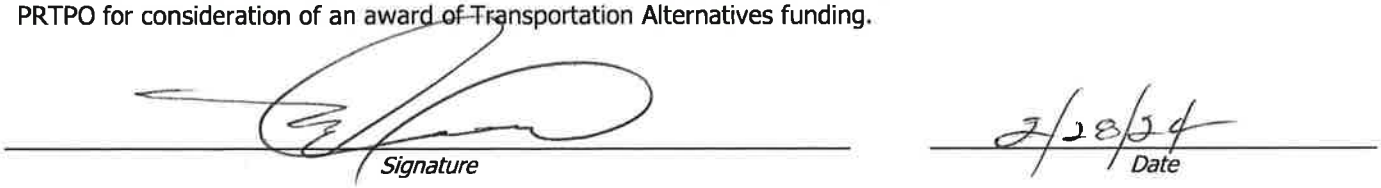
To be completed and approved by the representative authorized to bind the funding application.

This proposal accurately represents a high priority project that is consistent with and supports the PRTPO Regional Transportation Plan. The project is derived from a prior local or regional plan or process in which the public was invited to participate.

Costs reflect the most current planning level estimates of what is needed to accomplish the work described. The project as described is financially feasible. Match revenue as described will be committed to the project if it is awarded TA funds. The obligation commitment reflects a realistic schedule that we will adhere to. I am aware that failure to meet the obligation deadline may result in funds being reprogrammed to a different project, possibly resulting in delays or a loss of funding to this project.

I realize the use of federal funds entails administrative and project compliance requirements over which PRTPO has no control. The costs and schedule for this proposal were developed with this awareness of federal requirements and are deemed to be feasible in light of those requirements. PRTPO is not responsible for cost overruns or delays that may be attributed to the use of federal funds.

This project has the full support of the governing / leadership body of this organization. I approve its submittal to PRTPO for consideration of an award of Transportation Alternatives funding.



Signature

2/28/24
Date

Monte Reinders, P.E., Public Works Director/Cou

Name, Title

Please email completed application packets to Thera Black at TheraB@PeninsulaRTPO.org
Applications are due by 5:00 pm on Monday, March 4, 2024.

PRTPO 2024 Call for Projects

TRANSPORTATION ALTERNATIVES (TA) APPLICATION

Project Title: Multi-modal Arterial Street Cohesive Investment Strategy

Project Sponsor: City of Port Townsend

Contact Person: Steve King *Title:* Public Works Director

Phone Number: (360) 531-1631 *Email Address:* sking@cityofpt.us

Project Co-Sponsor: *(if applicable)*

Contact Person: *Email:*

1. PROJECT SUMMARY

Transportation Alternatives Project Type – Primary and Secondary Functions:

*Select one box in **Column 1** that best reflects the **primary project type.***

*Select all boxes from **Column 2** reflecting **other TA elements** of the project.*

See Appendix A of the Application Guide for description of eligible project types.

	1	2
A. Provision of facilities for pedestrians and/or bicycles.	○	☑
B. Infrastructure projects that support safe routes for non-drivers	●	☐
C. Conversion and use of rail corridors for non-motorized travel	○	☐
D. Construction of turnouts, overlooks, and viewing areas	○	☐
E. Community improvement activities (explain details later)	○	☑
F. Mitigation to address stormwater, wildlife mortality, or habitat connectivity	○	☑
G. Recreational Trails Program defined under 23 USC 206 of Title 23	○	☐
H. Safe Routes to School infrastructure project	○	☑
I. Safe Routes to School non-infrastructure project	○	☐
J. Creation of boulevards within ROW of divided highway	○	☐
K. Installation of electric vehicle charging infrastructure (incl. bikes)	○	☐
L. Measures to protect transportation facilities from cyber threat	○	☐
M. Projects to increase tourism	○	☑
N. Wildlife collisions mitigation	○	☐
O. Resiliency improvements	○	☑
P. Vulnerable road user safety assessment as defined in 23 USC 148(a)	○	☑

Summary Description: *Provide a short blurb about the proposal and what it will accomplish. This will be used in future summaries of the project and process. Detailed description is provided later.*

The City of Port Townsend proposes evaluating fifteen key arterial streets to identify the appropriate non-motorized facilities and limits of improvements needed to facilitate a cohesive non-motorized network. This evaluation will be vetted through extensive public outreach and coupled with the City's Non-motorized Transportation Plan update to prepare for future grant applications as well as sets developer requirements. This study will facilitate success in securing grant funds with refined estimates and schematic drawings for each arterial street evaluated.

Summary Financial Information: *Detailed financial information is found in Section 3.*

Total Project Cost	$ 180,000		
TA Funds Requested	$ 180,000	Is this project scalable?	No
Matching Funds	$ 0		
Effective Local Match	0.0%	Obligation Year (FFY 2024, 25, 26, 27, or 28)	2024

2. DETAILED PROJECT DESCRIPTION

Project Location: *Complete for appropriate project type. Attach an 8 ½ x 11 map depicting the project location and vicinity.*

Infrastructure Projects

Facility and termini: Study limits will include the Census designated urban area.

Total length: N/A

Non-Infrastructure Projects *(e.g. Safe Routes to School, safety assessments, etc)*

Location / Extent of Project: Citywide

Project Duration *(if applicable)*: 1 year

Is this project located in a rural county in the Peninsula Region? Yes

Provide the geographic coordinates for the project
See page 6 of the Application Guide for assistance. City of Port Townsend - City wide

Is this project located in a Census urbanized area?
See maps in the Application Guide for assistance. Yes / No

Project Narrative: *Briefly describe the proposal, the need it addresses, and anticipated benefits it is expected to provide. If appropriate, describe the role of project co-sponsors or other partners or community involvement. Provide sufficient detail to ensure compliance with project eligibility requirements specified in 23 USC 133(h)(3), found in Appendix A of the Application Guide.*

Fifteen streets have been identified that make up the key routes of the City's network. These streets are currently deficient at various levels. Many streets are missing bike facilities, have sidewalk gaps, and are more rural nature. Clarity on what the ultimate street section and type of non-motorized facility will be a huge step forward for realizing enhanced outcomes for the community. See attached map of the City identifying Streets to be evaluated. The current very high level estimate for the City's STIP is approximately $120 million which is based on a guess of the facilities needed. Most of the time after a project is funded, the public process and a refined needs assessment results in improvements that may not be cohesive within the entire network. This can also result in differing outcomes than committed to in a grant agreement. This cart before the horse process needs to be reversed such that the cohesive plan and improvements are well understood before grant applications are submitted. In addition, as development occurs, many times half-street improvements do not fit the ultimate street form and function resulting in wasted investments. A cohesive plan ensures incremental improvements make sense and work together. This plan will develop a cohesive strategy that is fundable and balances unique features of each street such as right of way, topography, existing improvements, land-use, etc.

This study proposal will set forth public process and identify the appropriate street section for each unique classified arterial street especially from a non-motorized facility standpoint. For example, questions always arise around bike lanes, cycle tracks, shared use paths, sidewalks, etc. Developing a cohesive multimodal street study will refine these options for each street and result in a schematic layout as well as a grant level estimates.

The outcomes desired for this project are as follows: 1) A cohesive plan for non-motorized improvements on arterial streets fitting with the overall context of the City's non-motorized plan; 2) Engagement of the public will create better outcomes prior to submittal of grant applications. This will better and safer street improvement outcomes focusing on connection of non-motorized facilities and continuous routes to key locations throughout the City. This outcome also helps predictability and certainty of what will be built; 3) Produce grant level estimates for each street to facilitate grant applications in the future; 4) Provide clarity for half street improvements required of developers as well as a basis for fee in lieu or impact fee programs.

Finally, staff is currently updating the City's Non-Motorized Plan with a Climate resiliency grant as part of the 2025 Periodic Comprehensive Plan update. This study will support implementation of Non-motorized improvements for each street in balance with other Comprehensive Plan goals.

Evidence of Project Standing: *Identify public plan(s), program(s), or process(es) from which this project was drawn. Examples include the RTP or the Human Services Transportation Plan, a TIP or CFP, a sub-area or corridor plan, a Transit Development Plan, or any other plan or program developed with public input or review opportunities.*

Most of these fifteen streets are included in the 1997 Non-notorized plan which is currently under review. Most recently, the City finished a Comprehensive Streets Program to prioritize investments from the recently passed Transportation Benefit District (TBD). Pavement rehabilitation/preservation and furthering a walkable and bike-able community were clearly identified priorities. This study will help leverage grant investments as the City works on betterment of the street system using limited TBD resources. Additionally, the City recently adopted an ADA Transition plan that calls for developing an accessible routes plan for which this study will address. Finally, the streets to be evaluated are included in the City's STIP and Capital Facilities Plan.

Support for Regional Transportation Plan: *Briefly explain how project supports the RTP policy intent.*

The Regional Transportation Plan (RTP) identifies a holistic approach to betterment of all cities transportation network through public engagement, strategic community planning, and efficient investment of resources. The RTP recognizes "Complete Streets" as a fundamental necessary to make streets usable and safe for all modes of transportation while fitting increasing the split of non-motorized users compared to motor vehicles. The RTP also supports transportation planning in context of each City's Comprehensive Plan for land use, economic development, and other goals identified through public input, local planning, and land use decisions. This project proposal for a cohesive non-motorized improvement strategy is intended to create better connections to facilitate resident choices of non-motorized and transit over motor vehicle transportation.

Mobility Benefits in High-Need Areas: *Briefly explain what impacts, if any, your project will have on at-risk populations in this vicinity. This includes low-income residents, those who are transit-dependent, and other households with a high degree of mobility insecurity. Equity analysis maps in the Appendix illustrate statewide ranking by census tract for priority Social Vulnerability characteristics associated with mobility insecurity. Applicants may provide a finer grain assessment of nearby conditions that are not evident at the census tract level.*

The City of Port Townsend has higher levels of poverty than 70% of the census tracts across the State. Port Townsend housing cost burden is also one of the most challenged in the State given high housing costs and very low income levels. The housing affordability index for Jefferson County is 43 relative to 57 for Washington State. Port Townsend is likely even lower given housing prices are generally higher than in the County. This strain on the most vulnerable households is the City's greatest challenge. This plan will address equity relative to the provision of safe infrastructure in terms of non-motorized transportation facilities.

Furthermore, the City of Port Townsend has a median age of 59.5 making the City one of the oldest cities in the Nation in terms of demographics. A higher percentage of disabilities and poverty is present in the city. According to Census data, 17.8% of persons under 65 have a disability. The likelihood of disability climbs significantly for persons over the age of 65. As a result, the Disability Awareness Starts Here (DASH) advocacy group and the City work closely together to improve accessibility for wheel chair and vision disabled as well as other disabilities. The current update of the Non-motorized Plan will focus creating accessible connections consistent with the recently adopted ADA Transition Plan.

The City Council stresses investments to serve the most vulnerable populations first. This cohesive study allows the City to prioritize and make these meaningful investments to help high-need areas which will also be the focus of the periodic comprehensive plan update.

3. DETAILED FINANCIAL INFORMATION

Project Costs & Revenues: *Provide financial information only for the project phase directly associated with this funding request. Do not include costs or revenues from prior or future work.*

	TA Grant Request	Local/Tribal Revenue	State Revenue	Federal Revenue	Total
Project Funding	$ 180,000	$ 0	$ 0	$ 0	$ 180,000

TA Matching Funds: *A match is not required but an applicant may choose to provide additional funds, either to complete the funding package for a larger project or to demonstrate local commitment and priority. Note that while they can be used to augment project funding, most federal funds are restricted in their use as eligible match for Transportation Alternatives grants.*

Total Project Funding $ 180,000

Eligible Match $ 0 Effective Match Rate: 0.0%

Source and Availability of Other Project Funds *If match includes revenues from a project partner, please provide a letter of funding commitment from that organization.*

Revenue Source	Amount	Funding Status	
Local/Tribal	$ 0	Unsecured	
State	$ 0	Unsecured	
Federal, other	$ 0	Unsecured	

If there are any constraints or special considerations about the matching funds or project revenue, please explain:

Note: While there is no match identified, this project accompanies a $150,000 State Climate Change Grant to update the City's Non-motorized Plan. This proposed study leverages this effort to take the non-motorized study to the next level by identifying the type of non-motorized facility needed for each arterial street,

Year of Obligation Commitment: *Applicant commits to obligating the project by August 1 of indicated year.*

This project will obligate no later than August 1 of 2024

Note: any project applicant failing to meet the Obligation Deadline committed to above risks having awarded funds transferred to another regional project that is ready to proceed, delaying or possibly jeopardizing project funds. Applicants should present realistic obligation timeframes in this proposal and keep PRTPO apprised of any unexpected issues that may cause future schedule delays.

Project Scalability: *This refers to the ability of the applicant to accept partial funding and still complete functional segments or elements of this project as described.*

Is this project scalable? No

If yes, explain how it can be scaled and what would be delivered instead.

The project is somewhat scaleable, although most of the cost for the project is public outreach. Thus, it is not directly scaleable by the number of streets evaluated. Some costs could be reduced in reducing schematic figures and estimates.

If yes, what is a lower amount of TA funds that would still be useful?

4. PROJECT DELIVERY INFORMATION for INFRASTRUCTURE

a. Is preliminary engineering and design complete? No

b. Does this project require right-of-way acquisition? No

c. Does this project require an environmental approval? No

This section is just for infrastructure projects. Non-infrastructure projects skip this section.

If yes, what type of approval will be required?

5. CERTIFICATION ACCEPTANCE (CA) STATUS

All projects must have a designated CA representative who will oversee project delivery. This is a federal requirement over which PRTPO has no control. An agency without CA status itself must secure approval from an agency that does have CA status to administer the project. See page 3 in the Application Guide for information on how to obtain a CA administrator. ***Non-CA applicants must include a letter or email confirmation from their CA administrator.***

CA Agency: City of Port Townsend

CA Agency Representative: Steve King, PE

6. APPLICATION AUTHORIZATION AND APPROVAL

To be completed and approved by the representative authorized to bind the funding application.

This proposal accurately represents a high priority project that is consistent with and supports the PRTPO Regional Transportation Plan. The project is derived from a prior local or regional plan or process in which the public was invited to participate.

Costs reflect the most current planning level estimates of what is needed to accomplish the work described. The project as described is financially feasible. Match revenue as described will be committed to the project if it is awarded TA funds. The obligation commitment reflects a realistic schedule that we will adhere to. I am aware that failure to meet the obligation deadline may result in funds being reprogrammed to a different project, possibly resulting in delays or a loss of funding to this project.

I realize the use of federal funds entails administrative and project compliance requirements over which PRTPO has no control. The costs and schedule for this proposal were developed with this awareness of federal requirements and are deemed to be feasible in light of those requirements. PRTPO is not responsible for cost overruns or delays that may be attributed to the use of federal funds.

This project has the full support of the governing / leadership body of this organization. I approve its submittal to PRTPO for consideration of an award of Transportation Alternatives funding.



Signature

3.4.2024

Date

John Mauro, City Manager

Name, Title

Please email completed application packets to Thera Black at TheraB@PeninsulaRTPO.org
Applications are due by 5:00 pm on Monday, March 4, 2024.

DocuSign Envelope ID: 8AAB4A95-E7CE-4835-9678-1EEBD1E9347E

PRTPO 2024 Call for Projects

TRANSPORTATION ALTERNATIVES (TA) APPLICATION

Project Title: Race Street Complete Street Phase 2 Construction

Project Sponsor: City of Port Angeles

Contact Person: Jonathan Boehme *Title:* City Engineer

Phone Number: (360) 417-4803 *Email Address:* jboehme@cityofpa.us

Project Co-Sponsor: *(if applicable)*

Contact Person: *Email:*

1. PROJECT SUMMARY

*Select one box in **Column 1** that best reflects the **primary project type.***

*Select all boxes from **Column 2** reflecting **other TA elements** of the project.*

See Appendix A of the Application Guide for description of eligible project types.

Transportation Alternatives Project Type – Primary and Secondary Functions:	1	2
A. Provision of facilities for pedestrians and/or bicycles.	●	☐
B. Infrastructure projects that support safe routes for non-drivers	☐	☑
C. Conversion and use of rail corridors for non-motorized travel	☐	☐
D. Construction of turnouts, overlooks, and viewing areas	☐	☐
E. Community improvement activities (explain details later)	☐	☑
F. Mitigation to address stormwater, wildlife mortality, or habitat connectivity	☐	☐
G. Recreational Trails Program defined under 23 USC 206 of Title 23	☐	☐
H. Safe Routes to School infrastructure project	☐	☑
I. Safe Routes to School non-infrastructure project	☐	☐
J. Creation of boulevards within ROW of divided highway	☐	☐
K. Installation of electric vehicle charging infrastructure (incl. bikes)	☐	☐
L. Measures to protect transportation facilities from cyber threat	☐	☐
M. Projects to increase tourism	☐	☐
N. Wildlife collisions mitigation	☐	☐
O. Resiliency improvements	☐	☐
P. Vulnerable road user safety assessment as defined in 23 USC 148(a)	☐	☐

Summary Description: *Provide a short blurb about the proposal and what it will accomplish. This will be used in future summaries of the project and process. Detailed description is provided later.*

The Race Street Complete Street project reconstructs of 1.15 miles of Race Street, an arterial used to access Olympic National Park and Hurricane Ridge Visitor Centers. The design includes a 12-foot shared use recreational path buffered by landscaping and street trees, stormwater retention features to the west, and an expansion of pedestrian safety measures and sidewalk on the east. Benefits from the project include transportation equity and safety for pedestrians, bicyclists, transit users, and personal vehicles. The design is also meant to provide safety and equity for all ages traveling to and from the Visitor Center, a Boys and Girls Club, Library, Fine Arts Center, two elementary schools,

Summary Financial Information: *Detailed financial information is found in Section 3.*

Total Project Cost	$ 6,120,000		
TA Funds Requested	$ 500,000	Is this project scalable?	No
Matching Funds			
Effective Local Match		Obligation Year (FFY 2024, 25, 26, 27, or 28)	~~2026~~

See page 3 for full funding details.
Not all can be counted as match.

DocuSign Envelope ID: 8AAB4A95-E7CE-4835-9678-1EEBD1E9347E

2. DETAILED PROJECT DESCRIPTION

Project Location: *Complete for appropriate project type. Attach an 8 ½ x 11 map depicting the project location and vicinity.*

Infrastructure Projects

Facility and termini: The intersection of westbound 101/Race St. and Olympus Ave./Race St.

Total length: .6

Non-Infrastructure Projects *(e.g. Safe Routes to School, safety assessments, etc)*

Location / Extent of Project:

Project Duration *(if applicable)*:

Is this project located in a rural county in the Peninsula Region? Yes

Provide the geographic coordinates for the project
See page 6 of the Application Guide for assistance.

Is this project located in a Census urbanized area?
See maps in the Application Guide for assistance.

~~No~~ Yes

Project Narrative: *Briefly describe the proposal, the need it addresses, and anticipated benefits it is expected to provide. If appropriate, describe the role of project co-sponsors or other partners or community involvement. Provide sufficient detail to ensure compliance with project eligibility requirements specified in 23 USC 133(h)(3), found in Appendix A of the Application Guide.*

The City of Port Angeles is currently at 30% design of Race Street Complete Street Phase II with final design completion scheduled for April 2026 of the .6 mile second phase reconstructing 1.15 miles of Race Street. Phase II final design is fully funded through the recently awarded Puget Sound to Pacific Planning for Multi-use Trail RAISE Grant. Race Street is a major transportation facility and traffic generator within and through Port Angeles for local residents, commercial traffic, surrounding tourism generators (such as Olympic National Park, the Park Headquarters, Visitor Center, and beyond to Hurricane Ridge), two major public parks, Olympic Medical Center, the Olympic Discovery Trail, Roosevelt and Washington Elementary Schools, the local Boys and Girls Club, Mount Angeles View Public Housing, the Port Angeles Fine Arts Center, the Community Players Playhouse, and the Port Angeles Library.

The City of Port Angeles has worked with community members, public stakeholders, and Olympic National Park staff to develop a street corridor that will reduce lane width from 23 to 12 feet, create a 12 foot shared use recreation path which will connect the Olympic Discovery Trail to the Olympic National Park and increase non-motorized access to all the above mentioned public facilities. The first phase of the project will be completed in March 2024. Pedestrian crossing distances have been reduced, pedestrian-scale lighting has been introduced, and the number of crossings has been increased to provide for better connectivity between neighborhoods and the many destinations along the Race Street Corridor.

Visitation to Olympic National Park continues to grow. Counts show a growth of 400,000 park visitors between 2010 and 2019, with 2.9 million visitors parkwide and 109,000 vehicles counted at the fee collection station at the Hurricane Ridge entrance in 2022. Increased visitation means increased traffic and danger, especially from larger vehicles such as motorhomes and trucks with trailers. Race Street also functions as alternative route for commercial trucking traffic and is used as a downtown bypass for local traffic. The City is seeking funding from the Transportation Alternatives Program in order to increase multimodal travel safety and efficiency through this corridor and subsequently within and through the City of Port Angeles.

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Evidence of Project Standing: *Identify public plan(s), program(s), or process(es) from which this project was drawn. Examples include the RTP or the Human Services Transportation Plan, a TIP or CFP, a sub-area or corridor plan, a Transit Development Plan, or any other plan or program developed with public input or review opportunities.*

The Race Street Complete Street Project is currently listed the below Plans:
2009 American Institute of Architects Sustainable Design Assessment Team (AIA SDAT) Waterfront Transportation Improvement Plan
2023 Port Angeles Comprehensive Plan Amendment
2020-2022 City Council Strategic Plan
Planned Projects in the 2024-2028 TIP
2024-2029 CFP and TIP as TR0209

Support for Regional Transportation Plan: *Briefly explain how project supports the RTP policy intent.*

The Race Street Complete Street project supports many purpose, goal, and policy statements within the RTP 2040 Plan. The new design will connect the regional Olympic Discovery Trail to the Olympic National Park. In reducing lane widths and the number of travel lanes, providing pedestrian scale lighting, reduced ped/bike crossing widths and adding ped signalization, and installing a 12ft recreational shared-use path, the project seeks to provide barrier free, safer accessibility using multimodal strategies that will connect both regional and local users to a large number of public facilities such as schools and the library, regional recreational activities, and private commercial activities. :
Improves accessibility for all people regardless of age, ability, or income
Makes the system safer for all users.
Builds multimodal strategies into transportation solutions providing barrier-free accessibility strategies
Make investments that add lasting value to our communities

Mobility Benefits in High-Need Areas: *Briefly explain what impacts, if any, your project will have on at-risk populations in this vicinity. This includes low-income residents, those who are transit-dependent, and other households with a high degree of mobility insecurity. Equity analysis maps in the Appendix illustrate statewide ranking by census tract for priority Social Vulnerability characteristics associated with mobility insecurity. Applicants may provide a finer grain assessment of nearby conditions that are not evident at the census tract level.*

The neighborhoods bordering Race Street are considered high on the social vulnerability index for socioeconomic factors. Residents in the area are affected by a high level of poverty, dealing with unaffordable housing, high transportation expenses, unemployment, low education, and cardiovascular issues. Aesthetic and pedestrian safety improvements will bring a new character to the neighborhood, encouraging exercise, socialization, and ease of movement throughout the area, greatly improving the lifestyles of residents and visitors.

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3. DETAILED FINANCIAL INFORMATION

Project Costs & Revenues: *Provide financial information only for the project phase directly associated with this funding request. Do not include costs or revenues from prior or future work.*

	TA Grant Request	Local/Tribal Revenue	State Revenue	Federal Revenue	Total
Project Funding	$ 500,000	$ 100,000	$ 850,000	$ 4,670,000	$ 6,120,000

TA Matching Funds: *A match is not required but an applicant may choose to provide additional funds, either to complete the funding package for a larger project or to demonstrate local commitment and priority. Note that while they can be used to augment project funding, most federal funds are restricted in their use as eligible match for Transportation Alternatives grants.*

Total Project Funding $ 6,120,000

Eligible Match

Effective Match Rate: 0.0%

Source and Availability of Other Project Funds *If match includes revenues from a project partner, please provide a letter of funding commitment from that organization.*

Revenue Source	Amount	Funding Status	
Local/Tribal	$ 100,000	Secured	
State	$ 850,000	Unsecured	
Federal, other	$ 4,670,000	Unsecured	

If there are any constraints or special considerations about the matching funds or project revenue, please explain:

3,200,000 of federal revenue sources currently secured

Year of Obligation Commitment: *Applicant commits to obligating the project by August 1 of indicated year.*

This project will obligate no later than August 1 of 2027

Note: any project applicant failing to meet the Obligation Deadline committed to above risks having awarded funds transferred to another regional project that is ready to proceed, delaying or possibly jeopardizing project funds. Applicants should present realistic obligation timeframes in this proposal and keep PRTPO apprised of any unexpected issues that may cause future schedule delays.

Project Scalability: *This refers to the ability of the applicant to accept partial funding and still complete functional segments or elements of this project as described.*

Is this project scalable? No

If yes, explain how it can be scaled and what would be delivered instead.

If yes, what is a lower amount of TA funds that would still be useful?

4. PROJECT DELIVERY INFORMATION for INFRASTRUCTURE

a. Is preliminary engineering and design complete? No

b. Does this project require right-of-way acquisition? No

c. Does this project require an environmental approval? Already com

This section is just for infrastructure projects. Non-infrastructure projects skip this section.

If yes, what type of approval will be required?

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5. CERTIFICATION ACCEPTANCE (CA) STATUS

All projects must have a designated CA representative who will oversee project delivery. This is a federal requirement over which PRTPO has no control. An agency without CA status itself must secure approval from an agency that does have CA status to administer the project. See page 3 in the Application Guide for information on how to obtain a CA administrator. ***Non-CA applicants must include a letter or email confirmation from their CA administrator.***

CA Agency: City of Port Angeles

CA Agency Representative: Jonathan Boehme

6. APPLICATION AUTHORIZATION AND APPROVAL

To be completed and approved by the representative authorized to bind the funding application.

This proposal accurately represents a high priority project that is consistent with and supports the PRTPO Regional Transportation Plan. The project is derived from a prior local or regional plan or process in which the public was invited to participate.

Costs reflect the most current planning level estimates of what is needed to accomplish the work described. The project as described is financially feasible. Match revenue as described will be committed to the project if it is awarded TA funds. The obligation commitment reflects a realistic schedule that we will adhere to. I am aware that failure to meet the obligation deadline may result in funds being reprogrammed to a different project, possibly resulting in delays or a loss of funding to this project.

I realize the use of federal funds entails administrative and project compliance requirements over which PRTPO has no control. The costs and schedule for this proposal were developed with this awareness of federal requirements and are deemed to be feasible in light of those requirements. PRTPO is not responsible for cost overruns or delays that may be attributed to the use of federal funds.

This project has the full support of the governing / leadership body of this organization. I approve its submittal to PRTPO for consideration of an award of Transportation Alternatives funding.

DocuSigned by:
Jonathan Boehme
80501487B213476...

Signature

03/4/2024

Date

Jonathan Boehme, City Engineer

Name, Title

Please email completed application packets to Thera Black at TheraB@PeninsulaRTPO.org
Applications are due by 5:00 pm on Monday, March 4, 2024.

PRTPO 2024 Call for Projects

TRANSPORTATION ALTERNATIVES (TA) APPLICATION

Project Title: Carlsborg Crossing - Olympic Discovery Trail

Project Sponsor: Jamestown S'Klallam Tribe

Contact Person: Wendy Clark-Getzin *Title:* Transportation Program Manager

Phone Number: (360) 681-5622 *Email Address:* wclark@jamestowntribe.org

Project Co-Sponsor: *(if applicable)* Clallam County

Contact Person: Steve Gray *Email:* steve.gray@clallamcountywa.gov

1. PROJECT SUMMARY

Transportation Alternatives Project Type – Primary and Secondary Functions:

*Select one box in **Column 1** that best reflects the **primary project type.***

*Select all boxes from **Column 2** reflecting **other TA elements** of the project.*

See Appendix A of the Application Guide for description of eligible project types.

	1	2
A. Provision of facilities for pedestrians and/or bicycles.	●	☐
B. Infrastructure projects that support safe routes for non-drivers	○	☑
C. Conversion and use of rail corridors for non-motorized travel	○	☑
D. Construction of turnouts, overlooks, and viewing areas	○	☐
E. Community improvement activities (explain details later)	○	☑
F. Mitigation to address stormwater, wildlife mortality, or habitat connectivity	○	☐
G. Recreational Trails Program defined under 23 USC 206 of Title 23	○	☑
H. Safe Routes to School infrastructure project	○	☐
I. Safe Routes to School non-infrastructure project	○	☐
J. Creation of boulevards within ROW of divided highway	○	☐
K. Installation of electric vehicle charging infrastructure (incl. bikes)	○	☐
L. Measures to protect transportation facilities from cyber threat	○	☐
M. Projects to increase tourism	○	☑
N. Wildlife collisions mitigation	○	☐
O. Resiliency improvements	○	☐
P. Vulnerable road user safety assessment as defined in 23 USC 148(a)	○	☐

Summary Description: *Provide a short blurb about the proposal and what it will accomplish. This will be used in future summaries of the project and process. Detailed description is provided later.*

Construct a safe road crossing and new ODT asphalt alignment through the Carlsborg Industrial Park with complimentary gravel buffers, landscaping, fencing, low-scale lighting, and ADA trailhead parking. These improvements will follow MUTCD, FHWA proven countermeasures, and AASHTO standards for a multi-use regional trail. Vehicle-bike and bike-bike conflicts will be reduced.

Summary Financial Information: *Detailed financial information is found in Section 3.*

Total Project Cost	$ 1,153,275		
TA Funds Requested	$ 901,276	Is this project scalable?	Yes
Matching Funds	$ 251,999		
Effective Local Match	21.9%	Obligation Year (FFY 2024, 25, 26, 27, or 28)	2025

2. DETAILED PROJECT DESCRIPTION

Project Location: *Complete for appropriate project type. Attach an 8 ½ x 11 map depicting the project location and vicinity.*

Infrastructure Projects

Facility and termini: Olympic Discovery Trail: Carlsborg Rd thru Carlsborg Industrial Park,

Total length: 1,300 feet

Non-Infrastructure Projects *(e.g. Safe Routes to School, safety assessments, etc)*

Location / Extent of Project:

Project Duration *(if applicable)*:

Is this project located in a rural county in the Peninsula Region? Yes

Provide the geographic coordinates for the project
See page 6 of the Application Guide for assistance. 48.09367, -123.17310. 48.09257, -123.16887.

Is this project located in a Census urbanized area?
See maps in the Application Guide for assistance. Yes

Project Narrative: *Briefly describe the proposal, the need it addresses, and anticipated benefits it is expected to provide. If appropriate, describe the role of project co-sponsors or other partners or community involvement. Provide sufficient detail to ensure compliance with project eligibility requirements specified in 23 USC 133(h)(3), found in Appendix A of the Application Guide.*

Carlsborg Crossing - Olympic Discovery Trail focuses on a regional trail of national proportions. The Trail is located near the historic railroad grade in Carlsborg and has been preserved with the efforts of Port of Port Angeles and Clallam County. The Trail has other names such as the Puget Sound to the Pacific (PSP2P), the Great American Rail Trail (GART) and Sound to the Pacific (STP). This Trail is used for the alternate access to US101 as deemed by WSDOT Level of Stress studies and Sandy Williams Connecting Communities Pilot Program. The Trail has been studied by Trust for Public Lands and WA-RCO for economic importance.

Jamestown S'Klallam Tribe and Clallam County Public Works have partnered to bring the Carlsborg Crossing Project forward to the Peninsula RTPO as a project that meets many regional priorities within context of eligible FHWA Transportation Alternatives activities. This project created synergy through tribal leadership visions for a healthy community and the concerns of the Clallam County Trails Advisory Committee. The Olympic Discovery Trail is in amazing condition in many sub-trail portions thanks to its numerous volunteers. In the Carlsborg Industrial Park, the trail is narrow and has deteriorating asphalt beyond normal repairs. It also follows a county easement with 45-degree blind curves. The Tribe intends to re-align the trail to have a safe line of sight around two curves on tribal land. In doing so, the county easement will be re-addressed for the long-term maintenance partnership with the Tribe and adjacent property owners. The county is committed to maintain the trail in perpetuity. This project will widen the trail to 10-feet and add 1.5 to 2-feet gravel shoulders for a maximum width of 14-feet. Additional landscaping for screening industrial uses, black fencing, removable bollards, low-level LED lighting and a resting area will complete the trail project.

In conjunction with this major trail enhancement is the connectivity to off-tribal lands. Carlsborg Road (Road) has a noticeably skewed unmarked crossing which has received many complaints. This project seeks to increase visibility to all Trail Users and minimize conflicts. If awarded, TTPSF would be used to install a pair of Rectangular Rapid Flashing Beacon (RRFB) signals actuated by ADA push button to signal vehicle drivers to halt at new pavement stop bars for Trail Users to enter a new mid-block crosswalk. Carlsborg Road is a 35MPH rural collector within a county urban growth area. Signage approaching the Trail is insufficient to slow down the traffic and concede the Road to pedestrians, bicyclists, and wheelchairs. The existing unmarked crossing is skewed by 30-degrees and does not meet MUTCD or AASHTO guidelines. The new pair of RRFBs, stop bars and crosswalk will require minimal work within the county right-of-way to curve the Trail into perpendicular alignment with the Road. A new ADA parking stall will be added to trailhead parking.

Evidence of Project Standing: *Identify public plan(s), program(s), or process(es) from which this project was drawn. Examples include the RTP or the Human Services Transportation Plan, a TIP or CFP, a sub-area or corridor plan, a Transit Development Plan, or any other plan or program developed with public input or review opportunities.*

The Tribe has placed this project in its Tribal Transportation Improvement Program (T-TIP) and National Tribal Transportation Facility Inventory (NTTFI) for receiving federal funds under the FHWA Program Agreement for Tribal Transportation Program. Carlsborg Road and the ODT in this vicinity are listed separately. The policy intent of the Tribe's Safety Plan indicates continual improvements to the ODT. All approved by Tribal Council.

The County has developed an adopted 2008 Transportation Plan for the Carlsborg UGA. Carlsborg Road is identified as an road with increasing average daily traffic (ADT) in which vehicle conflicts are predicted from multiple driveway and local road access points. This project fits the goals of traffic safety and limiting access.

Support for Regional Transportation Plan: *Briefly explain how project supports the RTP policy intent.*

The Carlsborg Crossing project is a **preservation** project with major enhancements to maximize the historic railroad easement and increase safety for forecasted users and expansion of mobility options for a wider user group. The project is a **multimodal mobility** project to increase the width of the ODT with safe buffers to step/roll off the trail. Sharing Carlsborg Road is essential for **safety**. The RRFB warning signs will help prioritize crossings for all mobility devices. The nearby Railroad Bridge Park counted over 333,000 users in calendar year 2023. These **zero-emission trips** will be supported by an improved facility through a previously sketchy industrial area. Two marathons use this segment, with the major North Olympic Discovery Marathon attracting tourists every year to arrive early to the region and **stimulate the local economy**.

Mobility Benefits in High-Need Areas: *Briefly explain what impacts, if any, your project will have on at-risk populations in this vicinity. This includes low-income residents, those who are transit-dependent, and other households with a high degree of mobility insecurity. Equity analysis maps in the Appendix illustrate statewide ranking by census tract for priority Social Vulnerability characteristics associated with mobility insecurity. Applicants may provide a finer grain assessment of nearby conditions that are not evident at the census tract level.*

The State Department of Health has identified the mobility insecurity metrics for this project's census tract as ranked the highest for Unaffordable Housing and Transportation inequity, which implies fewer households own vehicles and there is a dependency on transit and other mobility devices, like walking and bicycling. This High ranking of inequity can be ground truthed by the multiple mobile home and RV parks in the vicinity standout against mixed land use. The majority of people living in Carlsborg are over 65 years old. The Level of Stress of walking and biking on the state highway directs safe travel to the Olympic Discovery Trail to manage trips to Sequim. For example, Walmart groceries are a direct route using the ODT from Carlsborg and City of Sequim sidewalks. Boarding Transit requires crossing a 4 lane divided highway. WSDOT Level of Stress studies have qualified the (direct route) parallel segment of US101 to the Carlsborg ODT as the highest degree of Level of Stress.

3. DETAILED FINANCIAL INFORMATION

Project Costs & Revenues: *Provide financial information only for the project phase directly associated with this funding request. Do not include costs or revenues from prior or future work.*

	TA Grant Request	Local/Tribal Revenue	State Revenue	Federal Revenue	Total
Project Funding	$ 901,276	$ 97,321	$ 0	$ 154,678	$ 1,153,275

TA Matching Funds: *A match is not required but an applicant may choose to provide additional funds, either to complete the funding package for a larger project or to demonstrate local commitment and priority. Note that while they can be used to augment project funding, most federal funds are restricted in their use as eligible match for Transportation Alternatives grants.*

Total Project Funding $ 1,153,275

Eligible Match $ 251,999 Effective Match Rate: 21.9%

Source and Availability of Other Project Funds *If match includes revenues from a project partner, please provide a letter of funding commitment from that organization.*

Revenue Source	Amount	Funding Status	
Local/Tribal	$ 97,321	Secured	
State	$ 0	Unsecured	
Federal, other	$ 154,678	Unsecured	

If there are any constraints or special considerations about the matching funds or project revenue, please explain:

This project is showing Federal Match, which is eligible because its Tribal Federal funds for safety projects. These are very flexible funds which can be used to support projects with safety components. Funds could be obligated in FY2024 if TTIP is amended, and TTP transfer is completed.

Year of Obligation Commitment: *Applicant commits to obligating the project by August 1 of indicated year.*

This project will obligate no later than August 1 of 2025

Note: any project applicant failing to meet the Obligation Deadline committed to above risks having awarded funds transferred to another regional project that is ready to proceed, delaying or possibly jeopardizing project funds. Applicants should present realistic obligation timeframes in this proposal and keep PRTPO apprised of any unexpected issues that may cause future schedule delays.

Project Scalability: *This refers to the ability of the applicant to accept partial funding and still complete functional segments or elements of this project as described.*

Is this project scalable? Yes

If yes, explain how it can be scaled and what would be delivered instead.

The Tribe and/or County would use local forces to provide Construction Administration and Construction Management. This would imply the Cost of the project remains the same, but the Local Match would increase to $360,302 or 31.2%.

If yes, what is a lower amount of TA funds that would still be useful? $ 792,973

4. PROJECT DELIVERY INFORMATION for INFRASTRUCTURE

This section is just for infrastructure projects. Non-infrastructure projects skip this section.

a. Is preliminary engineering and design complete? Underway

b. Does this project require right-of-way acquisition? No

c. Does this project require an environmental approval? Yes

If yes, what type of approval will be required? Tribal FHWA CE Checklist

5. CERTIFICATION ACCEPTANCE (CA) STATUS

All projects must have a designated CA representative who will oversee project delivery. This is a federal requirement over which PRTPO has no control. An agency without CA status itself must secure approval from an agency that does have CA status to administer the project. See page 3 in the Application Guide for information on how to obtain a CA administrator. ***Non-CA applicants must include a letter or email confirmation from their CA administrator.***

CA Agency: Jamestown S'Klallam Tribe Program Agreement with FHWA (self-determination)

CA Agency Representative: Wendy Clark-Getzin

6. APPLICATION AUTHORIZATION AND APPROVAL

To be completed and approved by the representative authorized to bind the funding application.

This proposal accurately represents a high priority project that is consistent with and supports the PRTPO Regional Transportation Plan. The project is derived from a prior local or regional plan or process in which the public was invited to participate.

Costs reflect the most current planning level estimates of what is needed to accomplish the work described. The project as described is financially feasible. Match revenue as described will be committed to the project if it is awarded TA funds. The obligation commitment reflects a realistic schedule that we will adhere to. I am aware that failure to meet the obligation deadline may result in funds being reprogrammed to a different project, possibly resulting in delays or a loss of funding to this project.

I realize the use of federal funds entails administrative and project compliance requirements over which PRTPO has no control. The costs and schedule for this proposal were developed with this awareness of federal requirements and are deemed to be feasible in light of those requirements. PRTPO is not responsible for cost overruns or delays that may be attributed to the use of federal funds.

This project has the full support of the governing / leadership body of this organization. I approve its submittal to PRTPO for consideration of an award of Transportation Alternatives funding.

W. Ron Allen

Signature

March 4, 2024

Date

Tribal Chairman/CEO

Name, Title

Please email completed application packets to Thera Black at TheraB@PeninsulaRTPO.org
Applications are due by 5:00 pm on Monday, March 4, 2024.

2. DETAILED PROJECT DESCRIPTION

Project Location: *Complete for appropriate project type. Attach an 8 ½ x 11 map depicting the project location and vicinity.*

Infrastructure Projects

Facility and termini: SR 19 M.P. 9.60 to SR 19 M.P. 9.88

Total length: 0.29 miles

Non-Infrastructure Projects *(e.g. Safe Routes to School, safety assessments, etc)*

Location / Extent of Project:

Project Duration *(if applicable)*:

Is this project located in a rural county in the Peninsula Region? Yes

Provide the geographic coordinates for the project
See page 6 of the Application Guide for assistance. N48.014167, W122.776667

Is this project located in a Census urbanized area?
See maps in the Application Guide for assistance. Yes / No

Project Narrative: *Briefly describe the proposal, the need it addresses, and anticipated benefits it is expected to provide. If appropriate, describe the role of project co-sponsors or other partners or community involvement. Provide sufficient detail to ensure compliance with project eligibility requirements specified in 23 USC 133(h)(3), found in Appendix A of the Application Guide.*

This project will provide a needed safe route for pedestrians / students / bicyclists by connecting a previous Jefferson County/WSDOT Safe Route to Schools project near the Chimacum Schools campus in Chimacum, WA. to Jefferson County's H.J. Carroll Park. This multi-use path will connect to the existing H.J. Carroll Park perimeter trail, to the Rick Tollefson Memorial Trail, and to the Port Hadlock commercial & residential areas.

This project includes designing and constructing an A.D.A. compliant multi-use path for bicycles and pedestrians on the northbound side of State Route 19 within the SR 19 right of way and H.J. Carroll Park. This project will reduce the existing north-bound lane of SR 19 from 12' wide to 11'wide, reduce the existing north-bound shoulder of SR 19 from 8' wide to 4' wide, construct a 5' wide stormwater bioretention swale, construct an 8' wide paved multi-use path with a 2' wide right shoulder along SR 19, and construct an 8' wide compacted gravel multi-use path and 2' wide shoulders within H.J. Carroll Park. The project also includes construction of a raised crosswalk across H.J. Carroll Park Road, and re-striping of H.J Carroll Park Road to a narrower 11' wide lane configuration, for traffic calming purposes.

This project will provide stormwater management and water pollution prevention by constructing a stormwater bioretention swale adjacent to SR 19. NEPA CE documentation has been submitted to WSDOT Local Programs for approval.

This project has completed design review by the WSDOT Development Services Dept. A public meeting that presented the project to the public was held in August 2023. This project is fully supported by the Chimacum School District.

A PRTPO awarded Transportation Alternatives (TA) program grant for $262,000 was received for the Preliminary Engineering (PE) phase for the combined North Segment and South Segment projects in June 2020. Subsequent WSDOT Local Programs Fund Authorization allocated $127,060 ($109,907 - 86.5%) for the North Segment (TAP-0019(007)) and $175,830 ($152,093 - $86.5%) for the South Segment (TAP-0019 (008)). The local match of 13.5% is provided by the Jefferson County Road Fund. Right of Way phase expenses ($40,094 Est.) for acquisition of Temporary Construction Easements only, will be covered by the Jefferson County Road Fund. Follow-on construction (CN) phase funding is now being sought from the TA program so the project can be obligated by August 2026 (latest) and proceed as planned with construction scheduled for 2026/2027.

Evidence of Project Standing: *Identify public plan(s), program(s), or process(es) from which this project was drawn. Examples include the RTP or the Human Services Transportation Plan, a TIP or CFP, a sub-area or corridor plan, a Transit Development Plan, or any other plan or program developed with public input or review opportunities.*

This project is number 8 in the Jefferson County 2024 - 2029 Transportation Improvement Plan. This project is included in the Washington State 2024 - 2027 S.T.I.P.

This project is included in the "Tri-Area Active Transportation Network" listed in the Jefferson County Parks, Recreation, Trails, & Open Space Comprehensive Plan adopted Jefferson County on October 10, 2022.

Jefferson County presented this project to the public and provided opportunity for public review and input during a public meeting held on August 23, 2023 in the project-adjacent Tri-Area Community Center.

Support for Regional Transportation Plan: *Briefly explain how project supports the RTP policy intent.*

This project will complete a missing link in the Tri-Area Active Transportation Network by providing non-motorized facilities connecting the existing SRTS project near the Chimacum Schools campus to H.J. Carroll Park and the existing Rick Tollefson Memorial Trail, Phase I. Additionally, this project will connect to Jefferson County's SR 19 Rhody Drive Ped-Bike Improvements - South Segment project (in design phase), to the proposed Rick Tollefson Memorial Trail, Phase II, to the Port Hadlock commercial & residential areas, and to State Route 116.
This project will provide components of the PRTPO's "Peninsula Regional Non-Motorized Connectivity Study, January 2019, Section 5.2.4 Jefferson County" by completing a portion of the gap between the SR 20 and SR 19 corridors. This project will also increase safe access to three Jefferson Transit bus stops (and a potential fourth bus stop), which serve connections to Port Townsend, the Tri-Area, and the Kingston Ferry.

Mobility Benefits in High-Need Areas: *Briefly explain what impacts, if any, your project will have on at-risk populations in this vicinity. This includes low-income residents, those who are transit-dependent, and other households with a high degree of mobility insecurity. Equity analysis maps in the Appendix illustrate statewide ranking by census tract for priority Social Vulnerability characteristics associated with mobility insecurity. Applicants may provide a finer grain assessment of nearby conditions that are not evident at the census tract level.*

The at-risk populations index rankings based on Attachment B for this project area are:
Household Composition & Disability: Index ranking 6
Percentage of Population Living in Poverty: Index ranking 6

This project will benefit the rural residents, low-income, elderly, youth, students, and transit-dependent population by providing safe non-motorized A.D.A. compliant pedestrian-bicycle facilities. This project will provide needed non-motorized facilities linking the Chimacum commercial district, the Chimacum School campus, Olympic Community Action Programs (OlyCAP - located in the adjacent Tri-Area Community Center), the Chimacum Grange #681, several Jefferson Transit bus stops, H.J. Carroll Park, the Rick Tollefson Memorial Trail, the Port Hadlock commercial & residential areas, and State Route 116.

This project increases safe and comfortable access to the Jefferson Transit bus stops which provide access to their #6A and #6B Tri Area Loops, #1 Brinnon / Quilcene / Tri Area Route, #7 Poulsbo / Port Ludlow Tri Area Route, and the #14 Kingston Express which connects to the Kingston Ferry.

Jefferson Transit is providing high quality, much needed transit services for this area and has eliminated fares for all of these transit routes in order to provide more equity for the mobility-insecure population. This project bolsters and facilitates their efforts to provide high-quality equitable transit services for the public.

3. DETAILED FINANCIAL INFORMATION

Project Costs & Revenues: *Provide financial information only for the project phase directly associated with this funding request. Do not include costs or revenues from prior or future work.*

	TA Grant Request	Local/Tribal Revenue	State Revenue	Federal Revenue	Total
Project Funding	$ 461,135	$ 0	$ 0		$ 461,135

TA Matching Funds: *A match is not required but an applicant may choose to provide additional funds, either to complete the funding package for a larger project or to demonstrate local commitment and priority. Note that while they can be used to augment project funding, most federal funds are restricted in their use as eligible match for Transportation Alternatives grants.*

Total Project Funding $ 461,135

Eligible Match $ 0 Effective Match Rate: 0.0%

Source and Availability of Other Project Funds *If match includes revenues from a project partner, please provide a letter of funding commitment from that organization.*

Revenue Source	Amount	Funding Status	
Local/Tribal	$ 0	Unsecured	
State	$ 0	Unsecured	
Federal, other	$ 0	Unsecured	

If there are any constraints or special considerations about the matching funds or project revenue, please explain:

Jefferson County is seeking Construction (CN) phase funding for this project and is requesting a 0% Local match rate. We have indicated that this project is scalable - meaning that if a 0% Local match rate (100% TA) is not available, Jefferson County would accept up to a 13.5% Local match rate (86.5% TA) if necessary.

Year of Obligation Commitment: *Applicant commits to obligating the project by August 1 of indicated year.*

This project will obligate no later than August 1 of 2026

Note: any project applicant failing to meet the Obligation Deadline committed to above risks having awarded funds transferred to another regional project that is ready to proceed, delaying or possibly jeopardizing project funds. Applicants should present realistic obligation timeframes in this proposal and keep PRTPO apprised of any unexpected issues that may cause future schedule delays.

Project Scalability: *This refers to the ability of the applicant to accept partial funding and still complete functional segments or elements of this project as described.*

Is this project scalable? Yes

If yes, explain how it can be scaled and what would be delivered instead.

If partial TA funding (down to 86.5%) is provided, Jefferson County would complete the full scope of the project, depending on securing the remaining (up to 13.5%) Local share authorization form the Jefferson County Board of County Commissioners.

If yes, what is a lower amount of TA funds that would still be useful? $ 398,882

4. PROJECT DELIVERY INFORMATION for INFRASTRUCTURE

a. Is preliminary engineering and design complete? Yes

b. Does this project require right-of-way acquisition? Yes

c. Does this project require an environmental approval? Yes

If yes, what type of approval will be required? NEPA CE

This section is just for infrastructure projects. Non-infrastructure projects skip this section.

5. CERTIFICATION ACCEPTANCE (CA) STATUS

All projects must have a designated CA representative who will oversee project delivery. This is a federal requirement over which PRTPO has no control. An agency without CA status itself must secure approval from an agency that does have CA status to administer the project. See page 3 in the Application Guide for information on how to obtain a CA administrator. ***Non-CA applicants must include a letter or email confirmation from their CA administrator.***

CA Agency: City of Port Townsend

CA Agency Representative: Steve King, PE

6. APPLICATION AUTHORIZATION AND APPROVAL

To be completed and approved by the representative authorized to bind the funding application.

This proposal accurately represents a high priority project that is consistent with and supports the PRTPO Regional Transportation Plan. The project is derived from a prior local or regional plan or process in which the public was invited to participate.

Costs reflect the most current planning level estimates of what is needed to accomplish the work described. The project as described is financially feasible. Match revenue as described will be committed to the project if it is awarded TA funds. The obligation commitment reflects a realistic schedule that we will adhere to. I am aware that failure to meet the obligation deadline may result in funds being reprogrammed to a different project, possibly resulting in delays or a loss of funding to this project.

I realize the use of federal funds entails administrative and project compliance requirements over which PRTPO has no control. The costs and schedule for this proposal were developed with this awareness of federal requirements and are deemed to be feasible in light of those requirements. PRTPO is not responsible for cost overruns or delays that may be attributed to the use of federal funds.

This project has the full support of the governing / leadership body of this organization. I approve its submittal to PRTPO for consideration of an award of Transportation Alternatives funding.



Signature

3.4.2024

Date

John Mauro, City Manager

Name, Title

Please email completed application packets to Thera Black at TheraB@PeninsulaRTPO.org
Applications are due by 5:00 pm on Monday, March 4, 2024.

ACTION ITEM

To: PRTPO Technical Advisory Committee
From: Edward Coviello
Date: April 19, 2024
Subject: **PRTPO Regional Transportation Improvement Plan (RTIP) Amendment – Clallam County and the City of Sequim**

REQUESTED ACTION:

Approve addition of the City of Sequim *Projects - Priest Road Rehabilitation and River Road Overlay,* the Clallam County *Project - Old Olympic Highway Resurfacing* to the PRTPO 2022-2027 RTIP.

Overview:

City of Sequim has requested that the projects titled "*Priest Road Rehabilitation*" and "*River Road Overlay* "be added to the PRTPO 2024-2029 Regional Transportation Improvement Program (RTIP) originally approved by the PRTPO Board on October 20, 2023.

The *Priest Road Rehabilitation* project will complete a full depth rehabilitation of the roadway. And, 12" of subgrade will be placed with 5.4" of new asphalt. The *River Road Overlay* project will conduct an asphalt overlay River Rd from the River Rd roundabout to the WSDOT/City right of way boundary.

Clallam County has requested that the project titled "*Old Olympic Highway Resurfacing*" be added to the PRTPO 2024-2029 Regional Transportation Improvement Program (RTIP) originally approved by the PRTPO Board on October 20, 2023.

The *Old Olympic Highway Resurfacing* project will Repair and resurface the segment of Old Olympic Highway starting at milepost 2.75 and ending at milepost 3.60.

The projects support the Regional Transportation Plan 2040 Goal 10 – Preservation, Maintenance, and Repair.

For More Information:

Edward Coviello | 360.824.4919 | EdwardC@KitsapTransit.com

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2024 to 2029

Agency: Sequim

County: Clallam

MPO/RTPO: Peninsula RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
06		Priest Road Rehabilitation Priest Road Washington St to Priest Road at City Limits This roadway rehabilitation project will complete a full depth rehabilitation of the roadway. 12" of subgrade will be placed with 5.4" of new asphalt. Priest Rd is currently asphalt on native ground. The current PCI is 28 from Washington St to Brackett Rd and 59 from Brackett Rd to the City Limits.	WA-15775	07/24/23	07/24/23		R2023-014	04		0.740	CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2024	STBG	1,070,784		0	167,116	1,237,900
			Totals	**1,070,784**		**0**	**167,116**	**1,237,900**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,237,900	0	0	0	0
Totals	**1,237,900**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2024 to 2029

Agency: Sequim

County: Clallam

MPO/RTPO: Peninsula RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. / C. Project Title / D. Road Name or Number / E. Begin & End Termini / F. Project Description	B. STIP ID / G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
04			WA-15774	07/24/23	07/24/23		R2023-014	05		0.130	CE	Yes
		River Road Overlay River Road River Road roundabout to 260' north of Westbound on ramp This project will overlay River Rd from the River Rd roundabout to the WSDOT/City right of way boundary which currently has a PCI of 56 and is the most traveled street is Sequim. New pavement markings will be installed, clarifying traffic flow options.										

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2024	STBG	183,553		0	28,647	212,200
			Totals	**183,553**		**0**	**28,647**	**212,200**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	212,200	0	0	0	0
Totals	**212,200**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2024 to 2029

Agency: Clallam Co.

County: Clallam

MPO/RTPO: Peninsula RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. / C. Project Title / D. Road Name or Number / E. Begin & End Termini / F. Project Description	B. STIP ID / G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
05			WA-15776	11/07/23	11/07/23		6	06		0.850		No
		Old Olympic Highway Resurfacing										
		Old Olympic Highway										
		2.75 to 3.60										
		Repair and resurface the segment of Old Olympic Highway starting at milepost 2.75 and ending at milepost 3.60										

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2024	STBG	900,000		0	0	900,000
			Totals	**900,000**		**0**	**0**	**900,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	900,000	0	0	0	0
Totals	**900,000**	**0**	**0**	**0**	**0**

ACTION ITEM

To: PRTPO Executive Board
From: Thera Black, PRTPO Coordinator
Date: April 12, 2024
Subject: **Regional Freight Projects for FMSIB Submittal**

REQUESTED ACTION:

Approve the four freight projects, described below, for submittal to FMSIB as regional funding candidates. The deadline for submittals is April 19th.

Overview

In March the Freight Mobility Strategic Investment Board (FMSIB) initiated a call for project proposals for funding over the next six years by the State Legislature. It relies on Regional Transportation Planning Organizations (RTPOs) to solicit proposals from local agencies and assemble them into a regional package of applications for review and prioritization by FMSIB. RTPOs are not responsible for prioritizing projects.

This go-round, FMSIB will propose six years' worth of freight project funding to the legislature as well as an updated picture of unmet freight funding need. FMSIB notes an increased emphasis in this process on geographic distribution, equity, and consideration of rural freight mobility needs. Application packet submittals from RTPOs are due to FMSIB on April 19th.

In response to the notice, PRTPO staff reached out directly to members with eligible facilities in addition to bringing this topic to the TAC for discussion at its March meeting. The timeline afforded RTPOs to complete this solicitation and respond to FMSIB precluded the opportunity for TAC members to participate in reviewing proposals themselves.

PRTPO received four freight project proposals from members. They are described briefly below. A copy of each application package is attached and hyper-linked.

Projects Proposed for Submittal to FMSIB for Freight Funding

US 101 Intersection Improvements: Miller Peninsula – Jamestown S'Klallam Tribe
($400,000 funding request)
This Systems Management and Operations project will improve system operations to enhance safety and efficiency for truck traffic and other large vehicles like RVs while minimizing conflicts with other system users. This project will complete analysis and design for intersection improvements on US 101 at Knapp Road, Diamond Point Road, and Old Gardiner Road, including the addition of acceleration/deceleration lanes where warranted for safe maneuvering. Improvements associated with adjacent development merit special consideration of local and regional freight mobility needs to ensure compatibility with future uses identified in adopted plans. This FMSIB project includes intersections in both Clallam and Jefferson Counties. Completion of this work will leave the Tribe and its partners well-positioned with construction-ready projects to pursue implementation funding.

Yarr Bridge Replacement – Jefferson County
($6.1 million request)
This Bridge Replacement project will complete PE, RW, and CN phases for replacing the Yarr Bridge on Center Road in an expedited manner that minimizes disruption for all users of this rural T-3 freight route. The 70-year-old Yarr Bridge recently had load restrictions imposed that prohibit use by short wheel-base trucks like cement trucks, dump trucks, refuse vehicles, and other common truck types that support the area's economy. Restrictions will expand to other weight classes of vehicles in the future if there is further deterioration of the bridge. Restrictions entail expensive detours, longer routes, and delays that

directly impact businesses. Center Road is the only north-south road in Jefferson County connecting Chimacum and the Port Townsend environs with Quilcene and US 101 to the south, with connections at SR 104. In addition to supporting industrial and agricultural freight, Center Road is an important transit, emergency response, and highway incident detour corridor in this highly rural region.

SR 117 Truck Route at US 101 Interchange Improvements – Port Angeles
($13.025 million request)
This Freight Corridor Expansion project will add full directionality to the SR 117-US 101 interchange in Port Angeles. Currently trucks traveling to or from the Port of Port Angeles from the east must drive through downtown Port Angeles' historic street grid with its short blocks, signalized intersections, and downtown activities instead of SR 117, the designated cross-town truck route that goes directly to the Port. This is due to a legacy interchange design dating back more than half a century which does not support the many markets to the east that the Port and area businesses serve. This project will complete design and construction to modify the US 101/SR 117 interchange which serves the Port of Port Angeles, Fairchild Airport, and industrial areas of Port Angeles that provide family-wage blue collar jobs to area residents. The City has committed Transportation Benefit District revenue to fully fund right-of-way acquisition and some of the PE costs.

Airport Way Design and Construction – Port of Bremerton
($6.8 million request)
This Freight Corridor Expansion project will expand on work the Port has already done in building out Airport Way, a new freight facility serving the Puget Sound Industrial Center-Bremerton that is opening up 800 acres of inaccessible industrial land for development. The city of Bremerton completed a subarea plan and Planned Action EIS for PSIC-Bremerton, which guides the Port's development of this essential freight facility. The Port has completed Phases 1 and 2.1, extending Airport Way from SR 3 to Old Clifton Road in 2020, and has completed the design of Phase 2.2. This FMSIB project will complete design of Phases 2.3 and 3, with a connection to Lake Flora Road, and will complete construction of Phase 2.2 and 2.3, both located on Port property. Construction of Phases 2.2 and 2.3 will open an additional 450 landlocked acres for industrial development. Completion of PE for Phase 3 will leave the Port well positioned to obtain implementation funding for the Lake Flora connection in the future. Completion of the Airport Way grid will take more trucks off SR 3 and Lake Flora and will augment benefits of the SR 3 Freight Corridor in improving operations for freight and passenger vehicles alike.

<u>Alignment with the Regional Transportation Plan (RTP)</u>

The RTP update currently underway will establish a process by which projects that agencies identify in their six-year TIPs for inclusion in the Regional TIP (RTIP) will also be included on PRTPO's RTP project list. This will result in a perpetual RTP project list updated annually when the new RTIP is approved in October. The TAC is working on those details now for implementation with the next RTIP approval in the fall, which the Board will consider this summer. This includes the means by which projects from PRTPO's Kitsap partners can be included without conflicting with PSRC's RTIP, which their projects are included in.

This is relevant to the FMSIB application agencies completed because there is a question asking if the project is included in the RTP. I advised applicants to respond affirmatively to this question so long as they intend to include the projects in their local TIPs and the Regional TIP. By October these projects are expected to be included on the adopted RTP Project List the Board will approve when it adopts the RTIP.

<u>Need for a Rural Freight Data Collection Program</u>

The last question in the FMSIB application asks applicants if they have any future freight planning or study needs. Because so few members had the capacity two years ago to collect the specialized data needed for freight applications, PRTPO identified in its SFY 2024-2025 UPWP the unfunded regional need for a rural freight data collection program to generate the level of detailed freight analysis necessary for local partners to compete more effectively in getting grants for freight projects. Since it is on record as recognizing this as a need, the draft submittal letter to FMSIB calls this out as a future funding need on behalf of PRTPO members. Some applicants referenced this in their applications, as well. PRTPO can help bring to FMSIB's attention the need for better data resources to support rural freight mobility across the Peninsula Region and beyond.

Project Prioritization?

The process established by FMSIB relies on RTPOs to submit projects for their local partners, but it does not ask for any regional prioritization. Project evaluation and ranking is carried out by FMSIB staff and policy makers. The application form for each project provides some insights as to how scoring will work in that process, but FMSIB employs a number of other factors in its assessment of priorities to submit to the legislature. FMSIB documents its findings in a report it gives to the legislature in December, when it presents its funding recommendations.

The Board is asked to consider the freight mobility projects put forward to PRTPO by members and approve their submittal to FMSIB. A draft submittal letter is attached for review and refinement.

Next Steps

Upon approval by the Board, the PRTPO project package and submittal letter will be finalized and sent to FMSIB on April 19th to meet the application deadline. PRTPO will monitor progress of this funding request and keep the Board and members apprised of the status of these projects.

Attachments:

Draft PRTPO Submittal Letter to FMSIB

Jamestown S'Klallam Tribe – US 101 Intersection Improvements: Miller Peninsula Proposal

Jefferson County – Yarr Bridge Replacement Proposal

Port Angeles – SR 117 Truck Route at US 101 Interchange Improvements Proposal

Port of Bremerton – Airport Way Design and Construction Proposal

FMSIB Invitation to RTPOs to Submit Projects

For More Information:
Thera Black | 360.878.0353 | TheraB@PeninsulaRTPO.org

April 19, 2024

Ms. Temple Lentz, Chair
Freight Mobility Strategic Investment Board

Dear Chair Lentz,

Thank you for the opportunity to provide the Freight Mobility Strategic Investment Board with candidate projects for funding consideration. The Peninsula RTPO is pleased to present you with four project proposals reflecting a range of rural freight mobility needs across the four-county Peninsula Region. PRTPO stands ready to expedite these projects through the RTIP and STIP amendment processes upon notification of funding approval.

Each project supports PRTPO's Regional Transportation Plan *Freight Mobility* goal and advances various of its policies to ensure efficient, cost-effective, and safe movement of freight within and through our communities. These projects support freight mobility to and from destinations across the state and between the US and Canada. They improve freight facilities that support strong economies in our rural communities and keep the wheels of commerce rolling across the Olympic and Kitsap Peninsulas and beyond.

PRTPO is updating its Regional Transportation Plan project list over the next few months for the first time since 2018. While the final RTP project list will not be adopted until October, we expect that all four of these projects will be included on that list. We have advised our members to indicate affirmatively that their projects will be on PRTPO's RTP project list by October 2024. We would be happy to provide you with confirmation of that action in October.

We note that the FMSIB application asks applicants for information on upcoming freight planning efforts that will need funding. The PRTPO Executive Board would like to call FMSIB's attention to the need for a rural freight data collection program to provide local agencies with specialized freight classification, tonnage and valuation data for high-priority locations, including for intermodal and water-borne freight. Neither PRTPO nor our local partners have the resources or capacity to collect this important data that would enable them to compete more effectively for scarce freight funding. Lack of data can lead to rural freight bottlenecks or inefficiencies going unaddressed simply because agencies don't have the means to collect the specialized data needed to compete in most freight funding programs. It is difficult enough for rural projects to compete against urban projects for freight funding due to economies of scale; lack of comparable data only exacerbates the challenge for our partners. PRTPO welcomes any support or attention FMSIB can bring to this important issue that affects rural communities in the Peninsula Region and elsewhere across the state.

On behalf of PRTPO and our 27 regional partners, please accept these four proposals for FMSIB's consideration. Feel free to reach out to our PRTPO Coordinator, Thera Black, if PRTPO can help with any follow-up or answer questions about the freight data collection issue we've highlighted.

Thank you for your attention to rural freight mobility needs in this funding process.

Respectfully,

Lindsey Schromen-Wawrin
Chair, Peninsula Regional Transportation Planning Organization

DRAFT

FMSIB Six-Year Freight Mobility Strategic Investment Program

2024 Funding Request Form

The Freight Mobility Strategic Investment Board (FMSIB) is charged by the Washington State Legislature to develop a Six-Year Freight Mobility Strategic Investment Program of the highest priority freight mobility projects for the state. FMSIB will recommend funding for the program using the eligibility and prioritization criteria in this application (See page 4 for eligibility and prioritization criteria). The Legislature fully funded the $28.5 million in project recommendations submitted by FMSIB for the current biennium. Freight projects should support a competitive, resilient, sustainable and equitable freight system that grows jobs and the economy, bolsters Washington's role as a leader in international trade, and mitigates the impacts of freight on communities.

This application is a request for agencies to submit information identifying freight projects to be funded by the Washington State Legislature for the next three biennia (FY July 2025 - June 2027; FY July 2027 - June 2029; FY July 2029 - June 2031). This funding program will be updated each biennium. The FMSIB Board Members will use the information collected through this funding request to prioritize a list of freight investments. To the extent possible, FMSIB will balance the prioritized list to achieve geographic representation across the state. FMSIB may reach out to agencies for additional information.

The FMSIB Six-Year Freight Mobility Strategic Investment Program builds on the 2022 Washington State Department of Transportation (WSDOT) Freight Investment Plan. Unfunded phases of projects that are included in the WSDOT Freight Investment Plan are eligible for FMSIB consideration and prioritization as described on page 4 of this application.

Please fill out this form with as much detail as possible for each project and/or project phase that you would like to be considered for the Six-Year Freight Mobility Strategic Investment Program, noting the biennium for which funding is being requested. To be eligible for consideration, the proposed project or project phase(s) must be located on or directly connect to a Designated Strategic Freight Corridor, which are high volume truck, rail and waterway routes in the State's Freight Good and Transportation System: T-1 and T-2 truck routes, R-1 rail routes, and W-1, W-2, W-3, W-4 waterways. Projects must also be ready for construction within six years. Projects that are awarded funding must be included in a regional Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) to proceed. Please coordinate with your Metropolitan Planning Organization or Regional Transportation Planning Organization for inclusion.

Please submit applications to Sally See (Sees@fmsib.wa.gov) by 5:00 p.m. on April 19, 2024.

CONTACT INFORMATION

Lead Agency	Jamestown S'Klallam	**Contact Person**	Wendy Clark-Getzin
Phone Number	360-681-5622	**Email Address**	wclark@Jamestowntribe.org

GENERAL PROJECT INFORMATION

Project Title: US101 Intersection Improvements; Miller Peninsula

Project Location*

**Please include a map showing the project boundaries and location if available.*

Begin Termini *MP or major cross streets*	Knapp Road	**End Termini** *MP or major cross streets*	Old Gardiner Road
Legislative District	24	**Construction within 6 years**	(●) Yes ( ) No

Located on Designated Strategic Freight Corridor* Yes / No

**If no, does it directly connect to a Designated Strategic Freight Corridor?* Yes / No

Click here for link to information regarding Designated Strategic Freight Corridors

Project Type*: Improving Existing Operations

FMSIB has set the following categories for preferred funding outcomes, indicated in bolded text below. FMSIB's goal investment targets for project categories is indicated in percentages. Please select the project type that best fits your project based on the example descriptions below.

Asset Preservation and Safety
- *Bridge Preservation (20%): projects that prevent, delay, or reduce deterioration of bridges or bridge elements and extend their service life; or restore the function of existing bridges.*
- *Road Preservation (15%): surface treatments or overlays.*
- *Bridge and Road Replacement (15%): complete road or bridge replacement.*

Improving Operations of Existing System (5%)
- *Transportation Systems Management and Operations (TSMO): improve the quality, effectiveness, resilience, and efficiency of the current system without adding capacity (e.g., more pavement).*

Expanding the Existing System
- *Grade Separations (15%): conversion of at-grade railroad crossings.*
- *Expansion of Freight Corridors (15%): improve first and last mile connections and parallel routes to increase capacity of freight corridors, reducing congestion and emissions.*

Achieving the Freight System of the Future (15%)
- *Truck Parking: construction of or improvements to truck parking.*
- *Land Banks: Land acquisitions that border waterways and airways that will help mitigate impacts of future projects on a particular area.*
- *Zero Emissions: construction of hydrogen fueling station, electrification, or other zero emissions improvements.*

GENERAL PROJECT INFORMATION, CONTINUED

Project Description *Describe the geographic boundary and improvements the project includes.*

This TMSO project will complete analysis and design for intersection improvements on US101 at Knapp/Guiles, Diamond Point and Old Gardiner Road(s) in Clallam and Jefferson Counties to improve safety and efficiency for truck traffic and other large recreational vehicles, including additions of acceleration / decelleration lanes. Improvements associated with adjacent development warrant special consideration of local and regional freight mobility needs to ensure compatibility with future uses.

Project Importance *Describe how this project supports the preferred funding outcomes (noted in the gray box on page 1). If applicable, include information on how this project supports a larger freight investment priority (i.e. is this a component of a larger freight investment or project).*

A regional truck facility will be built to serve trucking industry and a State Park Expansion will generate more trip and turning movements. To find compatibility with the existing road capacity, intersection improvements will increase safety and reliability for trucking goods and freight in the regional corridor. One way in - one way out - on the Olympic Peninsula requires reliability in a freight corridor.

PROJECT COST AND FUNDING *Please complete the table below.*

Phase	Est. Total Cost	Federal Funds		State Funds		Other Funds		Unfunded Amount
		Requested	*Secured*	*Requested*	*Secured*	*Requested*	*Secured*	
PE	$ 440,000.00		$ 40,000.00	$ 400,000.00				
RW								
CN								
Total	$ 440,000.00		$ 40,000.00	$ 400,000.00				

Funding Source(s): *Please list all secured funding sources.*

Federal Tribal Transportation Program (TTP)

State

Other

Have you previously received FMSIB funding for this project? ○ **Yes** ◉ **No**

If yes, what amount, when, and for which phase (if applicable)?

FMSIB FUNDING REQUEST

FMSIB is requesting project applications for a Six-Year Freight Mobility Strategic Investment Program recommendation to the Legislature. Please indicate the amount of funding being requested from the Legislature as well as the timing for which funding is requested. Multiple applications can be submitted for multiple phases of one project. The Six-Year Freight Strategic Investment Program will fund projects for the following biennia:

FY July 2025-June 2027 *FY July 2027-June 2029* *FY July 2029-June 2031*

FMSIB Request Amount	Timing *When is funding needed?*	Phase(s)
$ 400,000.00	FY July 2025-June 2027	Preliminary Engineering and PS&E with Public Outreach

FMSIB will update the Six-Year Freight Mobility Strategic Investment Program during each biennium through additional calls for funding requests. The prioritization criteria included on page 4 may change during future calls. If the prioritization criteria change, FMSIB will communicate those changes during future calls for funding requests.

PROJECT STATUS

Project Status Category* Initiation

Examples of projects that fit within each category is provided below.

Implementation:
- ✓ Design is at least 60% complete
- ✓ Significant progress has been made towards right-of-way
- ✓ Environmental approvals are underway
- ✓ Project is identified in a local, regional, and/or state plan

Development:
- ✓ Design is at least 30% complete
- ✓ Right-of-way needs are identified
- ✓ Environmental has been initiated
- ✓ Project is identified in a local, regional, and/or state plan

Initiation:
- ✓ Project has, at a minimum, been identified in a planning study
- ✓ Limited investment has been made towards further developing the project

Construction Start Year 2026

Design Status <30% complete

Right-of-Way Required? ○ Yes ◉ No

Right-of-Way Status Not Required

# of Remaining Parcels to be Acquired 0

Timing for when Right-of-Way will be complete?* All Tribal ownership

please indicate when acquisitions are anticipated to be complete.

Environmental Review Type NEPA Categorical Exclusion

Environmental Review Status Not Started

please indicate where the project is in the environmental review process.

Is the project included in any local, regional, or state plans or studies?* ◉ Yes ○ No

If yes, please list any plans or studies the project is in; include links to the documents.

PRTPO RTP

PROJECT BENEFITS AND IMPACTS

Project Benefits *Please describe how this project will advance freight mobility and support the Washington State economy.*

Tribal sovereignty projects in this region will bring economic development for the North Olympic Peninsula. Future enterprise(s) will be on tribal trust land and require safe and efficient access to the State highway.

Project Impacts *Please describe potential project impacts, such as impacts to the built and natural environments, that could influence obtaining permits or that pose a schedule risk. Examples include potential impacts to floodplains, wetlands, geological hazards, forest/agricultural lands, transportation impacts to other modes, construction impacts, business and/or residential displacements, etc. Please also describe impacts to overburdened communities.*

The Tribe will ensure that tribal resources and the community are protected in accordance with tribal codes and laws.

PROJECT EVALUATION CRITERIA

The following criteria will be used to prioritize projects and determine alignment with FMSIB's mission to identify the highest priority freight investments for the state. The legislature has identified approximately $30 million for each biennium but FMSIB is building an unconstrained plan for statewide freight needs. The Six-Year Freight Mobility Strategic Investment Program may identify more projects than can be funded during the next three biennia.

Eligibility criteria includes projects that are 1) on or connects to a Designated Strategic Freight Corridor and 2) under construction within six years. Projects will be prioritized to ensure the plan is geographically balanced across the state.

Statewide Freight Importance

8 points possible, each question worth between 3 and 5 points.

Scoring Guide

1. Tonnage (based on FGTS Classification)* — **Up to 5 points**

**if project is located on facility directly connecting to a designated strategic freight corridor, please indicate the FGTS classification of the facility to which the project connects.*

FGTS Truck Corridors: T-2 4 million to 10 million tons per year

FGTS Rail Freight Corridors: [select one]

FGTS Waterway Freight Corridors: [select one]

2. Truck Percentage or Volume* 7.3 %, 5,240,000 tonnage (WSDOT, 2023) — **Up to 3 points**

**please include medium (Class 4-6) and heavy (Class 7-13) freight truck volumes separately when reporting truck percentage. Also indicate when counts were collected.*

Project Funding

11 points possible, each question worth between 3 and 5 points.

Scoring Guide

3. Non-state match (% of total cost) 10 — **Up to 3 points**

4. Percentage of funding 'committed' 10 — **Up to 5 points**

5. Project listed in Regional Plan* (●) Yes ( ) No — **Up to 3 points**

**If yes, please list.*

Peninsula RTPO, Regional Transportation Plan and RTIP

Cost Considerations

2 points possible.

Scoring Guide

6. Cost effectiveness — **Up to 2 points**

Please provide information on how least cost solutions were considered.

The impact of the Miller State Park expansion project and future Tribal investment requires a comprehensive study of the corridor for WSDOT investment to preserve the operational aspects of one-way in and one way off the Olympic Peninsula. Comparisons with other corridor plans were considered.

Overburdened Communities

5 points possible, each question worth between 2 and 3 points.

Scoring Guide

7a. Engagement with Overburdened Communities — **Up to 3 points**

Please describe any equity policies, outreach plans, outreach materials, translation into multiple languages, and/or other engagement work that has been done or that you anticipate to be done.

This is a tribal project considering activities and impacts to Trust lands with its tribal citizens and descendants.

7b. Project alternatives and measures that address impacts, particularly to overburdened communities — **Up to 2 points**

Please describe actions taken to address potential impacts to overburdened communities, including consideration of project alternatives and mitigation measures.

The Tribe has tribal resources in the vicinity of the freight corridor, a fish bearing stream and a USACE regulated wetland mitigation bank. Any FMSIB project would be carefully considered for the integrity of the prior investments and resource management.

ADDITIONAL QUESTIONS

9. Has this application been reviewed by the sponsoring agency's project manager or project development team for the proposed project?

(●) Yes ( ) No

10. Do you have a team in place to implement the project?*

(●) Yes ( ) No

i.e. engineering staff to finalize design, construction management staff to build the project, etc.

**If no, please provide a description of the anticipated process to implement the project.*

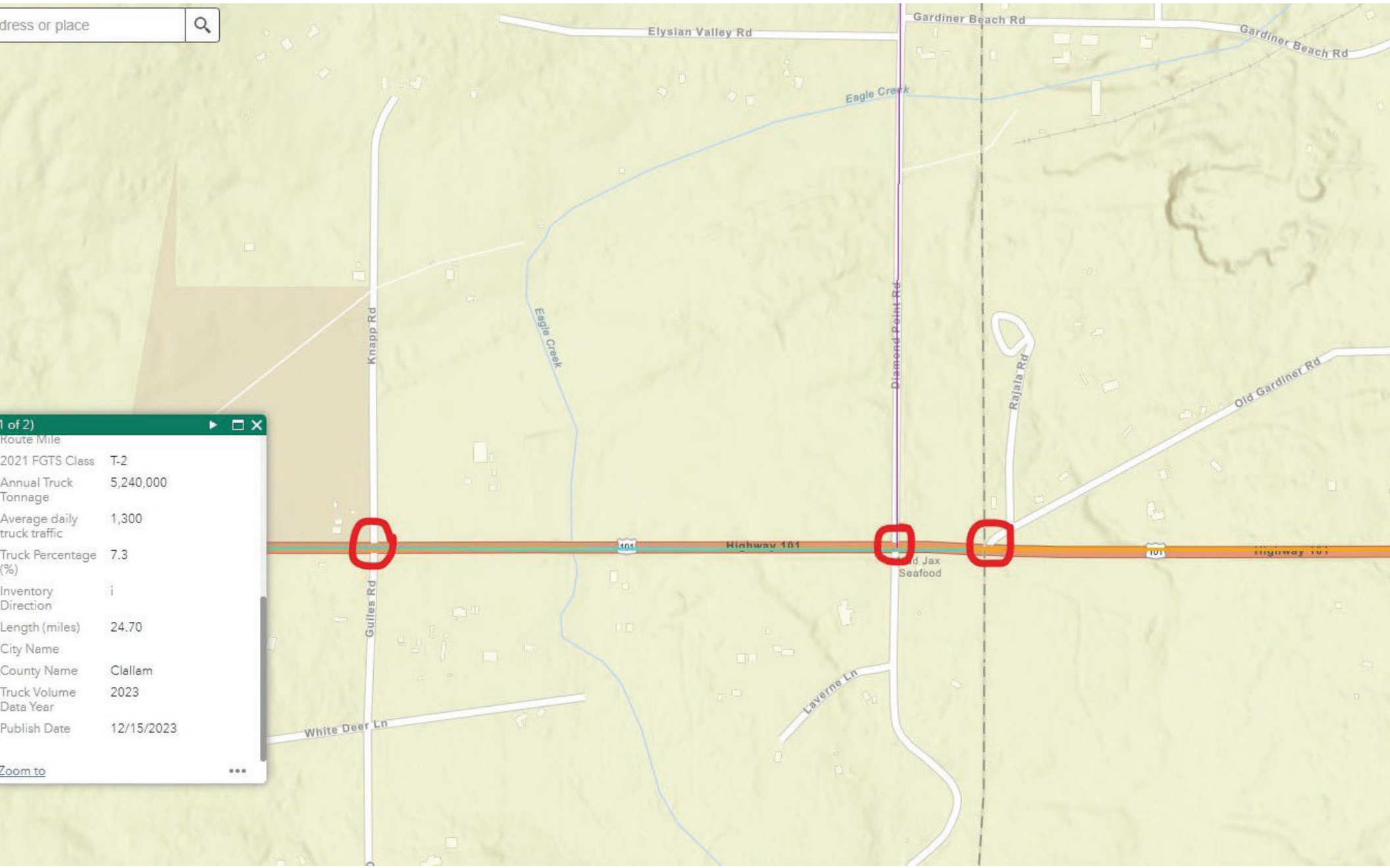
FMSIB is interested in learning from our partners if they are considering conducting any planning studies or research related to the freight system that could be considered for FMSIB funding in the future. If you would like to provide any information related to this, please answer the optional question below. This information will be used by FMSIB to identify needs for future funding opportunities.

11. OPTIONAL: Does your agency have any upcoming freight planning efforts or studies that need funding?*

(●) Yes ( ) No

**If yes, please describe those planning efforts.*

This project application has a planning element with public outreach.
The Peninsula RTPO has identified the need for a coordinated rural freight data collection program to support local agencies with the classifications, tonnage, and valuations needed to complete freight analyses and obtain critical project funding. Funding and technical resources are not available for this work. FMSIB support in establishing a rural freight data collection program would have long-range benefit for freight mobility in rural areas.


dress or place
Elysian Valley Rd
Gardiner Beach Rd
Gardiner Beach Rd
Eagle Creek
Knapp Rd
Eagle Creek
Diamond Point Rd
Rajala Rd
Old Gardiner Rd
1 of 2)
Route Mile
2021 FGTS Class T-2
Annual Truck Tonnage 5,240,000
Average daily truck traffic 1,300
Truck Percentage (%) 7.3
Inventory Direction i
Length (miles) 24.70
City Name
County Name Clallam
Truck Volume Data Year 2023
Publish Date 12/15/2023
Zoom to
101
Highway 101
d Jax Seafood
Guiles Rd
Laverne Ln
White Deer Ln

FMSIB Six-Year Freight Mobility Strategic Investment Program

2024 Funding Request Form

The Freight Mobility Strategic Investment Board (FMSIB) is charged by the Washington State Legislature to develop a Six-Year Freight Mobility Strategic Investment Program of the highest priority freight mobility projects for the state. FMSIB will recommend funding for the program using the eligibility and prioritization criteria in this application (See page 4 for eligibility and prioritization criteria). The Legislature fully funded the $28.5 million in project recommendations submitted by FMSIB for the current biennium. Freight projects should support a competitive, resilient, sustainable and equitable freight system that grows jobs and the economy, bolsters Washington's role as a leader in international trade, and mitigates the impacts of freight on communities.

This application is a request for agencies to submit information identifying freight projects to be funded by the Washington State Legislature for the next three biennia (FY July 2025 - June 2027; FY July 2027 - June 2029; FY July 2029 - June 2031). This funding program will be updated each biennium. The FMSIB Board Members will use the information collected through this funding request to prioritize a list of freight investments. To the extent possible, FMSIB will balance the prioritized list to achieve geographic representation across the state. FMSIB may reach out to agencies for additional information.

The FMSIB Six-Year Freight Mobility Strategic Investment Program builds on the 2022 Washington State Department of Transportation (WSDOT) Freight Investment Plan. Unfunded phases of projects that are included in the WSDOT Freight Investment Plan are eligible for FMSIB consideration and prioritization as described on page 4 of this application.

Please fill out this form with as much detail as possible for each project and/or project phase that you would like to be considered for the Six-Year Freight Mobility Strategic Investment Program, noting the biennium for which funding is being requested. To be eligible for consideration, the proposed project or project phase(s) must be located on or directly connect to a Designated Strategic Freight Corridor, which are high volume truck, rail and waterway routes in the State's Freight Good and Transportation System: T-1 and T-2 truck routes, R-1 rail routes, and W-1, W-2, W-3, W-4 waterways. Projects must also be ready for construction within six years. Projects that are awarded funding must be included in a regional Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) to proceed. Please coordinate with your Metropolitan Planning Organization or Regional Transportation Planning Organization for inclusion.

Please submit applications to Sally See (Sees@fmsib.wa.gov) by 5:00 p.m. on April 19, 2024.

CONTACT INFORMATION

Lead Agency	Jefferson County Public Works	**Contact Person**	Mark Thurston
Phone Number	(360) 385-9210	**Email Address**	mthurston@co.jefferson.wa.us

GENERAL PROJECT INFORMATION

Project Title: Yarr Bridge Replacement

Project Location*: Located on Center Road 3.5 miles north of junction with SR 104, and 3.5 miles south of junction with SR19

**Please include a map showing the project boundaries and location if available.*

Begin Termini *MP or major cross streets*: Center Road milepost 3.35

End Termini *MP or major cross streets*: Center Road milepost 3.55

Legislative District: 24

Construction within 6 years: (●) Yes ( ) No

Located on Designated Strategic Freight Corridor*: Yes ( ) No (●)

**If no, does it directly connect to a Designated Strategic Freight Corridor?* Yes (●) No ( )

Click here for link to information regarding Designated Strategic Freight Corridors

Project Type*: Bridge and Road Replacement

FMSIB has set the following categories for preferred funding outcomes, indicated in bolded text below. FMSIB's goal investment targets for project categories is indicated in percentages. Please select the project type that best fits your project based on the example descriptions below.

Asset Preservation and Safety

- *Bridge Preservation (20%): projects that prevent, delay, or reduce deterioration of bridges or bridge elements and extend their service life; or restore the function of existing bridges.*
- *Road Preservation (15%): surface treatments or overlays.*
- *Bridge and Road Replacement (15%): complete road or bridge replacement.*

Improving Operations of Existing System (5%)

- *Transportation Systems Management and Operations (TSMO): improve the quality, effectiveness, resilience, and efficiency of the current system without adding capacity (e.g., more pavement).*

Expanding the Existing System

- *Grade Separations (15%): conversion of at-grade railroad crossings.*
- *Expansion of Freight Corridors (15%): improve first and last mile connections and parallel routes to increase capacity of freight corridors, reducing congestion and emissions.*

Achieving the Freight System of the Future (15%)

- *Truck Parking: construction of or improvements to truck parking.*
- *Land Banks: Land acquisitions that border waterways and airways that will help mitigate impacts of future projects on a particular area.*
- *Zero Emissions: construction of hydrogen fueling station, electrification, or other zero emissions improvements.*

GENERAL PROJECT INFORMATION, CONTINUED

Project Description *Describe the geographic boundary and improvements the project includes.*

Yarr Bridge is located on Center Road 3.5 miles north of the junction with State Route 104 and 3.5 miles south of the junction with State Route 19 at Chimacum. Built in 1955, the nearly 70 year old bridge recently had to be posted for load restrictions on specialized hauling vehicles. Specialized hauling vehicles include dump trucks, cement trucks, and other short wheel-base trucks that utilize extra axles so that they can haul more weight. These trucks have become quite common on our roadways, and are used by many businesses and contractors doing business in Jefferson County. The load restriction impacts freight mobility in Jefferson County by requiring expensive detours, longer routes, and delays. The bridge requires special inspection of key structural features that are at risk of further deterioration. A minor change in the bridge condition could require load restrictions on standard freight vehicles (AASHTO Type 3, Type 3S2, and Type 3-3), in addition to the specialized hauling vehicle restrictions.
The proposed replacement structure is a 60 ft. long concrete slab bridge on cast-in-place concrete piles, at the same location and alignment as the existing bridge. The project would require construction of a temporary bypass road, removal of the old bridge, construction of the new bridge, guardrail, re-paving, stream and site restoration.

Project Importance *Describe how this project supports the preferred funding outcomes (noted in the gray box on page 1). If applicable, include information on how this project supports a larger freight investment priority (i.e. is this a component of a larger freight investment or project).*

This project would satisfy the preferred funding outcome of Asset Preservation and Safety. Yarr Bridge is located on Center Road, which is a major collector and is Jefferson County's main north-south route for freight mobility, with an ADT of 4,080, 6% truck traffic, and a T3 freight mobility route classification. Center Road runs between Chimacum and Quilcene, providing a direct freight connection between the Jefferson County Urban Growth Area and the Quilcene area with essential connections at SR 104, and links to the Port Townsend UGA. Center Road is Jefferson County's primary truck-corridor freight investment priority, and the County has invested heavily in preserving the full functionality of Center Road in accordance with pavement preservation and asset management standards, as described under Project Benefits below.
Center Road is an essential detour route when there is construction, crashes, or washouts on SR 101, SR 20, or SR 19. Route integrity is necessary to ensure Center Road can continue to support this vital regional function for freight, transit, emergency response vehicles, and the traveling public.

PROJECT COST AND FUNDING *Please complete the table below.*

Phase	Est. Total Cost	Federal Funds		State Funds		Other Funds		Unfunded Amount
		Requested	Secured	Requested	Secured	Requested	Secured	
PE	$ 684,849.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 684,849.00
RW	$ 105,000.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 105,000.00
CN	$ 5,337,848.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 5,337,848.00
Total	$ 6,127,697.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 0.00	$ 6,127,697.00

Funding Source(s): *Please list all secured funding sources.*

Federal none

State none

Other none

Have you previously received FMSIB funding for this project? ○ **Yes** ◉ **No**

If yes, what amount, when, and for which phase (if applicable)?

FMSIB FUNDING REQUEST

FMSIB is requesting project applications for a Six-Year Freight Mobility Strategic Investment Program recommendation to the Legislature. Please indicate the amount of funding being requested from the Legislature as well as the timing for which funding is requested. Multiple applications can be submitted for multiple phases of one project. The Six-Year Freight Strategic Investment Program will fund projects for the following biennia:

FY July 2025-June 2027 *FY July 2027-June 2029* *FY July 2029-June 2031*

FMSIB Request Amount	Timing *When is funding needed?*	Phase(s)
$ 6,127,697.00	FY July 2025-June 2027	Preliminary and Final Design, permitting, ROW, Construction

FMSIB will update the Six-Year Freight Mobility Strategic Investment Program during each biennium through additional calls for funding requests. The prioritization criteria included on page 4 may change during future calls. If the prioritization criteria change, FMSIB will communicate those changes during future calls for funding requests.

PROJECT STATUS

Project Status Category* Initiation

Examples of projects that fit within each category is provided below.

Implementation:
- ✓ Design is at least 60% complete
- ✓ Significant progress has been made towards right-of-way
- ✓ Environmental approvals are underway
- ✓ Project is identified in a local, regional, and/or state plan

Development:
- ✓ Design is at least 30% complete
- ✓ Right-of-way needs are identified
- ✓ Environmental has been initiated
- ✓ Project is identified in a local, regional, and/or state plan

Initiation:
- ✓ Project has, at a minimum, been identified in a planning study
- ✓ Limited investment has been made towards further developing the project

Construction Start Year 2029, assuming funding received by mid 2025

Design Status <30% complete

Right-of-Way Required? (•) Yes ( ) No

Right-of-Way Status Not Started

# of Remaining Parcels to be Acquired Temporary construction easement from 3 parcels needed

Timing for when Right-of-Way will be complete?* 2028, assuming design started in 2025

please indicate when acquisitions are anticipated to be complete.

Environmental Review Type SEPA Determination of Nonsignificance

Environmental Review Status Not Started

please indicate where the project is in the environmental review process.

Is the project included in any local, regional, or state plans or studies?* (•) Yes ( ) No

If yes, please list any plans or studies the project is in; include links to the documents.

Jefferson County Public Works Six-Year Transportation Improvement Program
https://co.jefferson.wa.us/444/6-Yr-TIP

PROJECT BENEFITS AND IMPACTS

Project Benefits *Please describe how this project will advance freight mobility and support the Washington State economy.*

Center Road is a vital T-3 freight corridor connecting the Jefferson County Urban Growth Area (UGA) to State Route 104, a Strategic Freight Corridor (T-2). Yarr Bridge is located on Center Road 3.5 miles north of the intersection with SR 104. State Route 19 and State Route 20 also serve the Jefferson County and Port Townsend UGAs, but have narrower shoulders, higher elevations, and horizontal/vertical alignments that are less than ideal for freight vehicles. Center Road provides the straightest, flattest, and widest route between SR 104 and the Jefferson County UGA. Specialized hauling vehicles have a detour of many miles for freight traveling between SR 104 and the industrial centers of Port Hadlock-Irondale, and Port Townsend. Further bridge deterioration and associated load restrictions could require this detour for standard hauling vehicles as well. This project will ensure reliable rural freight travel in this region in support of Washington's economic vitality.

Jefferson County is a rural county with a largely resource based economy. Resource based industries, including gravel mining and forest industries, need Center Road for transport of commodities both within and beyond the county's borders. Center Road also serves numerous family farms that help support Jefferson County's agricultural economy. Eliminating weight restrictions on the Yarr Bridge supports the state's economy by ensuring contractors, resource industries, and farmers can move equipment and products without need for circuitous detour routes. Increasing restrictions or failure of the bridge would severely impact these industries and undermine the regional economy.

Project Impacts *Please describe potential project impacts, such as impacts to the built and natural environments, that could influence obtaining permits or that pose a schedule risk. Examples include potential impacts to floodplains, wetlands, geological hazards, forest/agricultural lands, transportation impacts to other modes, construction impacts, business and/or residential displacements, etc. Please also describe impacts to overburdened communities.*

There are no anticipated impacts to the built environment, and no anticipated significant impacts to the natural environment. The project will require a temporary bypass road and bypass bridge, which will have temporary impacts to the adjacent property, stream, and riparian area. This area will be restored to pre-existing conditions at the end of construction. There will also be temporary impacts to the stream associated with removing the old bridge, and installing the new bridge foundation and abutment protection. A SEPA Determination of Nonsignificance is anticipated, and the project may qualify for a Fish Habitat Enhancement Exemption. The new bridge is expected to have a more beneficial profile for riparian stream flow than the original structure.

No impacts on overburdened communities are expected though this project will help to avoid future impacts. This area has a large share of residents over 65 or with disabilities. Further restrictions in the future could reduce Jefferson Transit's capacity to serve area residents along this entire corridor.

PROJECT EVALUATION CRITERIA

The following criteria will be used to prioritize projects and determine alignment with FMSIB's mission to identify the highest priority freight investments for the state. The legislature has identified approximately $30 million for each biennium but FMSIB is building an unconstrained plan for statewide freight needs. The Six-Year Freight Mobility Strategic Investment Program may identify more projects than can be funded during the next three biennia.

Eligibility criteria includes projects that are 1) on or connects to a Designated Strategic Freight Corridor and 2) under construction within six years. Projects will be prioritized to ensure the plan is geographically balanced across the state.

Statewide Freight Importance

8 points possible, each question worth between 3 and 5 points. Scoring Guide

1. Tonnage (based on FGTS Classification)* **Up to 5 points**

**if project is located on facility directly connecting to a designated strategic freight corridor, please indicate the FGTS classification of the facility to which the project connects.*

FGTS Truck Corridors: T-3 300,000 to 4 million tons per year

FGTS Rail Freight Corridors: [select one]

FGTS Waterway Freight Corridors: [select one]

2. Truck Percentage or Volume* 6% **Up to 3 points**

**please include medium (Class 4-6) and heavy (Class 7-13) freight truck volumes separately when reporting truck percentage. Also indicate when counts were collected.*

Project Funding

11 points possible, each question worth between 3 and 5 points. Scoring Guide

3. Non-state match (% of total cost) 0% **Up to 3 points**

4. Percentage of funding 'committed' 0% **Up to 5 points**

5. Project listed in Regional Plan* (•) Yes ( ) No **Up to 3 points**

**If yes, please list.*

The project is listed in the Peninsula Regional Transportation Planning Organization (PRTPO) - Regional Transportation Improvement Plan (RTIP). It is expected to be amended into the Regional Transportation Plan in October 2024.

Cost Considerations

2 points possible. Scoring Guide

6. Cost effectiveness **Up to 2 points**

Please provide information on how least cost solutions were considered.

Jefferson County will evaluate alternatives for bridge replacement, including least cost solutions, during the preliminary design process. Jefferson County needs to secure project funding before proceeding with preliminary design.

Overburdened Communities

5 points possible, each question worth between 2 and 3 points. Scoring Guide

7a. Engagement with Overburdened Communities **Up to 3 points**

Please describe any equity policies, outreach plans, outreach materials, translation into multiple languages, and/or other engagement work that has been done or that you anticipate to be done.

Jefferson County does not anticipate project implementation to have any significant or long term impacts to overburdened communities. Short term impacts to the public will consist of minor traffic delays to the traveling public and Jefferson Transit. Jefferson County will keep Jefferson Transit informed of construction timelines so they can plan for any delays and minimize disruption.
As a matter of normal process, Jefferson County will consider project impacts to adjacent properties and the surrounding community throughout the project development and construction process, and address any unforeseen, specific impacts to overburdened communities through public outreach, public meetings, coordination with Jefferson Transit and the Jefferson County Environmental Health Dept., or other means.
As a matter of law, Jefferson County will comply with all equal employment requirements in the hiring of consultants and contractors for this project.

7b. Project alternatives and measures that address impacts, particularly to overburdened communities **Up to 2 points**

Please describe actions taken to address potential impacts to overburdened communities, including consideration of project alternatives and mitigation measures.

This project will help to avoid negative impacts to the people who live and farm along Center Road by avoiding the inevitable increase in weight restrictions that at some point will impede Jefferson Transit's ability to travel this corridor. This census tract has a significant share of residents aged 65 or older and a similarly large share of residents with disabilities. As time goes on, more and more of these residents will rely on transit to meet their mobility needs. This project will ensure that weight restrictions do not curtail transit service, nor have further impacts on freight mobility and the agricultural community. Jefferson County will continue to coordinate with Jefferson Transit to minimize impacts to scheduling and service during construction. This area has higher than average rates of poverty, unemployment, and transportation costs relative income, as well. Restoring the Yarr Bridge will avoid further weight restrictions and the need for long detours that will impact the people who live in this rural and highly agrarian area.

ADDITIONAL QUESTIONS

9. Has this application been reviewed by the sponsoring agency's project manager or project development team for the proposed project?

(●) Yes ( ) No

10. Do you have a team in place to implement the project?*

(●) Yes ( ) No

i.e. engineering staff to finalize design, construction management staff to build the project, etc.

**If no, please provide a description of the anticipated process to implement the project.*

Jefferson County staff will provide overall project management, right-of-way acquisition, and construction management. Jefferson County will hire and manage a bridge design consultant to provide the preliminary and final design, and project permitting, and will hire a contractor for project construction.

FMSIB is interested in learning from our partners if they are considering conducting any planning studies or research related to the freight system that could be considered for FMSIB funding in the future. If you would like to provide any information related to this, please answer the optional question below. This information will be used by FMSIB to identify needs for future funding opportunities.

11. OPTIONAL: Does your agency have any upcoming freight planning efforts or studies that need funding?*

(●) Yes ( ) No

**If yes, please describe those planning efforts.*

The Peninsula RTPO has identified the need for a coordinated rural freight data collection program to support local agencies with the classifications, tonnage, and valuations needed to complete freight analyses and obtain critical project funding. Funding and technical resources are not available for this work. FMSIB support in establishing a rural freight data collection program would have long-range benefit for freight mobility in rural areas.

Freight Transportation System in Washington State



3/21/2024, 8:19:17 AM

1:144,448

0 0.75 1.5 3 mi

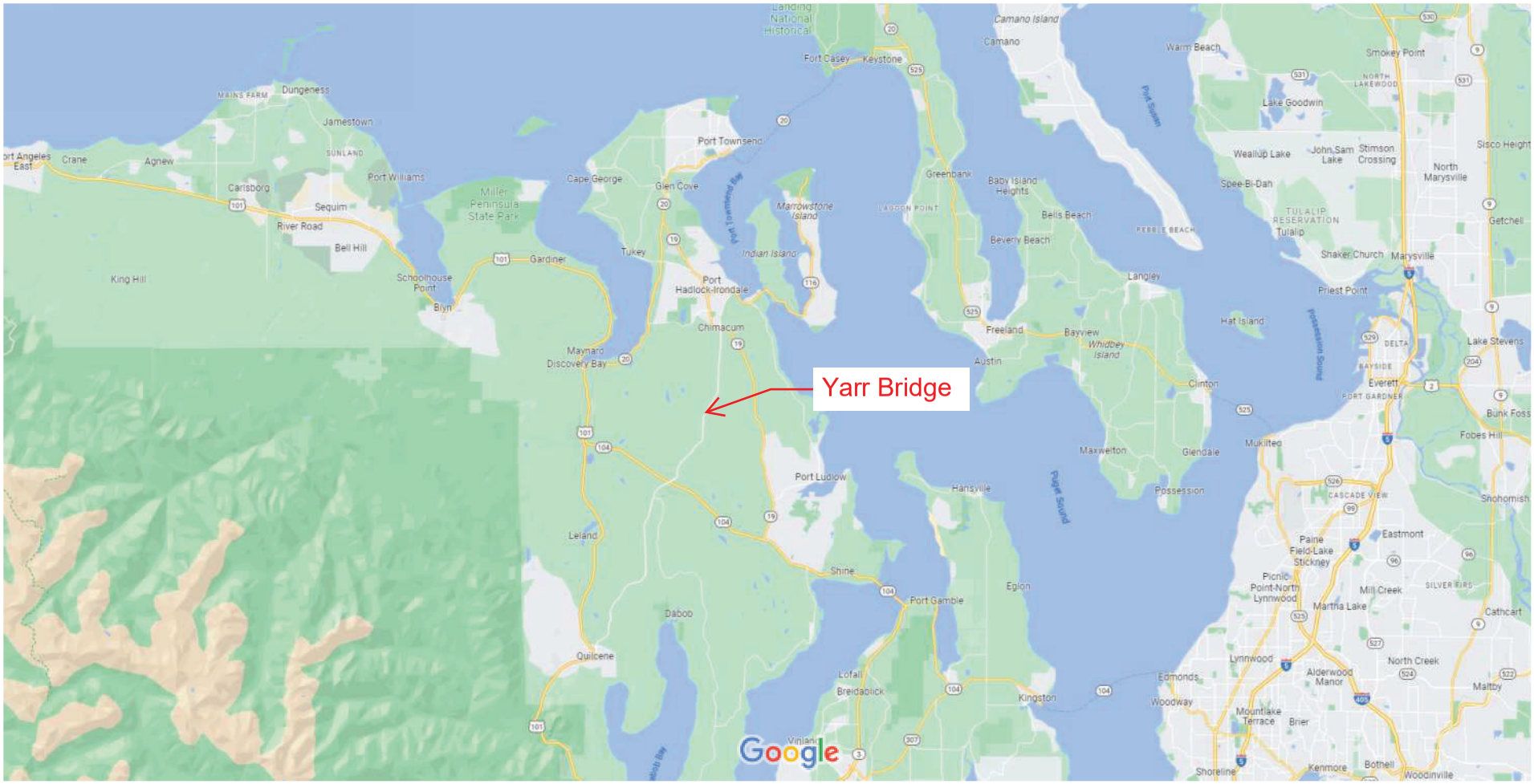
0 1.25 2.5 5 km

- T-5 corridors
- T-4 corridors
- T-3 corridors
- T-2 corridors

Island County, WA State Parks GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS, Esri, NASA, NGA, USGS, Washington State Department of Transportation

WSDOT

Google Maps



Yarr Bridge, Jefferson County
Vicinity Map


Yarr Bridge
Chimacum Creek
Center Road
Yarr Bridge, Jefferson County
Site Map
Google Earth
N
700 ft



Bridge deck looking south



Bridge deck looking north



Bridge elevation looking downstream



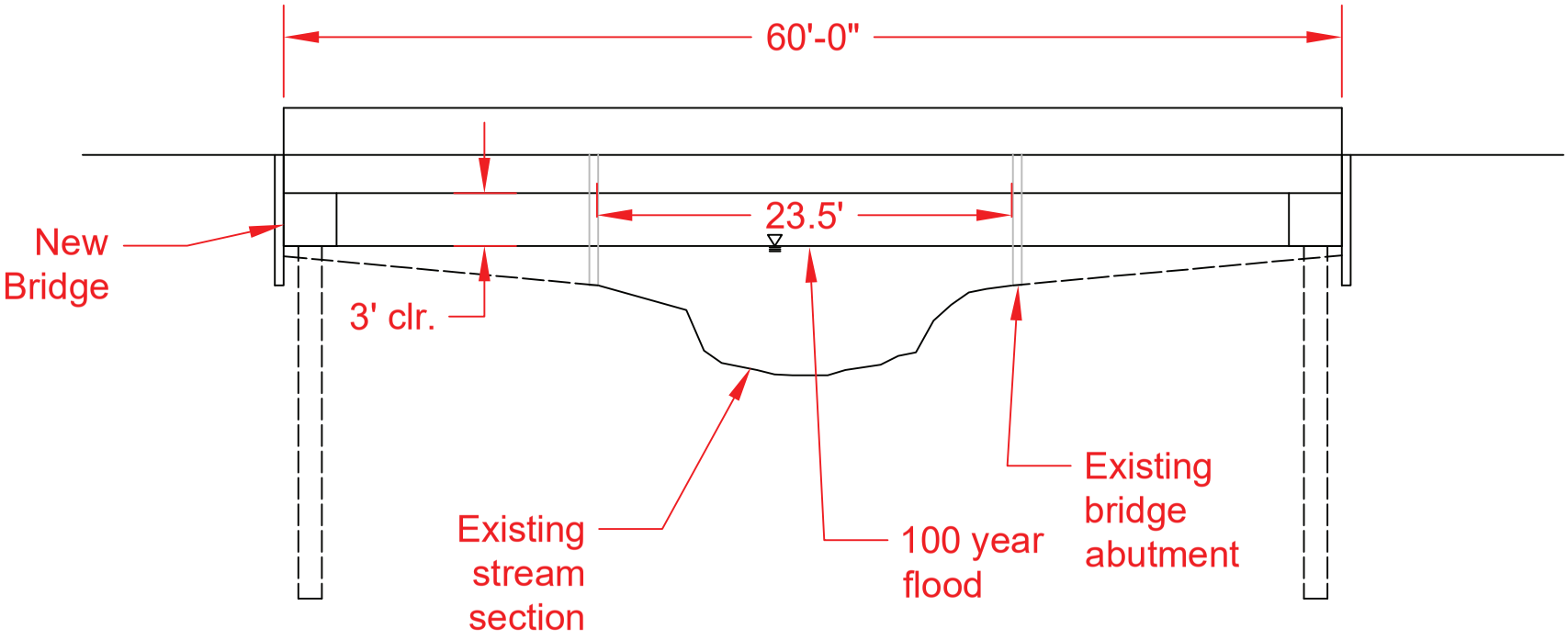
Bridge elevation looking upstream



PLAN

1"=20'

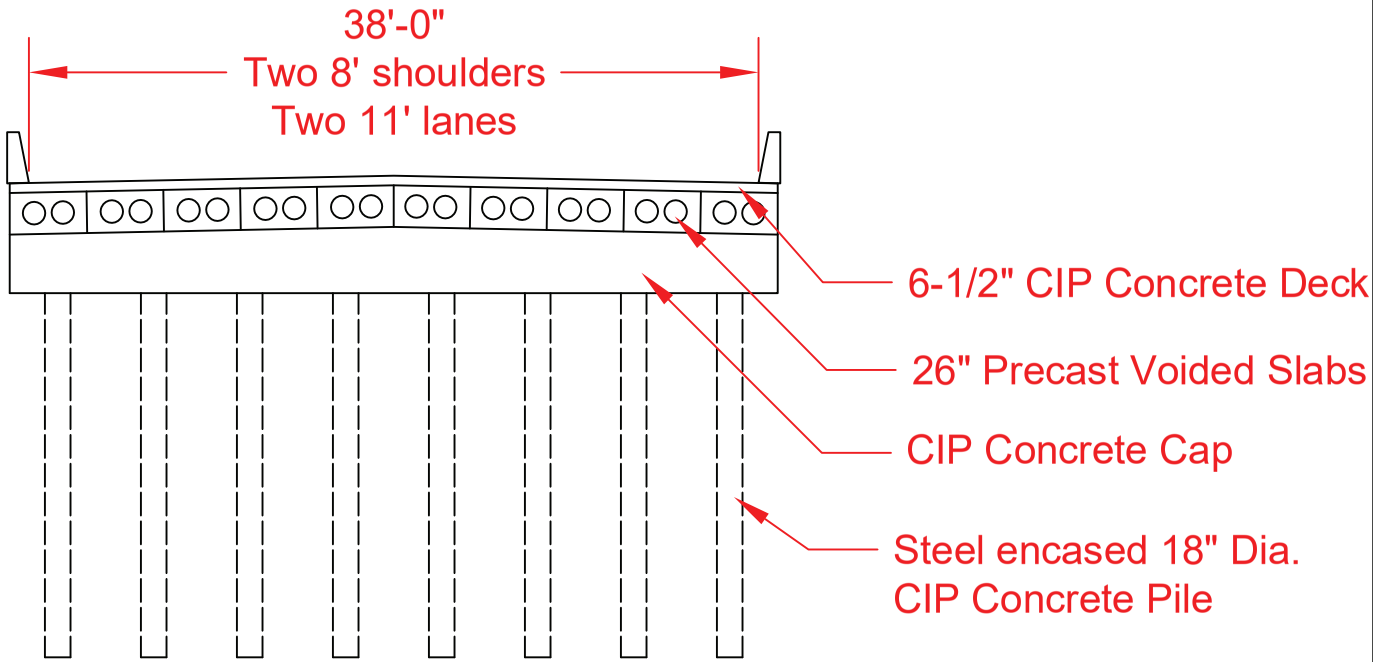
YARR BRIDGE REPLACEMENT



ELEVATION

1"=10'

YARR BRIDGE REPLACEMENT



SECTION

1"=10'

YARR BRIDGE REPLACEMENT

Jefferson County

Yarr Bridge Replacement

Preliminary Estimate

Prepared by: Mark Thurston — Reviewed by: Sargent Engineers in April 2023

Originally prepared April 2023, updated April 2024

ITEM NO.	QUANTITY	UNIT	ITEM DESCRIPTION	UNIT BID	TOTAL BID	2024 COST*
			PREPARATION			
1	1	L.S.	MOBILIZATION (LISTED BELOW)			
2	1	L.S.	APPROACH COSTS (15%)	$ 340,297.50	$ 340,297.50	$357,312.38
3	1	L.S.	CLEARING & GRUBBING	$ 10,000.00	$ 10,000.00	$10,500.00
4	1	L.S.	REMOVING EXISTING BRIDGE	$ 130,000.00	$ 130,000.00	$136,500.00
5	1	L.S.	TEMPORARY STREAM DIVERSION	$ 60,000.00	$ 60,000.00	$63,000.00
6	1	L.S.	TEMPORARY BYPASS ROAD	$ 300,000.00	$ 300,000.00	$315,000.00
			DRAINAGE			
7	500	C.Y.	CHANNEL EXCAVATION INCL. HAUL	$ 60.00	$ 30,000.00	$31,500.00
8	200	TON	LIGHT LOOSE RIPRAP	$ 100.00	$ 20,000.00	$21,000.00
9	1000	TON	STREAMBED MATERIAL	$ 70.00	$ 70,000.00	$73,500.00
10	1	L.S.	FISH EXCLUSION	$ 20,000.00	$ 20,000.00	$21,000.00
			STRUCTURES			
11	150	C.Y.	STRUCTURE EXCAVATION CLASS A INCL. HAUL	$ 50.00	$ 7,500.00	$7,875.00
12	1	L.S.	SHORING OR EXTRA EXCAVATION CLASS A	$ 75,000.00	$ 75,000.00	$78,750.00
13	60	C.Y.	GRAVEL BACKFILL FOR WALLS	$ 60.00	$ 3,600.00	$3,780.00
14	1	EACH	FURNISHING AND DRIVING 18" DIA. CAST-IN-PLACE CONCRETE TEST PILE	$ 25,000.00	$ 25,000.00	$26,250.00
15	750	LF	FURNISHING 18" DIA. CAST-IN-PLACE CONCRETE PILE	$ 200.00	$ 150,000.00	$157,500.00
16	15	EACH	DRIVING 18" DIA. CAST-IN-PLACE CONCRETE PILE	$ 10,000.00	$ 150,000.00	$157,500.00
17	5200	LBS	EPOXY-COATED ST. REINF. BAR	$ 5.00	$ 26,000.00	$27,300.00
18	3500	LBS	ST. REINF. BAR	$ 3.00	$ 10,500.00	$11,025.00
19	30	C.Y.	CONCRETE CLASS 4000 FOR PILE CAP	$ 1,000.00	$ 30,000.00	$31,500.00
20	22	C.Y.	CONCRETE CLASS 4000 FOR ABUTMENT WALL	$ 1,000.00	$ 22,000.00	$23,100.00
21	48	C.Y.	CONCRETE CLASS 4000 FOR CONCRETE DECK	$ 1,500.00	$ 72,000.00	$75,600.00
22	1	LS	SUPERSTRUCTURE - 26 IN. PRESTRESSED VOIDED SLAB GIRDER	$ 650,000.00	$ 650,000.00	$682,500.00
23	120	LF	BRIDGE RAILING - SINGLE SLOPE CONCRETE BARRIER	$ 250.00	$ 30,000.00	$31,500.00
24	225	S.Y.	BRIDGE APPROACH SLAB	$ 600.00	$ 135,000.00	$141,750.00
			EROSION CONTROL & ROADSIDE RESTORATION			
25	24	DAY	ESC LEAD	$ 200.00	$ 4,800.00	$5,040.00
26	400	L.F.	HIGH VISIBILITY SILT FENCE	$ 15.00	$ 6,000.00	$6,300.00
27	1	EST	EROSION/WATER POLUTION CONTROL	$ 20,000.00	$ 20,000.00	$21,000.00
28	1	L.S.	SEEDING, FERTILIZING, AND MULCHING	$ 20,000.00	$ 20,000.00	$21,000.00
			TRAFFIC			
29	4	EACH	BEAM GUARDRAIL (TYPE 31) TRANSITION SECTION TYPE 21	$ 4,500.00	$ 18,000.00	$18,900.00
30	4	EACH	BEAM GUARDRAIL (TYPE 31) NON-FLARED TERMINAL STEEL POST	$ 6,000.00	$ 24,000.00	$25,200.00
31	1	LS	PROJECT TEMPORARY TRAFFIC CONTROL	$ 100,000.00	$ 100,000.00	$105,000.00
32	2000	L.F.	PAINT LINE	$ 5.00	$ 10,000.00	$10,500.00
			OTHER ITEMS			
33	1	LS	PROJECT SURVEYING	$ 20,000.00	$ 20,000.00	$21,000.00
34	1	LS	SPCC PLAN	$ 3,000.00	$ 3,000.00	$3,150.00
35	5	EACH	HABITAT LOG	$ 1,250.00	$ 6,250.00	$6,562.50
36	1	CALC	MINOR CHANGE	$ 10,000.00	$ 10,000.00	$10,500.00
				CONSTRUCTION CONTRACT COST:	$ 2,608,947.50	$ 2,739,394.88

PROJECT COST SUMMARY		
PE Costs (25% of construction contract)	$652,237	$684,848.72
Right of Way Costs	$100,000	$105,000.00
Construction Costs:		
Construction contract (not including mitigation)	$2,608,948	$2,739,395
Mobilization (10% of Construction contract)	$260,895	$273,939
Construction Engineering**	$275,000	$493,091
Subtotal	$3,897,079	$4,296,274
Contingency (15% of subtotal)	$584,562	$644,441
Inflation (5% per year, based on projected ad date of 2029)	$1,076,691	$1,186,981
TOTAL COST	$5,558,332	**$6,127,697**

* 2024 cost adds 5% inflation

** For 2024 estimate, construction engineering is increased to 18% of construction contract cost. This was done to add additonal buffer into the estimate.

FMSIB Six-Year Freight Mobility Strategic Investment Program

2024 Funding Request Form

The Freight Mobility Strategic Investment Board (FMSIB) is charged by the Washington State Legislature to develop a Six-Year Freight Mobility Strategic Investment Program of the highest priority freight mobility projects for the state. FMSIB will recommend funding for the program using the eligibility and prioritization criteria in this application (See page 4 for eligibility and prioritization criteria). The Legislature fully funded the $28.5 million in project recommendations submitted by FMSIB for the current biennium. Freight projects should support a competitive, resilient, sustainable and equitable freight system that grows jobs and the economy, bolsters Washington's role as a leader in international trade, and mitigates the impacts of freight on communities.

This application is a request for agencies to submit information identifying freight projects to be funded by the Washington State Legislature for the next three biennia (FY July 2025 - June 2027; FY July 2027 - June 2029; FY July 2029 - June 2031). This funding program will be updated each biennium. The FMSIB Board Members will use the information collected through this funding request to prioritize a list of freight investments. To the extent possible, FMSIB will balance the prioritized list to achieve geographic representation across the state. FMSIB may reach out to agencies for additional information.

The FMSIB Six-Year Freight Mobility Strategic Investment Program builds on the 2022 Washington State Department of Transportation (WSDOT) Freight Investment Plan. Unfunded phases of projects that are included in the WSDOT Freight Investment Plan are eligible for FMSIB consideration and prioritization as described on page 4 of this application.

Please fill out this form with as much detail as possible for each project and/or project phase that you would like to be considered for the Six-Year Freight Mobility Strategic Investment Program, noting the biennium for which funding is being requested. To be eligible for consideration, the proposed project or project phase(s) must be located on or directly connect to a Designated Strategic Freight Corridor, which are high volume truck, rail and waterway routes in the State's Freight Good and Transportation System: T-1 and T-2 truck routes, R-1 rail routes, and W-1, W-2, W-3, W-4 waterways. Projects must also be ready for construction within six years. Projects that are awarded funding must be included in a regional Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) to proceed. Please coordinate with your Metropolitan Planning Organization or Regional Transportation Planning Organization for inclusion.

Please submit applications to Sally See (Sees@fmsib.wa.gov) by 5:00 p.m. on April 19, 2024.

CONTACT INFORMATION

Lead Agency	City of Port Angeles	**Contact Person**	Jonathan Boehme
Phone Number	360-417-4803	**Email Address**	jboehme@cityofpa.us

GENERAL PROJECT INFORMATION

Project Title: SR 117 Truck Route at US 101 Interchange Improvements

Project Location*: Port Angeles at the intersection of SR117 and US101.

**Please include a map showing the project boundaries and location if available.*

Begin Termini *MP or major cross streets*	US101 MP 246	**End Termini** *MP or major cross streets*	US101 MP 246.3
Legislative District	WA-006	**Construction within 6 years**	(●) Yes ( ) No

Located on Designated Strategic Freight Corridor* Yes / No

**If no, does it directly connect to a Designated Strategic Freight Corridor?* Yes / No

Click here for link to information regarding Designated Strategic Freight Corridors

Project Type*: Expansion of Freight Corridors

FMSIB has set the following categories for preferred funding outcomes, indicated in bolded text below. FMSIB's goal investment targets for project categories is indicated in percentages. Please select the project type that best fits your project based on the example descriptions below.

Asset Preservation and Safety
- *Bridge Preservation (20%): projects that prevent, delay, or reduce deterioration of bridges or bridge elements and extend their service life; or restore the function of existing bridges.*
- *Road Preservation (15%): surface treatments or overlays.*
- *Bridge and Road Replacement (15%): complete road or bridge replacement.*

Improving Operations of Existing System (5%)
- *Transportation Systems Management and Operations (TSMO): improve the quality, effectiveness, resilience, and efficiency of the current system without adding capacity (e.g., more pavement).*

Expanding the Existing System
- *Grade Separations (15%): conversion of at-grade railroad crossings.*
- *Expansion of Freight Corridors (15%): improve first and last mile connections and parallel routes to increase capacity of freight corridors, reducing congestion and emissions.*

Achieving the Freight System of the Future (15%)
- *Truck Parking: construction of or improvements to truck parking.*
- *Land Banks: Land acquisitions that border waterways and airways that will help mitigate impacts of future projects on a particular area.*
- *Zero Emissions: construction of hydrogen fueling station, electrification, or other zero emissions improvements.*

GENERAL PROJECT INFORMATION, CONTINUED

Project Description *Describe the geographic boundary and improvements the project includes.*

This project will complete a retrofit of the SR 117/US 101 interchange, making it bi-directional and enabling trucks traveling to or from the international Port of Port Angeles to access US 101 directly. The existing interchange design reflects Port Angeles' timber past, with access between US 101 and the Port restricted to trucks traveling to and from the west. Those arriving from or returning to points east must drive through Port Angeles' historic downtown street grid with its short blocks, signalized intersections, bike and pedestrian activity, and local business access and freight deliveries. Freight and shipping are integral to this area's economy, supporting family-wage jobs in an area of persistent poverty. The city must be able to grow and modernize while maintaining freight mobility at the same time. This project will complete the engineering and design, modest right-of-way acquisition, and construction of the revised interchange, and will identify other necessary improvements related to freight access and circulation. It will reduce travel time and multimodal conflicts for regional, statewide, and international freight. It will also support Port Angeles' efforts to revitalize downtown and the local economy and create a more resilient transportation system.

Project Importance *Describe how this project supports the preferred funding outcomes (noted in the gray box on page 1). If applicable, include information on how this project supports a larger freight investment priority (i.e. is this a component of a larger freight investment or project).*

About 1,400 freight trucks per day idle through Port Angeles' historic "Main Street" area traveling to and from the Port. The current connection of US101 to SR117 does not allow the Port's freight traffic to travel to or from the east on SR 117, a designated freight corridor (Tumwater Truck Route). The Port is a key part of the forest products supply chain on the Olympic Peninsula and is a major economic driver for the region, providing over 1,700 jobs and over $125 million per year in wages to Clallam County alone. Employment impacts from shipping activity at the Port terminals range from high-wage union jobs (ILWU) and mill jobs in Port Angeles to sustainable forestry jobs in the county's impoverished west end. Maintaining freight truck access to the Port's main cargo terminal, Terminal 3, is crucial for both Port Angeles's economy and that of the wider Olympic Peninsula region. By completing the improvements included with this proposal, freight traffic will have a more direct route on the Tumwater Truck Route and allow for the downtown area to grow its own local economy and business opportunities.

PROJECT COST AND FUNDING *Please complete the table below.*

Phase	Est. Total Cost	Federal Funds		State Funds		Other Funds		Unfunded Amount
		Requested	*Secured*	*Requested*	*Secured*	*Requested*	*Secured*	
PE	$ 3,275,000.00						$ 150,000.00	$ 3,125,000.00
RW	$ 100,000.00						$ 100,000.00	$ 0.00
CN	$ 10,000,000.00							$ 10,000,000.00
Total	$ 13,275,000.00						$ 250,000.00	$ 13,025,000.00

Funding Source(s): *Please list all secured funding sources.*

Federal

State

Other Local City funding.

Have you previously received FMSIB funding for this project? ○ **Yes** ◉ **No**

If yes, what amount, when, and for which phase (if applicable)?

FMSIB FUNDING REQUEST

FMSIB is requesting project applications for a Six-Year Freight Mobility Strategic Investment Program recommendation to the Legislature. Please indicate the amount of funding being requested from the Legislature as well as the timing for which funding is requested. Multiple applications can be submitted for multiple phases of one project. The Six-Year Freight Strategic Investment Program will fund projects for the following biennia:

FY July 2025-June 2027 *FY July 2027-June 2029* *FY July 2029-June 2031*

FMSIB Request Amount: $ 13,025,000.00

Timing *When is funding needed?*: FY July 2025-June 2027

Phase(s): Design & Construction

FMSIB will update the Six-Year Freight Mobility Strategic Investment Program during each biennium through additional calls for funding requests. The prioritization criteria included on page 4 may change during future calls. If the prioritization criteria change, FMSIB will communicate those changes during future calls for funding requests.

PROJECT STATUS

Project Status Category* Development

Examples of projects that fit within each category is provided below.

Implementation:
- ✓ Design is at least 60% complete
- ✓ Significant progress has been made towards right-of-way
- ✓ Environmental approvals are underway
- ✓ Project is identified in a local, regional, and/or state plan

Development:
- ✓ Design is at least 30% complete
- ✓ Right-of-way needs are identified
- ✓ Environmental has been initiated
- ✓ Project is identified in a local, regional, and/or state plan

Initiation:
- ✓ Project has, at a minimum, been identified in a planning study
- ✓ Limited investment has been made towards further developing the project

Construction Start Year 2029

Design Status <30% complete

Right-of-Way Required? (•) Yes ( ) No

Right-of-Way Status Not Started

# of Remaining Parcels to be Acquired 2

Timing for when Right-of-Way will be complete?* 2027

please indicate when acquisitions are anticipated to be complete.

Environmental Review Type SEPA Determination of Nonsignificance

Environmental Review Status Not Started

please indicate where the project is in the environmental review process.

Is the project included in any local, regional, or state plans or studies?* (•) Yes ( ) No

If yes, please list any plans or studies the project is in; include links to the documents.

2024 City of Port Angeles Transportation Improvement Plan and 2023 Regional Transportation Improvement Plan, City of Port Angeles Comprehensive Plan

PROJECT BENEFITS AND IMPACTS

Project Benefits *Please describe how this project will advance freight mobility and support the Washington State economy.*

The project will directly benefit freight movement by eliminating a current bottleneck in the transportation network that affects freight and all other traffic in downtown Port Angeles. Today, although a defined truck route (SR 117) runs north-south through Port Angeles and connects to the main east-west highway (US 101), the existing interchange only allows movement to and from the west. Freight traffic to and from the east, where the Port serves many markets, is forced through downtown Port Angeles. It will improve system-wide connectivity and reliability by enabling regional freight to use the higher capacity cross-town SR 117 truck route. This will provide freight traffic a faster route between Port facilities and other destinations while keeping these large vehicles separate from non-freight transportation activities.

The City of Port Angeles' economy has historically been driven by the forest products and maritime industries, but it in recent decades it is diversifying its economy. The Port of Port Angeles is a major economic engine for the region, with its strategic position on the Strait of Juan de Fuca, its international marine access, and its natural deep-water harbor. Its intermodal capabilities (air, water, truck) allow a wide variety of industries to mobilize here. Freight mobility underpins the success of the fishing industry, timber and lumber industries, paper mills, food processing plants, and dairy farms. Ensuring reliable freight access as the city grows is vitally important to their long-term economic success. Port Angeles is located on the North Olympic Peninsula, a region surrounded by water on three of four sides. Like the rest of the region, it relies on trucking and water transport to keep its economy moving. Increasing freight movement reliability underpins the economic vitality of the entire North Olympic Peninsula region, much of which is classified as low-income and disadvantaged. FMSIB support will enable the City and Port to retain and grow the area's economic base, diversify industrial opportunities, and support growing community needs.

Project Impacts *Please describe potential project impacts, such as impacts to the built and natural environments, that could influence obtaining permits or that pose a schedule risk. Examples include potential impacts to floodplains, wetlands, geological hazards, forest/agricultural lands, transportation impacts to other modes, construction impacts, business and/or residential displacements, etc. Please also describe impacts to overburdened communities.*

This project will occur in a highly impacted area of highway development and will not result in permitting or construction in environmentally sensitive areas. No concerns are anticipated with permitting. A Determination of Non-Significance is the expected environmental designation.

This project will change how freight moves through Port Angeles and thus will be of interest to all in the community. Removing regional freight from downtown streets has been defined as a community need for more than two decades, since it first appeared in Port Angeles' Comprehensive Plan in 1999. The City will continue its public outreach as this project progresses and work with affected stakeholders including business and trucking interests that may be affected by changes in routing. To date this project has garnered broad support from entities including: the Peninsula Regional Transportation Planning Organization (PRTPO) for the Olympic Peninsula region, the Port Angeles Chamber of Commerce, and some of the Port of Port Angeles' key industry partners - McKinley Paper, Merrill & Ring, Interfor Corporation, Munro LLC, and Hermann Brothers Logging and Construction, Inc. Through regular and on-going communication, coordination, and analysis the City expects to minimize disruptions to affected stakeholders and ensure design considerations meet freight needs. The aim is to proceed from engineering and design through construction as expeditiously as possible to bring relief to the area and minimize delays in project delivery.

PROJECT EVALUATION CRITERIA

The following criteria will be used to prioritize projects and determine alignment with FMSIB's mission to identify the highest priority freight investments for the state. The legislature has identified approximately $30 million for each biennium but FMSIB is building an unconstrained plan for statewide freight needs. The Six-Year Freight Mobility Strategic Investment Program may identify more projects than can be funded during the next three biennia.

Eligibility criteria includes projects that are 1) on or connects to a Designated Strategic Freight Corridor and 2) under construction within six years. Projects will be prioritized to ensure the plan is geographically balanced across the state.

Statewide Freight Importance

8 points possible, each question worth between 3 and 5 points.

Scoring Guide

1. Tonnage (based on FGTS Classification)* — **Up to 5 points**

**if project is located on facility directly connecting to a designated strategic freight corridor, please indicate the FGTS classification of the facility to which the project connects.*

FGTS Truck Corridors: T-2 4 million to 10 million tons per year

FGTS Rail Freight Corridors: [select one]

FGTS Waterway Freight Corridors: [select one]

2. Truck Percentage or Volume* 1400 trucks per day or 15% — **Up to 3 points**

**please include medium (Class 4-6) and heavy (Class 7-13) freight truck volumes separately when reporting truck percentage. Also indicate when counts were collected.*

Project Funding

11 points possible, each question worth between 3 and 5 points.

Scoring Guide

3. Non-state match (% of total cost) 7% of design — **Up to 3 points**

4. Percentage of funding 'committed' 7% of design — **Up to 5 points**

5. Project listed in Regional Plan* (●) Yes ( ) No — **Up to 3 points**

**If yes, please list.*

Peninsula Regional Transportation Planning Organization is updating its RTP Project List and this project is expected to be included on the new list in October 2024.

Cost Considerations

2 points possible.

Scoring Guide

6. Cost effectiveness — **Up to 2 points**

Please provide information on how least cost solutions were considered.

During the early phases of preliminary engineering, as the interchange concept is being developed, we will consider interchange design alternatives and the constructibility of the proposed bridge structure which minimize the project footprint while increasing operational efficiencies. By considering alternative interchange approaches, we can increase safety by reducing the number of conflict points over a traditional interchange, reduce project footprint which reduces the environmental impacts and project cost, and increase operational efficiencies of the system as a whole. By evaluating the proposed bridge construction technique early in design, we can ensure that the project that carries forward to construction is one that minimizes impacts to existing traffic and the surrounding environment.

Overburdened Communities

5 points possible, each question worth between 2 and 3 points.

Scoring Guide

7a. Engagement with Overburdened Communities — **Up to 3 points**

Please describe any equity policies, outreach plans, outreach materials, translation into multiple languages, and/or other engagement work that has been done or that you anticipate to be done.

The City of Port Angeles and surrounding areas are designated as Areas of Persistent Poverty and Historically Disadvantaged Communities, as well as part of the Emerald Coast Opportunity Zone. Port Angeles maintains on-going relationships with the Lower Elwha Klallam Tribe. It actively partners with a variety of community-based organizations serving the area's vulnerable population groups. Equity-focused outreach will be a key component of the planning-level engagement efforts. In addition, direct outreach will be made with other vulnerable roadway user groups, such as the Port Angeles Likes Bikes community organization.

7b. Project alternatives and measures that address impacts, particularly to overburdened communities — **Up to 2 points**

Please describe actions taken to address potential impacts to overburdened communities, including consideration of project alternatives and mitigation measures.

Completion of this project will help to alleviate impacts the current freight system has on over-burdened communities by removing 1,400 heavy trucks a day from downtown Port Angeles streets. Downtown has a high concentration of people living in poverty, people who are unemployed, and where a variety of supportive services and housing are found for the most vulnerable in our community. This will eliminate conflicts between freight and those who are dependent on transit or non-motorized travel to meet their basic mobility needs. It will also reduce particulate matter and emissions in downtown Port Angeles. The City of Port Angeles is committed to nondiscriminatory and equal opportunity practices, complying with Section 504 of the Rehabilitation Act and the Americans with Disabilities Act (ADA). The City's Title VI outlines accommodations to ensure that no person shall be discriminated against.

ADDITIONAL QUESTIONS

9. Has this application been reviewed by the sponsoring agency's project manager or project development team for the proposed project?

(●) Yes ( ) No

10. Do you have a team in place to implement the project?*

(●) Yes ( ) No

i.e. engineering staff to finalize design, construction management staff to build the project, etc.

**If no, please provide a description of the anticipated process to implement the project.*

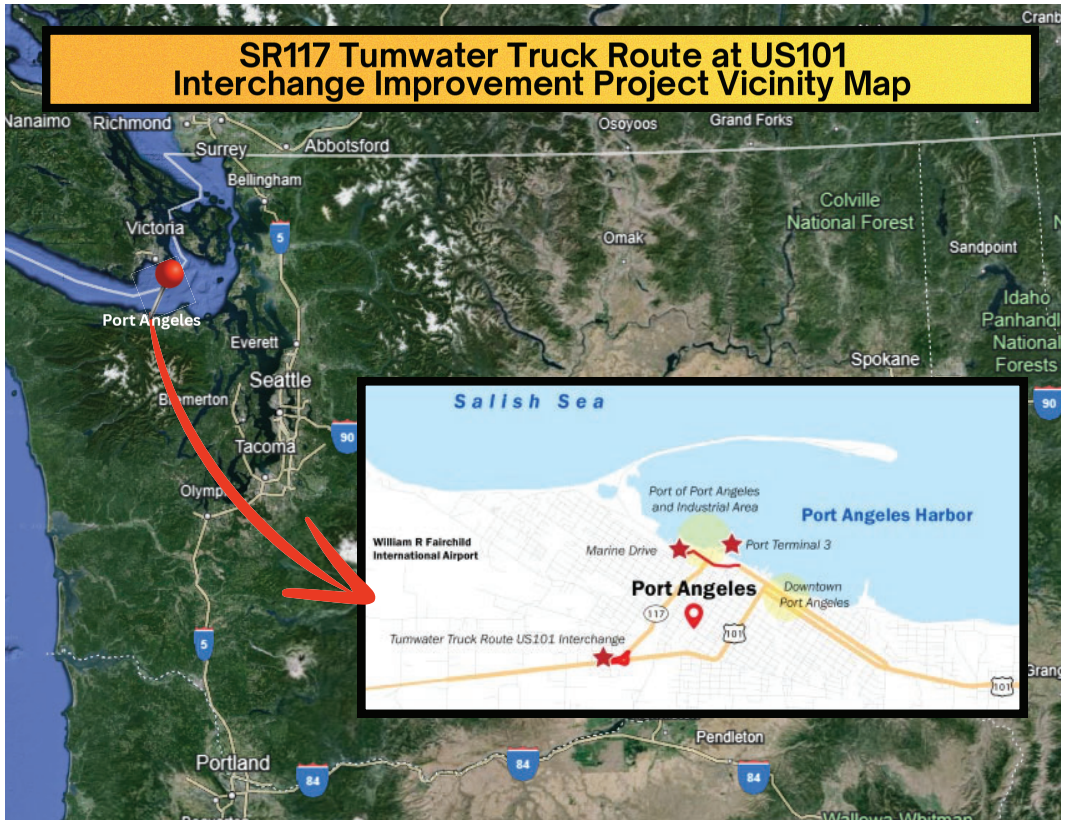
FMSIB is interested in learning from our partners if they are considering conducting any planning studies or research related to the freight system that could be considered for FMSIB funding in the future. If you would like to provide any information related to this, please answer the optional question below. This information will be used by FMSIB to identify needs for future funding opportunities.

11. OPTIONAL: Does your agency have any upcoming freight planning efforts or studies that need funding?*

(●) Yes ( ) No

**If yes, please describe those planning efforts.*

The Peninsula RTPO has identified the need for a coordinated rural freight data collection program to support local agencies with the classifications, tonnage, and valuations needed to complete freight analyses and obtain critical project funding. Funding and technical resources are not available for this work. FMSIB support in establishing a rural freight data collection program would have long-range benefit for freight mobility in rural areas.


SR117 Tumwater Truck Route at US101
Interchange Improvement Project Vicinity Map
Nanaimo
Richmond
Surrey
Abbotsford
Bellingham
Victoria
Port Angeles
Everett
Seattle
Tacoma
Olympia
Portland
Osoyoos
Grand Forks
Colville
National Forest
Omak
Sandpoint
Idaho
Panhandle
National
Forests
Spokane
Pendleton
Salish Sea
Port of Port Angeles
and Industrial Area
Port Angeles Harbor
William R Fairchild
International Airport
Marine Drive
Port Terminal 3
Port Angeles
Downtown
Port Angeles
Tumwater Truck Route US101 Interchange

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2024 Funding Request Form

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Please submit applications to Sally See (Sees@fmsib.wa.gov) by 5:00 p.m. on April 19, 2024.

CONTACT INFORMATION

Lead Agency	Port of Bremerton	**Contact Person**	Arne Bakker
Phone Number	306-813-0814	**Email Address**	arneb@portofbremerton.org

GENERAL PROJECT INFORMATION

Project Title: Airport Way Design and Construction

Project Location*: Puget Sound Industrial Center-Bremerton.

**Please include a map showing the project boundaries and location if available.*

Begin Termini *MP or major cross streets*	Airport Way at Old Clifton Rd	**End Termini** *MP or major cross streets*	Lake Flora Road
Legislative District	26	**Construction within 6 years**	(•) Yes ( ) No

Located on Designated Strategic Freight Corridor* — **Yes** / **No**

If no, does it directly connect to a Designated Strategic Freight Corridor?* — **Yes / **No**

Click here for link to information regarding Designated Strategic Freight Corridors

Project Type*: Expansion of Freight Corridors

FMSIB has set the following categories for preferred funding outcomes, indicated in bolded text below. FMSIB's goal investment targets for project categories is indicated in percentages. Please select the project type that best fits your project based on the example descriptions below.

Asset Preservation and Safety
- *Bridge Preservation (20%): projects that prevent, delay, or reduce deterioration of bridges or bridge elements and extend their service life; or restore the function of existing bridges.*
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Improving Operations of Existing System (5%)
- *Transportation Systems Management and Operations (TSMO): improve the quality, effectiveness, resilience, and efficiency of the current system without adding capacity (e.g., more pavement).*

Expanding the Existing System
- *Grade Separations (15%): conversion of at-grade railroad crossings.*
- *Expansion of Freight Corridors (15%): improve first and last mile connections and parallel routes to increase capacity of freight corridors, reducing congestion and emissions.*

Achieving the Freight System of the Future (15%)
- *Truck Parking: construction of or improvements to truck parking.*
- *Land Banks: Land acquisitions that border waterways and airways that will help mitigate impacts of future projects on a particular area.*
- *Zero Emissions: construction of hydrogen fueling station, electrification, or other zero emissions improvements.*

GENERAL PROJECT INFORMATION, CONTINUED

Project Description *Describe the geographic boundary and improvements the project includes.*

This project includes design and construction for multiple segments of Airport Way. The Port has already completed Phases 1 and 2.1, extending Airport Way from SR 3 to the intersection at Old Clifton Road. The Port has also completed design for Phase 2.2.
This project will complete the design of Phases 2.3 and 3, from the southeast corner of the Port property to the final connection at Lake Flora Road, and it will construct Phases 2.2 and 2.3. This will leave the Port with a clear and coordinated design for the entire remaining corridor and well-positioned to pursue RW and construction funding just outside of this six-year window for Phase 3.
This project will complete the design of Phases 2.3 and 3, from the southeast corner of the Port property to the final connection at Lake Flora Road, and it will construct Phases 2.2 and 2.3. This will leave the Port with a clear and coordinated design for the entire remaining corridor and well-positioned to pursue RW and construction funding for Phase 3 just outside of this six-year window.
Phase 2.2 consists of 3,800 LF of new freight corridor from Old Clifton Road to the south end of Bremerton National Airport. Phase 2.3 consists of 3,200 linear feet of freight corridor along the Port's southern property line, with future connectivity at Lake Flora Road and the future SR 3 Freight Corridor. These two segments will open approximately 450 acres for industrial development. ROW for Phases 2.2 and 2.3 is owned by the Port. Airport Way includes two 12-foot paved vehicle lanes, 5-foot pervious concrete bicycle lanes and 3-foot gravel shoulders, a separated 5 -foot pervious asphalt pedestrian path, grass lined stormwater swales and a 7-foot tall wildlife fence.

Project Importance *Describe how this project supports the preferred funding outcomes (noted in the gray box on page 1). If applicable, include information on how this project supports a larger freight investment priority (i.e. is this a component of a larger freight investment or project).*

Airport Way supports FMSIB objectives by establishing a connected network of freight routes within the PSIC-Bremerton that enable safe and efficient truck movement while minimizing conflicts with general purpose traffic. This project will take trucks off congested SR 3 and Lake Flora facilities, improving mobility for freight and general-purpose traffic. This project will take trucks off congested SR 3 and Lake Flora facilities, improving mobility for freight and general-purpose travel alike. While it is not part of the SR 3 Freight Corridor project underway, Airport Way will work in tandem with that facility to provide reliable, dedicated parallel facilities designed for the rigors of heavy truck traffic, from the road base and construction methods to the design of intersections and traffic management devices. This will help to keep trucks moving efficiently, reduce emissions associated with idling, and provide more separation between freight and general-purpose traffic.
Additionally, this project continues work the Port has begun to open up 800 acres of prime industrial land for development as called for in the PSIC-Bremerton Subarea Plan and Planned Action EIS. Access to these lands will unlock development opportunities to grow clean, sustainable industries that provide good living wage jobs and economic security to area residents.

PROJECT COST AND FUNDING *Please complete the table below.*

Phase	Est. Total Cost	Federal Funds		State Funds		Other Funds		Unfunded Amount
		Requested	*Secured*	*Requested*	*Secured*	*Requested*	*Secured*	
PE	$ 810,893.00	$ 466,270.00					$ 344,623.00	$ 466,270.00
RW	$ 0.00							
CN	$ 6,806,047.00	$ 6,307,261.00					$ 498,786.00	$ 6,307,261.00
Total	$ 7,616,940.00	$ 6,773,531.00					$ 843,409.00	$ 6,773,531.00

Funding Source(s): *Please list all secured funding sources.*

Federal

State

Other Port of Bremerton 5 year capital improvement plan

Have you previously received FMSIB funding for this project? ○ **Yes** ◉ **No**

If yes, what amount, when, and for which phase (if applicable)?

FMSIB FUNDING REQUEST

FMSIB is requesting project applications for a Six-Year Freight Mobility Strategic Investment Program recommendation to the Legislature. Please indicate the amount of funding being requested from the Legislature as well as the timing for which funding is requested. Multiple applications can be submitted for multiple phases of one project. The Six-Year Freight Strategic Investment Program will fund projects for the following biennia:

FY July 2025-June 2027 *FY July 2027-June 2029* *FY July 2029-June 2031*

FMSIB Request Amount	Timing *When is funding needed?*	Phase(s)
$ 6,773,531.00	FY July 2027-June 2029	PE (2027) / CN (2029)

FMSIB will update the Six-Year Freight Mobility Strategic Investment Program during each biennium through additional calls for funding requests. The prioritization criteria included on page 4 may change during future calls. If the prioritization criteria change, FMSIB will communicate those changes during future calls for funding requests.

PROJECT STATUS

Project Status Category* Implementation

Examples of projects that fit within each category is provided below.

Implementation:
- ✓ Design is at least 60% complete
- ✓ Significant progress has been made towards right-of-way
- ✓ Environmental approvals are underway
- ✓ Project is identified in a local, regional, and/or state plan

Development:
- ✓ Design is at least 30% complete
- ✓ Right-of-way needs are identified
- ✓ Environmental has been initiated
- ✓ Project is identified in a local, regional, and/or state plan

Initiation:
- ✓ Project has, at a minimum, been identified in a planning study
- ✓ Limited investment has been made towards further developing the project

Construction Start Year 2029

Design Status 30-60% complete

Right-of-Way Required? ○ Yes ◉ No

Right-of-Way Status Not Required

# of Remaining Parcels to be Acquired

Timing for when Right-of-Way will be complete?*

please indicate when acquisitions are anticipated to be complete.

Environmental Review Type NEPA Categorical Exclusion

Environmental Review Status Started

please indicate where the project is in the environmental review process.

Is the project included in any local, regional, or state plans or studies?* ◉ Yes ○ No

If yes, please list any plans or studies the project is in; include links to the documents.

Puget Sound Industrial Center-Bremerton (formerly known as the South Kitsap Industrial Area) Sub-area Plan adopted August 1, 2012, City of Bremerton Ordinance 5188, Conceptual Roadway Network, Figure A-2, Page A-25; Section E, Capital Facilities Plan, Section E-5 Transportation, Table E-2 Roadway Project Description & Costs, page E-10.1

PROJECT BENEFITS AND IMPACTS

Project Benefits *Please describe how this project will advance freight mobility and support the Washington State economy.*

Airport Way serves an industrial area known as Puget Sound Industrial Center-Bremerton (PSIC-B), recognized by the Puget Sound Regional Council as a "Manufacturing/Industrial Center" (MIC). PSIC-B is approximately 3,700 acres of land at the Bremerton National Airport which is owned and operated by the Port of Bremerton. PSIC-B is the largest area of underdeveloped industrial land in Kitsap County as well as the most underdeveloped of all the regionally designated MICs.
Airport Way is the backbone of the freight transportation network taking shape within PSIC-B. It is a big part of the area's industrial freight access and circulation system and supports commercial aviation at Bremerton National Airport, multimodal rail access in the Olympic View Industrial Park, and connectivity to the regional and statewide transportation network. It augments the future SR 3 Freight Corridor to improve freight access and circulation while removing conflicts with general purpose traffic. The Port has completed Phases 1 and 2.1, extending Airport Way southeast from SR 3 to the roundabout at Airport Industrial Way and Old Clifton Road, and opening access to some of the undeveloped land in PSIC-B.
The Port has completed design of Phase 2.2 and is pursuing funding to design the remaining Phases 2.3 and 3 segments as well as construct Phases 2.2 and 2.3. This will unlock 800 acres in the PSIC-B and support industrial, commercial, aviation, and mineral extraction development as called for in adopted plans. This will grow family wage jobs with benefits, a stronger community, and a high quality of life for area residents. This project will leave the Port well positioned to secure remaining funding needed to construct the final bit of the 3.5-mile corridor and provide an alternate freight route that avoids the heavily congested SR 3/Lake Flora intersection.

Project Impacts *Please describe potential project impacts, such as impacts to the built and natural environments, that could influence obtaining permits or that pose a schedule risk. Examples include potential impacts to floodplains, wetlands, geological hazards, forest/agricultural lands, transportation impacts to other modes, construction impacts, business and/or residential displacements, etc. Please also describe impacts to overburdened communities.*

Airport Way is designed to avoid all surrounding wetlands. The construction of Airport Way will include two 12-foot vehicle lanes, a 5-foot pervious concrete bicycle path designed to infiltrate all stormwater, a 3-foot gravel shoulder, a 12-foot grass-covered utility corridor, and a 5-foot pervious asphalt pedestrian path. The project is constructing new facilities to inaccessible lands and so construction impacts on existing businesses is expected to be minimal and can be managed with good coordination and communications. The proposed timeline accounts for permitting and review processes to ensure a reasonable expectation of completion. The project will have no impacts to overburdened communities.

PROJECT EVALUATION CRITERIA

The following criteria will be used to prioritize projects and determine alignment with FMSIB's mission to identify the highest priority freight investments for the state. The legislature has identified approximately $30 million for each biennium but FMSIB is building an unconstrained plan for statewide freight needs. The Six-Year Freight Mobility Strategic Investment Program may identify more projects than can be funded during the next three biennia.

Eligibility criteria includes projects that are 1) on or connects to a Designated Strategic Freight Corridor and 2) under construction within six years. Projects will be prioritized to ensure the plan is geographically balanced across the state.

Statewide Freight Importance

8 points possible, each question worth between 3 and 5 points.

Scoring Guide

1. Tonnage (based on FGTS Classification)* — **Up to 5 points**

**if project is located on facility directly connecting to a designated strategic freight corridor, please indicate the FGTS classification of the facility to which the project connects.*

FGTS Truck Corridors	T-3 300,000 to 4 million tons per year
FGTS Rail Freight Corridors	[select one]
FGTS Waterway Freight Corridors	[select one]

2. Truck Percentage or Volume* 6.1% — **Up to 3 points**

**please include medium (Class 4-6) and heavy (Class 7-13) freight truck volumes separately when reporting truck percentage. Also indicate when counts were collected.*

Project Funding

11 points possible, each question worth between 3 and 5 points.

Scoring Guide

3. Non-state match (% of total cost) 15% — **Up to 3 points**

4. Percentage of funding 'committed' 11.5% — **Up to 5 points**

5. Project listed in Regional Plan* (●) **Yes** ( ) **No** — **Up to 3 points**

**If yes, please list.*

This has been adopted in the 2024-2029 six year Transportation Improvement Plan in the City of Bremerton by resolution 3359, adopted on June 28, 2023 and will be included in the PRTPO RTP project list scheduled for adoption in October 2024.

Cost Considerations

2 points possible.

Scoring Guide

6. Cost effectiveness — **Up to 2 points**

Please provide information on how least cost solutions were considered.

The following least cost solutions were considered in the design of Airport Way
1. Sustainable design: With the addition pervious concrete for the bicycle lane, a gravel shoulder and pervious asphalt pedestrian lane, all storm water run--off will be captured in a infiltration rock reservoir. all storm water will be fully infiltrated on site
2. Pavement design: Appropriate materials and thicknesses based on traffic volumes, vehicle weights and turning radii, and soil conditions are incorporated to reduce long-term repair and maintenance costs.
3. Layout Planning: Airport way has been designed to minimize land use impacts Grand avoid all critical areas that have been mapped
4. Grid expansion: Project advances completion of a connected freight grid to support efficient freight access and circulation needed to support industry while minimizing truck impacts on general purpose traffic on SR 3 and Lake Flora Road

Overburdened Communities

5 points possible, each question worth between 2 and 3 points.

Scoring Guide

7a. Engagement with Overburdened Communities — **Up to 3 points**

Please describe any equity policies, outreach plans, outreach materials, translation into multiple languages, and/or other engagement work that has been done or that you anticipate to be done.

This project results from a subarea plan and Planned Action EIS completed by the City of Bremerton for the Puget Sound Industrial Center – Bremerton. That subarea plan and Planned Action EIS included robust engagement with the general public, business and special interest groups, airport tenants, and property owners. The visioning and scoping resulted in a roadmap for sustainable low-impact development and environmental stewardship that will enable the Port of Bremerton to grow its industrial capacity without conflicting with the needs of nearby neighborhoods and commercial hubs. The Port of Bremerton will maintain its policy of open and ongoing communications and engagement with surrounding stakeholders and community interests as it has throughout Airport Way development activities to date.

7b. Project alternatives and measures that address impacts, particularly to overburdened communities — **Up to 2 points**

Please describe actions taken to address potential impacts to overburdened communities, including consideration of project alternatives and mitigation measures.

The Port of Bremerton and its industrial activities are strategically located so as to minimize impacts on area residents and over-burdened communities. That said, this project helps fulfill the subarea plan developed for PSIC – Bremerton. That plan promotes green economic development that will grow family wage jobs, reduce emissions, support revenue generating activities that enable social investments where they're needed elsewhere in our community, and enhance the overall quality of life in Kitsap and north Mason Counties. In this way this project helps support programs and investments that benefit vulnerable and over-burdened populations in our community. In accordance with the Planned Action EIS, work to date on Airport Way has reduced and infiltrated storm water and also helped to relieve some pressure on SR 3. The remaining segments will extend those benefits and ultimately connect Airport Way to Lake Flora Road and the SR 3 Freight Corridor. FMSIB funding will complete much of the remaining industrial freight access and circulation network and improve operations on SR 3 and Lake Flora Road by providing truck route alternatives to and from designated industrial areas.

ADDITIONAL QUESTIONS

9. Has this application been reviewed by the sponsoring agency's project manager or project development team for the proposed project?

(●) Yes ( ) No

10. Do you have a team in place to implement the project?*

(●) Yes ( ) No

i.e. engineering staff to finalize design, construction management staff to build the project, etc.

**If no, please provide a description of the anticipated process to implement the project.*

FMSIB is interested in learning from our partners if they are considering conducting any planning studies or research related to the freight system that could be considered for FMSIB funding in the future. If you would like to provide any information related to this, please answer the optional question below. This information will be used by FMSIB to identify needs for future funding opportunities.

11. OPTIONAL: Does your agency have any upcoming freight planning efforts or studies that need funding?*

( ) Yes (●) No

**If yes, please describe those planning efforts.*

Puget Sound Industrial Center - Bremerton

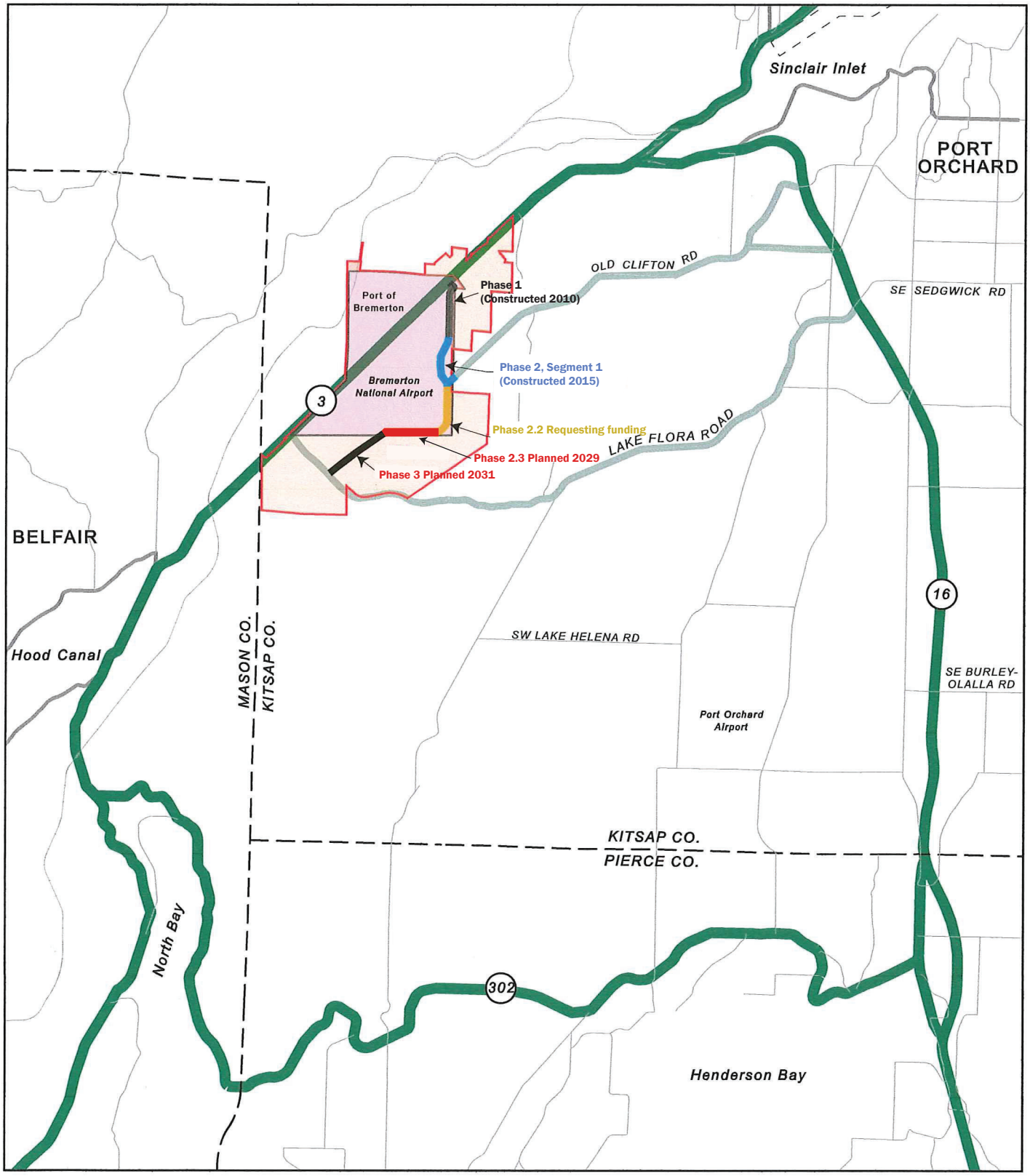


Figure 1: Regional Transportation Network

Airport Way provides links to the regional transportation network for the movement of freight and employees to and from the Airport Way MIC. It also allows vehicles to bypass SR3, a high accident, congested corridor.

ERVIEW

- Bremerton (PSICB) is designated a
rial center (MIC) and will support up
in the next 20 years. Airport Way will
re PSICB as well as make a regional
R-3 to Old Clifton Road, Lake Flora
dor. The project has three remaining
work has been completed.



0

at
e.

15
roadway to provide access to 200
make a regional transportation to

yment has grown within
Way was started. Phase
access to 340 additional
wth within PSICB.

2020 Additions

1. Amazon facility opened in September 2020 adding 117 new jobs.

see map for locations

oyees

Port Building Completed 2019

Amazon Site Completed 2020 adding 117 new jobs.

SkyPark Development

SR 3 Frontage Completed 2021

PHASE 1 completed 2010

3

PHASE 2.1 completed 2015

PHASE 2.1– Airport Industrial Way / Old Clifton Road Roundabout

South Hangar Development Completed 2022

PHASE 2.2 Planned 2027

Airport Boundry

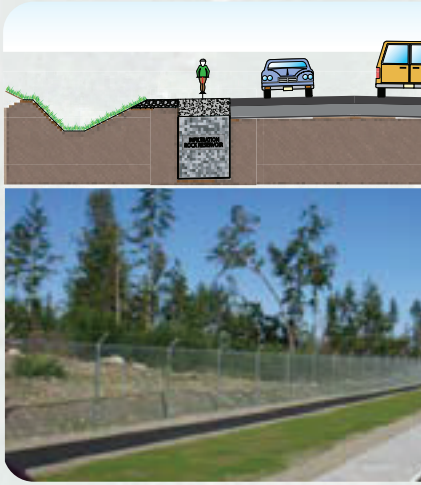
PHASE 2.3 Planned 2029

PHASE 3 Planned 2031

SW LAKE

FUTURE WORK

PHASE 2.2 | Planned Start: 202
Planned Improvements: ~3,800 fe
connection to Port and adjacent, p



Proposed cross section w
concrete bicycle lan
separated 5-foot perv

FUNDING

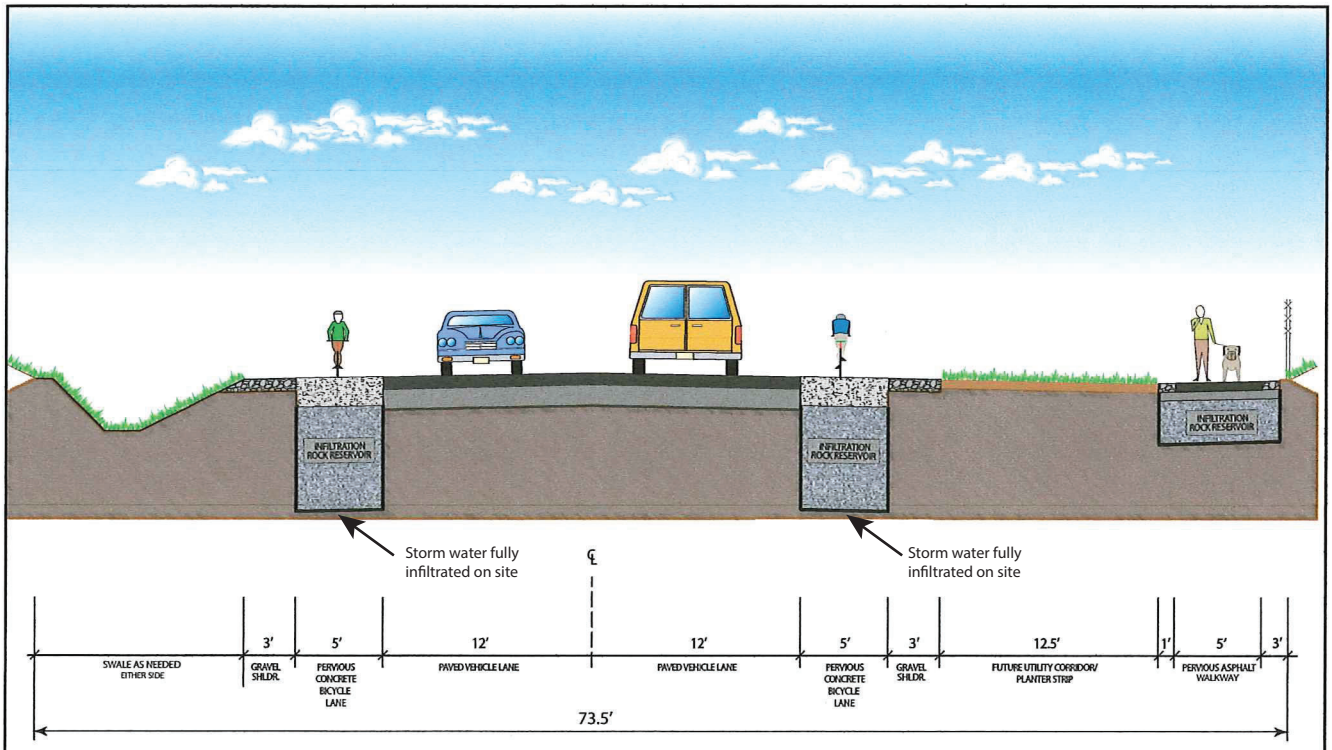
PHASE 2.2 | Preliminary Engine
$298,483 (secured)

PHASE 2.2 | Construction
$3,196,084 (unsecured funding reque
$498,811 (reasonably expected/Port g
budget)

WORK TO DATE

1. 90% civil design complete
2. Environmental permitting comp

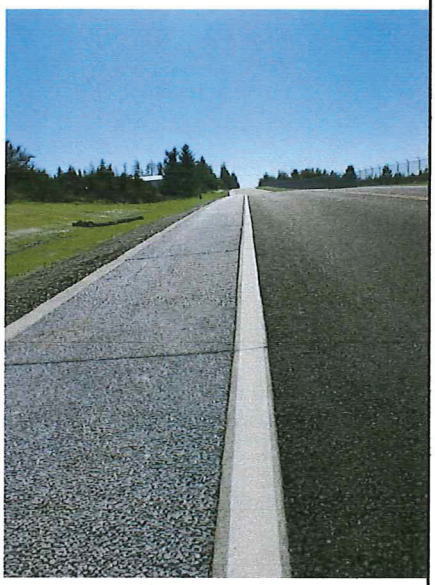
Pervious concrete should
stormwater to penetrate an



Cross-section used in Phase 1 of the Airport Way and proposed for Phase 2 and Phase 3.



New business as a result of Phase 1 Airport Way Development.



Airport Way includes pervious concrete shoulders.

Figure 2: Low Impact Development Meets PSRC Goals

Airport Way uses low impact development, such as pervious concrete and natural stormwater infiltration, to lessen impacts on the environment. The bicycle lanes and pedestrian path helps to reduce emissions by encouraging alternative modes of transportation and the location of the connector reduces trip miles for vehicles accessing the regional transportation network.

CITY OF BREMERTON
THE CITY OF PRIDE AND OPPORTUNITY

Mayor Greg Wheeler

greg.wheeler@ci.bremerton.wa.us
Tel 360-473-5266
Fax 360-473-5883
345 6th Street, Suite 100
Bremerton, WA 98337-1873

April 5, 2024

Port of Bremerton
8850 SW State Hwy 3
Bremerton, WA 98312

Port of Bremerton,

I am writing on behalf of the City of Bremerton to express my support for the proposed expansion of Airport Way. This project represents a significant opportunity to expand transportation infrastructure in our city and aligns closely with the goals outlined in the for the Puget Sound Industrial Center - Bremerton Subarea Plan (PSIC).

The expansion of Airport Way is a crucial component of our efforts to improve connectivity, accessibility, and economic vitality in the Puget Sound Industrial Center. By enhancing this vital corridor, we can better promote development in this PSRC designated Manufacturing and Industrial Center (MIC).

Furthermore, the expansion of Airport Way is consistent with the objectives outlined in the PSIC Subarea Plan, which emphasizes the importance of supporting strategic transportation investments to facilitate the movement of goods and people within the industrial center. By improving access to PSIC and surrounding areas, we can attract new businesses, create job opportunities, and stimulate economic growth.

The City of Bremerton is committed to collaborating with all stakeholders involved in the expansion of Airport Way to ensure that the project aligns with community priorities and objectives. We stand ready to provide the support necessary to facilitate the successful implementation of this project.

In conclusion, I endorse the expansion of Airport Way and believe it will have a positive and lasting impact on the City of Bremerton and the broader region. Thank you for your dedication to improving transportation infrastructure in our community.

Sincerely,



Greg Wheeler
Mayor, City of Bremerton

KITSAP ECONOMIC DEVELOPMENT ALLIANCE

Economic Vitality For All • In One Spectacular Place!

April 5, 2024

Re: Funding Airport Way at the Puget Sound Industrial Center – Bremerton

To Whom it May Concern,

On behalf of the Kitsap Economic Development Alliance (KEDA), I am writing to express our support for the funding of Airport Way at the Puget Sound Industrial Center – Bremerton. This critical infrastructure project holds significant promise for our region's economic growth and prosperity.

KEDA is dedicated to promoting economic development and fostering a thriving business environment in Kitsap County. We understand the pivotal role that transportation infrastructure plays in supporting local businesses, attracting investment, and facilitating commerce. Therefore, we endorse the expansion of Airport Way.

Once completed, Airport Way will serve as a vital transportation corridor connecting our region to key markets and economic hubs. By investing in the expansion of Airport Way, we can address these challenges and unlock new properties and opportunities for economic development.

Expanding Airport Way will not only enhance connectivity within our region but also strengthen our connectivity to neighboring communities and major transportation networks. This increased connectivity is essential for attracting new businesses, supporting existing industries, and fostering innovation and entrepreneurship.

Furthermore, the enhancements to Airport Way align with our strategic goals of promoting sustainable economic growth and improving the quality of life for all residents of Kitsap County. A well-maintained and efficient transportation infrastructure is key to achieving these objectives and ensuring our region's long-term competitiveness and prosperity.

In conclusion, I support this vital infrastructure project. By doing so, we can create a more resilient and vibrant economy, attract new investment, and enhance the overall quality of life for residents and businesses in Kitsap County.

Thank you for considering our request. We look forward to working with you to advance this important initiative and contribute to the continued success of our region.

Sincerely,



Joe Morrison
Executive Director
Kitsap Economic Development Alliance morrison@kitsapeda.org

60 Washington Ave. Ste. 200
Bremerton, WA 98337
Phone: 360.479.6962
Fax: 360.377.7086

www.kitsaptransit.com

April 5, 2024

Port of Bremerton
8850 SW Sate Hwy 3
Bremerton, WA 98312

Port of Bremerton,

On behalf of Kitsap Transit, I am writing to express our support for the proposed expansion of Airport Way. This project represents a significant opportunity to enhance transportation infrastructure in our region, and we believe it will yield numerous benefits for commuters, travelers, and the community at large.

The expansion of Airport Way aligns with our organization's mission to provide safe, reliable, and efficient transportation options for residents of Kitsap County. By improving connectivity and accessibility along this vital corridor, we can enhance mobility for individuals and facilitate the movement of goods and services throughout the area.

We anticipate that the expansion of Airport Way will lead to a reduction in congestion on SR-3, shorter travel times, and improved overall traffic flow. These enhancements will not only benefit commuters but also support economic development by providing businesses with better access to markets and customers.

Furthermore, we recognize the importance of incorporating sustainable transportation solutions into infrastructure projects. We encourage the integration of features such as dedicated lanes for public transit, pedestrian pathways, and cycling facilities to promote alternative modes of transportation and reduce greenhouse gas emissions.

Kitsap Transit is committed to collaborating with all stakeholders involved in the expansion of Airport Way to ensure that the project meets the needs and priorities of the community.

In conclusion, we endorse the expansion of Airport Way and look forward to working closely with your organization to bring this project to fruition. Please do not hesitate to contact us if you require any further assistance or support.

Thank you for your commitment to improving transportation infrastructure in our region.

Sincerely,

Steffani Lillie (Acting E.D.)

John W. Clauson
Executive Director

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

505 Union Avenue SE, Suite 350 • PO Box 40965 • Olympia, WA 98504-0965 • (360) 586-9695

Temple Lentz,
Chair

Kjristine Lund
Interim Executive Director

Board Members
Leonard Barnes

Peter Bennett

Matthew Ewers

Al French

Erik Hansen

Johan Hellman

John McCarthy

Anne McEnerny-Ogle

Roger Millar

Arthur Swannack

Ben Wick

Website
www.fmsib.wa.gov

March 6, 2024

RE: High Priority Freight Mobility Project Funding Needs Request for State of Washington Six-Year Freight Mobility Strategic Investment Program

To Washington MPO and RTPO Partners:

The State of Washington's Freight Mobility Strategic Investment Board (FMSIB) is inviting you to submit your highest priority freight mobility project funding needs for consideration to be included in a Six-Year Freight Mobility Strategic Investment Program. The Washington State Legislature (Legislature) charged FMSIB to develop a Six-Year Freight Mobility Strategic Investment Program of the highest priority freight mobility projects for funding consideration by the state and to submit a proposal to the Legislature by December 1, 2024. The Legislature fully funded the $28.5 million in project recommendations submitted by FMSIB for the current biennium. The proposed investment program is for the six-year period beginning July 2025 – June 2031. (Three biennia: FY July 2025 - June 2027; FY July 2027 - June 2029; FY July 2029 - June 2031).

Attached to this message is a short application form to participate in this program. To be eligible for consideration, the proposed project or project phase(s) must be located on or directly connected to a Designated Strategic Freight Corridor and ready for construction within six years. Designated Strategic Freight Corridors are high volume truck, rail, and waterway routes in the State's Freight Good and Transportation System: T-1 and T-2 truck routes, R-1 rail routes, and W-1, W-2, W-3, W-4 waterways. Page 4 of the attached application describes the prioritization criteria FMSIB will use to rank projects. Applications for multiple projects and/or project phases can be submitted for consideration.

FMSIB will hold a Question & Answer (Q&A) Session on Tuesday, March 26th at 1:30 PM to help agencies respond to this request. This will be an opportunity to ask questions regarding the application process and gather information needed to support submittal of projects. Please use the following link to access the Q&A Session: https://attendee.gotowebinar.com/register/4620605694317667416 We recommend that you sign in early as you will need to register.

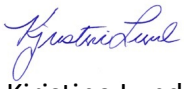
Applications and supporting documentation must be submitted via email to Sally See (Sally.See@fmsib.wa.gov) by 5:00 p.m. on April 19, 2024. Please submit any questions to Sally See in advance of the March 26 Q&A Session.

RE: High Priority Freight Mobility Project Funding Needs Request for State of Washington Six-Year Freight Mobility Strategic Investment Program
March 6, 2024

FMSIB's mission is to support a competitive, resilient, sustainable, and equitable freight system that grows jobs and the economy, bolters Washington's role as a leader in international trade, and mitigates the impacts of freight on communities.

We look forward to coordinating with your agency to develop the Six-Year Freight Mobility Strategic Investment Program to be submitted to the Legislature in December 2024.

Sincerely,



Kjristine Lund
Executive Director
Washington State Freight Mobility Strategic Investment Board

cc: All Washington Local Agencies and Partners

Action Item

To: PRTPO Executive Board
From: Thera Black, PRTPO Coordinator
Date: April 12, 2024
Subject: **Proposal for In-Person Executive Board Meeting in June**

REQUESTED ACTION

The Board is asked to discuss and approve a proposal for an extended, in-person meeting on June 21st.

OVERVIEW

The last time the Board met in person was February 2020. Members expressed interest over the past year in an opportunity for the Executive Board to meet in person again. Many new members have come onto the Board since February 2020 and old relationships are overdue for renewal. June will be the five-year anniversary of PRTPO's transition to an independent, Board-driven organization.

The Board is asked to consider making its June 21st meeting an in-person event. In discussing this with the Executive Committee, they stressed the value of policy maker activities that take advantage of having people in the same room together for the first time in over four years. It should have a somewhat more expansive agenda, to make it worth the travel time for people to attend. They supported the idea of inviting TAC members to attend and participate in activities.

Executive Committee members shaped a conceptual agenda for the Board's consideration and approval. The conceptual agenda not only meets the business needs of PRTPO but includes some retreat-like activities that have value for the Board's work program and maximize time for interaction. Following is an outline of the proposed agenda.

Conceptual Agenda for June 21st PRTPO Board Meeting

Location: Red Cedar Hall, Blyn - Jamestown S'Klallam Tribe

Time: 10:00 – 3:00, with an optional group field trip afterwards. Doors open at 9:30 for coffee and socializing.

Format: Morning

- Business meeting that covers only the essential action items and housekeeping activities
- Presentation from a relevant stakeholder or ally working in a related arena[1]
- Hands-on interactive RTP mapping exercise to document those areas - rural commercial hubs, "main street highways," and other crossroads where *Complete Streets / Main Street* treatments are most needed. This will provide WSDOT Olympic Region with useful RTP guidance as they work to implement the legislative Complete Streets budget proviso with the resources available.

[1] The aim is to identify a speaker to introduce members to their organization's work and help the Board understand areas of overlapping interests and coordination opportunities. One potential candidate for this is Seth Englund from Western Federal Lands. For some reason PRTPO and WFL have no established relationship, despite significant federal lands, coordination, and investment opportunities across the region. Possibly it could be Karen Affeld from North Olympic Development Council, the Economic Development District for the Clallam-Jefferson County economic region. NODC is a regional organization that includes many PRTPO members and works on several activities that are underpinned by regional mobility and system reliability. Finally, Olympic Community of Health is the federally designated equivalent of a regional planning organization for health care providers and social service entities across Clallam, Jefferson, and Kitsap Counties. Transportation access to health care underpins many of their concerns, which overlap with PRTPO's own Human Services Transportation Plan concerns.

Afternoon

- Deep Dive Discussion: PRTPO's Role as a Regional Transportation Partner – a facilitated full-group and table breakout discussion about the role(s) PRTPO sees for itself as it moves forward as an independent organization now that all transition activities are complete and it's in charge of its own direction. What kind of partner does PRTPO envision itself being? What role does the Board see itself playing in carrying out the Regional Transportation Plan and where can it provide the most value? What are PRTPO's assets and its liabilities, and who are its untapped allies and partners? This will inform discussions throughout the rest of this year about PRTPO's strategic agenda for the RTP, and its future capacities as an RTPO for the Peninsula Region.
- Round-robin wrap-up and takeaways from the day's discussions and activities, insights about the route forward.

Optional Post-Event Field Trip

Executive Committee members thought members may welcome a chance to take part in a post-event field trip that would also allow more time for informal interactions. There are some excellent opportunities within walking distance of Red Cedar Hall that might entice people to stick around after the meeting a little while longer for some interesting activities and socializing.

Throughout there will be breaks that provide more opportunities for members to catch up and make new connections.

What about lunch?

What is not included on this conceptual agenda is information regarding lunch. The Tribe very generously makes its Red Cedar Hall available to PRTPO at no charge, but PRTPO does not have resources to provide even sandwiches and chips for a group lunch. Executive Committee members discussed options ranging from asking members to pay a refreshment charge, to turning everyone loose for a long lunch on their own, to making this a brown-bag luncheon. Member discussion will be helpful in determining the best approach for lunch.

Will there be a hybrid Zoom option for people who can't attend in person?

No hybrid option is planned, though possibly it could be employed just for the business meeting if desired. A hybrid meeting option is not compatible with interactive, hands-on activities and group discussions, and PRTPO does not have the capacity to conduct a parallel but separate set of online activities in real-time for those attending virtually.

Can I leave before the day is done?

We realize that an extended event may be more than some can accommodate, schedule-wise. That is why the business meeting is right up front. If you can only attend for part of the day, it will be terrific to have your participation for as long as you can stay.

Is Red Cedar Hall even available that day?

It is available, and the Tribe has graciously put a temporary hold on it, pending the Board's discussion and action.

Next Steps

The Board is asked to authorize an in-person meeting on June 21st. If approved, I will update the calendar appointment and send out a special advance notice to Board and TAC members. I'll work with the Jamestown S'Klallam Tribe to formally reserve the facility and follow-up with the Chair and Executive Committee to refine the agenda and activities for the day and make arrangements for a speaker and a post-event excursion.

For More Information:
Thera Black | 360.878.0353 | TheraB@PeninsulaRTPO.org

1st Reading

To: PRTPO Executive Board
From: Thera Black, PRTPO Coordinator
Date: April 12, 2024
Subject: **Draft SFY 2024-2025 UPWP Amendment 1**

1st Reading:

No action is requested. The Board will be asked to adopt the final SFY 2024-2025 UPWP Amendment in June.

Overview

The Unified Planning Work Program (UPWP) is PRTPO's budget and work plan. It identifies how PRTPO will use the state RTPO funds it receives to accomplish its requirements as a Regional Transportation Planning Organization (RTPO) in accordance with RCW 47.80. PRTPO receives an allocation of RTPO funds each biennium. The 2024-2025 biennium RTPO funding amount is $273,948, somewhat less than PRTPO operated on last biennium.

In June 2023, the Board adopted this two-year UPWP to guide PRTPO's work program from July 1, 2023 through June 30, 2025 (State Fiscal Years 2024-2025). PRTPO's UPWP Development Policy calls for review and amendment of the two-year UPWP midway through the biennium, to recalibrate the Year 2 work program budget based on current information.

PRTPO's focus this biennium is on an update of the Regional Transportation Plan. PRTPO has no capacity to take on additional work outside of the adopted work program. The proposed amendment accounts for differences between planned and actual expenditures in SFY 2024 and adjusts the overall two-year budget to better reflect anticipated work demands in SFY 2025.

This amendment will shift some resources to Task 2 from Tasks 1 and 3. This will support the Consolidated Grants call for projects later this year and provide additional support for the regional coordination efforts behind the RTP update.

These two tables show the differences in budget estimates by task between what was originally envisioned in April 2023 (top) and the budget in the amendment package. (bottom).

SFY 2024-2025 UPWP Budget and Funding by Work Element

PRTPO Work Element	STATE 2024 RTPO Funds	STATE 2025 RTPO Funds	TOTAL 2024-2025 UPWP BUDGET
1. Program Administration	$88,500	$88,500	$177,000
2. Transportation Planning	$39,274	$39,274	$78,548
3. Regional TIP	$9,200	$9,200	$18,400
4. Other PRTPO Activities	$0	$0	$0
TOTAL	**$136,974**	**$136,974**	**$273,948**

SFY 2024-2025 UPWP Budget and Funding by Work Element *[preliminary estimates, 4.3.24]*

PRTPO Work Element	STATE 2024 RTPO Funds	STATE 2025 RTPO Funds	TOTAL 2024-2025 UPWP BUDGET
1. Program Administration	$75,215	$80,000	$155,215
2. Transportation Planning	$46,955	$58,978	$105,933
3. Regional TIP	$4,800	$8,000	$12,800
4. Other PRTPO Activities	$0	$0	$0
TOTAL	**$126,970**	**$146,978**	**$273,948**

Next Steps

Any revisions directed by the Board in April will be made to the attached draft and sent to WSDOT for review. WSDOT will meet with PRTPO representatives on April 23rd to review the draft UPWP and provide input on overall program compliance. Any revisions directed by WSDOT will be made and a final draft will be presented to the Board for action in June. The amended UPWP will go into effect on July 1.

Attachments:

- *Draft SFY 2024-2025 Unified Planning Work Program – Amendment 1*

For More Information:
Thera Black | 360.878.0353 | TheraB@PeninsulaRTPO.org

PENINSULA RTPO UNIFIED PLANNING WORK PROGRAM

STATE FISCAL YEAR 2024-2025
(July 1, 2023 – June 30, 2025)

AMENDMENT 1 (Draft)

EXECUTIVE BOARD REVIEW DRAFT
April 19, 2024

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PRTPO 2024 Officers

Lindsey Schromen-Wawrin, Chair
City of Port Angeles

Ben Thomas, Vice-Chair
Port Townsend

Gary Anderson, Secretary
Port of Bremerton

www.PRTPO.org

BACKGROUND

The Unified Planning Work Program (UPWP) describes how state funds will be used for regional transportation planning purposes. As the Regional Transportation Planning Organization (RTPO), Peninsula RTPO receives state funds to support a continuous, cooperative, and comprehensive regional transportation planning process across the four-county Peninsula region. This section describes state laws that govern the activities of RTPOs and provides a brief overview of the region. The next section describes the work PRTPO intends to accomplish in SFY 2024 and 2025.

Regional Transportation Planning Organization Responsibilities

RTPOs were established in 1990 as part of a new statewide focus at that time 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.

Statutory requirements for RTPOs are found in RCW 47.80 and WAC 468.86. Those provisions establish clear roles for Regional Transportation Planning Organizations 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.

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.

State Emphasis Areas

In addition to statutory requirements, PRTPO's work program also includes annual emphasis areas identified by WSDOT. These include opportunities to participate in statewide planning activities WSDOT will undertake over the next biennium that may be of interest to PRTPO and with potential benefit to the region and its members. PRTPO is limited as to the additional requested activities it can take on within its existing work program while meeting its other responsibilities.

SFY 2025 planning activities that WSDOT is requesting RTPOs to participate in include:

- ☑ WSDOT *Travel Washington Intercity Bus Program* Bus Plan Update
- ☐ WSDOT's Washington Transportation Plan, Phase II update to include performance-based project evaluation model, and addressing recent legislation regarding VMT reduction, multimodal Level of Service, and other areas related to transportation and land use
- ☐ Coordination with WSDOT in implementation of the Sandy Williams Connecting Communities program and assistance to local agencies that receive bike or pedestrian program funding
- ☐ State Transportation Demand Management Plan
- ☐ State Commute Trip Reduction Coordination Plan
- ☐ Consideration of local and regional truck parking needs
- ☐ State Freight Plan Update
- ☐ State Rail Plan Update
- ☐ State Freight and Goods Transportation System Update
- ☑ Updates to the Federal Functional Classification system
- ☐ Data collection for WSDOT's Transportation Asset Management Plan Report for FHWA

PRTPO will participate in requested activities as appropriate given the relevance of those activities to PRTPO's work program and the organization's budget and staffing capacity when they arise. Most activities are irrelevant to PRTPO or are well beyond PRTPO's means to participate. Those activities accounted for in the SFY 2025 work plan are indicated by a checked box. The Executive Board will determine participation in other planning activities as they present themselves.

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UPWP Development Process

The UPWP development and annual amendment process begins in the 3rd quarter of the state fiscal year with published guidance from WSDOT. PRTPO then develops its UPWP through a collaborative process involving its Executive Committee and Executive Board, Lead Planning Agency and Lead Fiscal Agent, WSDOT Tribal and Regional Integrated Planning Office, and WSDOT Olympic Region.

Schedule and major milestones for PRTPO's SFY 2024-2025 UPWP – Amendment 1 development:

Task or Milestone	Date
Executive Board Kick-off of SFY 2024-2025 UPWP – Amendment 1	February 16, 2024
Executive Committee Review of Draft UPWP	April 4, 2024
Executive Board Review of Draft UPWP	April 19, 2024
WSDOT Review of Draft UPWP	April 23, 2024
Executive Board Adoption of SFY 2024-2025 UPWP	June 21, 2024

UPWP Amendment Process: An amendment to the adopted UPWP is warranted when there is a substantive change to the budgeted work to be accomplished. There are two principal reasons why the UPWP may need to be amended.

a. A substantial redirection of the work program within the existing budget in response to factors that were not anticipated in the current work program, and which should not wait for a subsequent UPWP.
b. An increase in work program funding for additional activities within the current SFY.

In either case, the Executive Board would consider the need for an amendment and take formal action to approve any substantive change before forwarding the amended UPWP to WSDOT for approval.

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Description of the Region

Regional transportation planning activities described in this UPWP are for the four-county Peninsula region that includes all of Clallam, Jefferson, Kitsap, and Mason Counties. The map in Figure 1 illustrates the Peninsula region with its geographic complexities and significant proximities.

Figure 1: Map of the Peninsula Region



The Peninsula region had a 2023 population of 461,700 people. About 33 percent of the region's population lives in incorporated jurisdictions, with the other 67 percent living in unincorporated rural areas. The region's largest city is Bremerton (pop. 44,640); the smallest is Forks (pop. 3,395).

Ten Indian Tribes have lands within the Peninsula region. Five of those tribes have an active Interlocal Agreement with PRTPO: Jamestown S'Klallam Tribe, Lower Elwha Klallam Tribe, Makah Nation, Skokomish Tribe, and Squaxin Island Tribe.

Large parts of the region are in national lands. Olympic National Park and Olympic National Forest, combined, account for 37 percent of the entire land area of the Peninsula region. Naval Base Kitsap and its numerous facilities are also located throughout Kitsap and Jefferson County.

Kitsap County is the only county in Washington formally located within two different RTPOs: the highly rural Peninsula RTPO and the highly urban Puget Sound Regional Council. This reflects the

important gateway role of Kitsap County in linking the Olympic and Kitsap Peninsulas with the Seattle metropolitan area and I-5 corridor. Kitsap County connects rural communities and businesses to metropolitan opportunities and connects people in those highly urban areas to rural recreational, cultural, tourism, and environmental opportunities throughout the region.

Regional Transportation Planning Organization Structure

PRTPO is governed by a 27-member intergovernmental body comprised of four counties, nine cities, four transit agencies, four port districts, and five Indian Tribes plus WSDOT Olympic Region. PRTPO was reconstituted as an independent Board-directed organization on July 1, 2019, after 29 years of administration by WSDOT Olympic Region. Appendix B lists the PRTPO member organizations with active Interlocal Agreements.

PRTPO's Executive Board is the decision-making body and is comprised of elected officials and senior staff from member organizations. It is advised on a wide range of topics by a Technical Advisory Committee. If needed it may convene an advisory Transportation Policy Board. An Executive Committee made up of the Chair, Vice-Chair, and Secretary provides direction and coordination in collaboration with the Lead Planning Agency and Fiscal Agent between the Board's bi-monthly meetings.

Kitsap Transit is the designated Lead Planning Agency for PRTPO and is responsible for delivering the regional work program as directed by the Executive Board and established in the UPWP. Kitsap Transit staff are supported in this effort by contracted staff providing PRTPO Coordinator services.

Jefferson Transit is the Fiscal Agent for PRTPO and is responsible for accounting and invoicing functions for the organization.

Lobbying Activities

PRTPO work program activities do not include lobbying. However, if any lobbying activities were to occur outside of those eligible activities conducted as a part of regular activities as described in Title 23 and Title 49 and in RCW 42.17A.635, PRTPO would file a certification and disclosure form as required by federal and state law and use local funds.

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PRTPO SFY 2024-2025 WORK PROGRAM

PRTPO's Unified Planning Work Program 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 TIP
4. Other PRTPO Activities

Each Work Element includes one or more activities and associated tasks, described in detail in the section that follows. A summary of the Work Elements and the funding budgeted to conduct that work is summarized in the table below.

SFY 2024-2025 UPWP Financial Summary – Amendment 1

Funding Source: WSDOT RTPO Funding
Funding Amount: $273,948 SFY 2024-2025 RTPO Funds
Work Performed by: PRTPO Lead Planning Agency with contracted staff support and Lead Fiscal Agent, as directed by the PTPO Executive Board

SFY 2024-2025 UPWP Budget and Funding by Work Element *[preliminary estimates, 4.3.24]*

PRTPO Work Element	STATE 2024 RTPO Funds	STATE 2025 RTPO Funds	TOTAL 2024-2025 UPWP BUDGET
1. Program Administration	$75,215	$80,000	$155,215
2. Transportation Planning	$46,955	$58,978	$105,933
3. Regional TIP	$4,800	$8,000	$12,800
4. Other PRTPO Activities	$0	$0	$0
TOTAL	**$126,970**	**$146,978**	**$273,948**

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Work Element 1 - Program Administration

Program Administration activities provide the on-going administrative services, accounting, and program management functions that support the overall regional transportation planning program. All work is directed by the Executive Board and administered by the Executive Committee.

Program Administration Summary:

Estimated Cost:	$155,215
Funding Source:	SFY 2024-2025 RTPO Funds
Work Performed By:	PRTPO Executive Committee PRTPO Executive Board PRTPO Technical Advisory Committee Lead Planning Agency with Contract Staff Fiscal Agent

Program Administration Activities:

1.1 Organizational Support

- Biennial by-laws review *(biennial)*
- Maintain policies and procedures *(on-going)*
- Annual appointments *(annual, January-February)*
- Executive Board support – Resource Manual, new member orientations, etc *(on-going)*
- Monitoring state and federal legislation affecting PRTPO and the RTPO process, or having a regionally significant effect on its members *(on-going)*
- Distribute information and resources to members on potential transportation funding opportunities or other support *(on-going)*

Deliverables:

- Updated by-laws *(if needed)*
- Updated policies and procedures *(if needed)*
- Updated PRTPO Resource Manual (annually and as warranted)
- PRTPO Letters of Support and Certifications
- Other products or resources derived from PRTPO support *(TBD)*

1.2 Meeting Support

- All administrative, logistical, technological, and communications aspects of meeting support for the Executive Committee, the Executive Board, and the Technical Advisory Committee *(on-going)*

Deliverables:

- Meeting agenda packets and presentation materials, meeting records

1.3 Public Information and Communications

- General public involvement and education *(on-going)*
- Respond to inquiries from the public and media *(as needed)*
- Website updates and content development, maintenance, and security *(on-going)*
- Maintain public records *(on-going)*

Deliverables:
- Website platform and content
- Correspondence
- Public Records

1.4 Work Program Management
- UPWP development and budget monitoring *(3rd quarter, with on-going monitoring)*
- UPWP Amendments *(As needed)*
- UPWP Annual Report of performance and expenditure *(September)*
- Work Program coordination *(on-going)*

Deliverables:
- UPWP amendments (as needed)
- SFY 2023 and SFY 2024 UPWP Annual Report of Performance and Expenditure
- SFY 2026-2027 UPWP

1.5 Accounting
- Accounting and invoicing *(on-going)*
- Audit preparation and participation *(as needed)*

Deliverables:
- Monthly invoices
- Quarterly WSDOT invoice and progress reports
- Annual program audits

1.6 Administrative Expenses
- Insurance, legal services, legal notices, licenses, membership fees, web platform, cost recovery, audits *(annual on-going)*

Deliverables:
- Varies by expense item

1.7 Title VI Compliance
- Title VI Plan Update *(Q1-Q2, SFY 2025)*
- Title VI monitoring and compliance *(on-going)*

Deliverable:
- Updated Title VI Plan *(Dec 2024)*
- Response to Title VI Complaints *(as needed)*

Estimated Level of Effort:

	SFY 2024	SFY 2025	2-Yr Total
1. Program Administration	**$ 75,215**	**$ 80,000**	**$155,215**
1.1 Organizational Support	*$ 25,500*	*$ 26,900*	*$ 52,400*
1.2 Meeting Support	*$ 23,040*	*$ 23,000*	*$ 46,040*
1.3 Public Information & Communications	*$ 300*	*$ 500*	*$ 800*
1.4 Work Program Management	*$ 3,400*	*$ 3,250*	*$ 6,650*
1.5 Accounting	*$ 1,275*	*$ 1,350*	*$ 2,625*
1.6 Administrative Expenses	*$ 21,250*	*$ 23,000*	*$ 44,250*
1.7 Title VI	*$ 450*	*$ 2,000*	*$ 2,450*

Work Element 2 – Transportation Planning

Transportation planning activities encompass the planning and on-going coordination, collaboration, and consultation needed to identify issues and opportunities, develop regionally determined strategies, provide regional direction and leadership on priority matters, and produce periodic updates to plans or guiding documents. This UPWP supports PRTPO's priority planning objective for the 2024-2025 biennium, a refresh of the long-range Regional Transportation Plan. All work is directed by the PRTPO Executive Board. Implementation details for activities are developed by the Board as a part of its work program delivery process and reflect budget constraints, other activities underway, and circumstances or opportunities available at that time.

Transportation Planning Summary:

Estimated Cost:	$105,933
Funding Source:	SFY 2024-2025 RTPO Funds
Work Performed By:	PRTPO Executive Committee PRTPO Executive Board PRTPO Technical Advisory Committee Lead Planning Agency with Contract Staff

Transportation Planning Activities:

2.1 Long-range Regional Planning

- Develop an update to the Regional Transportation Plan *(SFY 2024-2025)*
    - Work with TAC to review and refine measures for demonstrating consistency between local and regional plans and strategies, *(on-going, with fresh perspectives in SFY 2024-2025 update)*
- Maintain RTP Supporting Activities
    - Complete RTP Biennial Currency Review *(Q2 SFY 2024)*

Deliverables:

- Meeting materials, communication pieces, interactive maps, data sets
- Record of public engagement
- Updated Regional Transportation Plan content including interactive online format, project list, and action strategy
- Executive Board and TAC meeting materials

2.2 Coordination and Collaboration

- RTPO and Regional
    - MPO/RTPO Coordinating Committee meetings *(quarterly)*
    - Rural RTPO Coordination meetings *(quarterly)*
    - Collaboration and coordination with other RTPOS *(as warranted)*
- State Agency: WSDOT
  Participate in WSDOT planning activities as appropriate and feasible within the budget
    - Participate in WSDOT TRIP Office activities relevant to rural RTPOs *(as warranted)*
    - Participate on Advisory Group for WSDOT Public Transportation Division *Travel Washington Intercity Bus Program* update *(SFY 2025 Q1, Q2)*

- Participate on WSDOT Olympic Region corridor and planning study teams *(as needed and as budget allows)*
- Facilitate a regional update of the statewide Freight and Goods Transportation System, as resources allow *(SFY 2025)*
- Facilitate a regional update of Federal Functional Classification, as resources allow *(SFY 2025)*

Other State Agencies and Organizations

- Collaborate with WA State Transportation Commission in its update of the Washington Transportation Plan and other activities
- Provide regional coordination to support FMSIB and other entities working through the RTPO process to identify local projects for funding

- Local and Intra-regional Collaboration
  - Support communications, maintain resources, and facilitate the cooperative efforts of PRTPO members and their partners working to enhance the EV-readiness and resiliency of the region's transportation system *(on-going)*
  - Coordinate with transit providers as warranted during update of *Travel WA Intercity Bus Program,* and incorporate relevant insights into RTP update *(SFY 2025 Q1, Q2)*

Deliverables:

- Correspondence and materials
- Executive Board and TAC briefing materials, as warranted

2.3 Tribal Consultation

- Monitor process and outcomes of the grant-funded Transportation Electrification Plans being developed by the Squaxin Island Tribe, Skokomish Tribe, and Jamestown S'Klallam Tribe and communicate relevant templates and insights to the other seven tribes *(SFY 2025)*
- Work with tribal partners to support coordination between tribal and regional plans and strategies (*on-going)*
- Monitor state and federal policies affecting tribal coordination, planning, and funding considerations *(on-going)*
- Work with tribal members to ensure available data on tribes is reliable and/or appropriately used in regional materials and planning processes *(on-going)*
- Support on-going communications and build relationships with all tribal partners and their allies across the region, and identify areas of potential collaboration and partnership for further follow-up *(on-going)*
- Submit formal membership invitations to tribes every two years and provide required documentation of outreach to WSDOT *(biennial, SFY 2025 Q3)*

Deliverables:

- Correspondence and materials
- Biennial invitations to non-member tribes to formally join PRTPO as voting members

2.4 Human Services Transportation Planning

- Monitor funding and policy programs and coordinate as appropriate with public transit, tribal transit, and human services transportation providers and their partners *(on-going)*
- Update data and regional equity profile *(SFY 2025)*

Deliverables:

- Data sets and mapping products

2.5 PRTPO Transportation Outlook 2024 and 2025

- Facilitate development of a coordinated list of priority regional concerns *(1st quarter)*
- Produce an annual briefing paper of PRTPO transportation priorities *(2nd quarter)*
- Host an annual legislative forum to share regional priorities and identify areas for collaboration *(2nd quarter)*
- Respond to legislative and other inquiries on the briefing paper and its priorities *(on-going)*
- Coordinate with members in monitoring and supporting PRTPO's priorities *(on-going)*

Deliverables:

- PRTPO Transportation Outlook 2024 and 2025 materials
- Executive Board, TAC, and Subcommittee meeting materials

2.6 Regional Grants Administration

- Conduct Transportation Alternatives program call for projects *(SFY 2024)*
- Conduct Consolidated Grants prioritization process *(SFY 2025)*
- Complete annual Transportation Alternatives program status report for WSDOT *(December)*

Deliverables:

- Transportation Alternatives Program grant process and awards
- Prioritized list of candidates for the Consolidated Grants process
- Transportation Alternatives status reports
- Executive Board, TAC, and Review Committee meeting materials

Estimated Level of Effort:

	SFY 2024	SFY 2025	2-YrTotal
2. Transportation Planning	**$ 46,955**	**$ 58,978**	**$ 105,933**
2.1 Long-range Planning	*$ 18,550*	*$ 23,300*	*$ 41,850*
2.2 Regional Coordination and Collaboration	*$ 12,000*	*$ 15,000*	*$ 27,000*
2.3 Tribal Consultation	*$ 2,300*	*$ 3,000*	*$ 5,300*
2.4 Human Services Transportation Planning	*$ 305*	*$ 778*	*$ 1,083*
2.5 PRTPO Transportation Outlook	*$ 6,000*	*$ 7,400*	*$ 13,400*
2.6 Regional Grants Administration	*$ 7,800*	*$ 9,500*	*$ 17,300*

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Work Element 3 – Regional TIP

PRTPO must compile a six-year Regional Transportation Improvement Program (TIP) based on the six-year TIPs developed by cities, counties, tribes, and WSDOT. Amendments may be needed throughout the year to add new projects or make changes to existing projects.

Regional TIP Summary:

Estimated Cost:	$12,800
Funding Source:	SFY 2024-2025 RTPO Funds
Work Performed By:	PRTPO Executive Committee PRTPO Executive Board PRTPO Technical Advisory Committee Lead Planning Agency with Contract Staff

Regional TIP Activities:

3.1 Develop and Maintain Regional TIP

- Work with local agencies to compile a six-year Regional TIP (RTIP) *(1st quarter)*
- Develop RTIP documentation, financial plan and other report requirements *(1st quarter)*
- Advertise the draft RTIP for public review and comment *(1st quarter)*
- Prepare draft and final versions of the RTIP and briefing materials to support TAC review and recommendation, and Executive Board approval *(1st quarter)*
- Update the interactive RTIP map to support project review *(1st quarter)*
- Develop amendment materials for the TAC, Executive Board, and WSDOT *(as needed)*

Deliverables:

- Draft and Final 2024-2029 and 2025-2030 RTIPs
- Amendments as needed to the adopted RTIP
- Meeting materials and other products to support the TAC and Executive Board review and approval process

3.2 Monitor Obligation Authority for Federally Funded Projects

- Review OA reports from WSDOT *(quarterly)*
- Follow-up with project sponsors and PRTPO Executive Board *(as needed)*

Deliverables:

- Correspondence and meeting materials if needed

Estimated Level of Effort:

	SFY 2024	SFY 2025	2-Yr Total
3. Regional TIP	**$4,800**	**$8,000**	**$12,800**
3.1 Develop and Maintain Regional TIP	$4,700	$7,900	$12,600
3.2. Monitor OA for Federally Funded Projects	$ 100	$ 100	$ 200

Work Element 4 – Other PRTPO Activities in SFY 2024-2025

In addition to the core work program activities described in Work Elements 1-3, PRTPO will undertake additional activities in SFY 2024-2025 as funds and staffing 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 Board and amended into the UPWP as funds are identified. It is also possible that no additional work will be conducted beyond what has already been identified.

Other PRTPO Activities in SFY 2024-2025 Summary:

Estimated Cost:	N/A
Funding Source:	SFY 2024-2025 RTPO Funds
Work Performed By:	PRTPO Executive Committee PRTPO Executive Board PRTPO Technical Advisory Committee Lead Planning Agency with Contract Staff Others TBD

Other PRTPO Activities in SFY 2024-2025:

Specific work program activities to be undertaken will be identified and scoped by the Executive Board based on resources, timing, and other opportunities and constraints. Specific activities will be indicated below through an administrative amendment to the UPWP.

4.1 To Be Determined by Executive Board

Estimated Level of Effort:

A budget for Other PRTPO Activities will be established at the time work is approved by the Executive Board.

	SFY 2024	SFY 2025	2-Yr Total
4. Other PRTPO Activities in SFY 2024-2025	**$ 0**	**$0**	**$0**
4.1 TBD			

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Other Planning Activities within the Peninsula Region

WSDOT Olympic Region Planning

Funding Source: State and Federal
Work performed by: WSDOT Olympic Region staff in partnership with local, regional, and federal staff.

WSDOT is involved in three planning emphasis areas that are federally funded. These activities are Corridor and Network Planning, Tribal and Regional Coordination, and Enhanced Local Collaboration.

Corridor and Network Planning includes involvement in system planning efforts such as development and evaluation of strategies and projects that meet state system plan policies and service objectives that lead to the development and completion of the Corridor Sketches. Efforts are conducted in cooperation with local, regional, state agencies, and tribes and include determination of existing and long-range deficiencies in the system, development and refinement of strategies for inclusion in the Corridor Sketches.

Tribal and regional coordination efforts consist of WSDOT participation in the planning activities of PRTPO, local jurisdictions, and the federally recognized tribes within the region. Efforts include technical assistance and participation in local and regional planning efforts. Efforts also include statewide planning activities such as updates to the Highway System Plan, Statewide Public Transportation Plan, and other coordinated planning activities.

Enhanced Local Collaboration involves working closely with local jurisdictions to offer early and ongoing reviews and assistance on their Comprehensive Plans. This ongoing coordination reduces the potential for last-minute substantive comments on the completed Comprehensive Plans. In addition, efforts include assisting in the development and review of subarea plans and other comprehensive plan updates or revisions. WSDOT expects this emphasis area to be a high priority in this biennium because PRTPO jurisdictions must complete their periodic updates prior to June 30, 2025.

WSDOT Olympic Region prepares and adopts its own UPWP. It has identified the following planning studies within or affecting PRTPO for the 2024-2025 biennium:

- SR 307 from SR 305 to SR 104
- SR 101 from SR 3 to I-5 (~MP 349 to 367)

WSDOT's Multimodal Planning Office also leads pre-design studies for Fish Passage and a subset of other preservation and improvement projects in compliance with Washington State's Complete Streets requirements. The pre-design studies, which occur just prior to initiation of Preliminary Engineering, entail coordination with stakeholders and the general public to reach commitments on project features that meet State requirements and support local plan implementation. Pre-design studies received project development funding rather than Federal Planning funds and are therefore not strictly a part of the UPWP. However, WSDOT planning staff coordinate with PRTPO and local agency planning staff during the course of all pre-design efforts.

Appendix A: SFY 2024-2025 Unfunded Needs

PRTPO's Unified Planning Work Program is financially constrained by the state RTPO planning funds available each biennium to conduct this work. Additional regional transportation planning activities and products would benefit the region and its members if funds were available.

Following are unfunded planning needs with a cost range where work is scalable based on funding. The order presented here does not imply priority. The PRTPO Executive Board will determine priorities based on specific funding opportunities. Inclusion here does not necessarily mean that work must be conducted by PRTPO. A PRTPO member or other transportation stakeholder may pursue funding and carry out this work if the opportunity presents itself. Note that PRTPO itself can only accept state funds for additional work.

A. Extend PRTPO's Annual Services Agreement with the AWC GIS Consortium
As a member of the Association of Washington Cities, PRTPO is eligible to obtain GIS services through an annual service agreement with the GIS Consortium. This is a flat fee for a certain number of hours of work directed by PRTPO. Early products obtained by PRTPO through this contract include an interactive RTIP mapping tool and technical support, and some early regional demographic information and interactive infographic resources. The existing service contract in place will extend through much of SFY 2024 and will be used to develop some of the tools and communications platform PRTPO plans to use for its new RTP. These GIS services are vital to PRTPO's ability to build baseline information and analysis tools needed to support this and other on-going work program efforts.

This is a high value investment for PRTPO that extends the organization's capacity for analysis and effective communications. A Tier 3 service agreement provides 100 hours of GIS service directed by PRTPO and any unused hours roll over to the following year.

Estimated cost – $21,000 per year (includes cost recovery fee)

B. Freight Data Collection for Local Agencies
Some of Washington's important freight routes are on local facilities. Every two years WSDOT asks PRTPO to help coordinate an update of freight data for the local elements of the state's Freight and Goods Transportation System (FGTS), but none of the region's local partners have the resources to collect or maintain such data. This then impacts their ability to compete for freight funding.

If funded, this activity would entail a coordinated effort to collect baseline data for all of the region's local T-2 routes (there are 5) and a select number of priority local T-3 routes for use in updating the FGTS. This would support future updates for a few biennia until such time fresh data could be collected again. Importantly, it would advance local efforts to address key freight mobility issues affecting their communities, ports, and businesses and provide the information they need to compete more effectively for project funding. This data collection effort may be of potential interest to WSDOT Freight Office, FMSIB, or others, enhancing coordination and data collection opportunities.

Estimated cost - $50,000 - $75,000

C. Evaluation of Lighting Standards and Compendium of Best Practices in Local Implementation
Local agencies work with an array of lighting and illumination standards for various aspects of the local transportation system. This includes various standards associated with lighting for streets, crosswalks, intersections, transit stops, trails and pathways, and other features of the transportation system. Each standard addresses a specific system need but the standards often conflict with each other.

PRTPO's Technical Advisory Committee identified the value potential in taking a coordinated approach to assessing the array of lighting standards they are working with at the local level, learning from each other's experiences, and compiling some best practices as to how local agencies are reconciling competing standards and policies.

There will be opportunity within the PRTPO core work program for the TAC to more clearly define what work products or processes would best meet their shared needs. This item is listed as a placeholder for the follow-up activities defined in that work session.

Estimated cost = TBD

D. Supplemental Funding for Regional Transportation Plan Development
PRTPO will undertake an update of its RTP in SFY 2024 and 2025. That update is scaled to the budget and resources available to PRTPO, which are minimal. Additional funding would enable a more comprehensive process for policy makers, support development of a perpetual online RTP integrated with the rest of PRTPO's work program, and expand opportunities for outreach and engagement during the update and beyond.

Estimated cost = $50,000

E. Increase Regional Transportation Resilience
Transportation resilience is challenging in a region so heavily constrained by geography and land ownership. Mountains and water limit traditional opportunities for redundant connections and access. Federal land management agencies and state resource agencies own and maintain significant land holdings across the region. These challenges make most communities in the region highly vulnerable to isolation when primary lifeline routes are severed unexpectedly or when a bridge, highway, or ferry terminal needs to be closed for major construction activities. This is true for all modes of travel in the Peninsula Region.

Innovative strategies are needed to increase route redundancy and system resilience. Coordination and communication can leverage existing countywide emergency management efforts to ensure regional connectivity is adequately addressed in those vital plans and coordination activities. Collaboration among diverse stakeholders – local, state, federal, tribal, and private – can assess unique backroads opportunities for alternate emergency routes and explore ways the many small ports and boat launches could increase access in times of disaster. New strategies for increasing energy resilience and maintaining critical operations can help communities cope longer with less hardship until system connections are restored. The intent is to identify ways to grow the region's capacity to respond, recover, and adapt to major disruptions in the regional transportation system due to earthquakes, severe weather, climate change, or other factors that take down the traditional transportation system.

Estimated cost = $10,000 - $50,000+

F. Coordinated Assessment of ADA Transition Plans and Follow-up Strategies

Every public agency is required to have and periodically update an ADA Transition Plan to identify accessibility barriers and guide remediation efforts. While this requirement has been in place for a long time it has recently come into sharper focus as a compliance factor in funding eligibility. Agencies are beginning to revisit their plans to ensure they meet current needs.

This work would take a collective approach to assessing the transportation infrastructure elements of ADA Transition Plans and evaluating consistency of those local elements with WSDOT's own statewide ADA Transition Plan. The goal would be to ensure compatibility across government sectors in terms of priority barriers to address and expand on the shared insights and expertise individual members bring to the table in order to support accessibility across the region.

Estimated cost = $5,000 - $15,000

G. Local Guide to State and Federal Green Energy and Zero-Emission Vehicle Grants

An array of new funding programs and finance opportunities have emerged recently from state and federal sources that are intended to catalyze the EV-readiness of the nation's transportation system. These programs are unlike many of the traditional funding programs that cities, counties, transit agencies, and tribes have relied on for years. They have new requirements, entail new partnerships, and open many new doors to funding opportunities. The challenge is how small agencies with limited resources can get familiar with them and quickly determine whether an opportunity has potential, and what key parameters each opportunity is concerned with.

This proposal would establish a grant guidebook for local agencies to orient them to the rapidly growing array of options and help them navigate the opportunities to identify those best suited to their needs. The intent is to provide a single-page synthesis of each program outlining key considerations so that they do not need to work through a 60 – 90 page funding announcement to determine if it is a good fit for their project need. An at-a-glance resource would help reduce some of the barriers that tribal and other small communities face when trying to access the funding resources available to them. It can be expanded as needed and updated as programs evolve over time.

Estimated cost = $10,000

H. Coordinated Traffic Data Collection via Streetlight

PRTPO members have shared needs for big-picture county-to-county travel flows, trip origin and destination data, and seasonal variations in travel patterns. Instead of each agency pursuing data collection individually, there can be economies of scale using automated data collecting services such as StreetLight to collect and report data for multiple agencies across the region. This proposal would seek funding for an add-on to a WSDOT or other contract license to collect travel data via StreetLight for local agencies across the region and some limited regional planning purposes.

Estimated cost = $15,000 - $25,000

Appendix B: PRTPO Members



PRTPO Members

Clallam County
Jefferson County
Kitsap County
Mason County

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

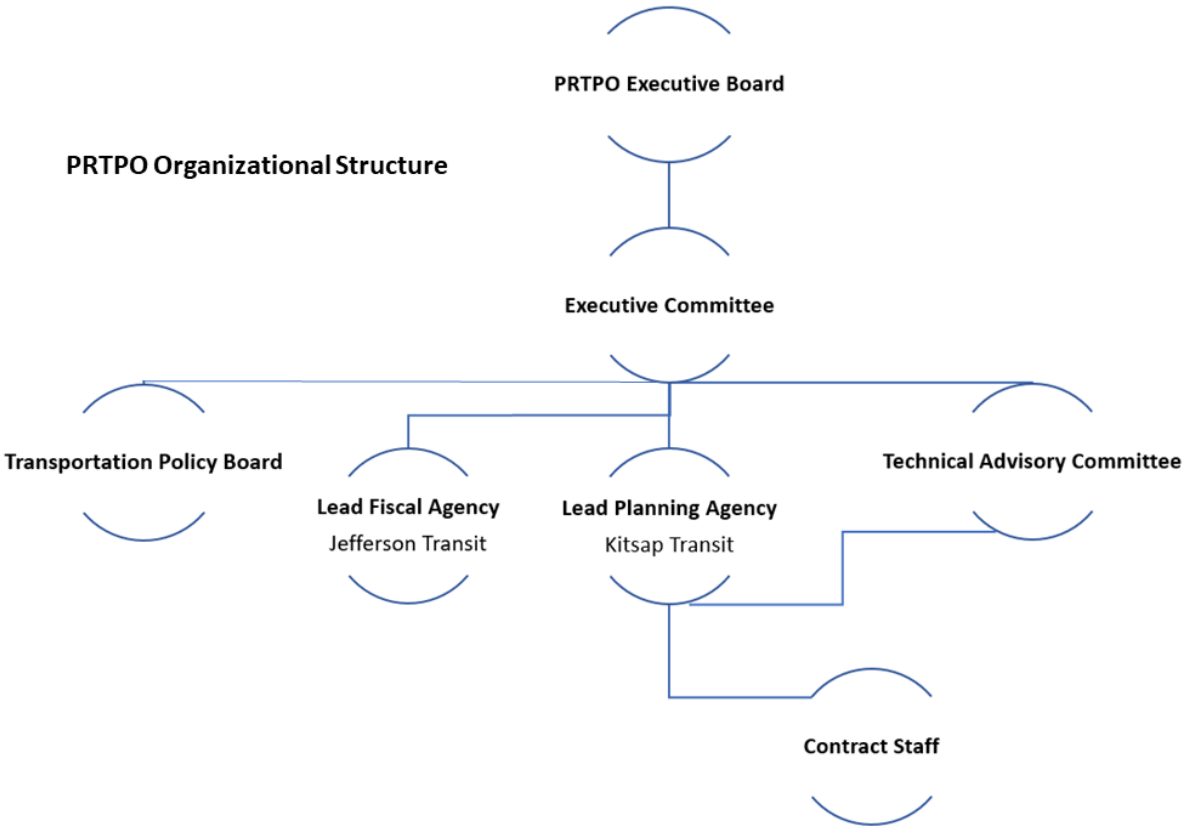
Port of Allyn
Port of Bremerton
Port of Port Angeles
Port of Shelton

Clallam Transit
Jefferson Transit
Kitsap Transit
Mason Transit

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

WSDOT Olympic Region

PRTPO Organizational Structure



DISCUSSION ITEM

To: PRTPO Executive Board

From: Thera Black, PRTPO Coordinator

Date: April 12, 2024

Subject: **RTP: Deep Dives on Tough Topics for a Strategic Regional Agenda**

REQUESTED ACTION:
No action is requested but Board input will help refine the overall approach to make it more useful for members.

Overview
Each of the nearly five years since PRTPO transitioned to an independent Board-directed RTPO, members have identified a small set of pressing concerns to highlight with legislators. PRTPO's *Transportation Outlook* annual update highlights a very small number of issues that merit a closer look and some type of follow-up measure. Sometimes the priority concerns relate to specific projects[1]. More often, though, these concerns point to broader issues that are clearly regional in nature. That is, these are chronic conditions affecting the transportation system and the ability of agencies at every level to build, maintain, and operate that multimodal system in a safe, reliable, and sustainable manner – for all modes of travel and for all system users. This in turn undermines mobility and access, for people and business alike. These issues are bigger than any one agency or community. They have no easy answers. And ignoring them doesn't make the problems go away. If anything, it makes them worse.

Since late last year, the Board and TAC have been working with the full array of these issues, honing the various messages from each year into a small number of Tough Topics that the Regional Transportation Plan (RTP) will feature in this update. They will form the basis of a strategic regional agenda that PRTPO maintains as a part of its RTP, that shines a spotlight on key regional transportation issues of concern to the Peninsula Region. This will reinforce messaging in PRTPO's annual *Transportation Outlook* folio and inform the Unified Planning Work Program (UPWP) with its Unfunded Planning Needs. It will also help PRTPO to communicate more effectively with legislators, member agencies, stakeholders, and the public what its priority concerns are and measures – even if just baby steps – to begin moving the needle on these things. This increases opportunities for collaboration and partnership with new allies and stakeholders to actually get something done.

The Board has demonstrated experience with this.

- **Federal Funding Swap Pilot Program** Defederalizing rural STBG-funded projects was one of the first priority concerns PRTPO articulated in *Transportation Outlook*. This led to new alliances with the WA State Association of Counties. PRTPO became the first RTPO in the state to add its voice to that effort because it was dialed into this issue on behalf of its members. PRTPO's raised awareness of this with the region's legislators, which was cited as a factor in getting support for this important measure and then in getting it extended this past session.
- **Expanded Broadband Access** This is another topic PRTPO has been tracking and supporting, since before the pandemic. That is why PRTPO was so quick to support efforts of the state's Broadband Office and helped to provide information to and from that office as it began planning for what became a huge infusion of broadband

[1] Examples include completion of *Connecting WA* projects SR 3 Freight Corridor and Simdars Road Interchange

funding. PRTPO recognized the importance of broadband in providing access to all, and its support to the Broadband Office helped to reinforce the message that broadband is a transportation topic.

- **Rural EV Readiness** PRTPO demonstrates the value of a convener role in its approach to increasing the EV-readiness of this rural region. Transportation electrification is complex. It entails many sectors that have never worked together before. And there is a lot of money for it. PRTPO is no expert in electrification, but through the forums and webinars it has hosted for its EV Infrastructure Exchange Group since 2021, new alliances have formed that have produced meaningful results: three tribes (SIT, Skoks, JST) received a Commerce grant and technical support to develop Transportation Electrification Plans; a major federal grant led by Energy NW enables 12 sites in the Peninsula Region to get DC Fast Charge stations in the next 12-18 months; and the WA State Transit Association contracted with a webinar presenter to help them understand and develop a coordinated statewide approach to new energy tax credit accounting.

These are all tangible examples of how PRTPO highlighted a concern that is clearly regional in nature and then – despite the magnitude of the issue and the underwhelming resources available for planning – moved the needle through its work program activities.

That is what we are aiming for with this strategic regional agenda concept – small, achievable measures that will produce tangible results in addressing a select number of priority regional concerns. To get there we have been refining all those messages from PRTPO's *Transportation Outlooks* over the last five years. The current iteration of those Tough Topics is attached.

Realistically we know that PRTPO can't shine a spotlight on all of those at one time. Some are a higher concern than others, for various reasons. Since December the Board has worked to identify a few that merit a closer look so they can be addressed more fully in this action agenda. In February the Board weighed in on six topics for a deeper dive:

- Measures to improve the operational efficiency of the Hood Canal Bridge
  Includes Coast Guard policies regarding bridge openings for large sailboats and infrastructure needs on the east end
- How to effectively support long-distance intercity bus travel
  Includes inter-connectivity between agencies, coordination with ferries, and rural considerations
- Issues and opportunities regarding ferries and the region's marine highways
  Includes vessel and terminal modernization, service reliability, and future passenger ferry considerations
- Innovative measures to increase resilience and preparedness in the Peninsula Region
  Includes regional collaboration around countywide emergency management plans, coordination with state and federal land management agencies in planning for emergency routing, and planning for an uncertain future
- Regional strategies to promote safer travel for all
  Includes state highway "Main Street" considerations and collaboration with WSDOT on maximizing Complete Streets opportunities in coordination with adopted land use plans
- PRTPO's vision for itself and its role in implementing the Regional Transportation Plan and partnering with its members
  Includes Board reflection on its role as an independent RTPO, its objectives, and how to leverage its capacity as an RTPO to meet its objectives and be an effective regional partner

Now it is time to talk about what a Deep Dive looks like for each of those topics. Board discussion and insights will shape the approach PRTPO takes to scope these over the next six months.

Deep Dives

As the Board learned in February, "deep dives" are not terribly deep since PRTPO has such limited resources, but they should be informative and useful. Think of these as mini-scoping sessions to develop a better understanding of relevant concerns so that PRTPO can clearly articulate its position on these regional issues and identify meaningful steps, no matter how small, that can begin to make progress towards addressing the issue and shed light on what are likely to be the harder "next steps" that will be needed.

To reiterate, there is no expectation that PRTPO or its RTP will somehow "solve" any of these issues – they are tough for a reason – but the RTP can shed light on what is needed to start moving these issues forward, whether by PRTPO or other entities. Practical solutions begin in the RTP.

The following table describes briefly the six Tough Topics put forward for a Deep Dive and the approach and timeline for exploring each. Each Deep Dive should result in a short list of specific measures that PRTPO, its members, or any other stakeholder could pursue to help improve the situation or increase understanding. Due to time constraints, the Board will lead three of these and the TAC will lead three, with each sharing their findings with the other for review and refinement along the way.

Topic	Dive Lead	Deep Dive Approach	Time Frame
Measures to improve the operational efficiency of the Hood Canal Bridge			
	Board	Invite Christine Rolfes to brief the Board on her experience in 2012 in spearheading a change in Coast Guard policy and her insights on how to best approach that. Hear from WSDOT and Kitsap County on infrastructure deficiencies on the Kitsap side of the bridge, how that exacerbates local and regional mobility, and measures that could improve conditions.	Aug - Feb
How to effectively support long-distance intercity bus travel			
	TAC / Transit	PRTPO will participate on the *Travel WA Intercity Bus Program* update and serve as a liaison between that statewide plan update and the region's public and tribal transit partners. This is the program that supports the *Dungeness Line,* which is part of this region's essential long-distance bus service. *[Activity is included in draft UPWP amendment]* Convene the four transit agencies and tribal transit partners to identify specific measures and next steps that could help the Peninsula Region achieve better intercity bus coverage. Present measures to TAC for consideration and refinement.	June – Jan

Topic	Dive Lead	Deep Dive Approach	Time Frame
Issues and opportunities regarding ferries and the region's marine highways			
	Board	Invite Mike Anderson, Executive Director of WSF to talk with the Board about WSF and its pursuits to restore service and improve reliability of the routes serving the Peninsula region, opportunities to improve coordination, and what PRTPO and its members can do to support ferry service to and from the Peninsula Region. Talk about terminal facility upgrades, parking management, and discuss the long-term viability of Keystone Harbor and any risks to the viability of the Port Townsend-Coupeville ferry route. Invite John Clauson to brief the Board on what Kitsap Transit has learned in its own experience with ferry operations, insights as to how service connections with transit might be able to improve in the future, and ways that PRTPO and its members can support Kitsap Transit in meeting its challenges and achieving opportunities.	Oct - Dec
Innovative measures to increase resilience and preparedness in the Peninsula Region			
	TAC	Work with the TAC to explore ways that PRTPO can facilitate improved coordination (a) between the four countywide emergency management plans required under state and federal law, and for which transportation is identified as Essential Service #1; and (b) between local agencies and the state and federal land management agencies responsible for managing many hundreds of miles of heavy-duty logging roads that intersect with state highways throughout the region and could serve as detour routes in an emergency. Look at how PRTPO could support DNR in its efforts to collect high-resolution Lidar data on the Olympic Peninsula, data that can provide vital insights as to where landslides and washouts are likely to occur in the future. Scope some tools that could help PRTPO and its members plan for an uncertain future and be better prepared for whatever it holds.	Jan
Regional strategies to promote safer streets for all			
	TAC	Building on early discussions between the TAC and WSDOT Olympic Region, conduct a mapping exercise to identify those locations where "Main Street is a state highway" or outlying areas where Complete Street retrofits are warranted to support adopted land use plans and associated activities. The aim is to provide WSDOT with a clear roadmap that can help it to quickly understand where the priority locations are for Complete Streets and Main Streets treatments across the region and key points of local agency contact. This will support WSDOT as it works to direct its limited resources for retrofits to those locations with the highest value for pedestrian and transit access, consistent with adopted local plans, and clarify the nature of retrofits that are warranted.	June - Sept
PRTPO's vision for itself and its role in implementing the Regional Transportation Plan and being a regional partner			

Topic	Dive Lead	Deep Dive Approach	Time Frame
	Board	Convene a Board discussion about its aspirations as a regional transportation planning organization, the role it wants to play as a regional partner, and the kinds of activities it wants to undertake. Work to develop an understanding of the resource needs of PRTPO and measures to ensure adequate and sustainable funding to meet its needs, based on what the Board wants to accomplish as an RTPO.	May - Feb

Next Steps

Board members will talk about the activities proposed for each of the Deep Dives, how they can support better understanding of the regional issues behind each topic, and the kinds of measures that PRTPO might expect to come from these mini-scoping opportunities.

Attachment
Working List of Tough Topics Under Development for the RTP Update

For More Information:
Thera Black | 360.878.0353 | TheraB@PeninsulaRTPO.org

RTP: Tough Topics Facing the Region's Transportation System[1] [4.19.24]

Following are topics derived from PRTPO's annual Transportation Outlook legislative folios, work sessions, and work program activities. These are regionally significant issues or opportunities that PRTPO is keeping an eye on to better understand where and how it can advance these concerns.

Tough Topics on PRTPO's Radar

- Swapping state for federal funds to defederalize small local agency projects makes efficient use of limited resources and generates more value for the traveling public from existing transportation revenues by concentrating Washington's federal funds onto fewer, larger state projects and letting local agencies use state funds which are easier for local agencies to administer. (currently active)
- Transportation electrification is a complex matter involving non-traditional stakeholders and sectors, new project delivery considerations, and abundant funding opportunities, all of which are more complicated in rural settings and which must be addressed to improve the region's EV-readiness for zero-emission vehicles. (currently active)
- Expanded broadband access is a rural travel demand management measure in that it connects small, far-flung communities and outlying residents to 21st century opportunities while reducing or even eliminating the need for personal travel.
- Agencies need funding that is sustainable and reliable if they are to build, maintain, retrofit, and operate a 21st century transportation system that gets people and goods where they need to be, when they need to be there, safely and efficiently.
- Prior funding commitments for Connecting WA and Move Ahead WA projects need to be honored and projects expedited.
- Increased coordination between mobility service providers – public and tribal transit, non-profit, NEMT, intercity bus - can improve provision of human services transportation options and make travel easier and more efficient for those whose mobility depends on those services.
- Pavement preservation is chronically underfunded at all levels, resulting in accelerated pavement deterioration which is further complicated by the heavy weight of new EV trucks and school buses just beginning to travel on local streets and neighborhood roads.
- The workforce capacity of agencies and their local labor markets limit their ability to attract and retain staff, obtain and administer grants, and meet increasing state and federal transportation requirements.
- Regional trails connect communities and support the region's economy, expanding opportunities for active, healthy travel and recreation for all across the Peninsula Region.
- Retrofitting salmon habitat barriers and opening up habitat involves many partners, not just WSDOT.

[1] This working language is being refined throughout this process. Feedback and suggestions are welcome.

- How can rural communities prepare for the deployment of advanced technology and connected/highly autonomous vehicles in a region such as this?
- What are the implications for residents and businesses across the region of replacing the state gas tax with a per-mile fee, and what will this mean for transportation revenue?
- Data collection needs are expanding faster than local agencies can meet them.

Tough Topics for a Deeper Dive by Board and TAC

These are topics the Board and TAC will delve into deeper to develop a useful understanding of the issue and meaningful measures that can help to support it.

- Measures to improve the operational efficiency of the Hood Canal Bridge
  Includes Coast Guard policies regarding bridge openings for large sailboats and infrastructure needs on the east end.
- How to effectively support long-distance intercity bus travel
  Includes inter-connectivity between agencies, coordination with ferries, and rural considerations.
- Issues and opportunities regarding ferries and the region's marine highways
  Includes vessel and terminal modernization, service reliability, and future passenger ferry considerations.
- Innovative measures to increase resilience and preparedness in the Peninsula Region
  Includes regional collaboration around countywide emergency management plans, coordination with state and federal land management agencies in planning for emergency routing, and planning for an uncertain future.
- Regional strategies to promote safer travel for all
  Includes state highway "Main Street" considerations and collaboration with WSDOT on maximizing Complete Streets opportunities in coordination with adopted land use plans.
- PRTPO's vision for itself and its role in implementing the Regional Transportation Plan and being a regional partner
  Includes Board reflection on its role as an independent RTPO, its objectives, and how to leverage its capacity as an RTPO to meet its objectives and be an effective regional partner.

INFORMATION ITEM

To: PRTPO Executive Board
From: Thera Black, PRTPO Coordinator
Date: April 11, 2024
Subject: **PRTPO Letters of Support Tendered Since Last Board Meeting**

PRTPO regularly provides letters of support to members applying for state or federal grants in accordance with its Letter of Support policy.

Copies of all letters administratively issued since the Board's last meeting are attached.

Please contact me with any questions about how or why to request a letter of support from PRTPO for a member project.

Attached Letter(s):

- *Clallam Transit – FTA 5339 Bus and Bus Facilities Project*
- *Clallam Transit – FTA 5339 Low-No Emissions Bus Project*
- *Port Angeles – Port Angeles Mobility Planning: Safe and Efficient Movement for Freight and People Project (RAISE)*
- *Port Townsend – SR 20/Mill Road Gateway Roundabout (Kilmer CDS request)*
- *Squaxin Island Tribe – Pedestrian and Bicycle Safety Plan and Design Project (Kilmer CDS request)*

For More Information:
Thera Black | 360.878.0353 | TheraB@PeninsulaRTPO.org

March 6, 2024

Administrator Nuria Fernandez
Federal Transit Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Support for Clallam Transit's FTA 5339 Bus and Bus Facilities Proposal

Dear Administrator Fernandez:

The Peninsula Regional Transportation Planning Organization (PRTPO) is pleased to support Clallam Transit's application to the Federal Transit Administration (FTA) for 5339 Bus and Bus Facilities funding. This proposal is included in the submittal by the Washington State Department of Transportation (WSDOT) to the FTA on behalf of rural systems in the state. Clallam Transit is a rural provider serving Clallam County and the north Olympic Peninsula.

Clallam Transit seeks $3,440,000 to replace five diesel powered buses that have outlived their useful life. The replacement buses include three 35-foot and two 40-foot clean diesel heavy duty buses. Clallam Transit is also seeking funding to replace five paratransit buses that have outlived their useful life.

This project directly supports the mission, goals, and strategies of the Clallam Transit Development Plan while advancing statewide efforts to reduce greenhouse gas emissions from the transportation sector and expand access to clean transportation alternatives in rural communities. It reflects Clallam Transit's commitment to State of Good Repair practices and supports its established vehicle replacement schedule. Reliable, efficient vehicles are key to maintaining a safe and dependable public transit system, especially in rural areas where back-up services are distant. Clallam Transit will use this project to replace older, higher polluting vehicles with new clean-running diesel buses as it continues to reduce the overall emissions of its transit fleet.

This project is fully consistent with PRTPO's Regional Transportation Plan and furthers the Peninsula Region's environmental, energy efficiency, and equity goals. PRTPO will expedite amendment of this project into the STIP upon notice of funding award.

On behalf of the Peninsula Regional Transportation Planning Organization, I encourage your support of this project with an award of Section 5339 Bus and Bus Facility program funds.

Sincerely,



Lindsey Schromen-Wawrin, Chair
Peninsula Regional Transportation Planning Organization

March 6, 2024

Administrator Nuria Fernandez
Federal Transit Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Support for Clallam Transit's FTA 5339 Low-No Proposal

Dear Administrator Fernandez:

The Peninsula Regional Transportation Planning Organization (PRTPO) is pleased to support Clallam Transit's application to the Federal Transit Administration (FTA) for 5339 Low-No Emissions funding. This proposal is included in the submittal by the Washington State Department of Transportation (WSDOT) to the FTA on behalf of rural systems in the state. Clallam Transit is a rural provider serving Clallam County and the north Olympic Peninsula.

Clallam Transit seeks $3,142,458 to replace three diesel powered buses with three 35-foot electric buses, including purchase of the related charging infrastructure. This project directly supports the mission, goals, and strategies of the Clallam Transit Development Plan while advancing statewide efforts to reduce greenhouse gas emissions from the transportation sector and expand access to clean transportation alternatives in rural communities.

As a result of recent strategic upgrades, Clallam Transit is now able to integrate zero-emission electric buses into its fleet without compromising service dependability and reliability the public expects. This transition also supports agency-wide, regionwide, and statewide equity objectives. While electric vehicles will improve air quality throughout the countywide service area, benefits will be most pronounced within the Port Angeles Opportunity Zone and the Lower Elwha Klallam Tribe community, both of which are recognized by the Census Bureau as areas of persistent poverty.

This project is fully consistent with PRTPO's Regional Transportation Plan and furthers the Peninsula Region's environmental, energy efficiency, and equity goals. PRTPO will expedite amendment of this project into the STIP upon notice of funding award.

On behalf of the Peninsula Regional Transportation Planning Organization, I encourage your support of this project with an award of Section 5339 Low-No Emissions program funds.

Sincerely,



Lindsey Schromen-Wawrin, Chair
Peninsula Regional Transportation Planning Organization

February 13, 2024

Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: FY 2024 RAISE Grant for the City of Port Angeles' Port Angeles Mobility Planning: Safe and Effective Movement for Freight and People Project

Dear Secretary Buttigieg,

The Peninsula Regional Transportation Planning Organization (PRTPO) urges your support of the City of Port Angeles' project being considered for a RAISE grant. This project addresses safety and efficiency issues for freight traveling between US 101 and the Port of Port Angeles while removing heavy trucks from downtown Port Angeles. This supports the city's revitalization efforts.

The project will reconfigure the existing interchange to enable trucks departing the Port of Port Angeles marine terminals and industrial properties to go east on US 101. Currently there is no way to go east from the SR 117/Tumwater Truck Route, so eastbound trucks must travel through the heart of downtown Port Angeles to get back to US 101. Corridor retrofits include five local intersections on Marine Drive and two terminal trestles at the Port to ensure safe and efficient mobility for all.

Your support of this project will enable:

- More efficient truck access to and from the Port of Port Angeles' seaport terminal and industrial properties, eliminating conflicts with incompatible uses. Integration of advanced technologies in the interchange design will preserve these efficiencies for decades to come. This will ensure the long-term economic competitiveness of the seaport and related family-wage industrial development.
- A safer and more inviting downtown environment for people to live, work, shop, and play. This is key to stimulating investment in housing and commercial services downtown, where alternatives to driving are most plentiful, which in turn grows demand for area businesses and activities.
- Greenhouse gas reduction and other air quality benefits by eliminating trucks idling through a historic downtown street grid that must do double-duty as a highway route for US 101 eastbound freight.
- Reduced wear and tear on local roads by keeping heavy freight on facilities built for that kind of traffic.
- A more attractive downtown and local business environment to support the region's essential tourism economy. Downtown Port Angeles is the gateway to Victoria, British Columbia via international ferry service and the entryway for Canadians visiting Olympic National Park and other destinations here and beyond.

This project will serve an international marine terminal and Coast Guard Station and support workforce development in this area of Persistent Poverty. A RAISE grant at this time will enable critical pre-construction work and interagency coordination the city must complete for this important regional project to move forward. PRTPO stands ready to expedite approval of this project into the Statewide Transportation Improvement Program upon notice of a funding award.

On behalf of the 27 members of the Peninsula RTPO, I urge your support of this regionally significant project with a RAISE grant that will complete preconstruction planning and design activities for the Tumwater Truck Route Interchange project as well as five local intersections and two Port trestles.

Thank you for your consideration.

Sincerely,

Bek Ashby

Bek Ashby, Chair
Peninsula Regional Transportation Planning Organization

March 16, 2024

The Honorable Derek Kilmer
United States House of Representatives
2059 Rayburn House Office Building
Washington, D.C. 20515-4706

Dear Representative Kilmer,

The Peninsula Regional Transportation Planning Organization (PRTPO) is pleased to submit this letter in support of the city of Port Townsend's **SR 20/Mill Road Gateway Roundabout** funding request. Port Townsend, in partnership with Jefferson County and WSDOT, are working together to address outstanding safety and congestion issues resulting from outdated infrastructure decisions made decades ago.

PRTPO recognizes the collaboration and partnership between local and state agencies in their pursuit of this project. This is a gateway between urban Port Townsend and rural Jefferson County. SR 20 serves the Port Townsend Ferry and is designated by the state legislature as Highway of Statewide Significance. The Olympic Discovery Trail, the crown jewel in this region's regional trail system, intersects SR 20 in this vicinity. This is also an important service corridor for Jefferson Transit. Nearly every transit trip begins or ends with a pedestrian trip; lack of safe pedestrian facilities creates a barrier for those who need transit the most. PRTPO supports the efforts of local and state agencies to retrofit and repurpose old infrastructure built for a different era into vibrant multimodal corridors where walking, biking, and transit opportunities flourish as the community grows over time.

This funding will be used to complete the design, environmental process, and right-of-way acquisition needed to realign several close and intersecting facilities with a roundabout. Modern roundabouts increase operational efficiency and business access for vehicles while greatly enhancing safety for all modes of travel. Speed reduction is built right into their design. This not only improves safety for everyone but also slows traffic to a more appropriate speed for an urban setting, an important feature for walkable streets. And in a highly rural region where extended power outages are common, the ability of a roundabout to function effectively and efficiently, no matter what, is an additional advantage. Finally, this project has direct benefits for freight mobility and economic growth by eliminating turning conflicts and improving operational flows for trucks serving the paper mill, the Port of Port Townsend and Boat Building Center, as well as the growing industrial center. Completion of this work will leave the project partnership well-poised to pursue implementation grants by providing them with a compelling, construction-ready project.

This project advances core aims of PRTPO's Regional Transportation Plan (RTP) with its multimodal focus on safe and efficient mobility for all and ever-increasing alignment between transportation, land use, and economic objectives. PRTPO commits to moving this project expeditiously into the Statewide Transportation Improvement Program (STIP) upon notice of funding award so the city can obligate funds and begin work as soon as the funds are available.

On behalf of PRTPO and our regional partners, I urge your support for this important project.

Respectfully,



Lindsey Schromen-Wawrin
Chair, Peninsula Regional Transportation Planning Organization

March 14, 2024

The Honorable Derek Kilmer
United States House of Representatives
2059 Rayburn House Office Building
Washington, D.C. 20515-4706

Dear Representative Kilmer,

The Peninsula Regional Transportation Planning Organization (PRTPO) is pleased to submit this letter in support of the Squaxin Island Tribe's **Pedestrian and Bicycle Safety Plan and Design** funding request. This project will develop a comprehensive pedestrian and bicycle plan and design priority improvements so that the Tribe can make investments that increase visibility and safety of pedestrians and cyclists on the Old Olympic Highway/SR 108 corridor between the Squaxin Island Tribe's governmental facilities and the Tribe's commercial center.

The Tribe completed a detailed safety study of the US 101 / SR 108 interchange area in 2019 with extensive input from its members. Addressing pedestrian safety concerns about walking through the interchange itself was the top priority. It resulted in funding for an important interchange retrofit project that will transform the pedestrian experience through the most dangerous segment of this corridor.

This funding request will extend the safety benefits of that interchange retrofit project in both directions to complete the corridor. It will fund the plan and design for non-motorized facilities that will connect government services and residential neighborhoods east of US 101 with the jobs, services, and transit hub west of US 101. The **Pedestrian and Bicycle Safety Plan and Design** will lay out clearly defined infrastructure needs and standards and provide essential up front design and pre-construction work. This effort will provide the Tribe with construction-ready projects, a competitive advantage as it works to obtain grants that will make non-motorized travel safer and easier for this community.

The Tribe has taken a leadership role in retrofitting legacy state and county highways in this rural area to better support travel for all modes and by all ages and abilities. Many tribal members do not drive. The Tribe is intent on completing the transformation of this corridor as soon as it can; this plan and design element is the next step in that process. Your support for this project will have far reaching benefits for tribal members, tribal enterprises, and the traveling public for years to come.

This project advances core aims of PRTPO's Regional Transportation Plan (RTP) with its multimodal focus on safe mobility for all. PRTPO commits to moving the project expeditiously into the Statewide Transportation Improvement Program (STIP) upon notice of funding award so the Tribe can obligate funds and begin work on the plan and design as soon as the funds are available.

On behalf of PRTPO and our regional partners, I urge your support for this important project.

Respectfully,

Lindsey Schromen-Wawrin
Chair, Peninsula Regional Transportation Planning Organization

PRTPO will send a flyer to members and stakeholders about this event.

Washington State Transportation Commission – NEWS
Transportation Commission Office – PO Box 47308 – WA 98504-7308

FOR IMMEDIATE RELEASE
April 16, 2024

Contact: Paula Reeves, WSTC Senior Policy Analyst, 360-705-7070 (Olympia)

Transportation Commission seeks input on the plan for Washington's transportation future

Regional meetings will take place across the state in April and May

OLYMPIA – The Washington State Transportation Commission is updating the state's plan for transportation over the next 20 years and will begin its first round of listening sessions in April and May, with six meetings planned throughout the state. Referred to as the Washington Transportation Plan, it serves as the guidepost for state, regional and local plans, establishing priorities and goals for transportation statewide.

The listening sessions will focus on gathering early input from statewide leaders, stakeholders, and the public on what the top transportation priorities, needs and challenges are in their regional area of the state. All meetings will be conducted via Zoom, and two meetings have an in-person option.

The public is invited to attend the meetings to learn from transportation professionals, listen to the dialogue and provide feedback. Public comment will be taken at each meeting.

The following meetings will be virtual:

- **Greater Seattle area:** Tuesday, April 23, 1:30 to 3:30 p.m. Hosted by Puget Sound Regional Council
- **Greater Spokane area:** Wednesday, April 24, 9 to 11 a.m. Hosted by the Spokane Regional Planning Council
- **Southwest Washington:** Thursday, April 25, 9 a.m. to 11 a.m. Hosted by the Southwest Washington Regional Transportation Council
- **Olympic Peninsula and Olympia:** Monday, April 29, 1:30 to 3:30 p.m. Hosted by the Peninsula Regional Transportation Planning Organization
- **North Central Washington:** Wednesday, May 1, 1:30 to 3:30 p.m. Hosted by the Chelan Douglas Transportation Council

One of the meetings will be hybrid, with in-person and virtual options:

- **South Central Washington:** May 13, 1:30 to 3:30 p.m. Hosted by the Benton Franklin Council of Governments

Those wishing to attend any of the meetings, virtually or in person, may register by visiting the commission's website.

The Washington Transportation Plan provides an overarching transportation policy framework along with strategies for use by all jurisdictions statewide that issue transportation plans or operate parts of the transportation system. The plan also serves as one of the state's tools that demonstrates compliance with federal planning requirements.

For more information about the plan update, visit the commission's website: wstc.wa.gov.

Hyperlinks within the release:

- Register: wstc.wa.gov/wtp/washington-transportation-plan/

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Americans with Disabilities Act Information: Individuals requesting reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the Commission Office at 360-705-7070 or by emailing transc@wstc.wa.gov. Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Title VI Notice to Public
It is the Washington State Transportation Commission's policy to assure that no person shall, on the grounds of race, color, national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his or her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at (360) 705-7090.