Peninsula RTPO Regional Transportation Plan 2035



Providing a Regional Approach to Transportation Planning on the Olympic and Kitsap Peninsulas

Peninsula RTPO Regional Transportation Plan 2035

July 2015

Prepared by

Peninsula Regional Transportation Planning Organization

PENINSULA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

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Table of Contents

Note to the Reader i

Preface ii

Introduction 1

Vision Statement 25

PRTPO Goals and Priorities 28

Finance 43

Plan Implementation & Performance Measures 53

Regional Transportation Summary 56

Challenges to Proposed Future Area Network 89

Appendices

Appendix A - Glossary

Appendix B - Traffic Forecast Maps

Appendix C - Transportation Funding Sources

NOTE TO THE READER

The Peninsula Regional Transportation Planning Organization (PRTPO) was formed in 1990. The first Regional Transportation Plan (RTP) was released in 1995. This document, PRTPO RTP 2035, seeks to accomplish changes in both form and content. The document form moves away from being an amalgamation of county, port, transit agency comprehensive plans and transportation elements. The amalgamation approach required and forced revision of the RTP whenever a comprehensive or transportation plan was updated. This format will provide guidance to regional transportation planning entities, serving as a source document for their own planning efforts. Comprehensive plans will be stored in the Appendix of the document, easily accessible on the internet. As individual members update their plans, they will be seamlessly incorporated into the document without requiring the document to be revised completely.

In 2011, The PRTPO TAC (Technical Advisory Committee) formed a sub-committee to conduct the actual work of putting together a new RTP. This group was composed of one representative from each of the four counties and two representatives from the Skokomish Tribe. This core group met every other month for about 18 months and created a draft of the Table of Contents, the Vision Statement and the Goals and Policies section. These draft documents were adopted by the TAC and also presented to and approved by the EC/PB (Executive Council/Policy Board). These sections of the document remain relatively unchanged.

To facilitate the process, PRTPO issued a Request for Proposals to PRTPO members requesting proposals to complete the RTP. The remaining chapters were completed under a contract between the Washington State Department of Transportation, the PRTPO lead agency, and the Skokomish Indian Tribe. The original document is written using MS WORD and gives PRTPO local control of the document, including ease of access for future revisions.

The RTP lays out national, state and county issues and challenges that will shape the PRTPO's thinking and planning in the years to come. The legislative environment at state and national level does not offer a clear direction for regional planning at present and slashes construction budgets.

The six chapters Vision, Goals and Priorities, Finance, Plan Implementation & Performance Measures, Regional Transportation Summary and Challenges to Purposed Future Area Network will encourage members to look for regional synergies. The content of these chapters will form a common baseline of reference. The intent of these chapters is to invoke discussions yielding mutual solutions and benefits for Peninsula communities. Throughout the document, sources for material used have been cited in footnotes. They can be accessed electronically from the RTP itself. Availability within the document allows PRTPO members to use them in developing their own project funding or rationale for project selection. We hope that the RTP will prove a convenient reference for members and inform the public in the process of project development and funding.

Gordon Neilson & Lennea Wolfe, Skokomish Indian Tribe

Preface

The Peninsula Regional Transportation Planning Organization (RTPO) Regional Transportation Plan (RTP) looks forward to 2035, provides a vision for the future, identifies goals and policies to achieve that vision, creates a basis for regional planning and guides future decision-making. A regional transportation plan is a broad statement of the region's values and vision for its future. It is a policy road map that directs the orderly and coordinated development of the regional transportation system for the next 20 years.

The RTP takes a long-range perspective. For this reason, guidance is intentionally general, providing broad direction, but not prescribing specific implementation measures or regulatory actions. The plan is also a living document, adaptable to evolving conditions and offers a framework for the consideration of policy changes. The RTP is to help local jurisdictions and Tribes within the Peninsula RTPO coordinate their transportation planning with one another and with the Washington State Department of Transportation. In doing so, regional transportation facilities are better planned for and treated consistently across jurisdictional boundaries.

In December 1990 the representatives from Clallam, Jefferson, Mason, and Kitsap Counties by resolution formed the Peninsula Regional Transportation Planning Organization (RTPO) under the provisions of RCW 47.80. The primary purpose of the Peninsula RTPO is to provide for cooperative and respectful decision-making by the agencies within the region in order to bring about a continuous and comprehensive transportation planning process. The Peninsula RTPO covers a four-county area, including Clallam, Jefferson, Mason and Kitsap Counties. The Peninsula RTPO consists of representation from four counties, nine cities, nine tribal nations, four transit agencies, port districts, and the Washington State Department of Transportation (WSDOT).

This regional transportation plan (RTP) is a combined document that covers both urban and rural areas in an effort to provide a comprehensive vision of the entire region. This document meets both the state planning requirements of the Growth Management Act (GMA) and the federal requirements where applicable. The RTP will also be used by the Peninsula RTPO to certify that its members' local transportation plans are consistent with regional organization's regional transportation goals and policies through a certification and consistency process. In this way, Peninsula RTPO jurisdictions meet the requirements of GMA and develop transportation plans which are regionally coordinated.

The development of the Long Range Transportation Plan was based around a vision, goals, and objectives. These provided guidance for the entire plan and will provide guidance during implementation. The Peninsula RTPO developed the plan vision, goals, and objectives based on Guiding Principles and applies these to the regional system and its needs, regardless of mode or

geographic location. These principles guide the region toward a transportation system that meets the growing needs of the Peninsula with safe, reasonable and practical choices.

Guiding Principles

- Supportive
- Safety Conscious
- Collaborative
- Maximum Economic Growth
- Emphasize Connectivity and Accessibility
- Environmentally Sensitive and Sustainable
- Integrated

This plan defines the regional system and identifies challenges and trends within the region. This update does not identify specific projects or priorities. At the initiation of this planning process it was understood that the jurisdictions that plan under GMA will be in the process of conducting an update of their comprehensive plan as part of the 8-year GMA update requirements. With this in mind, it was known that the needs and improvements as identified in the comprehensive plans would be updated and it was decided that regional improvements and needs will be reevaluated with the completion of local plans. In this way the RTP ensures that the long range transportation plans of each jurisdiction will be consistent with the land use plans of individual entities that belong to the RTPO.

In addition, the region is currently developing a regional travel demand model, a first for the Peninsula RTPO. The model will help the region to determine potential system deficiencies and assist in the development of improvements and their prioritization.

The plan looks to help preserve existing transportation assets, improve system performance, enhance residents' quality of life, provide more transportation choices and protect the environment.by;

Maintaining existing system and services - Preserve the existing transportation system by focusing investments on the maintenance of existing services and facilities.

Supporting public transit - Plan, develop and identify opportunities to support the expansion of regional transit and enhanced mobility to help people connect to work and other locations.

Fostering Active Transportation – Promote, encourage and fund completion of the regional trail system including the Olympic Discovery Trail and the Sound to Olympics Trail to provide a backbone non-motorized trail network across north Kitsap County from the Kingston ferry through east Jefferson County and across Clallam County to the Pacific Ocean at LaPush. Within urban areas and cities, provide an interconnected system of regional trails, marked bicycle lanes, bicycle safe shoulder widths and sidewalks to encourage walking and bicycling.

Providing a Safe and Reliable Regional Road System - A safe and effective transportation system is critical to maintaining the region economy, environment and quality of life; the transportation system is what binds the region together.



Road Construction circa 1930s - WSDOT

Our infrastructure was constructed through taxing of property owners and businesses. Past generations have projected their prosperity into our future. The "18,600 miles of state highways, 80,000 county centerline miles, 38,000 lane miles of city roads/streets"[1], "1,742 Tribal/BIA highway and roads"[2] the 136 airports, 7,743 bridges, 1,174 dams, the 3,215 miles of rail, transit systems comprise a transportation network that delivers 217 million trips/year and countless miles of sewer and water lines, in Washington, have been entrusted to us for future generations. While it may have been easier to build and finance much of this infrastructure in time of prosperity, the ongoing maintenance of this system has proven more difficult now. The Washington road network alone carries $37 million in freight every hour (24/7), bears 87 million vehicle miles traveled (VMT) daily and comes with a 50 year lifecycle. In many places we have worn this infrastructure out before its time. The region defined by the PRTPO has evolved into a predominately auto centric network with alternative transportation enhancements being added only in recent decades.

Years of road expansion, measured in new centerline miles, has created an overbuilt, auto centric network. The cost of maintaining all of it exceeds our ability to pay for it now. Historically transportation revenues cover 62% of surface transportation costs. Congress funds surface transportation separately from airport, marine port and rail funding. The Peninsula transportation system is predominantly a surface transportation network. Moving Ahead for Progress in the 21st Century (MAP 21), which is the federal legislation guiding transportation programming and funding, and sequestration continue to underfund current needs. Continued underfunding will require regional solutions from the Peninsula's governments.

MAP-21 requires states to adopt performance targets to achieve nationally-set performance measures. The US DOT has not set the performance measures yet, but they are expected to

[1] http://www.seattleasce.org/reportcard/2013ReportCardWA.pdf p.39

[2] http://www.wsdot.wa.gov/NR/rdonlyres/77F906E3-6F72-4BBE-A5D2-71CBFB191997/0/Vol1ExecutiveSummary.pdf Table 1 p.5

impact regional transportation. More than the addition of centerline miles, it will look at plan achievement and benefit derived from dollars spent in calculating future funding.

Summarizing our PRTPO regional network gives members a system baseline. Identifying the challenges helps members find regional solutions for our future area network. Peninsula demographics for counties and municipalities have similarities. Tribal demographics also have consistent threads, though they differ from those of counties and municipalities. Tribes also continue to bring positive economic gains to Peninsula communities, well beyond their size. Legislative funding uncertainty and clearly identified challenges of the future will produce transformative solutions for the PRTPO members.



Sanderson Field, Mason Co (with Mt Rainier in background)

Introduction

Looking back

"Work on a road over Naches Pass was started in August, 1853, this work in part, being financed by subscriptions. Much of the labor was donated. The work was on both sides of the pass, but the party on the east side made little progress while the party from the west side carried their work over the pass and for several miles down the Naches River on the east side.

A party of emigrants attempting to cross the mountains by this route met with great difficulties on account of the uncompleted road on the east side of the mountains. These emigrants had to make many miles of road in order to get through." [3]



Construction Crew circa 1930s

Roads as we know them today were purchased and constructed in earlier times by taxing local property owners. This system provided a sense of local ownership. Taxes were levied and payment made in the form of work days on building or maintaining roads. In some districts taxation worked better than others. The road system evolved. Some might suggest that early roads followed old Native American pathways. Though true for some roads, many were simply built by local residents. The terrain that complimented foot travel did not serve wagon or wheeled transportation. Some roads were built for military use, representing a regional investment. Others were developed to facilitate trade. Over time the road system grew and evolved and communities and transportation options evolved with them.

Roads and highways of today represent valuable assets that must be maintained to meet future needs. New roads in this region here will be the exception. Upgrading and maintaining what Peninsula residents have in terms of roads will define our future. New roads and new highways are beyond the scope of this document and the state's financial means.

[3] WSDOT. A History of Roads and Highways in the State of Washington. Dec 1966 p. 3

Regional Transportation Planning Organization

The 1990 Legislature authorized regional transportation planning as part of Washington State's Growth Management Act (GMA). The Act created a formal mechanism for local governments and the state to coordinate planning for regional transportation facilities and services. Therefore, (in 1992) in response to the GMA legislation Clallam, Jefferson, Mason and Kitsap Counties in consultation with the Washington State Department of Transportation (WSDOT) formed the Peninsula Regional Transportation Planning Organization (PRTPO), with WSDOT, Olympic Region designated as the lead agency.

The Peninsula RTPO is an intergovernmental transportation planning agency made of local jurisdictions and tribal nations encompassing Clallam, Jefferson, Mason and Kitsap Counties. The RTPO was developed to comply with RCW 36.70A, the Growth Management Act (GMA), and RCW 47.80, which authorized creation of RTPOs formed through voluntary association of local governments.

Peninsula RTPO Planning Area



The RTPO process is a collaborative planning effort that brings together elected officials from a variety of local governments, resource agency staff, city, county, and tribal staff, public and private interests, and local citizens to share in the ongoing discussion of what the region's

transportation system could and should be in the future. As a regional forum, the Peninsula RTPO coordinates local, tribal and state transportation planning efforts for the Olympic and Kitsap Peninsula areas. The RTPO works closely with agencies to make sure that transportation networks are built and maintained consistent with community goals at all levels of government. The RTPO provides a regional environment for addressing these challenges and fostering cooperation in the development and implementation of a 20-year transportation plan.

Purpose

Regional capacities define the strategies and ultimately the structure of goals linking Olympic Peninsula counties, Tribes, agencies and municipalities. They describe for participants a framework of decision making. They rely on the interdependence of county and Tribal governments, agencies and municipalities needed to achieve a successful transportation system.

Climate change has and will continue to impact transportation planning and implementation. All evidence suggests enhancing our ability to adapt and to increase our capacity to adapt, to future climatic changes will ensure the Peninsula transportation system's survival. The PRTPO's purpose will focus on regional strategies while building our long range capacity to adapt to climate changes. It will require interdependence of all the partners. Interdependence is a dynamic of being mutually and physically responsible to, and sharing a common set of principles with many others.



US 101 Lake Crescent circa 1940's

The Regional Transportation Plan (RTP) is a document that defines regional transportation priorities on the Olympic and Kitsap Peninsulas. It is a collaborative effort, developed through the work of all Peninsula RTPO member agencies. The RTP addresses all modes of transportation, as well as issues that impact or are impacted by the regional transportation system, such as economic and community development. The development of a RTP helps to guide local transportation and land use policies within the region, while calls attention to the common challenges and opportunities facing the region.

The PRTPO Regional Transportation Plan 2035 seeks to;

- Inform integration of regional transportation and land use decision-making processes supportive of local, county and Tribal governments to maintain livable communities.
- Move people efficiently and cost effectively by increasing viable, affordable travel choices for people and goods within the region.
- Improve accessibility for all people regardless of age, ability or income, promoting local economies, maintaining local core values.
- Initiate and coordinate timely response to substantive issues, providing cooperative, pragmatic solutions maximizing future adaptability within today's environmental and funding constraints.
- Ensure affected parties understand issues related to choices, impacts, and timing by fostering on-going and inclusive community involvement and education.
- Assure system funding is equitable for all Peninsula communities by making effective investments maximizing resource potential in the future.
- Maintain existing investments by being realistic about financial capacity prioritizing accordingly and evaluating the full cost of alternatives and recommendations.
- Make the system safer for all users, building redundancy into critical network links as emergency safeguards.
- Support interdependence of transportation resources and facilities, integrating non-motorized transportation designs into transportation solutions.
- Build multi-modal strategies into Peninsula transportation solutions providing barrier-free accessibility strategies for youth, elders, those with disabilities, low income, and those with limited English language skills.
- Make investments that add lasting value to our communities minimizing impacts on air and water quality and natural habitat and resources.

Funding sources include, but may not be limited to: the Federal Highway Administration (FHWA), US Department of Agriculture (Ports); and state and local tax revenues. Any such funding source list is subject to change as specific FHWA and Federal Transit Authority (FTA) grant programs are subject to reorganization by Congress. Examples of specific programs include FHWA (administered through RTPO/MPOs), Tribal Transportation Program (administered through the Bureau of Indian Affairs), WA State Consolidated Grants, and federal grants.

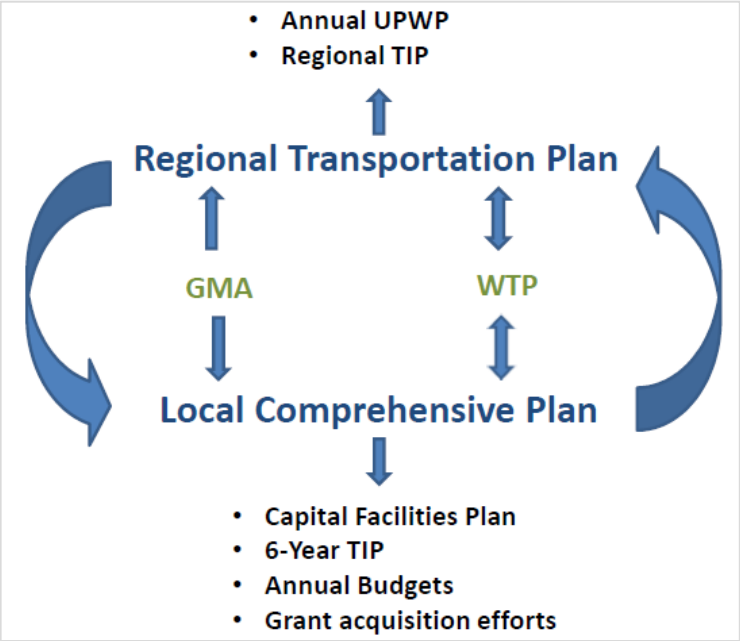
Planning Timeline

The PRTPO has completed only one RTP since it was formed, with updates done by chapter on a periodic basis. Much has changed since that time. This document, RTP 2035, seeks to update by adding predictable structure to the document. This document can be easily amended and updated

within a 5 year cycle. The title of the document reaches out to 2035. Legislative uncertainty at the Federal level and revisions to MAP 21 could have impact to transportation planning.

Roles and Relationships

The Peninsula Regional Transportation Planning Organization coordinates the RTP planning for its many partners. Throughout the process both formal and informal ideas, plans, policies and strategies are integrated. The development of an RTP requires extensive communication and coordination. It is necessary for the RTP to serve all of the partners equitably though not all may be served equally. The RTP as a planning document must encompass the region while blurring political, county, and geographical boundaries. It must include needs of residents as well as visitors and tourists. Each regional transportation plan is to be used as a guide for achieving consistency among local transportation plans in each region. The state's role in this process is to provide statewide goals and policies outlined in the *Washington Transportation Plan* (WTP). Local, regional and state transportation plan relationships are depicted in the following figure.



Statutory Requirements

State laws and rules stipulate the elements and processes for creating and maintaining the Regional Transportation Plan.

State

State law (RCW 47.80.030) requires the RTP to be consistent with countywide planning policies, county, city, and town comprehensive plans, and state transportation plans. In addition, it requires that transportation projects and programs be consistent with the RTP and with the adopted regional growth and transportation strategies. There are no federal planning requirements for RTPs. Within Washington State regional transportation plans are to be consistent with the goals and policy framework as established by the legislature and outlined in the *Washington State Transportation Plan* (WTP). WTP 2030 is organized around six statutory transportation policy goals in RCW 47.04.280.The policy goals are listed in the order they appear in statute and are not prioritized.

ECONOMIC VITALITY: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy

PRESERVATION: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services

SAFETY: To provide for and improve the safety and security of transportation customers and the transportation system

MOBILITY: To improve the predictable movement of goods and people throughout Washington State

ENVIRONMENT: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment

STEWARDSHIP: To continuously improve the quality, effectiveness, and efficiency of the transportation system

Standards and measurements are a state focus. For state approval, the RTP must determine regional level of service (LOS) standards and how system performance and the effectiveness of strategies will be measured over time. The state also asks that the Plan be reviewed biennially.

Tribal

Washington State has 29 federally recognized Tribes within its boundaries. One third of those are located within the boundaries of the PRTPO. Tribal economic contributions to the communities surrounding them have continued to increase. WAC 468-86-090 "… encourages partnerships between federal, state, local, and tribal governments…". Tribes by their location, sit astride some of the most sensitive geography in the region. Their economic contribution to surrounding communities benefits the region. Integrating their plans into the RTP not only makes good sense, it will be required.

The RTP must follow Chapter 468-86 WAC and Chapter 47.80 RCW: In addition the Peninsula RTPO will;

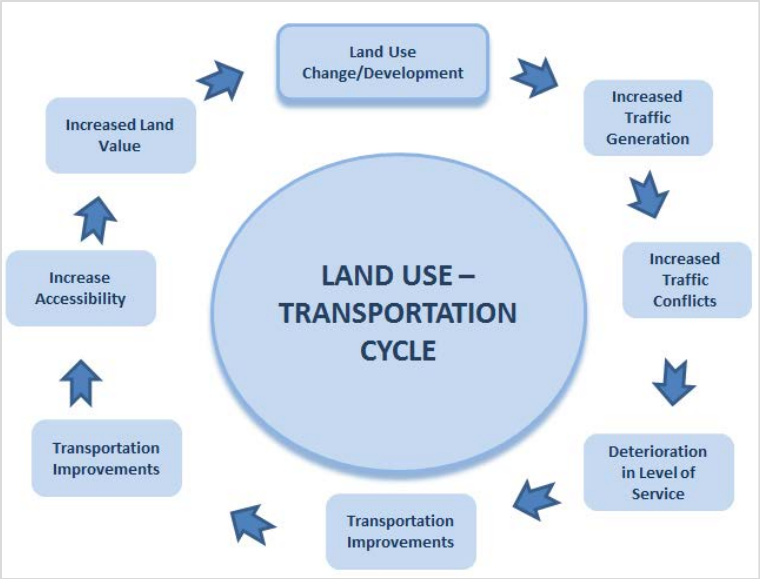
- Actively engage the public in both planning and implementation within the context of individual member processes.
- Promote efficiency, security, safety and maintenance of the system.
- Focus on both people and freight, calling for integration of all modes.
- Consider the environment and quality of life, comply with specific air quality rules and address environmental impacts.
- Encourage the use of technology to support planning and operations.
- Carefully appraise the relationship between community desires and community resources, and realistically outline financial and policy solutions.
- Comply with laws governing civil rights; respect the needs of older Americans and persons with disabilities; foster social equity.

Land Use and Transportation

The Growth Management Act (GMA) states that transportation and land use are fundamentally linked together and cannot be separately planned. Transportation plans must be coordinated at a region level, so regional facilities are treated consistently across jurisdictional lines. GMA states that regional transportation plans should be based on existing county and city comprehensive plans whenever possible. This legislation calls for a "general retrospective discussion of current land uses and transportation pattern" and a review of current and projected development patterns.

As jurisdictions allow land use development patterns, consequently transportation impacts occur. The increased population pressures on Washington State require local jurisdictions to look more closely for ways to mitigate adverse impacts of population growth on their transportation systems. Transportation planning is about meeting the travel demands of people and goods. The transportation system must connect people to jobs and services and connect freight and goods to markets and consumers. Transportation and land use interact with each other in a mutual and dynamic manner. How the region uses its land impacts the regional transportation facilities, modes of transportation, services, and vice versa. In developing a regional transportation plan, the cycle of land use-transportation (as depicted in the following figure) and its relationship must be recognized. Transportation and land use planning decisions interact. Transport planning decisions affect land use development, and land use conditions affect transport activity.

The linkage between land use and transportation can work in two ways;



1. In an unplanned environment, transportation improvements lead to development pressures which result in unplanned up zoning requests and approvals. As improvements are made to a transportation corridor, land along the corridor becomes more accessible. The increased accessibility makes the land more valuable and attractive for development and as land use changes are requested and development occurs, traffic usually increases with an associated proliferation of access points. The resulting congestion and a deterioration of the corridor's capacity to handle traffic which in turn leads to more need for transportation improvement.
2. In a planned environment, land use remains as planned and transportation facilities are built and maintained only to the level required to meet the long term planned land uses. Travel demand and the characteristics of travel when land use is planned for the long term result in expected development patterns and in transportation facilities that services the expected growth. For instance, residential land use will generate and attract less traffic than retail land use. Providing transportation facilities and services for low density, widely spread development is much different in terms of road density and cost than for more compact, mixed use development. The Peninsula RTPO believes in planned growth and providing a transportation infrastructure that serves the planned growth scenarios describes in each region's comprehensive plans.

Regional Conditions

The region is dependent on the state highway system-primarily US 101, SR 104 (Hood Canal Bridge), and SR 3 (linking Mason & Kitsap). The Peninsula RTPO is made up of two peninsulas, Olympic & Kitsap; much of the Olympic Peninsula is taken up with the Olympic National Park and Federal Forest Lands. The Olympic Peninsula is very dependent upon one major US highway, US 101 which circles the entire Olympic Peninsula around the Olympic National Park area. US 101 provides the only way in and out of the peninsula region, with the exception of SR 104 and the Hood Canal Bridge which connects the Olympic and Kitsap Peninsulas.

Unique geographical factors of the Olympic Peninsula play a large part in transportation throughout the Peninsula. The Olympic Mountain Range bounded by the Olympic National Park Boundary both complement and challenge transportation in the region. As a complement, it creates multiple destination points for tourists and visitors seeking day and weeklong vacations. The transportation challenge comes from the monolithic nature of the Olympic Mountain Range and the park boundaries. The magnitude of its mountainous regions, breached only by foot trails, has resisted intrusions. Modern transportation, restricted to a circuitous route along a single highway, continues much as it has since statehood.

US Highway 101, the only route around the Peninsula, has not always been a US Highway. In the early stages of the 20th Century, its components made up an evolving system of State roads. State Roads 9 and 12 initially were part of the early US 101 in 1923. In 1937 Washington converted State Roads into Primary and Secondary Highways. State Road 9 became Primary State Highway 9 (PSH 9) and State Road 12 became Primary State Highway 12 (PSH 12). President Eisenhower's signing of the Interstate Highway Act converted PSH 9 and PSH 12 into US Route 101. Whether as a State Road, a Primary State Highway or a US Highway, US Highway 101 (US 101) has remained the life-support system of the Olympic Peninsula.

Flooding, slides, extreme levels of seasonal tourist traffic, puts stress on the fragile nature of the peninsula's transportation infrastructure. A variety of microclimates brings up to 120 inches of rain per year to the west side of the Olympic Peninsula while the north and east sides will experience average rainfall between 12 – 25 inches. Flooding from saturated grounds draining into swollen creeks and rivers poses a constant hazard in lower elevations. Mud slides cross portions of highways, cutting deeply into steep banks blocking this vital roadway. Mud slides underneath roadways also lead to pavement failure and road narrowing. The northeastern corner experiences the least amount of rain as the mountains create a rain shadow from the predominant southwest weather systems.



The Olympic National Park, the single most defining feature of the Olympic Peninsula, occupies 922,000 acres (1,441 square miles) in the middle of the Peninsula. Maritime and Tribal communities lay around the perimeter of the Peninsula. One third of all federally recognized Tribes in Washington live on the Peninsula.

CLALLAM COUNTY

The land use patterns in Clallam County have largely been determined by the nature of the landscape and topography. A majority of the county's population lives in the relatively level terrain of the narrow coastal plain located

between the foothills of the Olympic Mountains and the Strait of Juan de Fuca. This coastal plain area extends from the eastern county line to the vicinity of the Twin River. The foothills of the Olympic Mountains are located south of the coastal plain in eastern Clallam County and encompass large portions of the west end of the county from the vicinity of Port Angeles to the Pacific Ocean. The foothills region has long been the home base of the forest products industry.

With a geographic area of 1,783 square miles, the county population in 2010 was 71,404 with a gross population density of 41.62 residents per square mile. When areas devoted to parks and long term commercial production of timber are discounted, the county has only 150,000 acres (13.3% of the County's total acreage) available for residential development. Within this developable area of 235 square miles, the population density is 304 residents per square mile in 2010; this 304 people per square mile more accurately reflects the density of population which must be planned for in terms of transportation improvements.

Approximately 31.5% of the county's land mass is classified as Park lands. Much of the center of the county is occupied by the Olympic National Park with approximately 28.2 % of the county's land mass occupied by the park. Olympic National Forest occupies 197,616 acres or 17.5% of Clallam County's land base while the State Department of Natural Resources (DNR) manages an additional 157,597 acres of resource land or 14% of the land base. Approximately 56.7% of the entire county is under some kind of natural resource lands designation including commercial forest, Olympic National Forest, commercial forest/mixed residential use or agriculture.

Rural land use designations cover 8.6% of the county. Tribal lands occupy 2.6% of the county's land mass. Incorporated cities occupy 1.1% of the county while urban growth areas cover 1.9% of county lands. Other land uses include public, county and state parks, (0.3%) and More Intensive Rural designated lands (0.5%) of the county. US 101 bisects the county's heavily populated coastal plain serving as the major principal arterial. Historically, many retail and service businesses have focused on development near the highway as this location maximizes their exposure to potential customers. Additionally, development located on both sides of US 101 is served by a county road system that is highly reliant on access to the highway at intersections located at frequent intervals along US 101. The many residential parcels that front along US 101 with their associated driveways create a growing problem for maintaining mobility along this vitally important highway in Clallam County.

The top employment sector in Clallam County is in Education/Health Care/Social Assistance which employs 23% of the population. Other major employment sectors include retail at 12.1%, Accommodation/Recreation at 10.6%, Public Administration at 8.8%, Management/Scientific at 7.7%, construction at 7.4% and Manufacturing at 7.2%. Clallam County has a higher than state average for government workers at 22.4%.

JEFFERSON COUNTY

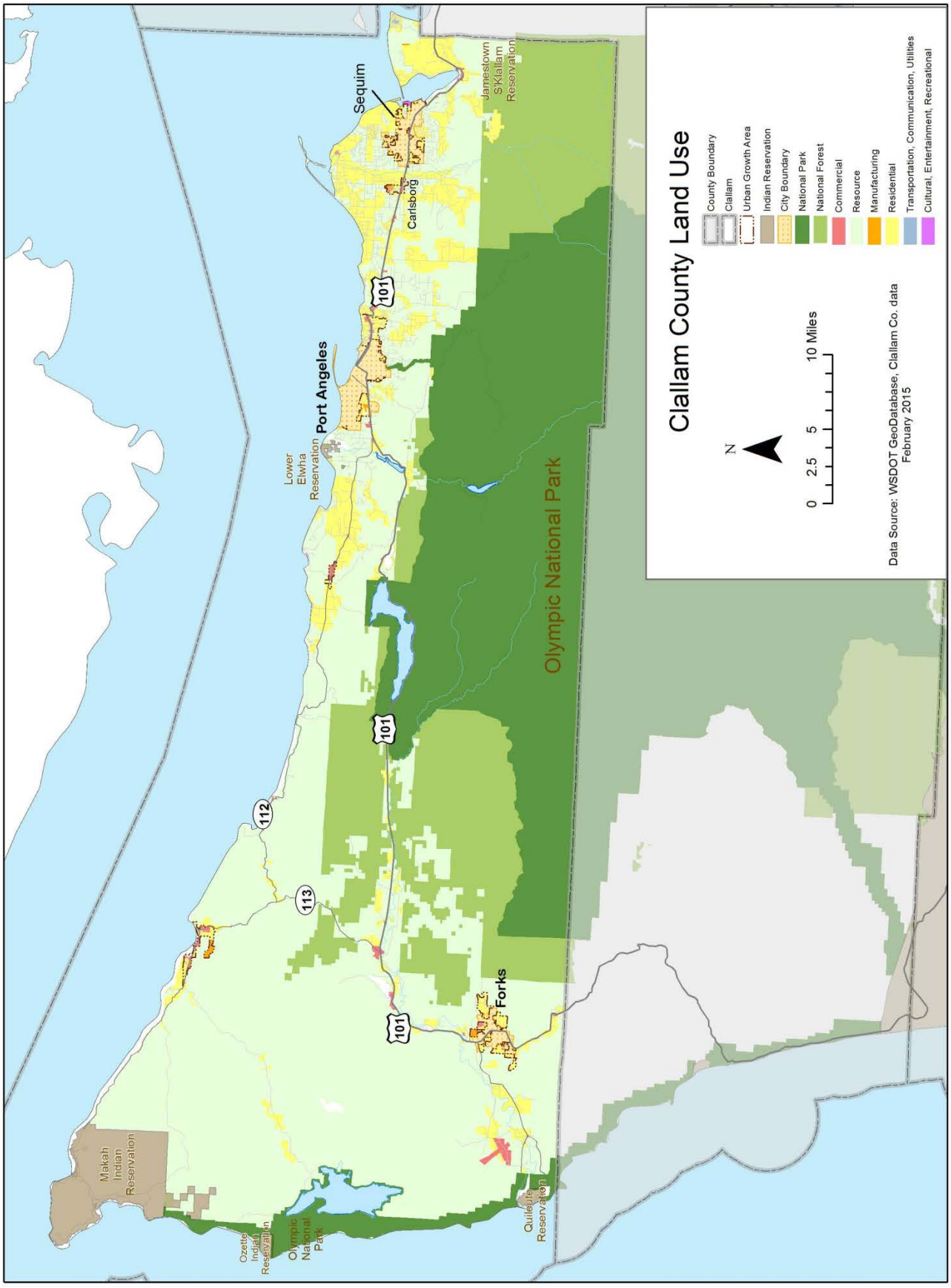
Central Jefferson County lies in the Olympic Mountains within Olympic National Park and the Olympic National Forest. Because of the mountainous barrier, there is no road lying entirely within the county that connects the eastern and western parts of the county. The most direct route between the two ends of the county is a 100 mile route along US 101 through Clallam County. The county is split in three parts: Eastern Jefferson County along the Strait of Juan de Fuca, Admiralty Inlet and Puget Sound; Central Jefferson County, which is uninhabited and lies in the Olympic Mountains within the Olympic National Park and Olympic National Forest; Western Jefferson County, along the Pacific Ocean.

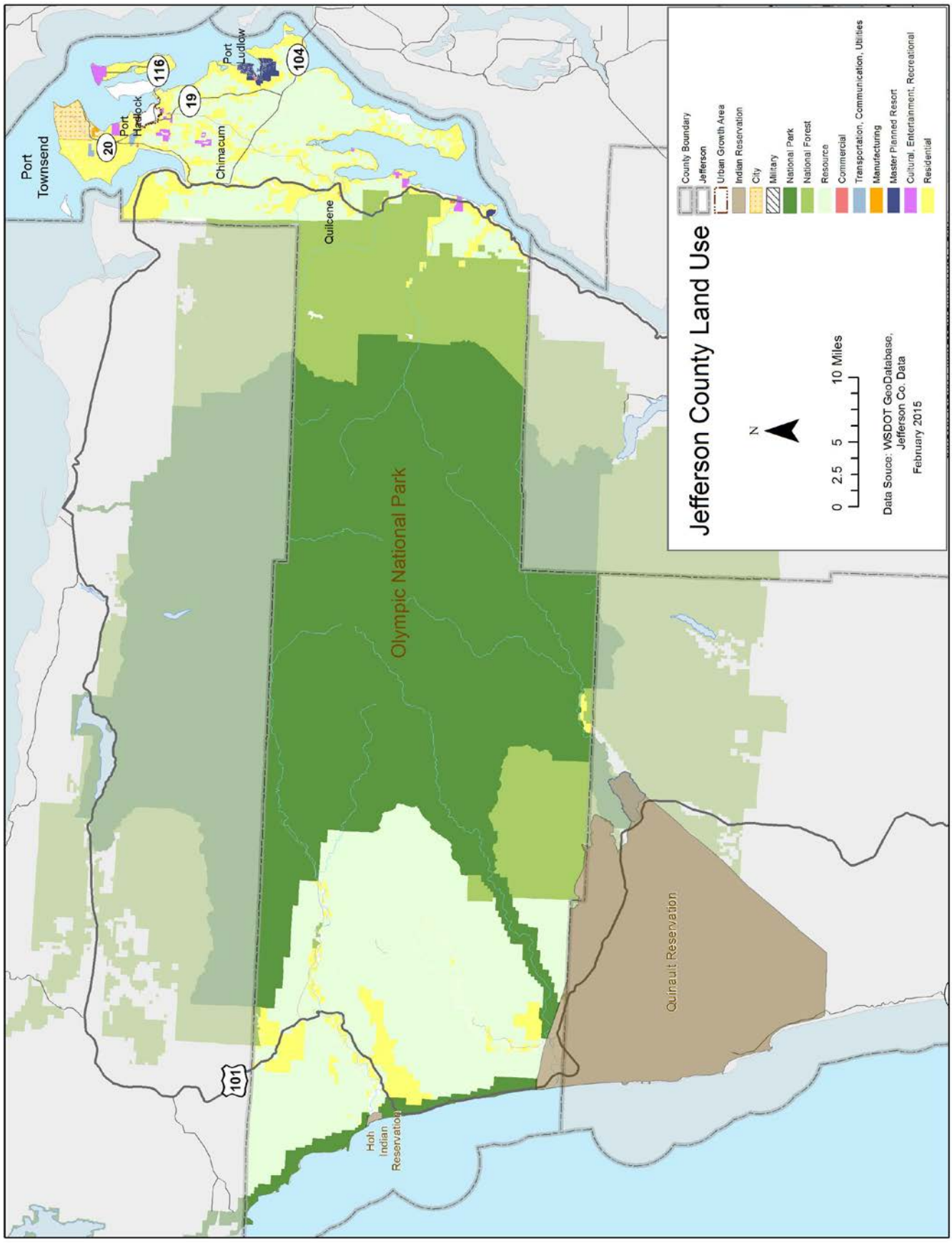
With 1,803.7 square miles of land and a total population of 26,299 Jefferson County's population density is low – only 16.1 persons per square mile in 2010. However, the county's developable land mass is only 412 square miles after subtracting over 1,402 square miles that are Federal and State forest and park lands. Jefferson County's population density is almost 71.1 people per square mile on its developable land. The county's only incorporated municipality is Port Townsend where 30% of the population resides. Growth is also occurring along SR 19/SR 20 corridors down to SR 104, particularly in the Port Hadlock and Irondale areas. These areas have been identified by Jefferson County as an Urban Growth Area. Port Ludlow is the county's Master Planned Resort and is anticipated to continue growing in population over the next twenty years. Like Clallam County much of the county's land use is publicly owned land. About 60 percent of the county comprises the Olympic National Park and Olympic National Forest, and roughly an additional 20 percent is under the jurisdiction of other federal and state agencies.

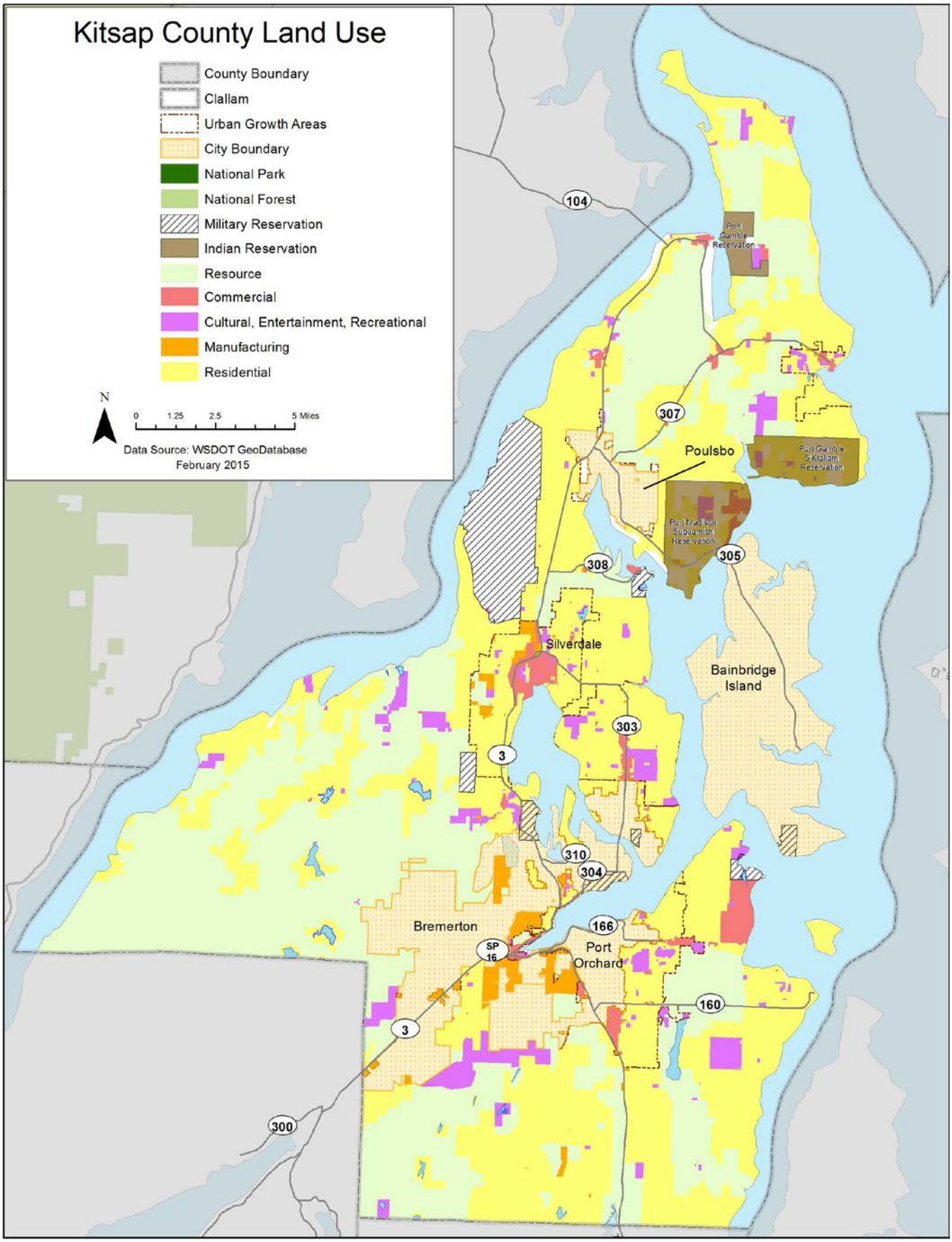
KITSAP COUNTY

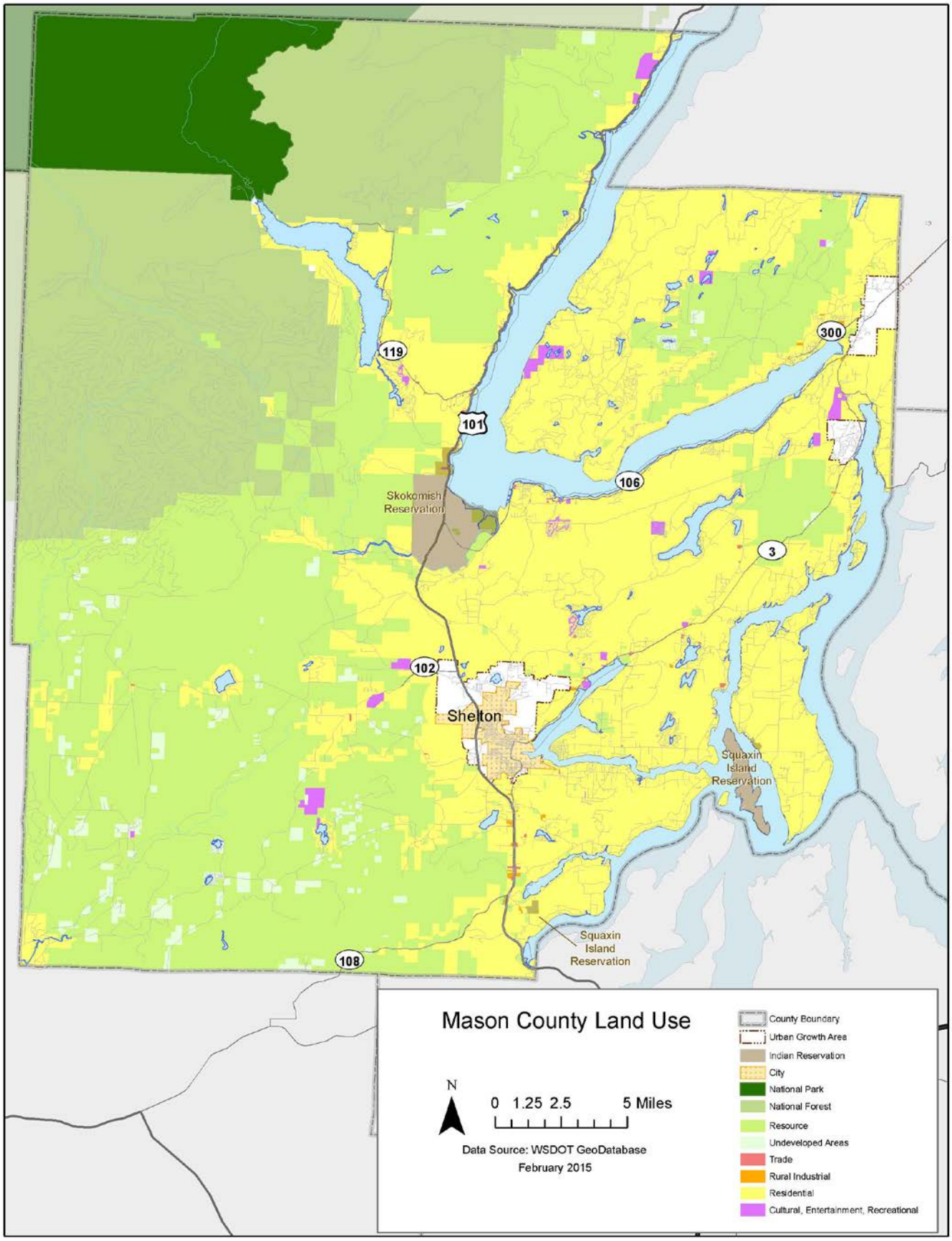
The other peninsula in the region is the Kitsap Peninsula which is primarily served by state routes (SR) 3, 16, and 104. The Kitsap Peninsula, which encompasses all of Kitsap County except Bainbridge and Blake Islands, as well as the northeastern part of Mason County, is surrounded by water bodies of Puget Sound to the east and Hood Canal to the west. The Kitsap Peninsula does not have the mountainous terrain of the Olympic Peninsula to its west and much of its terrain is rolling. The Kitsap Peninsula is dependent upon ferry service to/from the Seattle region as is the Olympic Peninsula to its west. Both Peninsulas are also dependent upon bridges to get to them - the Tacoma Narrows Bridge for Kitsap and Mason Counties and the Hood Canal Bridge for Jefferson and Clallam Counties.

Kitsap County occupies a land area of 394.94 square miles with a population density of 643.14 per square mile, making it the third most densely populated county in Washington. The county is virtually an island, only a five-mile strip of land between Hood Canal and Case Inlet keep it from being such. This relative isolation from the most densely populated areas on the eastern shore of Puget Sound has contributed to the perception of Kitsap as a predominantly rural place. While


Clallam County Land Use
County Boundary
Clallam
Urban Growth Area
Indian Reservation
City Boundary
National Park
National Forest
Commercial
Resource
Manufacturing
Residential
Transportation, Communication, Utilities
Cultural, Entertainment, Recreational
N
0 2.5 5 10 Miles
Data Source: WSDOT GeoDatabase, Clallam Co. data
February 2015
Olympic National Park
Port Angeles
Sequim
Carlsborg
Jamestown S'Klallam Reservation
Lower Elwha Reservation
Forks
Makah Indian Reservation
Ozette Indian Reservation
Olympic National Park
Quileute Reservation
101
112
113


Jefferson County Land Use
County Boundary
Jefferson
Urban Growth Area
Indian Reservation
City
Military
National Park
National Forest
Resource
Commercial
Transportation, Communication, Utilities
Manufacturing
Master Planned Resort
Cultural, Entertainment, Recreational
Residential
N
0 2.5 5 10 Miles
Data Souce: WSDOT GeoDatabase;
Jefferson Co. Data
February 2015
Port Townsend
Port Hadlock
Port Ludlow
Chimacum
Quilcene
Olympic National Park
Quinault Reservation
Hoh Indian Reservation
101
20
19
116
104


Kitsap County Land Use
County Boundary
Clallam
Urban Growth Areas
City Boundary
National Park
National Forest
Military Reservation
Indian Reservation
Resource
Commercial
Cultural, Entertainment, Recreational
Manufacturing
Residential
N
0 1.25 2.5 5 Miles
Data Source: WSDOT GeoDatabase
February 2015
104
Port Gamble Reservation
307
Poulsbo
Port Gamble S'Klallam Reservation
Port Madison Suquamish Reservation
305
308
Silverdale
Bainbridge Island
303
3
310
304
Bremerton
166
SP 16
Port Orchard
160
3
300


119
101
106
300
3
102
108
Skokomish Reservation
Shelton
Squaxin Island Reservation
Squaxin Island Reservation
Mason County Land Use
N
0 1.25 2.5 5 Miles
Data Source: WSDOT GeoDatabase
February 2015
County Boundary
Urban Growth Area
Indian Reservation
City
National Park
National Forest
Resource
Undeveloped Areas
Trade
Rural Industrial
Residential
Cultural, Entertainment, Recreational

this was true at one time, much of the county today is characterized by suburban and urban development.

Much of the Kitsap County's urban growth developed because of jobs created by Navy facilities such as Puget Sound Naval Shipyard, Manchester Fuel Depot, Keyport and Bangor Naval Base. The siting of the Submarine Base at Bangor in the mid-1970s and then later the regional shopping center in the early 1980s helped Silverdale become the county's center for commercial and business activity. A significant portion of the county's land mass has been designated rural; the county's comprehensive plan identified that approximately 34% of the unincorporated acreage is designated as either rural protection or rural residential. The next largest land use category in the county is forest which constitutes 22% of the land mass, much of which is located in the western portions of the county.

City or urban land uses make up over 21.9% of the county – the highest urban density of the four counties within the Peninsula RTPO region. This urban designation includes incorporated cities and urban growth areas including urban reserve, industrial urban reserve, and urban restricted lands. Recent annexation of the South Kitsap Industrial area into the City of Bremerton has increased the amount of land designated as urban. Military lands account for approximately 3.4% of the county and the U.S. Navy is a major employer for county residents. Tribal lands constitute 1.7% of the county. Parks lands, public facilities, and open space make up 2.2% of the county land, and mineral resource lands make up 1.2% of the county.

MASON COUNTY

Mason County has a geographical area of 959.42 square miles with a population density of 64.41 residents a square mile; 84% of the population resides in the rural portion of the county. The topography of Mason County varies from flat lowlands prairie areas in the southern part to a maximum elevation of 6,612 feet at Mount Stone in the northern part of the county near the Jefferson County line. Approximately 5% of the county's land mass is within the Olympic National Park. Forestry is the dominant land use in Mason County; private forestry activities constitute 54% of the land use in the county. The second largest land use in the county is Open Space and Federal Lands, which make up 28% of the land use in Mason County, but roughly 27% of that Federal land is also used for forestry activities. Therefore, when both public and private lands used for forestry are computed together, approximately 74% of the land in the county is used for the production of timber. Mason County has an active sand and gravel mining sector; with 22 operating surface mines.

Rural lands including those with forest activities constitute the next largest land use designation within the county. Much of this rural designation is along US 101 and in the eastern section of the county along the Hood Canal and Case Inlet. The majority of the urban commercial and institutional land in Mason County is within the City of Shelton or other mall areas of concentration, such as Allyn, Union, Hoodsport, and Belfair. Some industrial activity also occurs on and near the Port of Shelton at Sanderson Field, Oakland Bay, and Johns Prairie. These uses and the urban areas they reside in constitute less than 4% of the county's land mass.

TRIBES

One third of all federally recognized Native American Tribes in Washington lives in the four-county Peninsula RTPO region. However, it should be noted that the Quinault Indian Nation has elected to participate in the Southwest Washington RTPO even though a portion of the reservation is located in the southwest portion of Jefferson County. The Peninsula RTPO represents the largest accumulation of Tribes in any one RTPO within the State of Washington. Tribal businesses, small business including fishing and farming, and both tribal and non-tribal government operations make significant economic contributions to surrounding communities and the region as a whole.

Of the nine PRTPO tribal members, four tribal reservations are located within Clallam County; the Makah, Lower Elwha Klallam, Jamestown S'Klallam, and Quileute reservations have long histories within the region. The Hoh reservation is located in Jefferson County. Two tribal reservations are located in Mason County, the Skokomish and Squaxin Island reservations. Two tribal reservations are also located in Kitsap, the Port Gamble S'Klallam and Suquamish reservations.

The Makah Indian Reservation is located by Neah Bay on the northwestern tip of the Olympic Peninsula. The total reservation land area of the Makah Tribe is 46.5 square miles, bounded on the north by the Strait of Juan de Fuca and on the west by the Pacific Ocean. The town of Neah Bay is the major population center on the reservation. It is a fishing village that faces north looking directly across the Strait of Juan de Fuca towards Vancouver Island, B.C. There is only one access into the Makah Reservation, State Route (SR) 112, which connects Neah Bay to the rest of the Olympic Peninsula. The tribe and WSDOT collaborate to insure the route is kept open during bad weather. The Makah reservation and Neah Bay is the farthest point of the western United States and is 75 miles from Clallam County's major commercial center, Port Angeles. The nearest town, Forks, is 60 miles away.

The Lower Elwha Klallam Tribe resides in the Lower Elwha River Valley and adjacent bluffs along the north coast of the Olympic Peninsula 5 miles west of Port Angeles. The original land base was acquired by the United States in 1936 and the Lower Elwha Reservation was established in 1968. Today tribal lands include about 1,000 acres near the Elwha River. The Tribe has 987 members with approximately 450 residents living on the reservation and trust lands. The Lower Elwha Health Clinic is located on US 101 about half way between the Valley and Heights residential communities.



Jamestown S'Klallam

The Jamestown S'Klallam Tribe established its first reservation on the shoreline of Sequim Bay, the site of several historic villages. Tribal properties are located on 20 acres of tribal land on Sequim Bay along US 101 at Blyn, approximately seven miles

from Sequim, and includes the tribal governmental campus. The tribe now has over 1,150 acres in fee, trust, and/or reservation status. These properties are centered mainly in the Blyn area but the Tribe owns land throughout Clallam and Jefferson counties. The Jamestown S'Klallam Tribe is very active in the local community and is one of Clallam County's largest employers. The campus serves 576 tribal citizens, their descendants and families, and 641 other Native Americans and Alaska Natives who reside within the communities of Clallam and Jefferson counties. The tribe does not currently offer housing on the reservation. About 50% of the tribal citizens reside in nearby communities in Clallam and Jefferson counties and the remainder live outside of the area.

La Push is home to the Quileute Tribe. It is approximately 14 miles from Forks and 80 miles from Port Angeles. The Quileute reservation is located on the Pacific Ocean as like the Makah reservation there is only one road in and out of the reservation, SR 110. On the reservation, there is one small convenience store, a small dental clinic and a medical clinic. Therefore, any goods and services must come from off of the reservation. Clallam Transit serves La Push three times a day.

The Hoh River Indians are considered a band of the Quileute's but are recognized as a separate tribe. The Hoh Reservation consists of 443 acres located 28 miles south of Forks, and 80 miles north of Aberdeen. The Hoh Reservation has a narrow undeveloped one mile of beach front running east from the mouth of the Hoh River, and south to Ruby Beach. The remote location of the reservation and single roadway in and out proves to be a great disadvantage to accessibility for many services.

The Skokomish Reservation lies on 5,000 acres of the Olympic Peninsula where the Skokomish River empties into the Hood Canal in Washington's Puget Sound. Of the reservation's 5,000 acres, 600 are steeply sloped and only 500 acres are adequate for housing and community facilities and untouched by the frequent flooding events. Fishing, shellfish harvesting, logging, and forest-related activities have historically provided the employment base for the Skokomish Reservation and surrounding Mason County. Though the natural resources base still provides many self-employment opportunities for the Tribe's labor force, primary employment on and adjacent to the Reservation are tribal government, service industry, and recreation.



Skokomish Indian Tribe 1, t3ba'das Housing Development access road

The Squaxin Island Reservation is located near Kamilche, about halfway between Olympia and Shelton in Mason County. In addition to providing essential government services, tribal housing, and a treatment center in Elma, the tribe operates a casino/resort as well as other business enterprises. The Squaxin Island Tribal Reservation is composed of Squaxin Island, but there is also a small part of 26.13 acres at Kamilche, as well as 6.03 acres across Pickering Passage from Squaxin Island and a plot of 35.93 acres on Harstine Island, across Peale Passage.

The Port Gamble S'Klallam Reservation is located on the northern tip of the Kitsap Peninsula. It is situated on Port Gamble Bay, an important natural resource for Native Americans for generations. The Port Gamble S'Klallam Tribe is increasing its interaction with its neighbors in the North Kitsap area, making it known that it is concerned about issues related to growth, water resources and land use. The 1,230 acre Reservation is located north of the Hansville community. The nearest town is Kingston. The nearest highway to the reservation, and its link to the region, is SR 104, a 2-lane highway generally running east-west that is located approximately 2 miles south of the reservation. Hansville Road is the main road running north-south that links the reservation to SR 104.

The Suquamish Nation is located in the northeastern portion of Kitsap County. The seat of government at the Suquamish Tribal Center is near the rural waterfront town of Suquamish on the Port Madison Indian Reservation. The reservation is widely interspersed with non-tribal land and is in the heart of a rural residential area. It is one of the few reservations in the country with two geographic areas separated by a land mass. The northeastern part of the reservation is centered on the rural waterfront village of Indianola and the southwestern portion is centered on the town of Suquamish. The reservation consists of over 7,486 acres that contain tribal trust lands, individually and collectively owned trust lands, historic allotments held in trust, and fee lands owned by Native Americans and non-Native Americans. The Tribe's government offices, community center, and public safety services are located on tribal trust land in and near Suquamish. The Suquamish downtown core has a number of small businesses and services as well as a small shopping center. Major housing and commercial developments are planned in formerly rural areas recently rezoned to accommodate the proposed bedroom and business developments. Port Madison Enterprises serves as the Suquamish Tribe's business operations.

The reservation is easily accessible by well-paved county and state highways. State ferries that connect with the mainland at Seattle and Edmonds permit easy access to metropolitan areas. Seattle lies almost directly east across the Sound, while Bremerton is only 25 miles to the south. Agate Pass Bridge connects the reservation to Bainbridge Island.

Demographics and Population Trends

The entire four-county region has a geographical area of 4,896 square miles and a current population of 418,425. This represents approximately 6% of the state's total population of 6,882,400 in 2013 (OFM 2014). Between 2000 and 2010, the percentage of regional population increased by 11.09% indicating a slower population growth than between 1990 and 2000, which saw 22% growth.

The Growth Management Act requires that most of new population growth occur within the urban areas of a county and each of the four counties have made progress increasing their share of new growth into incorporated areas. However, the majority of residents within the four-county region still live within the unincorporated areas of the counties. Regionally, 68% (286,210) of the population in 2013 lived in the

unincorporated or rural areas of the region while 12% (129,234) resided in the incorporated areas. Kitsap County accounted for 63% of those residing in incorporated or urban areas.

Clallam County's population was 72,312 in 2013. The population grew 1.3 percent from 2010 (71,404), which is slower than the state (3.7%). Approximately 59 % of the county's total population resides in the incorporated areas of the county. The City of Sequim has undergone extraordinary growth since 2000 due to the influx of retirees to its dry, moderate climate. During the same time period the percentage of residents living in Port Angeles experienced slower growth. From 2000 to 2010 the population in the incorporated areas of the county increased by approximately 12.6% as compared to 10.7% for the unincorporated areas.

Jefferson County's population has increased, 0.7% between the year 2010 and 2013. At the same time, the City of Port Townsend has increased its population 1.1%. However between 2000 and 2010 Port Townsend residents only increased by 779. While the unincorporated area, which accounts for 69.2% of the total population, between 2000 and 2010 increased by 2,794, a 15.6% increase.

In 2013 Kitsap population was 253,968, of which 33.9% Kitsap residents lived in incorporated areas of the county. From 2000 to 2010 the county grew 8.3% compared to the state's growth rate of 14.1% over the decade. During the same period the unincorporated areas grew by 6.3% while incorporated areas expanded by 12.5%.

Mason County had 60,497 residents in 2013, a decline of -0.3% since 2010 (60,699). The City of Shelton, the only incorporated area in the county, had a population 9,975, with the balance of the county population (83.5%) living in the unincorporated areas. Between 2000 and 2010 Mason County population grew by 11,294, an increase of 22.9%. During the same period Shelton only grew by 1,392 while the unincorporated portions of the county grew by 24.2%.

An important demographic factor affecting the Peninsula Region is its rapidly aging population. Approximately 12% of Washington State's population was over 65 in 2010. In the four-county Peninsula Region, 14.4% of the total population was over 65 in 2010. The percentage of people older than 65 varies significantly between the counties within the region. Kitsap County's senior population was 12.6% while Jefferson County's senior population was the greatest at 26.9% in 2010.

Aging Population

	Percent of Total Population over 65			
	2000	**2010**	**2020**	**2030**
Clallam County	21.4%	23.4%	27.1%	28.5%
Jefferson County	20.8%	26.9%	34.9%	38.0%
Kitsap County	10.6%	12.6%	17.8%	21.9%
Mason County	16.5%	19.2%	21.9%	28.5%

Source: Office of Financial Management

The region's aging population will impact how the regional transportation system functions in the future. The local population in the Peninsula Region is aging, and as more retirees move to the exurban environment of the Peninsula Region, they will also need alternatives to the single vehicle occupancy mode of transport they use now.

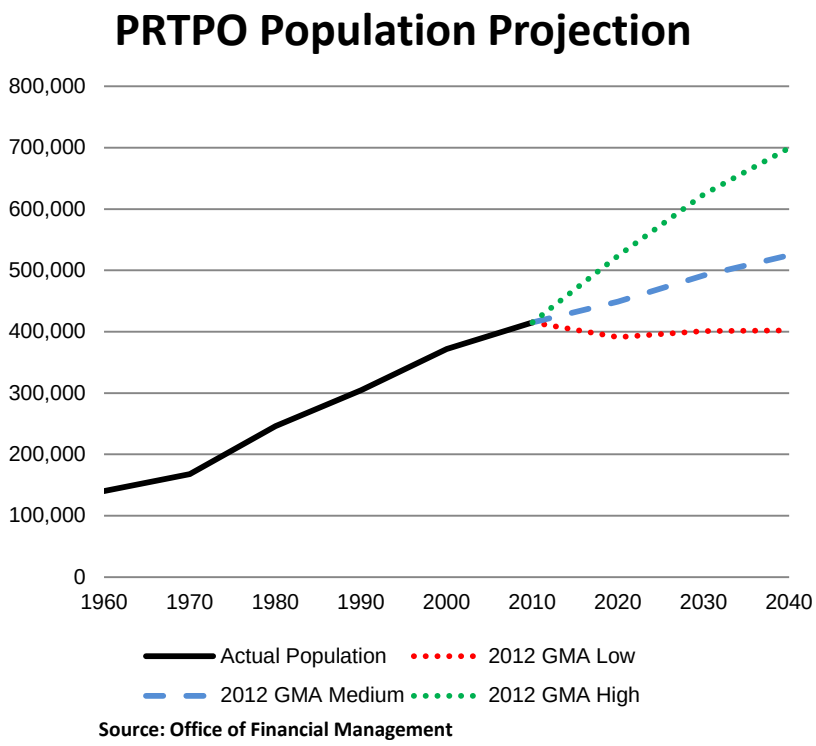
As mentioned previously, nine of the twenty nine or 1/3 of the Native American tribes in Washington are located within the Peninsula RTPO region which represents the largest accumulation of tribes in any one RTPO within the State of Washington. The Native American population is approximately 2% of Washington State's total population. The tribes in the Peninsula Region make up often as much as 5% of a county's population. The Region's tribal service population is generally younger than the general regional population. With the exception of the Jamestown S'Klallam Tribe, the area's tribes have a lower percentage of those over sixty-five than the general population in the four surrounding counties. Connections to and from tribal communities represents an important transportation concern as many tribes serve as major employers, and people living on tribal lands need to access adjacent communities for medical or other services.

Tribal Total Service Population

Area	Total Service Population	Under Age 18	% of Total	Age 18-64	% of Total	Age 65 and Older	% of Total
Hoh	112	39	34.8%	58	51.8%	3	2.7%
*Jamestown S'Klallam	509	120	23.6%	261	51.3%	128	25.1%
**Lower Elwha Klallam	609	192	31.5%	373	61.2%	44	7.2%
Makah	2,170	681	31.4%	1,211	55.8%	278	12.8%
Port Gamble	2,246	503	22.4%	1,488	66.3%	155	6.9%
Quileute	1,064	522	49.1%	499	46.9%	43	4.0%
Skokomish	1,088	322	29.6%	633	58.2%	133	12.2%
Squaxin Island	925	247	26.7%	596	64.4%	82	8.9%
Suquamish	653	174	26.6%	421	64.5%	58	8.9%
TOTAL	9,376	2,680	28.6%	5,279	56.3%	796	8.5%

Source: Individual Tribal Health Services Departments
**As reported by Indian Health Services*
***Data shown covers dental services information only and does not include medical services received.*

The Washington State Office of Financial Management (OFM) develops GMA population projections for all counties in the State of Washington. Compared to the state forecast used in the 2007 Growth Management Act (GMA) county population projections, the recent forecast projects lower population growth between 2010 and 2040, delaying the 2007 growth expectations by approximately five years. This decline is the result of the severe recession that occurred after the 2007 GMA population projections release. The crash of the financial and housing markets in the last quarter of 2007 led to the "great recession," marked by the highest unemployment rates since 1983 and a severe housing market correction. Lack of employment opportunities nationwide resulted in a decline of migration in most states that continues to today.



Source: Office of Financial Management

The GMA projections present high, medium, and low growth expectations for each county. OFM's April 2012 forecast for 2035 population for the four-county region ranges from a low of 399,670 to a high of 642,938. For the purpose of the Regional Transportation Plan, the medium forecast was considered; the medium series is considered the most likely because it is the best foreseeable future based on assumptions that have been validated with past and current information. The 2035 projection characterizes an increase in population from 2010 to 2035 for the Peninsula RTPO region.

Regional Economic Trends

Economic development and growth within a region can be advantageous because of the economic benefits of increased employment and a larger tax base. Unmanaged, fast rates of growth can have a severe impact on the ability of a community to provide needed infrastructure and services. On the other hand, a transportation system dependent on deteriorating and outmoded facilities can be an inhibitor to the efficient, safe movement of people and goods. Employment plays a factor in determining impacts on transportation Increases in the employment base of an area can be used as a gauge of the growth of the area and emerging needs for access to and from the workplace. Transportation planning, especially in urban areas, takes into account "home to work" commute trips when considering the potential impacts to transportation systems. The location and concentration of jobs in a region can produce high demands on transportation facilities.

The recession of 2008 had a substantial negative effect on employment growth rates for the 2000 to 2010 period and put most areas of Washington well below long-term historical trends. The Peninsula RTPO region was no exception. The unemployment rate for most of the region has been lagging below the state average. In 2013 the unemployment rate for three rural counties of Clallam (9.2%), Jefferson (9.0%), and Mason (9.8%) fell above the state average of 7.0%. Kitsap, which is the most urbanized county in the region, fell below the state average at 6.8%.

The region is generally rural in nature with a climate and terrain that support healthy forest products and maritime sectors. The agricultural base encompasses tree farms for logging, aquaculture and a flourishing organic farming sector. The region had approximately 16.5% more non-farm jobs in 2008 than it had in the year 2000, but by 2010 the total nonfarm job numbers indicated a regional nonfarm job increase of 11.1% between 2000 and 2010. This was due to the job losses the region experienced since the recession in late 2008. All economic sectors experienced job growth between 2000 and 2010 except the goods producing sectors (manufacturing, mining, construction, etc.) in most counties and continued through 2013. Once traditionally the largest employer on the Olympic Peninsula - forestry and related services now accounts for a more modest segment of the region's labor base.

The service sector has been experiencing growth over the past decade. In 2000 the sector accounted for 88.7% of all no-farm employment, and by 2013 it accounted for 90.5%. Tourism provides significant revenue streams to the region. Forks experienced a tourism boost when the Twilight movies put it on the map of pop culture. Olympic National Park draws millions of visitors every year. New migration is also on the rise as many retirees are attracted to the region creating employment gains in the service sector. A main component of the Kitsap county employment totals is in the government sector. That sector typically accounts for a third of the county's total with 28,600 jobs. Of that total 16,200 could be directly attributed to federal government employment.

Tribal ventures have also contributed to the region's economy and their impact on the Peninsula's surrounding economies is significant. Washington residents have much to gain from Tribal enterprises (casinos, businesses and government), which employ three non-Native for every Native they employ. [4] In 2010, more than 27,000 Washington residents, received $1.3 billion in wages. These paychecks bring economic benefit to rural areas that have been traditionally hard pressed.

In operating their casino-resorts, other businesses and government operations, Tribes purchased $2.4 billion in goods and services in 2010. Tribal casino and government building construction through local firms in 2010 alone totaled $3.5 billion value added in Washington economy. Indirectly this business activity generated an estimated $268 million in business taxes for the state treasury. Tribal economic development brings jobs and growth to areas that government has been traditionally unable to serve. Tribal economic development has resulted in contributions to local infrastructure and transportation needs. The Jamestown, Quileute, Makah, Quinault, Squaxin Island and Skokomish tribes provide bus services to their reservations and surrounding communities, through ownership or contract with local transit agencies. The Jamestown,

[4] The Economic and Fiscal Impacts of Indian Tribes in Washington, Jonathan B. Taylor, 2012.

Makah, Quileute, Lower Elwha, Suquamish, Port Gamble, Squaxin Island and Skokomish tribes also have completed major infrastructure projects including physical improvement to US 101 and development of disaster preparedness resources throughout the Peninsula.



Jefferson County Port Townsend Marina

VISION STATEMENT

The Olympic Peninsula enjoys a visionary transportation system that efficiently and safely connects people, goods and places, offering choices and ensuring accessibility. This vision emphasizes a long-term quality of life for our generation and those to come by promoting economic growth, recreational resources, community services, non-motorized transport and public transit.

Transportation decisions support accessibility, connecting all people within the region with efficient ferries, surface transportation and non-motorized modes while supporting land use plans. The state highway system has been preserved, maintaining mobility for travel and freight. While single occupant vehicles are provided for in this system, the system favors multiple occupant vehicle travel wherever possible through specific design treatments for transit buses, van pools and freight haulers. Road markings, intersection treatments, and signal settings should encourage multiple occupant vehicles, and bicycle and pedestrian travel modes. Non-motorized travel options along state highway and regional corridors are also supported through design treatments like safe shoulder widths on the highway for bicyclists, sidewalks in urban areas, or traffic separated trail corridors in rural areas for pedestrians and bicyclists of all ages and abilities.

Mobility has been preserved on the state highway system by coordination with Tribal and local governments to control land use along the state highways so that new commercial and industrial land uses are contained within the boundaries of existing urban growth areas and rural centers. The state has also maintained the mobility and accessibility of its highway system through access control and consideration of viable alternatives to direct access along state highways. City streets access the state highway system in accord with maintaining level of service benchmarks within the urban growth area, and business traffic is directed to frontage roads, shared driveways, or to existing intersections with traffic signals. Congestion problems at key intersections of tribal and county roads along the state highway system have been addressed through appropriate intersection improvements, such as grade separation, roundabouts, and other innovative treatments.

Tribal and local governments have been encouraged to establish and improve parallel routes to the state highway system and improve transit service to relieve pressure on the system. New traffic signals along the state highway system are generally discouraged, as they tend to degrade mobility between urban centers. The Tribes and local jurisdictions of the Olympic and Kitsap Peninsulas envision a regional non-motorized transportation system that traverses and links our jurisdictions, connecting our cities with a safe, seamless, traffic separated, multi-user, shared use pathway, wherever such a pathway standard would be feasible.

The long term expectation for this active transportation system is that it will provide a practical alternative to a road based trip whereby reducing vehicles miles traveled and promoting public health. The regional trail system is expected to be utilized by at least 10-percent of the commuting population in the long run

near urban areas and many thousands of additional county residents and visitors for active recreation throughout the year. This system will link our population centers with the state ferry system.

The non-motorized transportation system in this region is the westward extension of a cross state trail system providing direct links to the Burke Gillman, Sammamish River, John Wayne and Columbia Plateau Trails in the eastbound connection to Spokane and establishing a southbound connection to the Olympia to Vancouver trail corridor. Our non-motorized transportation system includes the Olympic Discovery Trail and the conceptual Sound to Olympics and Olympic Peninsula Loop Trails. Non-motorized travel is further enhanced within the region through transit and park and ride facilities at convenient intervals along the state highway system that facilitate and expedite a seamless and convenient change of mode between walking, bicycling, transit, and auto.

This "green alternative" non-motorized transportation system provides for active transportation that reduces congestion and emissions on our motorized routes, and provides convenient and time efficient direct connection to many destinations inside and outside our counties and reservations.

Guiding Principles

Transportation decisions and investments are:

Supportive of statewide and Tribal planning goals, adopted local land use plans, initiatives that improve economic development, and investment options that favor transportation choices, especially public transportation, ride sharing, and walking and biking travel choices.

Safety Conscious, incorporating safety features on regional corridors and in urban areas for all users, with an emphasis that maximizes safety for walking and biking residents.

Collaborative inter-jurisdictional tribal, state, county and municipal efforts maintain and preserve transportation facilities as a foundation for the region's future, assuring accessibility, investing in the transportation system to support economic growth of the region, and maximizing public transit, walking and biking options.

Transportation decisions produce the *maximum economic growth* per investment.

Emphasize Connectivity and Accessibility throughout the Peninsula region, effectively linking all parts of the region to the established regional transit systems and facilities of metropolitan Western Washington and the I-5 corridor, and ensuring regional trip connections between modes are easy and well-coordinated.

Environmentally Sensitive and Sustainable, minimizing impacts on air and water quality and the natural habitat and resources of the Peninsula, while maximizing energy efficiency and security in close coordination with emerging national, state, and local standards, technologies, and initiatives.

Integrated land use and transportation planning efforts among all Tribal and local jurisdictions, including both strategic and facilities level improvements, optimizing infrastructure investments, and promoting consistency between transportation improvements, population growth, and planned development patterns.

PRTPO GOALS AND POLICIES

These guiding principles defined the structure of a process that will link Tribes, counties, agencies and municipalities of the Olympic Peninsula. They describe for participants - community members, transportation and transit employees and elected officials - the framework in which decisions come about. They focus on the interdependence of Tribal and county governments, agencies and municipalities needed to achieve an integrated transportation system.

These principles, goals and policies will build our long range adaptive capacity while designs themselves adapt to more immediate changes. Interdependence is a dynamic of being mutually and physically responsible to, and sharing a common set of principles with many others. *They provide the regional interface between the transportation elements of local, Tribal and State plans. They reflect the need for a balance among safety, mobility, community, and environmental aims and acknowledge the need for cost-effective solutions.*

Principles that guide this process:

Supportive - means

- Integrating transportation and land use decision-making processes.
- Increasing viable, affordable travel choices for people and goods.
- Moving people efficiently and cost-effectively among diverse destinations.
- Improving access for all people regardless of age, ability or income.
- Promoting local economies without compromising other core values.
- Making investments that contribute to Peninsula communities' overall sense of place.

Responsive **-** means

- Revising direction as necessary to adapt to changing situations or objectives.
- Initiating timely response as substantive issues evolve.
- Providing pragmatic, visionary solutions maximizing future adaptability while recognizing today's realities.

Collaborative – means

- Fostering on-going and inclusive community involvement and education.
- Ensuring affected parties understand issues related to choices, impacts, and timing.
- Promoting coordination among municipal, county, state, Tribal and federal authorities.
- Coordinating with neighboring communities developing workable strategies that ensure consistency in community interdependence.

Fiscal Responsibility - means

- Making effective investments maximizing resource potential in the future.
- Ensure system funding is equitable for all Peninsula communities.
- Being realistic about financial capacity and prioritizing accordingly.
- Maintaining existing assets.
- Supporting efficient interdependence of all transportation resources and facilities.

- Evaluating the full cost of alternatives and recommendations.

Safety Conscious – means

- Improving safety performance of the system.
- Building redundancy into critical network links as emergency safeguards.

Emphasize Connectivity and Accessibility – means

- Integrating non-motorized transportation designs into transportation solutions.
- Build multi-modal strategies into Peninsula transportation solutions.
- Implement barrier free accessibility strategies for youth, elders, those with disabilities, low income, and those with limited language.
- Ensure all transportation modes compete on equal footing for development and funding options. (LaHood, June 2011)

Environmentally Sensitive and Sustainable – means

- Minimizing impacts on air and water quality and natural habitat and resources.
- Making investments that add lasting value to our communities and their overall function.
- Climate change continues to impact transportation planning and implementation. Enhancing our ability to adapt and to increase our capacity to adapt, to future climatic changes will ensure the Peninsula transportation system survival.

Goals and Policies

Goals and policies guide the region's principles of interdependent process into a more detailed decision-making at all levels of government. The twenty-one (21) policy elements guide four aspects of Peninsula transportation planning and implementation: *transportation relationships*, *system management*, *system components*, and *process*. Each aspect has components which describe it. Individual components contain single goal and associated policies that help form strategies and actions when invoked. These goals and policies, written for citizen and professional alike, can allow realized expectations to form as to outcomes.

Goals and Policies were developed by a PRTPO sub-committee, approved by the PRTPO Technical Advisory Committee and adopted by the PRTPO Executive Board.

Transportation Relationships

1. Transportation and land use consistency
   Goal: Ensure that the design and function of transportation facilities support Peninsula community development vision and that land use supports the Peninsula transportation system.
2. Multimodal transportation system
   Goal: Move toward integrated multimodal transportation system that increases travel options, reducing the need to drive alone as well as vehicle miles traveled.
3. Barrier free transportation

Goal: Invest and support travel needs of youth, elders, people with disabilities, literacy or language barriers, and those low income.

Intersystem Management

4. System safety and security
   Goal: Promote the safety and security of those who use, operate, and maintain the transportation system.
5. System preservation, maintenance and repair
   Goal: Protect investments that have already been made and keep life cycle costs as low as possible.
6. Travel demand management
   Goal: Decrease traffic by encouraging people to travel by other means than driving alone.
7. Transportation technologies
   Goal: Use technology-based approaches to address transportation congestion, safety, efficiency and operations.
8. Freight mobility
   Goal: Promote efficient, cost-effective and safe movement of freight in and through the region.

Intersystem Components

9. Streets, Roads and Bridges
   Goal: Establish a street and road network that provides for the safe and efficient movement of people and goods while supporting adopted land use goals.
10. Regional Highways
    Goal: Protect the functionality and safety of the Regional Highway system on the Olympic Peninsula, especially US 101, as the travel and freight life support of Peninsula communities and economies.
11. Public Transportation
    Goal: Provide an appropriate level of interdependent reliable, effective public transportation options commensurate with the regions evolving needs.
12. Biking
    Goal: Increase the share of all trips made safely and conveniently by biking.
13. Walking
    Goal: Increase the share of all trips made safely and conveniently by walking only and by integrating walking with other forms of motorized and non-motorized transportation.
14. Rail
    Goal: Ensure the long-term viability and continued use of existing rail lines in the region for freight and passenger rail travel.
15. Aviation
    Goal: Provide an appropriate level of facilities and services to meet the general aviation needs of residents and businesses in the region.
16. Marine Transportation
    Goal: Provide an appropriate level of facilities and services to meet the region's marine transportation needs.

Process

17. Public Involvement
    Goal: Encourage public input into regional transportation planning and decision-making processes.
18. Intergovernmental Coordination
    Goal: Support the creation of transportation facilities and programs that function seamlessly across community borders and between regions.
19. Environmental and Human Health
    Goal: Minimize transportation impacts on the natural environment and the people who live and work in the Peninsula Region.
20. Performance Measures
    Goal: Develop performance measures that are efficient to administer, effective in assessing performance and meaningful to the public.
21. Transportation Funding
    Goal: Work to ensure that transportation revenue supports adopted land use strategies and goals of this plan.

1. Transportation and land use consistency

Goal: Ensure that the design and function of transportation facilities support Peninsula community development vision and that land use supports the Peninsula transportation system.

Polices:

1.a Provide transportation facilities, motorized and non-motorized, that support the location of jobs, housing, industry and other activities as called for in adopted land use plans.

1.b Commit to the development and implementation of land use plans and design standards that encourage accessibility via public and private motorized transportation, as well as active transportation opportunities, recognizing the unique needs of all Peninsula communities.



1.c Integrate mobility, accessibility and economic goals along transportation corridors with an appropriate combination of investments, policies and land use designations and development standards.

1.d Create transportation improvements that have a lasting positive impact on the communities served, reflect the culture of the area, and contribute to the sense of place.

1.e Promote land use policies that provide a variety of housing types in core areas near employment and services.

2. Multimodal transportation system

Goal: Move toward an integrated multimodal transportation system that increases travel options, reducing the need to drive alone and vehicle miles traveled.

Policies:

2.a Maximize quality transportation choices including walking, biking, public transportation, marine transportation and motor vehicles.

2.b Develop transit transfer centers, activity centers, employment centers, schools, marine transportation terminals, the waterfront, and airports to incorporate safe and efficient connections of travel modes.

2.c Invest in individual travel modes in ways that meet mode-specific needs while contributing to the overall development of a seamless, interdependent multimodal transportation system.

2.d Plan for the integration of non-motorized modes on existing transportation system.

2.e Develop and implement a public outreach and marketing effort that informs travelers about all travel options.



Jamestown S'Klallam 1, US 101 Pedestrian Tunnel

3. Barrier-free transportation

Goal: Invest in and support travel needs of youth; elders; people with disabilities, literacy or language barriers and low income needs.

Polices:

3.a Ensure that transportation facilities are accessible to those with differing physical capabilities.

3.b Provide transportation services, facilities and programs that minimize barriers to people who don't speak or read English.

3.c Present information and provide public participation opportunities for people who have limited literacy skills.

4. System safety and security

Goal: Promote the safety and security of those who use, operate, and maintain the transportation system.

Policies:

4.a Use a combination of education, enforcement, design features, and investments, such as recoverable slopes, guardrail, etc. to mitigate existing hazards and avoid potential hazards.

4.b Support construction of shoulders with width sufficient to accommodate safe, multiple uses.

4.c Invest in projects that improve passenger safety and security on public transportation and at associated facilities like park and ride lots and transit centers.
4.d Provide for safe school walking routes.
4.e Retrofit key transportation facilities to improve their ability to withstand a major earthquake or other natural disaster.
4.f Work towards system redundancy (such as parallel corridors), where feasible, to support emergency responses and reduce community disruptions during natural or man-made disasters.
4.g Encourage coordination between transportation systems providers and emergency response providers.

5. System preservation, maintenance and repair

Goal: Protect investments that have already been made in the transportation system and keep life-cycle costs as low as possible.


Skokomish Indian Tribe

Policies:
5.a Prioritize maintenance/ preservation, operations, and repair of existing transportation system with an eye to adapting existing routes to accommodate non-motorized modes of transportation.
5.b Use preventive maintenance programs to ensure lowest life-cycle costs.
5.c Coordinate utility and road projects to minimize the impact of utility projects on the structural integrity of roads. Where possible, leverage investments for both project types to deliver more cost-effective public facilities.
5.d Explore innovative programs that reduce infrastructure life-cycle cost or increase efficiency of service delivery, including use of new materials, technologies, and resource partnerships.
5.e Coordinate road projects with neighboring jurisdictions.

6. Travel demand management

Goal: Decrease traffic by encouraging people to travel by some other means than driving alone.

Policies
6.a Promote mixed-use and transit-oriented development that reduces the need for auto travel, including financial and other incentives to encourage transportation efficient development and redevelopment.
6.b Improve access to public transportation, ridesharing, bicycling and walking.
6.c Ensure that travel alternatives are readily available during peak periods.
6.d Promote programs and services that encourage employees to commute to work by means other than driving alone or to change commuting patterns through tele-working, flex-time or compressed work weeks.

6.e Develop park and ride lots throughout the region, including shared use of underutilized parking lots at business and other facilities.
6.f Encourage the use of technologies that enable people to participate in activities or meet their needs without having to travel.
6.g Use demand management techniques that provide alternatives during temporary congestion resulting from major construction projects.
6.h Implement incentive programs to reduce vehicle trips and vehicle miles travelled.
6.i Support development patterns and standards that enhance safe accessibility to public transportation.

7. Transportation technologies

Goal: Use technology-based approaches to address transportation congestion, safety, efficiency and operations.

Policies
7.a Look for opportunities to invest in short and long range technological solutions, and integrate those solutions into Peninsula transportation projects.
7.b Recognize that transmittal of electronic information is an important function of a transportation system, and integrate this into transportation system evaluation, policies and implementation strategies.
7.c Coordinate transportation technologies among Peninsula jurisdictions and with other RTPOs and MPOs.

8. Freight mobility

Goal: Promote efficient, cost-effective and safe movement of freight in and through the region.

Policies**:**
8.a Promote access among highways and other major freight corridors, and among the region's intermodal transportation facilities and industrial areas.
8.b Increase the amount of freight that is moved by rail or marine modes to enhance efficiency productivity, safety and mobility.
8.c Reduce weather-related weight restrictions on streets, roads, and bridges that are important freight routes.
8.d Review potential conflicts of transportation and land use with freight movement, and address outstanding issues as part of the action.
8.e Minimize conflict caused by the growth of freight movement into and out of industrial areas in highly urbanized settings.
8.f Promote policies and designs standards that minimize congestion impacts on local streets caused by commercial delivery trucks, while maintaining economic support to businesses and services.
8.g Promote the introduction of tolls for freight users to encourage off peak travel by trucks.
8.h Encourage off-peak use by freight by providing signal priority for freight traffic during off-peak hours.

8.i Consider introduction of intermodal freight transfer sites near urban centers and other measures to reduce the volume of heavy freight traffic on city streets, improve livability and create employment opportunity.

9. Streets, Roads and Bridges

Goal: Establish a street and road network that provides for the safe and efficient movement of people and goods while supporting adopted land use goals.


Sims Way (SR 20) Roundabout

Policies:

9.a Support "complete streets" design and construction of streets, roads, and bridges which accommodate both motorized and non-motorized (active) modes of transportation.

9.b Design transportation networks that facilitate multimodal options for intra- and inter-community travel.

9.c Limit the addition of travel lanes to those corridors that can demonstrate long-term benefit, and where an increase is determined to be the best alternative.

9.d Use roundabouts as tools for safely and efficiently managing the flow of traffic at intersections where they are an appropriate alternative to signalization or signage.

9.e Consider the use of access management techniques to preserve roadway capacity, to minimize operating inefficiencies resulting from land use and development pressures, and to increase overall system's safety.

9.f Develop an interconnected grid of local streets and roads to increase individual travel motorized and non-motorized options, enhancing community connectivity.

9.g Ensure that street, road, and bridge projects adequately meet transportation needs, function in harmony with their surroundings, and add lasting accessibility to the communities they serve.

9.h Speed limits should be based on objective traffic engineering considerations in order to achieve consistency across the network and to discourage unsafe vehicle speed discrepancy.

10. Regional Highways

Goal: Protect the functionality and safety of the Regional Highway system on the Olympic Peninsula, especially US 101, as the travel and freight life support of Peninsula communities and economies.

Policies:

10.a Advocate for maintenance and improvement of Regional Highways—especially the primacy of US 101—in consideration of the fact that the Olympic Peninsula is particularly reliant on Regional Highways due to topographic constraints and alternative routes are not often possible.

10.b When intersection improvement is warranted for intersections with Highways of Statewide Significance (HSS), and where channelization and turn lanes are insufficient, consider grade-separated interchanges, underpasses, and roundabouts rather than signalization and all-way stops.



US 101 Shore to Kitchen Dick Road - WSDOT

10.c Coordinate with the Washington State Department of Transportation at the planning level and the development review level to ensure that improvements needed to maintain access to and functionality of the highway system occur concurrently and are consistent with community development.

10.d Work to get the entire US 101 route and State Route connectors to urban areas within the Peninsula RTPO region designated as a critical freight corridor in State and Federal studies, plans, policies, and funding allocation.

11. Public Transportation

Goal: Provide an appropriate level of interdependent reliable, effective public transportation options commensurate with the region's evolving needs.

Policies:

11.a Support implementation of each Peninsula transit agency's long-range transit plan, emphasizing accessibility via primary routes serving cores areas and regional transportation corridors.

11.b Increase the share of all trips made solely by public transportation or in conjunction with other motorized or non-motorized travel modes.

11.c Encourage transit agencies to accommodate bicycles in buses so that multimodal trips are possible without limitation.

11.d Invest in commuter vanpool program to provide cost effective, flexible alternatives to driving.

11.e Develop inter-regional transit partnerships that result in development of Peninsula Express Transit routes across the Peninsula linking it to I-5 corridor.


Squaxin Island Tribe

11.f Provide safe, convenient, and cost-effective transportation service to youth, elders, people with disabilities, or other people with special needs.

11.g Increase awareness of public transportation strategies through expanded education and public information tailored for various age groups and interests.

11.h Consider a broad range of public transportation programs and services including bus rapid transit and flex car programs to ensure a full mix of motorized and non-motorized transportation needs as they evolve.
11.i Utilize optical data readers where transit performance can be improved.
11.j Utilize information technology to inform travelers about transportation options for intra- and inter-community travel.
11.k Support and advocate for the maintenance and enhancement of transit service, including rural areas, rather than reduction of service in periods of financial challenge.
11.l When establishing transit stops, consider the need for safe passage for pedestrians across busy highways.

12. Biking

Goal: Increase the share of all trips made safely and conveniently by biking.

Policies:

12.a Complete a safe and convenient regional bicycle network that functions as an integral part of the overall transportation system.
12.b Provide safe and convenient bicycle routes to all schools in the region.
12.c Invest in a regional network of contiguous and connected north-south and east-west dedicated corridors to serve as the backbone of the non-motorized system.
12.d Provide bicycle parking facilities ("bike-n-rides") at existing and future transit centers, park and ride locations ferry terminals and other multimodal facilities.
12.e Encourage provision of short- and long-term bicycle storage and amenities at schools, employment sites and major activity centers.
12.f Develop an education program for bicyclists to increase understanding of bicycling laws and encourage appropriate cycling behavior.
12.g Consider long-term strategies for funding bicycle facilities and services, encouraging public agency-funded bicycle facilities that support a level of service commensurate with bicycle mode share.
12.h Create or support "bike share" programs that allow for temporary use of bicycles for intra-city transportation.



Mason Transit

13. Walking

Goal: Increase the share of all trips made safely and conveniently by walking only and by integrating walking with other forms of motorized and non-motorized transportation.

Policies:

13.a Provide a direct, safe, interconnected transportation and pedestrian network that supports existing desired land uses.

13.b Construct safe sidewalks and effective well lit crosswalks within an appropriate radius of every school in the region.

13.c Construct frequent well lit pedestrian crossings, especially along primary transit routes and near activity centers.

13.d Develop direct, "cut-through" connections for pedestrian and bike travel within and among neighborhoods and destinations such as major transit routes, schools, activity centers and other destination where pedestrian travel is anticipated.

13.e Require pedestrian-friendly building and site design in areas where foot travel is likely and encouraged, such as city centers, regional activity centers and residential developments.

13.f Provide street lighting, trees, benches and other elements that make walking safe and pleasant.

14. Rail

Goal: Ensure the long-term viability and continued use of existing rail lines in the region for freight.

Polices:

14.a Support appropriate short- and long-term opportunities for the potential shared uses of freight rail lines.

14.b Facilitate other integration of Peninsula transportation assets with existing rail corridors.

14.c Use design techniques, ITS and operations coordination to minimize potential conflicts between trains and other modes of transportation and between trains and adjacent land uses.



Mason County

14.d Work with WSDOT's Rail Division to prioritize the acquisition of right-of-way threatened with abandonment in order to preserve these corridors for potential transportation use in the future.

15. Aviation

Goal: Provide an appropriate level of facilities and services to meet the general aviation needs of residents and businesses in the region.

Policies:

15.a Encourage coordination between the Peninsula port districts to maintain consistency between adopted local jurisdiction (cities and counties) land use



Sanderson Airfield, Mason County

plans and long-range airport development strategies, and to encourage land use compatibility in affected areas adjacent to the airport.

15.b Maintain and upgrade the Peninsula regional airport assets for small jet and prop aircraft.

15.c Support efforts to maintain regional passenger service at Peninsula airports.

15.d Develop a multimodal transportation system that better serves the needs of air travelers by including viable travel alternatives between local communities and Peninsula regional airport facilities, and to and from SeaTac International Airport.

16. Marine Transportation

Goal: Provide an appropriate level of facilities and services to meet the region's marine transportation needs.

Policies:

16.a Maintain existing marine terminal facilities for waterborne freight movement.

16.b Encourage coordination among all port districts and stakeholders to maintain consistency between adopted land use plans and long-range marine terminal development strategies, including adequate truck and rail access.



Port Townsend Ferry Terminal

16.c Consider long-term strategies for integrating maritime passenger service into the Peninsula interdependent transportation system as alternatives develop.

16.d Maintain and preserve existing auto and walk on ferry service to Peninsula ports and encourage new service where practical.

16.e Consider incorporating information technology in scheduling of marine transportation that coordinates with other public transit mode technologies.

17. Public Involvement

Goal: Encourage public input into regional transportation planning and decision-making processes.

Policies:

17.a Encourage early and continuing public involvement in all aspects of the interdependent motorized and non-motorized transportation planning process.

17.b Ensure equal access to participation, including measures to ensure access to people and groups who have been traditionally underserved by the existing transportation system or public processes.

17.c Promote increased community understanding of the relationship between land use choices and the future transportation consequences facing communities at local, tribal, regional and state levels.
17.d Engage in consultation and partnerships with Tribal governments within the region to encourage Tribal participation.
17.e Explore innovative participation techniques to increase overall public involvement.

18. Intergovernmental Coordination

Goal: Support the creation of transportation facilities and programs that function seamlessly across community borders and between regions.

Policies:

18.a Encourage coordination and partnerships among the local, regional, state and Tribal governments in the operation of the transportation system.
18.b Work with government agencies to coordinate land uses, implement inter- and intra-county and Tribal planning policies thereby refining the tools needed to accomplish these integrated land use plans and objectives.
18.c Coordinate the development and update of local, county, Tribal and state transportation plans to ensure consistency.
18.d Serve as a regional forum for the exchange of ideas, information, and issues among local jurisdictions, county, Tribal, state and federal transportation agencies and governments.
18.e Encourage government-to-government relations between Tribal and non-Tribal governments within the region to encourage coordination of land use and transportation plans.



Squaxin Island Canoe Journey 2012

19. Environmental and Human Health

Goal: Minimize transportation impacts on the natural environment and the people who live and work in the Peninsula Region.

Policies:

19.a Protect water quality by effectively treating and managing runoff.
19.b Utilize current technologies to encourage on-site infiltration of stormwater.
18.c Minimize road crossings through designated environmentally sensitive areas and habitat corridors to avoid fragmentation and degradation of the Peninsula open spaces and wildlife habitats.
19.d Use transportation planning, design, and construction measures that minimize negative impacts on fish-bearing streams.

19.e Encourage development of transportation systems that increase regional energy efficiency and reducing environmental impacts.
19.f Promote use of alternative fuels and technologies that reduce pollution emissions and other environmental impacts from motorized vehicles.
19.g Engage the fullest range of non-motorized forms of transportation as a means of encouraging overall physical activity and community health.
19.h Ensure environmental considerations are not used as justification to hinder non- motorized projects when the impact of those projects in reducing motorized travel outweigh its environmental impacts.
19.i Ensure that minority populations and people with low income do not incur disproportionately high and adverse human health or environmental effects from transportation programs, policies and investments.
19.j Advocate and implement incentives for vehicle trip reduction strategies.
19.k Strive to balance appropriate levels of environmental protection with the costs of achieving it, recognizing that environmental and human health impacts of the transportation system can be offset by engaging the complete range of motorized and non-motorized transportation options.

20. Performance measures

Goal: Support the development of performance measures that are efficient to administer, effective in assessing performance and meaningful to the public.

Policies:
20.a Use transportation performance measures to evaluate, monitor, and respond to the performance of Peninsula policies and investments.
20.b Use transportation performance measures that reflect priority regional objectives.
20.c Adopt performance measures that quantify contributions of motorized and non- motorized modes.
20. d Implement recommendations to ensure regional LOS consistency with policies and regulations.

21. Transportation Funding

Goal: Work to ensure that transportation revenue supports adopted land use strategies and goals of this plan.

Policies
21.a Strategically prioritize the maintenance and preservation of mobility of the transportation system, to minimize life-cycle costs.
21.b Consider costs and benefits in the use of transportation funds to ensure best long-term investment decisions.
21.c Encourage strategic transportation investments that reinforce well-planned growth and redevelopment decisions.
21.d Support efforts to improve the availability, predictability, and flexibility of transportation revenues.
21.e Support increased use of direct pass through of transportation funding to local agencies rather than state directed grant programs.

21.f Use transportation funding policies and investments to make development decisions predictable, fair and cost effective.

21.g Encourage funding partnerships between Tribal, local and regional entities to accomplish mutual goals through Federal and State grants.

Finance

The Financial Component of the regional plan as required by state regulations (RCW 47.80.30) includes "… demonstrating how the regional transportation plan can be implemented, indicating resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommending any innovative financing techniques to finance needed facilities, services, and programs" during the planning horizon of the plan. The Financial Plan also may list a number of funding sources that may be available to assist with financing projects and programs.

Financial Constraints

Financial constraints are similar for federal, state and local agencies. Constraints include, long term underfunding of surface transportation, rising costs of transportation projects, aging infrastructure, deferred maintenance, diminishing revenue sources, and gas tax increases that go primarily to construct urban mega-projects that have a cumulative and structural effect on transportation systems in the more rural areas like the Peninsula RTPO.

Long term underfunding of surface transportation at the federal level can no longer be ignored. It is acknowledged by transportation experts that underfunding our transportation network has made it impossible to maintain all the centerline miles, airports, rail and ports for which the government is responsible.

> "The United States is one of only a handful of countries in the world where revenues raised to support the federal transportation system do not cover costs. Revenues represent just 62 percent of federal surface transportation expenditures…the practice of deferred maintenance unnecessarily contributes to this burden by increasing the cost of the system upkeep…
>
> The United States' federal surface transportation program is insolvent. There is a significant shortfall between the amounts that are collected and expended because fuel taxes and other transportation fees are not sufficient to cover costs. The U.S. general fund is being tapped to fill this financial gap."[5]

Traditionally the state transportation system has been built with taxes and fees that directly and indirectly charge the system users to pay for preserving and maintaining the existing system. These include fuel tax, motor vehicle excise tax (MVET) as well as transit and ferry fares. Over the decades, the population and economic growth of the State of Washington and the region have been placing greater demands on the

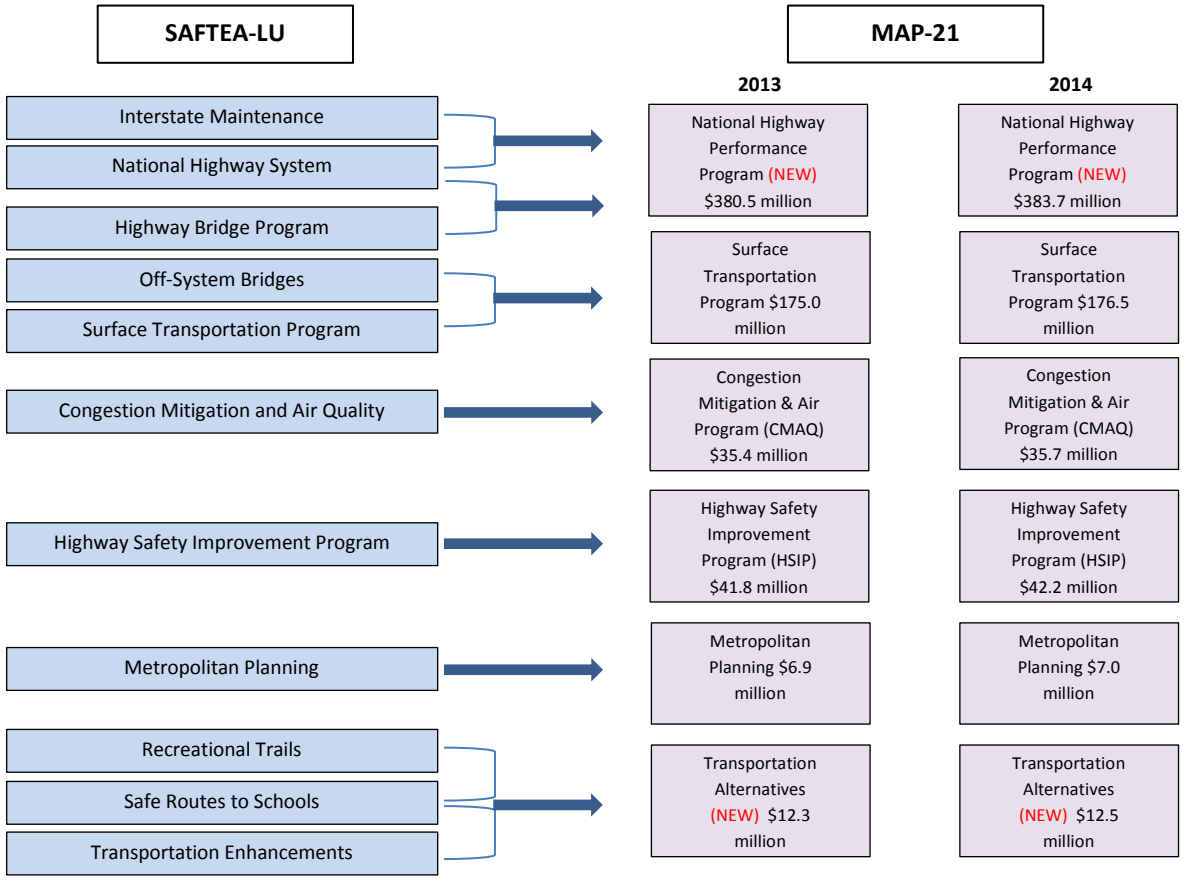
[5] Bill Bradley, Tom Ridge, David Walker. Road to Recovery, transforming America's transportation. (Carnegie Endowment, Leadership Initiative on Transportation Solvency 2011) pp.8-13

transportation system, at the same time the purchasing power of the state and regional jurisdictions and agencies needed to maintain and improve the system has been decreasing. Most recently the economic downturn that the nation experienced has had a further negative impact to the revenue available to transportation.

State revenue collected from the MVET was reduced by Initiative 695; although the Initiative was subsequently declared unconstitutional, the Legislature repealed the tax. Fees and charges that help fund transportation have lost their purchasing power due to their not being indexed to inflation and not being adjusted for a period of time. The motor vehicle fuel taxes accounts for a major portion of the state revenue (53%). Transportation system maintenance and construction funding has been in decline. More fuel efficient vehicles along with hybrid and electric vehicles have generated a smaller share of the revenue in comparison to the miles driven. In addition the amount of vehicle miles travelled (VMT) has also declined.

Revenue Sources

A portion of Washington State's transportation revenues is provided by the Federal government. After state funds, federal funding is the largest funding resource of transportation revenue. The major sources are the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the Federal Aviation Administration (FAA). The United States Congress authorizes funding for transportation projects through federal legislation. On July 6, 2012, President Obama signed into law, the Moving Ahead for Progress in the 21st Century (MAP-21). This new law reauthorized the federal surface transportation policy and program. This bill did not significantly alter total funding from the previous authorization (SAFETEA-LU).



MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. It continues to provide the majority of Federal-aid highway funds to the states through core programs. The number of funding programs was consolidated in MAP-21 from the previous federal transportation Act SAFETEA-LU. MAP-21 has the following core highway programs:

- National Highway Performance Program
- Surface Transportation Program
- Congestion Mitigation and Air Quality Improvement
- Highway Safety Improvement
- Metropolitan Planning

Under MAP-21 the National Highway System (NHS) was expanded to include all principal arterials, both state and local. Funding for these MAP-21 programs comes from the Highway Trust Fund (HTF). The HTF is a federal transportation fund which receives money from the federal fuel tax of 18.3 cents per gallon on gasoline and 24.4 cents per gallon on diesel fuel and related excise taxes. The gas tax has been unchanged since 1993. The Highway Account of the HTF has struggled for years to remain solvent, ever since federal transportation spending started exceeding the dedicated taxes used to pay for it.

Between 1998 and 2011 the share of funding to local road improvements decreased by 10 percent. MAP 21, which Congress passed in 2012, further skewed the allocation of funds away from local jurisdictions. Local agencies own 43 percent of federal-aid highway systems, but the sub-allocation of the National Highway Performance Program (NHPP) and the Surface Transportation Program (STP) funding is equal to16 percent. The MAP 21 appropriation, also passed in 2012, failed to fully fund MAP 21. “Sequestration” has clouded forecasting of future federal funding. Cascading uncertainty will restrain PRTPO members budgeting. The inability of federal gas tax revenues to fully fund the federal Highway Trust Fund only confirms this uncertainty. Reluctance to increase the gas tax or initiate alternative funding methods at the national level hampers state and local transportation planning.

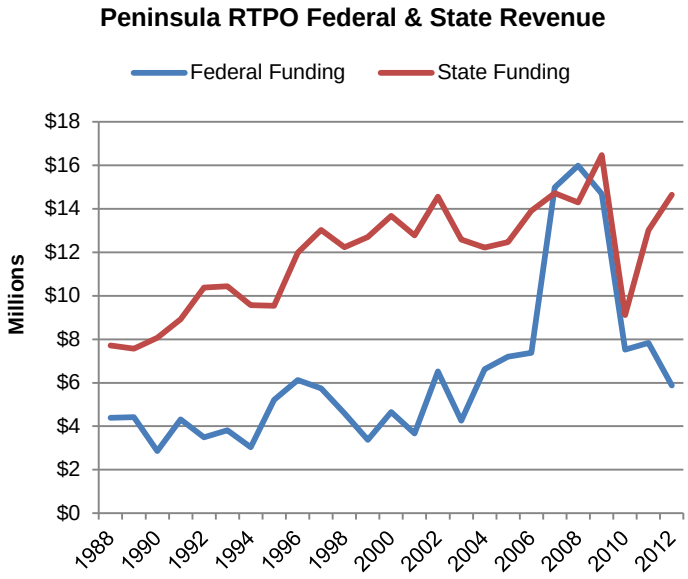
The MAP 21 federal funds forecast can be found in the *Transportation Revenue Forecast Council November 2012 Transportation Economic and Revenue Forecasts*, Vol. IV Forecast Tables pp. 19-22. Below is just a sample of Surface Transportation Program (STP) values out to 2020. The federal forecast for just STP funding out to 2020, remains flat.

MAP 21 Federal Fund Forecast only for State Apportionment and Obligation of Surface Transportation Program (STP) Funds Forecast from 2013 – 2020

STP FORECAST	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**
Apportionment /Obligation Forecast	167.5	168.4	170.2	170.4	170.4	170.7	171.1	170.7
State Programs	44.7	45.1	45.8	45.8	45.8	45.9	46.1	45.9
Local Programs	122.8	123.3	124.4	124.6	124.6	124.8	125.0	124.8

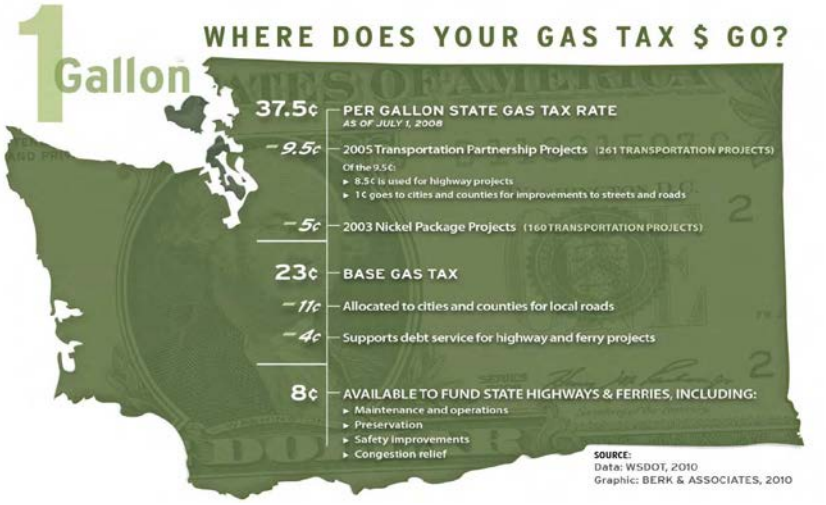
(Numbers in Millions of dollars)

The State's transportation taxes and fees are the major generator of revenue for state transportation purposes; of this the gas tax is the major revenue source for highway maintenance and improvement funding. Per the Washington State Transportation Revenue Forecast Council (TRFC) the total transportation revenues for the 2013-15 biennium was forecasted to be $4.65 billion. Gasoline and diesel fuel taxes comprise 59.5% of all revenues, while licenses, permits, and fee revenues comprise the second largest share at 24%. Ferry fares, tolling, driver related revenue and other transportation related revenues combined account for 16.5% of all revenues.



The Washington State gas tax was initiated in 1921 and formally tied to roads in 1944 by passage of 18th Amendment to Washington State Constitution. Its current rate of 37.5 cents per gallon was established in 2008. The Nickel and Transportation Partnership Act packages enacted by the legislature in 2008 accounts for 39% of the gas tax, which is dedicated to the completion of a fixed list of projects and must go to servicing existing debt after 2007 making it unavailable for new projects. Of the base gas tax (23 cents), 11 cents is allocated to cities and counties for local roads, 8 cents is available to fund state highways and ferries to include preservation, maintenance and operations, safety improvements, etc. The fourth largest revenue source in the state, remains a volume tax affected by consumption patterns and fuel efficiency. Recent experience has demonstrated that the price of gas affects transit demand and automobile use. As the price of gas rose to nearly $4.00 a gallon, transit systems experienced increased operating costs as revenues for state and local programs plunged markedly.

Though local jurisdictions and transit authorities use a combination of state and federal funding for their roads and bridges, most federal revenues come to local governments through an allocation formula from the HTF and through grants. The major portion of local revenues comes from a variety of local generated sources. For local governments these sources include property tax, gas tax, sales tax, street use permits, fees and impact fees. Legislative restrictions limit the revenue local jurisdictions may raise through road levies and transit



agencies through locally imposed sales tax. In addition most require voter approval to enact. In addition to these local funds, cities and counties have access to funds from the following sources;

Transportation Improvement Board (TIB). This state agency receives funding out of the state fuel tax, and uses those funds to assist local projects throughout the state.
County Road Administration Board (CRAB). This program aims primarily at preserving important arterials in rural parts of the state. The CRAB also gets it funding from a portion of the state fuel tax, and targets those funds primarily at smaller counties.



Mason Transit

Transit agencies are funded primarily with local sales tax revenue and fare box proceeds to support maintenance and operations. As sales tax revenues declined during the downturn, transit agencies made significant cuts in projects, services, and staff. Most capital projects (expenditures for procuring or improving fleet and facilities) are largely funded with federal and state grants. Washington State Department of Transportation is responsible for the distribution of an assortment of federal and state grants programs. Federal and state contributions to transit agencies have declined requiring the local agencies to bear more of the funding responsibilities. In addition to regular transit operations, transit agencies must also assume the costs for special need and senior transportation.

Revenue and Expenditures

The tables on the following page depict the historical transportation revenues and transportation related expenditures for the cities, counties and transit within the Peninsula RTPO region based on data from the Washington State Department of Transportation (WSDOT). The data for cities and counties addresses the period between 2000 and 2013; the transit data addresses a ten year period between 2004 and 2014. Of the transit revenue and expenditures Kitsap Transit accounts for approximately 67% of the regional transit revenue and 63% of regional transit expenditures. Jefferson Transit accounts for 7% of the revenue and 8% of the expenditures.

Historic data on transportation spending and allocation within the region are key indicators of probable future spending levels over the period of this Plan. Estimating the amount of funds available in the future is an inexact science as funding levels are not as constant from year to year. The following analysis should in no way be construed to be an actual forecast of individual projects or programs, but rather and analysis of funds that could be reasonably available for transportation investments during the planning horizon of the plan. The plan's forecast doesn't duplicate the detailed budgeting and programming efforts at the local level, but rather serves as an aggregate check on regional reality. The estimated revenues are only intended for planning purposes.

Projections

The projections in this chapter are based on historical data trends from the WSDOT showing expenditures and revenue used for transportation funding by counties from 2000 through 2013. Future years were extrapolated out based on the historical trends. The data was compiled from the City and County Road Report, which is based on transportation related revenues and costs survey submitted by counties and cities on an annual basis to WSDOT. Although these revenue and expenditure summaries indicate that revenues exceed expenditures, it must be kept in mind that agencies must retain a positive yearly balance on the revenue side of the equation to ensure that the agencies have the minimum require funding reserves to meet payroll and to provide match funding for federal and state grants. Transit data was based on data provided to WSDOT on an annual basis by transit agencies. The analysis assumed that federal and state funding commitments will continue with future federal and state legislation.

At the time of this regional plan development, the member jurisdictions were beginning or engaged in updating their comprehensive plan as part of the 8-year GMA. Update of the regional plan does not address projects identified in current local plans. Once the region's local jurisdictions complete their comprehensive plan updates, regional future improvements and needs will be reevaluated. Some funding sources are directly allocated each year and thereby generally predictable. Most sources, particularly those administered through WSDOT, have no direct allocation and must be "earned" or justified project-by-project on a statewide or district-wide basis. These funds are available either by direct competition or through a prioritization method established by the administering jurisdiction. Therefore, development of funding capability forecasts for regional projects were best focused on the projects identified in the Regional Transportation Improvement Program (RTIP). The RTIP required by WSDOT and the Federal Highway Administration demonstrates how and where state and federal funds are to be spent.

The projection is based on current revenue sources including, taxes, fees, and allocations from the state and federal government. No new revenue sources are assumed in the projection.

City·&·County·Transportation·Revenue·in·Peninsula·RTPO·(2000-2013)¶

¤	·PROPERTY· TAXES·¤	SPECIAL· ASSESSMENTS¤	GEN·FUND· APPROPRIATIONS¤	LOCAL·ROAD· USER·TAXES¤	OTHER·LOCAL· RECEIPTS¤	STATE·FUEL·TAX· DISTRIBUTIONS¤	OTHER·STATE· FUNDS¤	FEDERAL· REVENUES¤	BOND· PROCEEDS¤	FERRY· TOLLS¤	Total·Revenues¤
2000-2013¤	554,514,797¤	3,511,763¤	130,515,125¤	0¤	174,940,638¤	189,822,533¤	80,626,038¤	201,601,472¤	2,646,280¤	0¤	1,338,178,649¤
%·of·Total¤	41%¤	0.26%¤	10%¤	0%¤	13%¤	14%¤	6%¤	15%¤	0.20%¤	0%¤	¤

Source:·WSDOT¶

¶

City·&·County·Transportation·Expenditures·in·Peninsula·RTPO·(2000-2013)¶

¤	CONSTRUCTION¤	·PRESERVATION·¤	·MAINTENANCE·¤	·ADMINISTRATION· &·OPERATIONS·¤	·MAINT.·&· CONSTR.·OF· FACILITIES·¤	·DEBT· SERVICE·¤	·OTHER·¤	·TRAFFIC· POLICING·¤	·Total· Expenditures·¤
2000-2013¤	436,241,690¤	56,504,657·¤	416,151,415·¤	210,321,882¤	10,572,681¤	51,916,403¤	64,336,142¤	86,752,002·¤	1,332,796,877·¤
%·of·Total¤	33%¤	4%¤	31%¤	16%¤	1%¤	4%¤	5%¤	7%¤	¤

Source:·WSDOT¶

¶

Regional·Transit·Agencies·Revenue·in·Peninsula·RTPO·(2004-2014)¶

¤	2005¤	2006¤	2007¤	2008¤	2009¤	2010¤	2011¤	2012¤	2013¤	2014¤
Operating·Revenues¤	$46,208,562¤	$50,163,751¤	$54,105,834¤	$52,545,728¤	$51,095,650¤	$50,033,388¤	$52,007,612¤	$52,714,299¤	$53,483,928¤	$54,441,290¤
Federal·Revenues¤	$8,355,073¤	$7,067,552¤	$8,829,542¤	$4,727,041¤	$13,995,483¤	$5,229,440¤	$8,593,261¤	$5,130,154¤	$5,223,788¤	$5,317,294¤
State·Revenues¤	$1,083,715¤	$678,648¤	$3,000¤	$171,748¤	$2,329,733¤	$342,650¤	$277,426¤	$1,484,306¤	$1,505,977¤	$1,532,934¤
Total·Revenue¤	$55,647,350¤	$57,909,951¤	$62,938,376¤	$57,444,517¤	$67,420,866¤	$55,605,478¤	$60,878,299¤	$59,328,759¤	$60,213,692¤	$61,291,518¤

Source:·WSDOT¶

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Regional·Transit·Agencies·Expenditures·in·Peninsula·RTPO·(2004-2014)¶

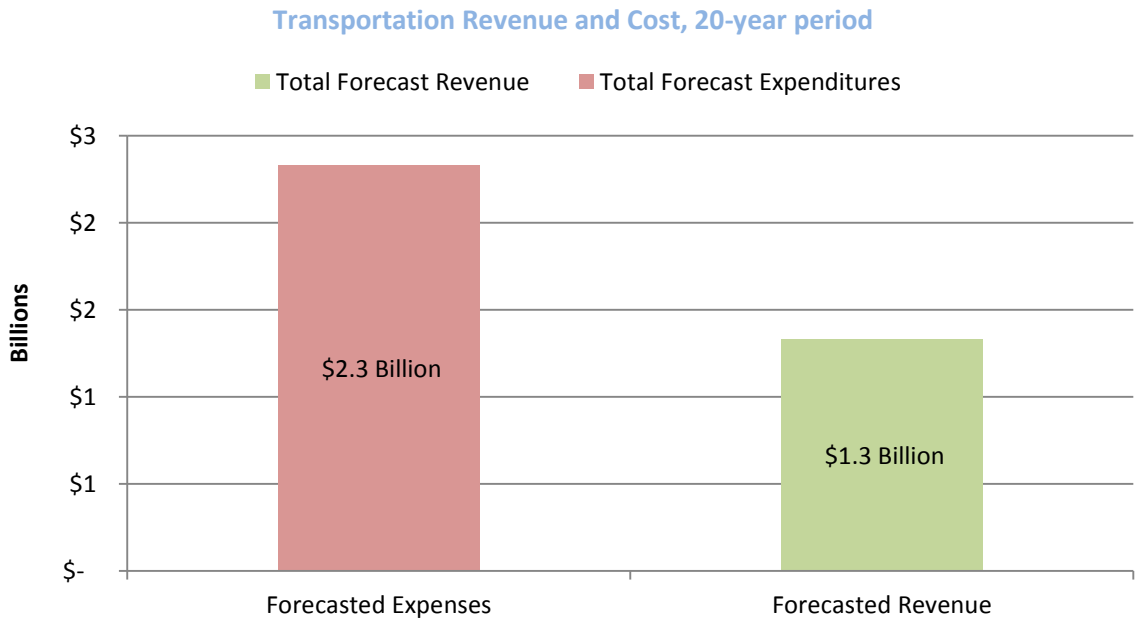
¤	2005¤	2006¤	2007¤	2008¤	2009¤	2010¤	2011¤	2012¤	2013¤	2014¤
Capital·Expenditures¤	$125,642¤	$5,233,118¤	$1,207,633¤	$6,960,709¤	$2,637,730¤	$2,395,136¤	$3,260,410¤	$2,368,761¤	$2,403,345¤	$2,446,365¤
Operating·Expenditures¤	$39,404,958¤	$42,124,390¤	$45,390,604¤	$48,339,561¤	$44,075,954¤	$43,128,145¤	$44,326,206¤	$43,651,701¤	$44,289,016¤	$45,081,789¤
Total·Expenditures¤	$39,530,600¤	$47,357,508¤	$46,598,237¤	$55,300,270¤	$46,713,684¤	$45,523,281¤	$47,586,616¤	$46,020,462¤	$46,692,361¤	$47,528,154¤

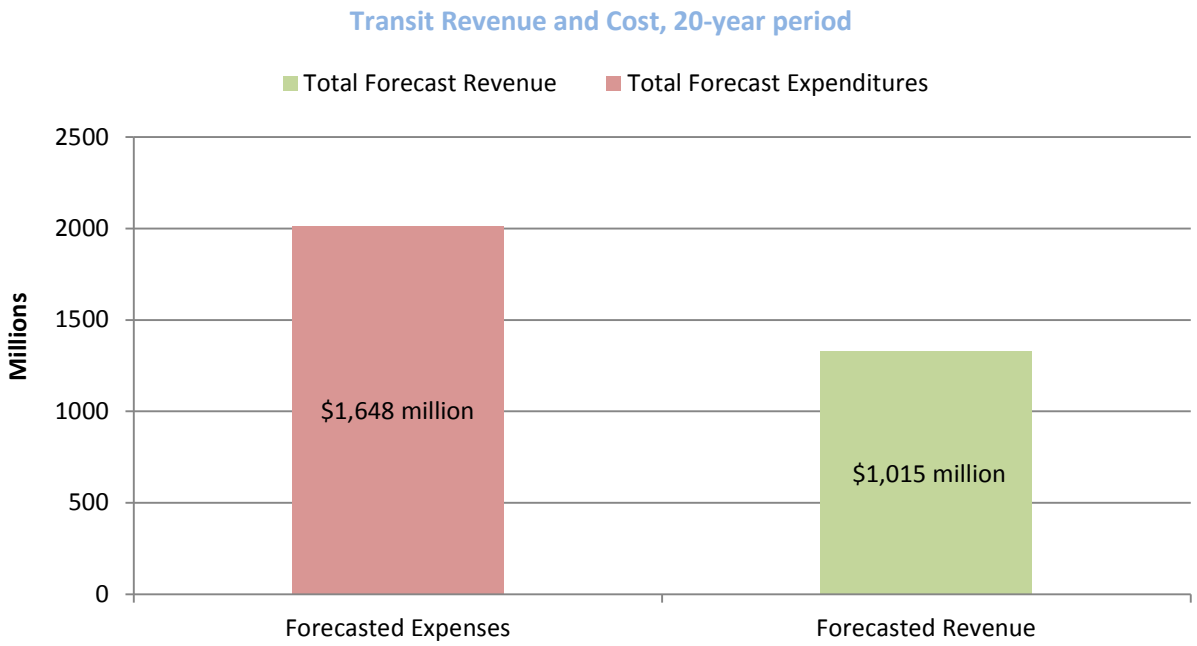
Source:·WSDOT¶

Transportation revenues and expenditures were divided into the following categories:

Property tax	Includes county road levy revenues; future revenue was created based on historic data and calculating a 0.5% increase per year, then decreasing that number by a yearly inflation rate of 3.5%.
Fuel Tax	Includes proceeds from the state Motor Vehicle Fuel Tax distributed to each jurisdiction. Future revenue was created based on the percent of funding given to each of the counties.
Maintenance	Includes maintenance costs, costs to maintain the roadway. For maintenance projections the same growth rate (1.7%) as utilized by WSDOT maintenance and operations uses to forecast future expenditures.
Operations	Includes general administration and traffic policing costs. For operations projections the same growth rate (1.7%) as utilized by WSDOT maintenance and operations uses to forecast future expenditures.
Preservation/ Construction	A 2% growth rate was used for preservation and construction.

RTPO counties and cities use their revenue to fund maintenance and preservation activities that include the cost to maintain the roadways, operations and traffic expenditures, which includes general administration and traffic policing costs, and capital improvements on their systems. Transit agencies must fund operational and capital costs. Future expenditures were estimated using the same growth rates that WSDOT uses.





Based on the revenue forecast assumptions the resources to meet future regional systems maintenance, preservation and improvement needs will fall short of what is needed. The information provides a point of reference of what may be likely in the future and sets the basis for what actions may be taken in order to produce different levels of funding. Those actions may include pursuing grants and other avenues of funding as well as making policy changes to increase tax revenues.

Each jurisdiction and agency has funding tools available to it which are restricted by law and established policy. These revenues include an additional sales tax levy for transit, and gas tax for cities, towns and the County. While these local option revenues are difficult to implement, they may offer expanded opportunity for local determination in prioritizing and programming of funds. Potential funds available to local entities will depend on market forces and the decisions made by each local agency based on their current set of policies.

The methodology that is used to provide project funding depends on the restrictions placed on the agencies involved. One method available to local jurisdictions is a transportation benefit district (TBD). A TBD is a quasi-municipal corporation and independent taxing district created for the sole purpose of acquiring, constructing, improving, providing, and funding transportation improvements within the district. Currently two jurisdictions in the region have implemented TBDs, the cities of Sequim and Bremerton. Another is transportation impact fees charged by local entities to recover costs incurred to provide transportation infrastructure to service new development. A Local Improvement District (LID) is another method where property owners can share the cost of building or upgrading their local infrastructure. During the LID process, each

property owner that will benefit from the improvements is assigned a share of the cost, which is paid over time through property taxes.



Jamestown S'Klallam Tribe/Clallam County Route #50

This document is unable to make specific forecasts or assumptions about Tribal revenues and expenditures. In MAP 21, the set asides for Tribal programs have grown overall though it is unclear whether PRTPO Tribes will benefit directly. Partnering with Tribes offers non-Tribal RTPO members opportunities at the federal and state level not previously entertained. In Washington State many tribes also have a source of transportation funding that relates to the fact that tribal owned gas stations do not pay state gas taxes making some of the revenue gained from tribal gas sales available for transportation projects that benefit tribal transportation.

Funding transportation to accommodate growth and maintain the regional system is challenging for state, local and Tribal agencies requiring flexibility creativity and collaboration on the part of the region partners. Appendix C provides a list of potential funding programs available and allow jurisdictions and agencies assess different funding opportunities.

Plan Implementation & Performance Measures

RTP Implementation

Implementation of regional transportation goals, policies, and actions as established by the Peninsula Regional Transportation Plan (RTP) are carried forward through both a local and regional decision-making process. Each jurisdiction is responsible for identifying, planning, programming and constructing any transportation projects within the scope of their responsibility. Through the local development of their Transportation Improvement Program (TIP), transportation needs identified in the RTP are programmed for receipt of funds.

The involvement of each jurisdiction in the RTPO is voluntary and consequently the results of the regional planning process necessary take the form of recommendations for consideration in each jurisdiction's overall program responsibilities. The regional plan is a tool to be used by participating jurisdictions to assist them in programming efforts. For member jurisdictions, agencies and Tribes these recommendations should be viewed as positive options that recognize their own needs as well as their neighbors and the region as a whole

RTP Update Process

The RTP is to be reviewed at least every two years. The RTPO will consider amendments to the plan concurrently with its biennial review of the plan for concurrency and annual review of the TIPs of the participating jurisdictions. Should changing policies, financial conditions, or growth patterns warrant, an RTP update or amendment will occur. Amendments to the RTP may be requested, at any time. Results and recommendations from transportation studies and improvements will be incorporated into future RTP updates.

The amendment process for the plan shall include timely (30 day) public involvement in coordination with the Washington State Environmental Policy Act requirements for non-project actions. Amendments to the RTP are presented to the Executive Board for their consideration and adoption.

Public Involvement in Regional Transportation Planning Process

The Peninsula RTPO in this plan has established a vision, which cannot be achieved without communication and public interaction. The RTPO has adopted a Public Participation Plan that

outlines a broad range of opportunities for the public and stakeholders to participate in the region's transportation planning process. Public involvement efforts build from those carried out at the local level in development of local plans and programming of transportation projects. Through its public involvement efforts, the RTPO intends to provide opportunity for appropriate broad-based, early, continuous, and meaningful public participation in all planning, programs, and projects. Further, the Peninsula RTPO encourages an on-going forum for the discussion of regional issues, striving for an open exchange of information and ideas. Public Involvement is a process that includes open opportunity for review and comment on the scope and actions of the plan and allows for timely revision of relevant aspects of the document in conformance with State guidelines and the desires of member jurisdictions.

Performance Monitoring

Performance monitoring should focus on achieving MAP-21 goals such as congestion relief, meeting Level of Service Standards, improving performance of the transportation system at intersections, reducing reliance on single occupancy vehicles and on increasing the use of transit and non-motorized transportation options. It is projected that those actions incorporated into the ongoing regional planning process will accurately monitor the implementation of the Regional Transportation Plan and lead to the overall meeting of the significant transportation needs of the region.

The Peninsula RTPO is currently developing a regional travel forecast model to assist in forecasting future transportation needs. The model should help performance monitoring, in terms of speed, vehicle miles traveled, vehicles hours of delay and lane miles of congestion as calculated within the model.

A key feature of MAP-21 is the establishment of a performance- and outcome-based program. The objective of this performance- and outcome-based program is for States to invest resources in projects that collectively will make progress toward the achievement of the national goals.

> *"Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming. "[§1203; 23 USC 150(a)]*

MAP 21 invokes an integrated management approach for the Federal-aid highway program tied to a set of national goals. The National Goals found in MAP 21 are:

- Safety
- Infrastructure condition

- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

Two changes (from SAFETEA-LU) are worthy of note. Preservation has been replaced by "Infrastructure Condition" and "Reduce Project Delays" has been added. The move away from preservation acknowledges we can no longer preserve the entire road network. Reducing project delivery delays will maximize dollars for roadway improvements.

MAP 21's management approach incorporates performance measures, targets, plans, targets achievements, and reporting. MAP 21 requires USDOT to establish the factors that will be used to evaluate identified measures. USDOT, in consultation with States, metropolitan planning organizations (MPOs), and other stakeholders, will establish performance measures in the areas listed below. It provides for DOT to establish such measures within 18 months of enactment, and prohibits DOT from establishing additional performance measures. [§1203; 23 USC 150(c)]

- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System

Within one year of the DOT final rule on performance measures, MAP-21 requires States to set performance targets they intend to hit for each of those measures over a certain period of time. States may set different performance targets for urbanized and rural areas. Each state, MPO and transit agency will have to establish baseline conditions for each of the performance measures.[6] In addition States must coordinate, to the maximum extent practical with relevant regional planning organizations in selecting a target to ensure consistency. As always the devil is in the detail. MAP 21 relies on well-documented plans at the local, regional and state level.

The Peninsula RTPO will be required to develop performance measures for the region once the state establishes performance targets. These measures and targets will eventually be incorporated in the regional plan and at the local level. In the interim, the PRTPO will work with WSDOT and the other regional planning organizations as they work to set state performance targets and begin considering possible regional performance measures.

[6] Op.cit. Transportation for America. pp 23-25

Regional Transportation Summary

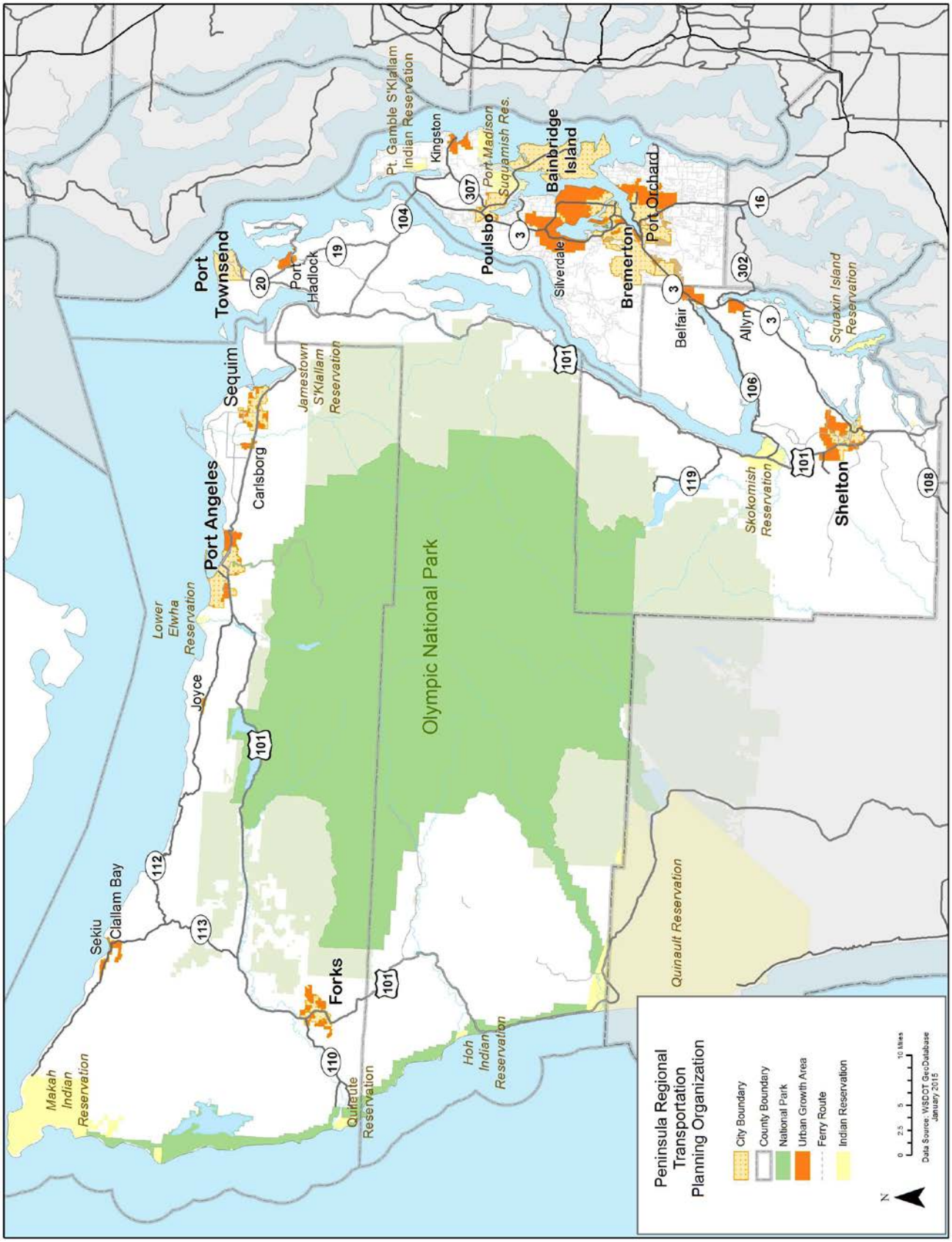
The four counties of Kitsap, Mason, Jefferson, and Clallam that comprise the Peninsula Regional Transportation Planning Organization (RTPO) support its existing multimodal transportation system and acknowledge the importance of it to their future land use growth and economic development.

The PRTPO recognizes the importance of a multimodal transportation system for the movement of people and goods. This includes roadway networks for passenger cars, buses and trucks. Bicycle and pedestrian systems, transit services and ferries serve needs of passenger travel. Ferries also serve the needs for freight movement.

In order to fully understand the magnitude of the task of providing an operable transportation system, it is important to consider the full system of roadways. There are many miles of county roadways in the region as well as roads that are operated and maintained by the cities in the region. State highways also provide a critical component of the transportation system in linking the region internally as well as to the rest of the state and nation. Many miles of state and federally owned and operated roadways also serve tribal reservations, state parks and national forest. Typically roadways are functionally classified within each jurisdiction as to the type of service provided.

The transportation system covers a large area of Northwest Washington State that includes the Kitsap and Olympic Peninsulas located in the most northwestern portion of the state. The dominant land feature in the region is the Olympic National Park. Regional transportation facilities managed by WSDOT include highways such as US 101, the western part of the nation's largest ferry service, and the Hood Canal Bridge. The Olympic National Park surrounded by the Olympic National Forest and other forest resources constrains the location of the transportation system to the perimeter of the Peninsula. According to Washington State Office of Financial Management's population forecasts, the region's population will continue to grow requiring careful transportation planning of the region and its local jurisdictions to ensure its envisioned future.

The infrastructure we have now includes arterials, collectors, and local streets representing the bones of the PRTPO transportation network. Called a "life-line" by those outside the Peninsula, residents know it as the Peninsula's "life-support". The PRTPO will need to carefully maintain the current transportation system. More importantly, the PRTPO will need to maximize all the aspects of the intermodal network currently in place. Enhancing those elements will produce the greatest benefit for Peninsula communities.


Peninsula Regional Transportation Planning Organization
City Boundary
County Boundary
National Park
Urban Growth Area
Ferry Route
Indian Reservation
Data Source: WSDOT GeoDatabase January 2015
Port Townsend
Sequim
Port Angeles
Carlsborg
Port Hadlock
Kingston
Poulsbo
Bainbridge Island
Port Orchard
Bremerton
Silverdale
Belfair
Allyn
Shelton
Joyce
Sekiu
Clallam Bay
Forks
Olympic National Park
Quinault Reservation
Quileute Reservation
Hoh Indian Reservation
Makah Indian Reservation
Lower Elwha Reservation
Jamestown S'Klallam Reservation
Pt. Gamble S'Klallam Indian Reservation
Port Madison Suquamish Res.
Skokomish Reservation
Squaxin Island Reservation

Transportation Facilities and Services of Statewide Significance

The Washington State legislature enacted the Level of Service "LOS Bill" (House Bill 1487) in 1998 and a major component of that bill related to designating certain transportation facilities and services to be of statewide significance. These facilities provide and support transportation functions that promote and maintain significant statewide travel and economic linkage.

The legislature declared the following transportation facilities to be of statewide significance (TFSS): interstate highway system, interregional state principal arterials including ferry connections that serve statewide travel, intercity passenger rail services, intercity high-speed ground transportation, major passenger intermodal terminals excluding all airport facilities and services, the freight railroad system, marine port facilities and services that are related solely to marine activities affecting international and interstate trade, and high capacity transportation systems serving regions (RCW. 47.06.140).

Designation of the Regional Transportation System

As designated in RCW 47.80.030 each RTPO must designate a regional transportation system. To be a part of the regional transportation system, a facility or service should have one or more of the following characteristics:

- Physically crosses member county lines and provides significant regional connections.
- Is or will be used by a significant number of people who live or work outside the county in which the facility, service, or project is located.
- Significant impacts are expected to be felt in more than one county.
- Potentially adverse impacts of the facility, service, or project can be better avoided or mitigated through adherence to regional policies, and
- Transportation needs addressed by a project have been identified by the regional transportation planning process and the remedy is deemed to have regional significance.

Given these characteristics, regions shall, at a minimum, include the following transportation facilities and services in the regional transportation system:

- All state transportation facilities and services including highway, rail, and marine.
- Local freeways, expressways, and principal arterials.
- High capacity transit systems (under a broad definition that includes express oriented transit service that operates on an exclusive right of way, including dedicated HOV lanes to separated fixed guide way systems).

In conformity with RCW 47.80.030, the Peninsula RTPO has included in its multimodal system state highways, county roads, city streets, pedestrian and bicycle facilities, airports, transit facilities, limited railroad facilities, and ferry routes.

Regional Roadway Network Component

The Peninsula Region is geographical large and expansive and its roadway system is the primary backbone of the transportation system for carrying people and goods throughout the region. There are many miles of county as well as local roadways that are operated and maintained by local jurisdictions in the region. A critical component of the regional network is state highways which link the region internally, to adjacent regions and the rest of the state.

The Peninsula RTPO has designated its regional roadway system using the following criteria;

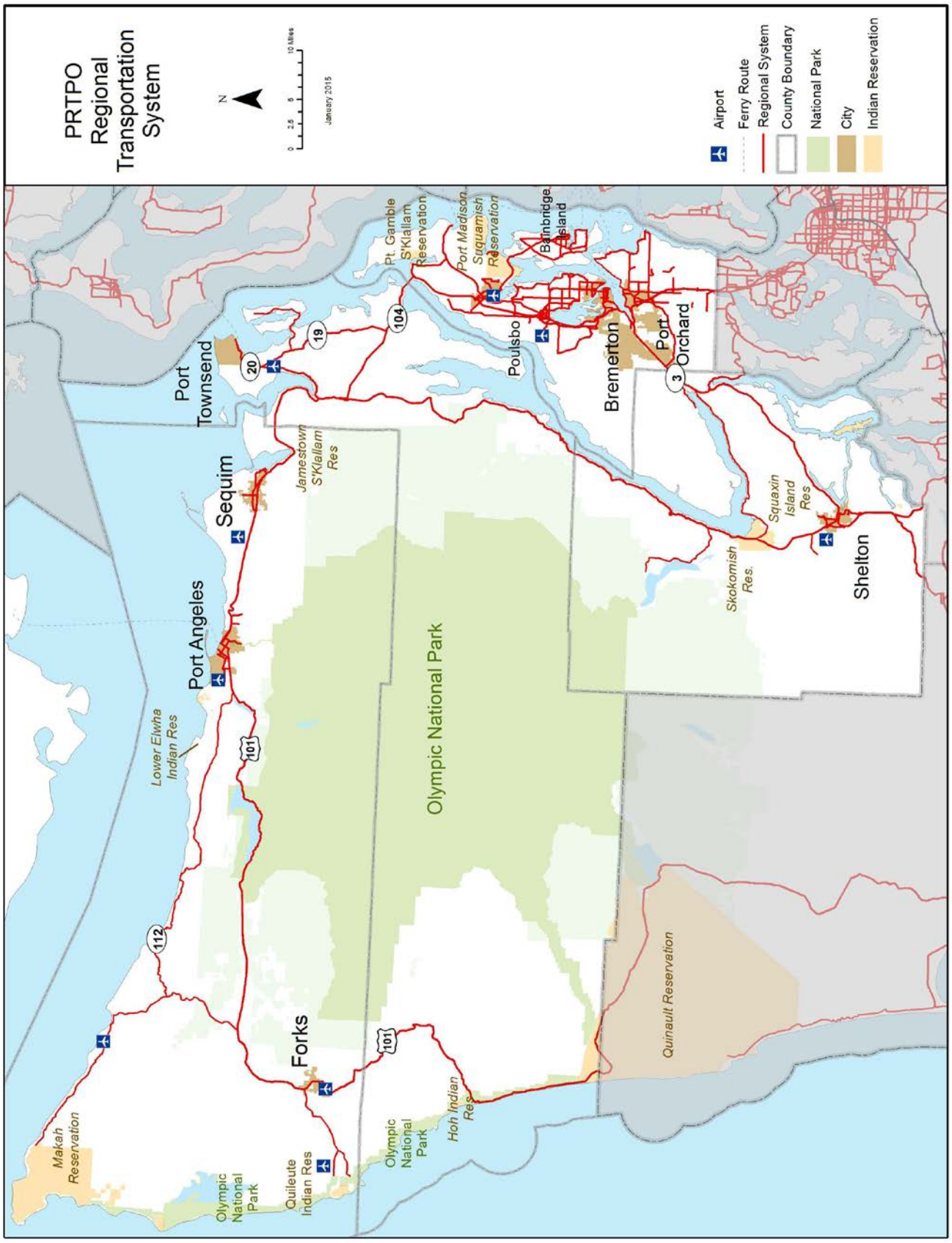
All state highways - Highway of State Significance (HSS) and Highway of Regional Significance (HRS), Roadways

- with functional classification of *arterial*, as defined by the appropriate member government (The higher the functional classification, the greater the likelihood that trips are longer and the roadway connects more than one community).
- that *connect communities and/or principal activity centers*
- that physically crosses member county lines and provides significant regional connections (used by a significant number of people who live or work outside the county in which the facility is located)

The Principal Activity Center is defined by the Peninsula RTPO as geographic locations with urban concentrations of population and employment and/or provides significant employment and economic facilities or service. These include:

- Incorporated cities
- Military Bases
- Water Ports that are freight related
- Ferry terminals
- Airports - includes Commercial, Regional, and Community airports as defined by the Long-term Air Transportation Study (LATS)
- Unincorporated Urban Growth Boundaries (UGA) with populations of at least 1,000

Regional Transportation System



Roadway Functional Classification

The many miles of county and city roadways which are operated and maintained by the jurisdictions in the region are functionally classified within each jurisdiction depending on the type of service they provide. All public roads, other than those classified as local roads, are called Federal-aid highways and are eligible for improvement under a broad category called the Surface Transportation Program (STP).

Under the functional classification process highways, roads, and streets, are classified into groups having similar characteristics for providing mobility and/or land access. Arterials provide for the greatest degree of mobility of large volumes of long-distance traffic, with little or no access to abutting properties. Collectors, generally provide about equal emphasis upon mobility and land use accessibility. While local access, emphasizes abutting property needs and essentially discourages long distance travel. The table below summarizes the mileage of regional local road and state highways by functional classification

Roadway Functionally Classified Mileage by County

	Local Roads				State Highways				Regional
	Arterial	**Collector**	**Local Access**	**Total**	**Expressway**	**Arterial**	**Collector**	**Total**	**Total**
Clallam	18	239	1,266	1,523	7	85	86	178	1,701
Jefferson	0	180	925	1,105	14	103	10	128	1,233
Kitsap	172	257	1,128	1,557	48	55	0	103	1,660
Mason	8	285	594	887	13	70	37	120	1,006
Regional	198	961	3,913	5,072	82	314	132	528	5,600

WSDOT Transportation Data & GIS Office

Approximately 61% of the region's arterials are operated by the state; while the majority of the collectors (87%) in the region are owned and operated by local jurisdictions. Local access roads, which are operated by the local jurisdictions, make up the majority of all roadway mileage within the region. Local access roads constitute 58% of the region's roadways. All roadways within the region, regardless of their ownership are classified under the federal functional classification system. In addition to being classified under the federal functional classification system various state routes have received other designations.

National Highway System (NHS)

The National Highway System (NHS) is designated as a roadway important to the nation's economy, defense, and mobility. NHS routes include interstates, other principal arterials which

provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility; as well as designated routes roads important to the nation's economy, defense, and mobility. The NHS consists of NHS routes, Intermodal Facilities, and intermodal connector routes where travel from the NHS routes to the Intermodal Facilities is required. Routes designated as Strategic Highway Network (STRAHNET) by the Department of Defense also form part of the NHS.

MAP-21 expanded the NHS to about 230,000 total miles by adding those principal arterials that were not part of the NHS. Eleven state routes within the region encompassing over 445 miles have been designated as NHS routes. The “enhanced NHS” also includes over 850 miles of locally owned principal arterials in Washington State not previously included. The amount of local agency NHS in the Peninsula RTPO region is:

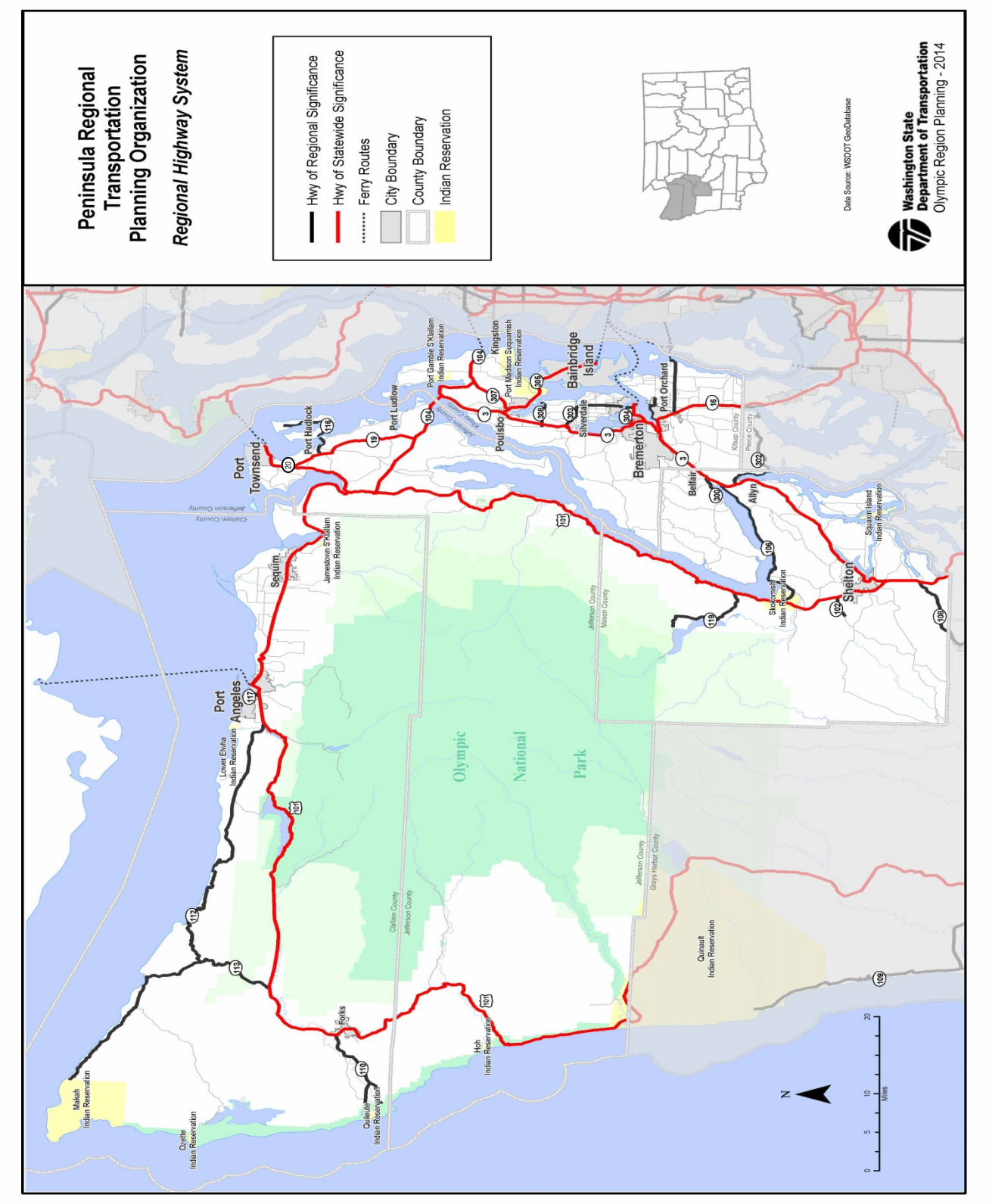
Jurisdiction	Lane Miles
Clallam County	1.36
Port Angeles	4.93
Mason County	1.4
Shelton	8.84
Kitsap County	43.34
Bremerton	12.58
Port Orchard	4.79
Total	77.24

Highways of Statewide Significance

Highways of Statewide Significance (HSS) include interstate highways and other state routes that are needed to connect major communities in the state. The HSS was mandated by the 1998 GMA amendments through enactment of the "Level of Service Bill" (House Bill1487) and codified into RCW 47.06.140. Washington State Department of Transportation (WSDOT), in consultation with local governments, is responsible for establishing level of service (LOS) standards for HSS. HSS routes are exempt from local concurrency regulation.

Under the same legislation, the Peninsula RTPO in cooperation WSDOT and the region’s counties, cities, transit agencies, public ports, private railroad operators, and private transportation providers must plan for improvements to transportation facilities and services of statewide significance in the statewide multimodal transportation plan. These state routes are designated as being highways of regional significance (HRS). HRS roadways are regionally significant to the Peninsula RTPO members in that they provide important connections from local roadways to HSS routes. The following map depicts those highways designated HSS and of regional significance within the region.

Highways of Statewide Significance & Highways of Regional Significance



Regional Ferry Service

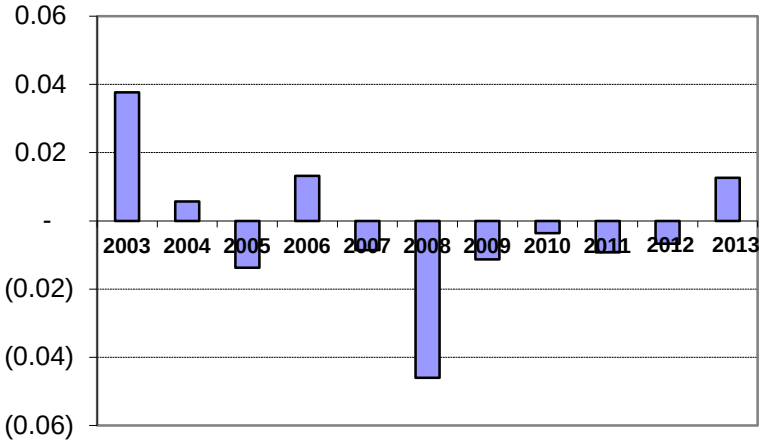
The Washington State Ferry Service (WFS) was formed in 1951 and is now the largest ferry transit system in the United States. WSF serves about 23 million passenger and 10 million vehicles system-wide each year. It operates 10 ferry routes serving 12 Washington State counties and the Province of British Columbia; and operates and maintains 20 terminals from Point Defiance to Sidney, B.C. The ferry service provides priority loading for freight, bicycles, vanpools, and carpools.


Chetzemoka, Source WSDOT Ferries

Within the Peninsula RTPO region, ferry service provides an important connection to the Central Puget Sound from the Kitsap and Olympic Peninsulas. The Washington State Ferries make six important connections within the region: operating between Seattle and Bainbridge Island; Seattle and Bremerton and Fauntleroy and Southworth, Edmonds and Kingston and between Port Townsend in Jefferson County and Coupeville on Whidbey Island.

According to the 2009 *Washington State Ferries Long Range Plan*, ferry ridership in Washington will increase significantly through 2030. However, despite population increases in the12 counties WSF ridership system-wide has decreased over the past 15 years. Recent trends show ridership has leveled out in the past three years and has started to show an increase. The six ferry routes that service the Peninsula RTPO area have shown a similar trend.

The combined Peninsula area ridership was 13.8 million amongst the six ferry routes in 2012. This was over 1,257,355 less riders than in 2006, a decrease of approximately 8%. 2013 showed the first uptick in ridership since 2006. The annual change in ferry ridership is depicted in the following graph.



The WSF conducted an Origin-Destination Travel Survey in 2013 and the results indicate multiple factors that likely contribute to the decrease in ridership. These factors include fare increases well in excess of general inflation; service reductions; aging population of riders; increase in telecommuting; a shift away from frequent commuter ridership as well as the .recent recession. Non-commute travelers have been increasing

Private ferry service is provided out of Port Angeles. The Black Ball Ferry Line provides daily vehicle and passenger ferry service year round. Both companies provide connections between the United States and Canada with service between Port Angeles in Clallam County and Victoria, Vancouver Island, British Columbia to the North. In addition Kitsap Transit currently operates a passenger only ferry service between Port Orchard and Bremerton as an extension of its transit service.

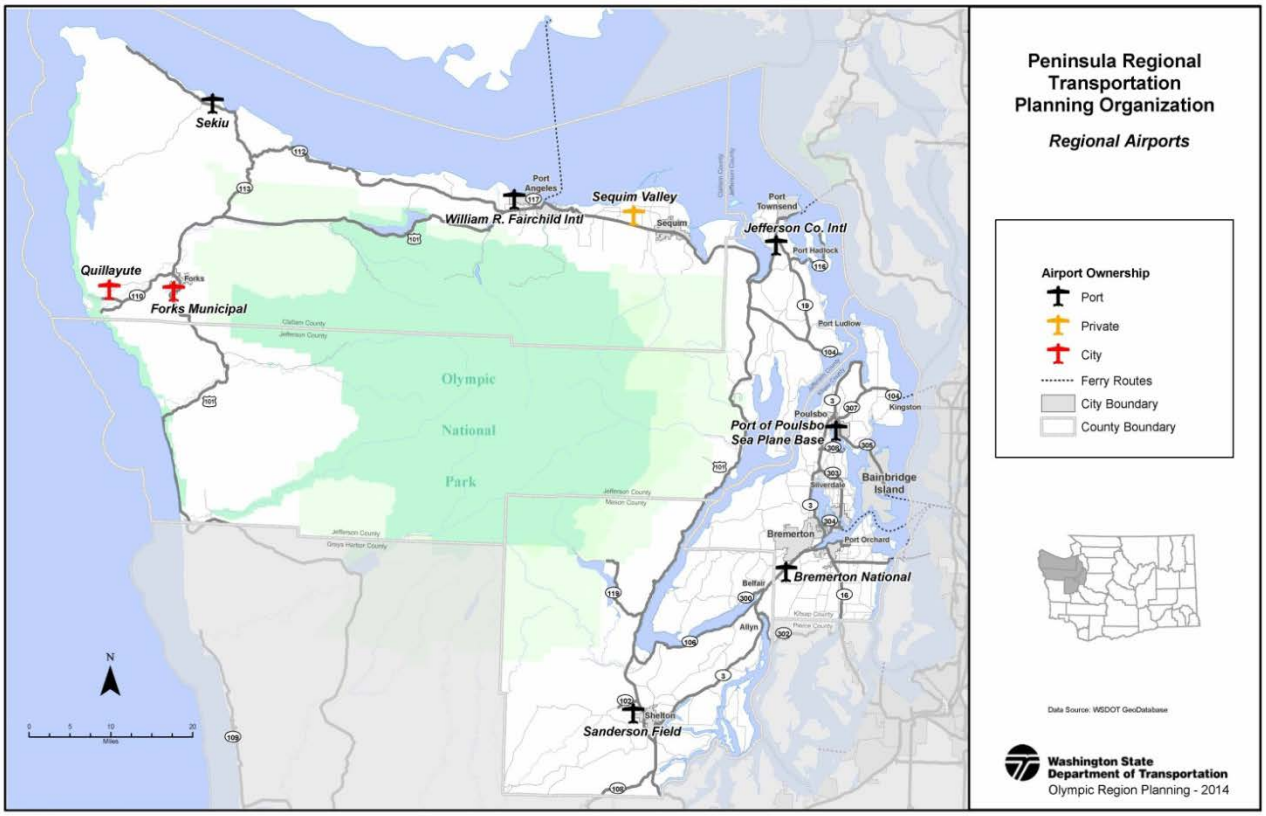
Regional Aviation Facilities

Airports are part of the Washington State multi-modal transportation system and are designated as essential public facilities. Airports play a minor but vital role on the Peninsula. The region has nine airports; the largest airport in the Peninsula Region is the Fairchild International Airport in Port Angeles, followed by Bremerton National Airport in Kitsap County, and Sanderson Field in Mason County. Of the remaining smaller airports, three are privately owned (Apex Airport, Port Orchard Airport and Diamond Point).

In 2009 WSDOT Aviation Division in its Washington State Long-Term Air Transportation Study (LATS) assessed statewide aviation existing capacity; future needs, and recommended how best to meet the state's long-term aviation needs. One outcome of LATS was the development of a state airport classification system to identify the role of each airport in the state system and to understand the types of facilities and services necessary at each.

Within the air transportation system, different airports are designed to serve different air transportation needs similar to highways serving a different purpose than arterials and local streets. Individual airports contribute at different and varying levels and serve different roles to meet growing populations and economic demand. The FAA identifies airports that are important to the national air transportation system and classifies them in the National Plan of Integrated Airport Systems (NPIAS). The FAA classification system focuses largely on facilities with commercial passenger service. In Washington State, 66 airports are included in NPIAS; five airports in the region are NPIAS airports, they are: Fairchild International, Quileute, Jefferson County International, Sanderson Field, and Bremerton National.

Regional Airports



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LATS proposed airport classifications for the public-use airports in Washington; these classifications supplement FAA classifications by including airports that are not deemed nationally significant and by further subdividing the largest FAA classification--general aviation airports. The following is a breakdown of airport classifications in the region.

Airports within the Peninsula RTPO Region

Airport Name	Ownership	Location	Classification	NPIAS
Fairchild International	Port of Port Angeles	Port Angeles	Commercial	NPIAS
Sanderson Field	Port of Shelton	Shelton	Regional	NPIAS
Bremerton National	Port of Bremerton	Bremerton	Regional	NPIAS
Jefferson County International	Port of Port Townsend	Jefferson County	Community	NPIAS
Seiku	Port of Port Angeles	Clallam County	Local	
Quilayute	City of Forks	Forks	Local	NPIAS
Forks Municipal	City of Forks	Forks	Recreation or Remote	
Sequim Valley	Winifred Sallee	Sequim	Recreation or Remote	
Port of Poulsbo Seaplane Base	Port of Poulsbo	Poulsbo	Seaplane	

WSDOT LATS

The Peninsula RTPO supports the Washington State enacted legislation that requires cities and counties to develop their land use regulations to protect airports from permitting incompatible land uses adjacent to airports. Airports are a key essential public facility and are critical to the economic well-being of the Peninsula Region. Incompatible land uses such as residential and commercial development encroach upon the effective use of an airport and reduce its ability to provide the region with aviation transportation.

Some of the reasons for land use incompatibility are obvious ones like public safety and noise, but other reasons include heights of structures, uses that attract wildlife, and structures that may generate smoke or dust which obstruct airplane visibility. At the same time, population growth projections for the region may encourage more land use development near the region's airports. The land use compatibility issues for airports will only increase during the next twenty years.

The Peninsula RTPO encourages local jurisdictions to develop their zoning and land use planning near their airports that include uses compatible with airport operations. Jurisdictions could use the 20-Year Aviation System Plan. The Department of Transportation's Aviation division developed a *20-Year Aviation System Plan*, which includes a more complete discussion of the airport compatibility issue and recommendations for local jurisdictions.

Freight Transportation System

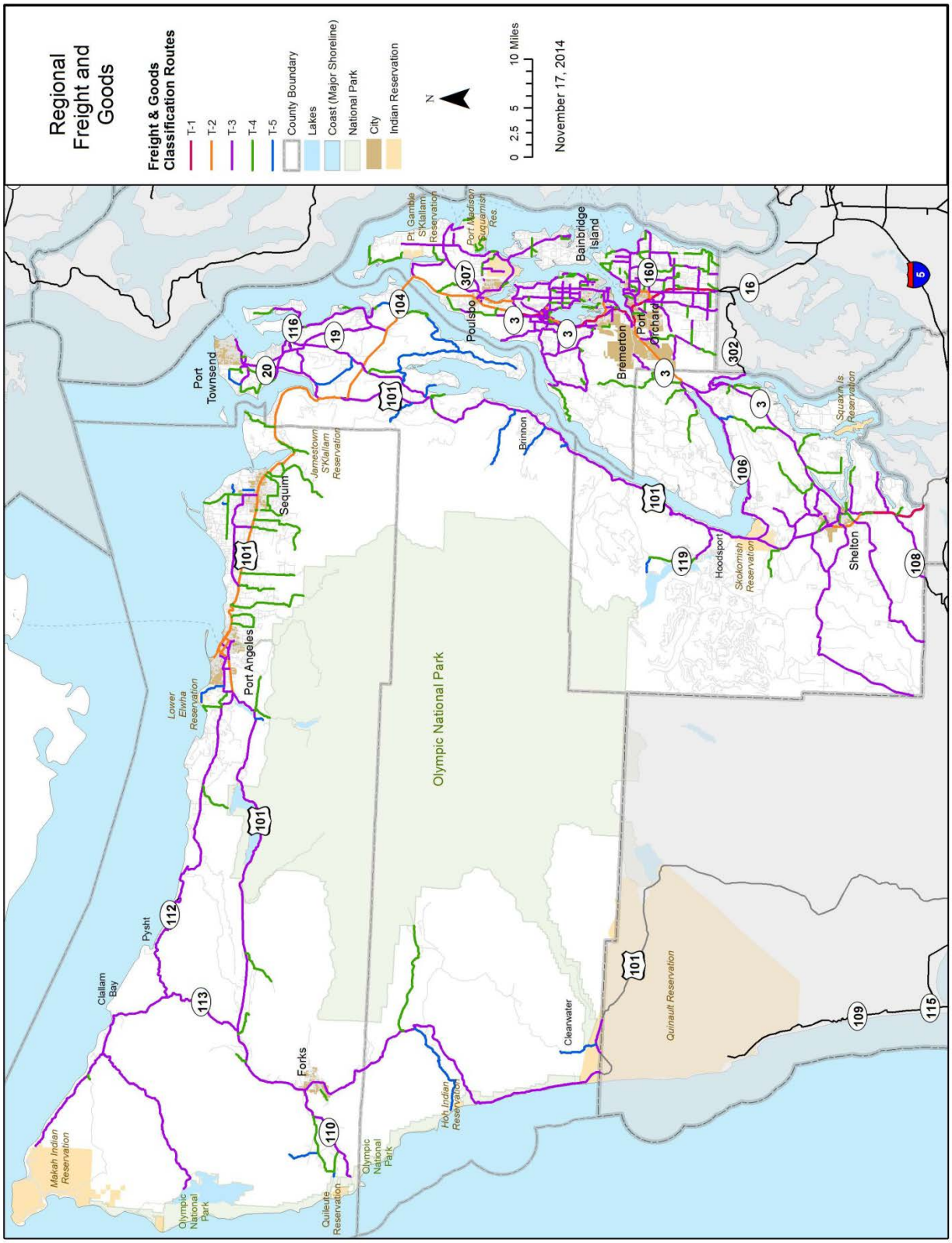
The prosperity of a region is dependent on the provision of transportation infrastructure to support economic development. The Peninsula region economy was built on a foundation provided by natural resources; today, service related businesses and tourism are increasingly more important. Washington State ranks second nationally in the size and production of its forestry industry, and the nation's largest exporter of forest products. The Peninsula Region along worth Thurston, Grays Harbor and other counties to the South are major producers of timber products. During the last few years Washington lumber production has stabilized and averaged 11 percent of the nation's total softwood production.

The movement for these lumber products and other products made in the area relies heavily and exclusively on local rural roads and highways to move these products on to markets within the region and into the central Puget Sound. A major freight and goods movement in the region is the local delivery of products brought from outside the region to area's grocery stores, gas stations, retail stores, wholesale and business service sectors. In 2012, 30,627 jobs within the Peninsula RTPO region were freight-dependent jobs. [7]

WSDOT has adopted a Statewide Freight and Goods Transportation System (FGTS) which categorizes highways and local roads according to the tonnage of freight they carry. The FGTS Movement map shows that the busiest freight and goods movement within the Peninsula RTPO region, T-1 (more than 10 million tons of freight tonnage each year), is moved along routes in Kitsap County, specifically along SR 16 and SR 3. The next busiest freight movement corridors, T-2 (between 4 million and 10 million tons of freight moved per year), are moved through Jefferson and Clallam Counties along SR 104 and U.S. 101 between the City of Port Angeles to the Hood Canal Bridge and in Mason County on US 101 from Thurston County to Shelton. The majority of the other region's roadways are designated as T-3, designation, which means between 300,000 to 4 million tons of freight are moved each year.

[7] Washington State Employment Security website, (ww.esd.wa.gov/employmentdata)

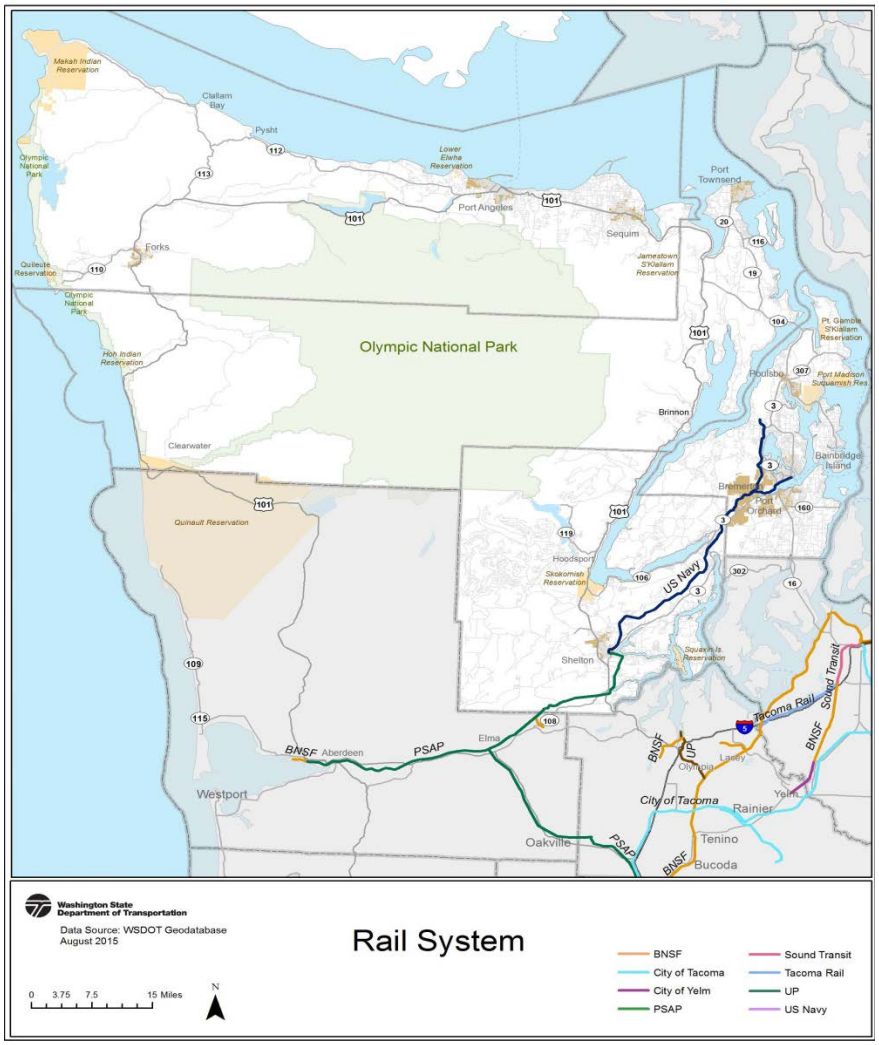
Freight and Goods Transportation System



Rail Freight Facilities

Regional rail service is limited in the Peninsula RTPO area. The Puget Sound & Pacific Railroad (PSAP), which is privately owned, is the only active rail line within the four counties. PSAP was formed in 1997 by the purchase of BNSF's remaining ex-Northern Pacific lines west of Centralia by the Arizona & California Railroad Company. In addition to its lines serving Hoquiam (84 miles) and Shelton (25 miles); the PSAP took over the operating rights of the United States Government tracks from Shelton to Bangor (44 miles) and Bremerton (4.6 miles) which had been obtained by BNSF predecessor Burlington Northern in 1994. This line serves Naval Base Kitsap with its only rail connection to the rest of the North American rail network. The rail line is designated as R3 Rail Economic Corridor, which carries 500,000 to a million tons per year.[8] The traffic base of the railroad includes forest and agricultural products, and chemicals. Traffic through Mason has increased as the Port of Grays Harbor export operations have grown.

Rail System



[8] Washington State Freight Mobility Plan, October 2014

Regional Public Transportation

In rural areas, public transportation is critical to connecting people to jobs, education, shopping, and health services. The Peninsula RTPO region is serviced by both public and private transit providers. Regional public transit providers are Mason Transit, Jefferson Transit, Clallam Transit and Kitsap Transit. Public transportation providers provide fixed-route bus, ride share, and deviated fixed-route bus services for use by the general public. Most of the service providers also extend their service beyond their county lines into adjacent counties and nearby cities. For example, Mason Transit extends service from Mason County into Kitsap County to the northeast. It also provides service connections to transit service in Thurston County to the east.

Clallam Transit System (CTS) provides transit services throughout Clallam County, serving a population of 70,470 people in an area of 1,753 square miles. CTS provides vanpool, fixed-route, paratransit throughout Clallam County and dial-a-ride service in a specific designated area. Dial-a-ride service is provided in all rural areas north of US 101 from the intersection of 101 and Old Olympic Highway/O'Brien Rd. on the west and Blake Avenue in Sequim on the east.



Source: Jefferson Transit

CTS connects with Jefferson Transit in eastern Clallam County at Sequim for service into Jefferson and Kitsap Counties. This service provides access to Island County and the Central Puget Sound region by way of the Washington State Ferry System. A connection with Jefferson Transit in western Clallam County at Forks provides service into Jefferson and Grays Harbor Counties to complete the US 101 loop. CTS coordinates paratransit trips that can be integrated into CTS's fixed-route system whenever possible.

Jefferson Transit provides transit services throughout Jefferson County. Much of the area is comprised of Olympic National Park; the Olympic Mountains form a geographic barrier between eastern and western Jefferson County. Jefferson Transit provides a variety of public transportation services that include fixed-route, route deviation, vanpool, ride-matching, and regional and intercity bus connections. In East Jefferson County, fixed-route (including deviated fixed-route) service is provided weekdays and Saturdays on six routes. ADA paratransit service, Dial-A-Ride, is provided by Jefferson Transit staff and vehicles in East Jefferson County.

Jefferson Transit's routes in east Jefferson County provide frequent connecting service to the Port Townsend/Coupeville Washington State Ferry (WSF) terminal, six days a week. Fixed-route connections are made with Kitsap Transit in Poulsbo and with Clallam Transit in Sequim

six days a week. Connecting service with Mason Transit Authority in Brinnon is available Monday through Saturday. Connections between Grays Harbor Transit and Clallam Transit, via Jefferson Transit, are provided Monday through Saturday between Forks and Amanda Park in western Jefferson County.

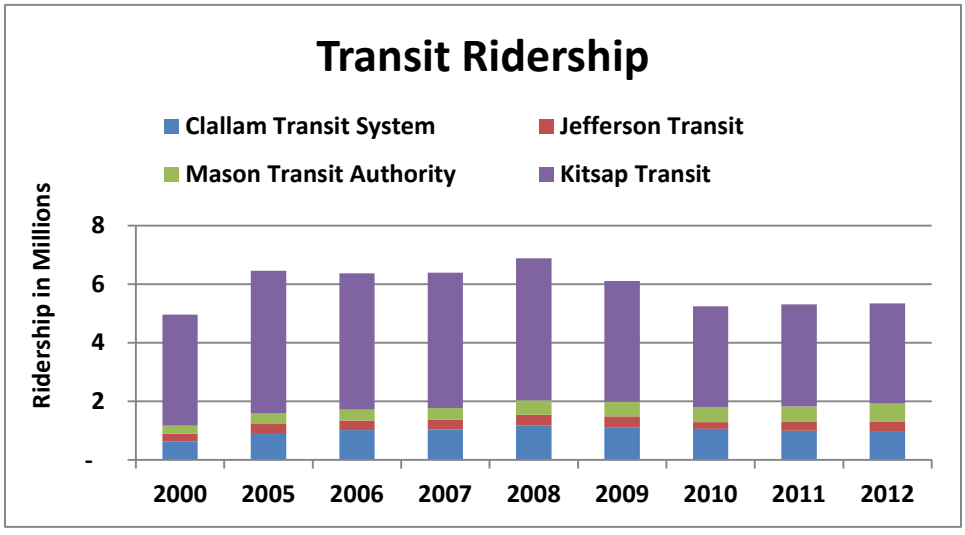
Kitsap Transit operates 40 fixed routes Monday through Friday, *transit service is primarily offered within the urban boundaries*. Of those, 14 are commute-hour only routes, timed to meet ferries. During commute hours many of these all-day routes are also scheduled to meet Washington State Ferries at Bainbridge Island, Bremerton and Southworth. Kitsap also provides door-to-door or curb-to-curb transportation to older adults and people with disabilities, who are unable to use the fixed route transit system. Kitsap Transit operates a vanpool program for commuters, allowing them to ride together to their workplace.



Kitsap Worker/Driver Bus

Kitsap Transit also operates a Worker/Driver program, which offers another commuting option. Worker/Driver buses are driven by full-time employees ("worker") of the military facilities who are also part-time employees of Kitsap Transit ("drivers"). Buses operate much like a large carpool. The driver boards their bus near their home in the morning and travels to work, picking up co-workers along the way. After work, they hop back in their bus with their co-workers and drop them off on their drive home.

Mason Transit Authority (MTA) provides accessible public transportation services throughout Mason County, with connections to adjacent counties, and serves the local population of 60,699 people in an area of 967 square miles. MTA utilizes a



combination of fixed-route, route deviation, and demand response (Dial-A-Ride) service, as well as coordinated volunteer transportation. MTA operates 10 fixed routes in its service area with connections at the Kamilche Transit Center, Olympia Transit Center, the Bremerton Transportation Center, and the Brinnon Store which, in turn provides access to State ferries, AMTRAK and Greyhound bus service plus the following neighboring transit systems; Kitsap Transit, Jefferson Transit, Intercity Transit, Grays Harbor Transit, and Pierce Transit. MTA like Kitsap Transit provides Worker/Driver express routed service to and from the Puget Sound Naval Shipyard (PSNS) for day shifts. Four coaches operate from Shelton and Belfair to PSNS in Bremerton, Monday through Friday.

The four countywide public transit agencies that service the Peninsula RTPO Region served 5,343,898 people in 2012. Between 2000 and 2010 the region transit ridership on public transit increased by 5%, however during the same period, two transit agencies, Jefferson and Kitsap transit agencies experienced a reduction in ridership (-12% and -10% respectively).

Private Transportation Providers

Besides the four public transit agencies, there are several private and nonprofit transportation providers that provide transportation service within the region. These smaller, private transit companies help to supplement the work of the larger public transit agencies by specializing in providing transit services. Rocket Transportation provides door-to-door SeaTac airport shuttle service to and from Port Angeles, door to door SeaTac airport shuttle service to Sequim, door to door SeaTac airport shuttle service to Port Townsend and more throughout Clallam and East Jefferson Counties by reservation. Olympic Bus Line which is an independent agent of Greyhound operates the Dungeness Line. The Dungeness Line provides intercity bus service twice daily between Port Angeles, Sequim, Discovery Bay, Port Townsend, and Kingston, to and from, Edmonds Amtrak, Seattle Greyhound, Seattle Hospitals, Seattle Amtrak, and Seattle-Tacoma International Airport. The Dungeness Line is the first Travel Washington intercity bus route to provide international connections for rural residents of Washington State.

Human Service Transportation

Human Service or Special Needs transportation includes a broad range of services designed to meet transportation needs such as transportation for people with a disability or transportation for seniors. Human service transportation in the Peninsula region is provided by a vast array of faith-based organizations, not-for-profit organizations, veterans' organizations, senior centers, community centers, and hospitals. In addition, transportation brokers arrange trips for clients from a wide assortment of qualified transportation providers.

The Peninsula RTPO recently updated its *Regional Human Services Transportation Coordination Plan* for Clallam, Jefferson, Kitsap, and Mason Counties in 2014. The update builds upon the findings from the original 2007 plan and 2010 update, and contains an expanded

needs assessment, a more recent description of potential service strategies, and the results of prioritizing those strategies. The plan provides more detail information on the existing transit service provided by the regional transit agencies, tribal transit, commercial and paratransit services as well as unmet transportation needs.

Tribal transit

Tribal transit providers have become an important part of the regional public transit system. Tribal transit providers operate a variety of transit services not only for their tribal members, but make the service available to the surrounding public. Services include demand response, which is scheduled in response to calls from passengers; fixed routes, which are buses operating according to a set schedule; and deviated-fixed routes, which are fixed routes that allow for minor route deviations in response to passenger calls. Tribal transit providers are primarily funded through the Tribal Transit Program (5311(c) and rural and human services grants administered through the WSDOT. MAP-21 increases funding for the 5311(c) Tribal Transit Program from $15 million in FY 2012 to $30 million in FY 2013 - FY 2014.

Within the Peninsula RTPO six of the nine member tribes are operating or have initiated some sort of transit services. Quileute, Makah, Quinault, Squaxin Island and Skokomish provide bus services, through ownership or contract with local transit agencies, to their reservations and surrounding communities. The Jamestown S'Klallam Tribe works directly with Clallam Transit to provide additional service to the east end of Clallam County. The Tribe's Blyn Campus is located along Clallam's Route #50 which runs four times per day between the transit center in Sequim and Blyn. With this expanded service, transit riders can now access eastern Clallam County on a more regular basis, seven times per day. The route is funded with Federal Transit Administration (FTA) grants. Its future is subject to funding availability. Likewise the Skokomish Indian Tribe has worked with MTA in establishing a pilot public transit service enhancement project funded by a grant from FTA. Mason Transit US Highway 101 between Shelton and Hoodsport and State Route 119 to the Skokomish Park.

The Makah Tribe initiated Makah Public Transit to provide public transportation on the Makah Reservation. The transit system operates a deviated fixed-route service to transport the general public, elders, and disabled passengers from various community subdivisions throughout the Makah Reservation. It also provides deviated fixed route service as well as a curb-to-curb paratransit service for the elderly and disabled. The Makah transit system engages in active coordination activities with Clallam Transit which connects services in Neah Bay three times daily.

The Squaxin Island Tribe operates Squaxin Transit, a free public transportation service that serves residents of the Squaxin Tribal community and the surrounding Kamilche area. Squaxin Transit operates on a deviated fixed route basis Monday through Friday and connects with Mason Transit Authority (MTA) at the Kamilche Transit Center near the US101/SR108

interchange. Squaxin Transit also offers limited service to the communities of McCleary and Elma in Grays Harbor County. Linking to MTA provides Squaxin Transit riders with access to employment, education, recreation and social services in Olympia and Shelton, as well as connections to more distant regional destinations via MTA, Grays Harbor Transit and Intercity Transit.

The Quileute Tribe continues to operate a free Community Shuttle service that is open to the public. The shuttle makes nine runs from La Push to Forks Monday through Friday. It averages 1,000 passengers per month, and ridership continues to increase. Aside from the regional connection the shuttle serves tribal offices, the health clinic, and tribal residential areas. Clallam Transit buses continue to provide transit service from Forks to La Push three times a day, six days a week. In May 2014, Elwha Transit Pilot Project began a fixed route bus service operating four times a day Monday through Thursday. Clallam Transit provides bus service separately to the Elwha Valley and Heights communities, but is unable to provide service between residential communities and tribal services. The Tribe began an intra-tribal loop route connecting Bluffs, Heights, and Valley residents with the Elwha Health Clinic, and Justice Center on US 101. Clallam Transit buses pass the clinic 7-8 times in each direction providing access to the transit hub in Port Angeles.

Park and Ride Lots

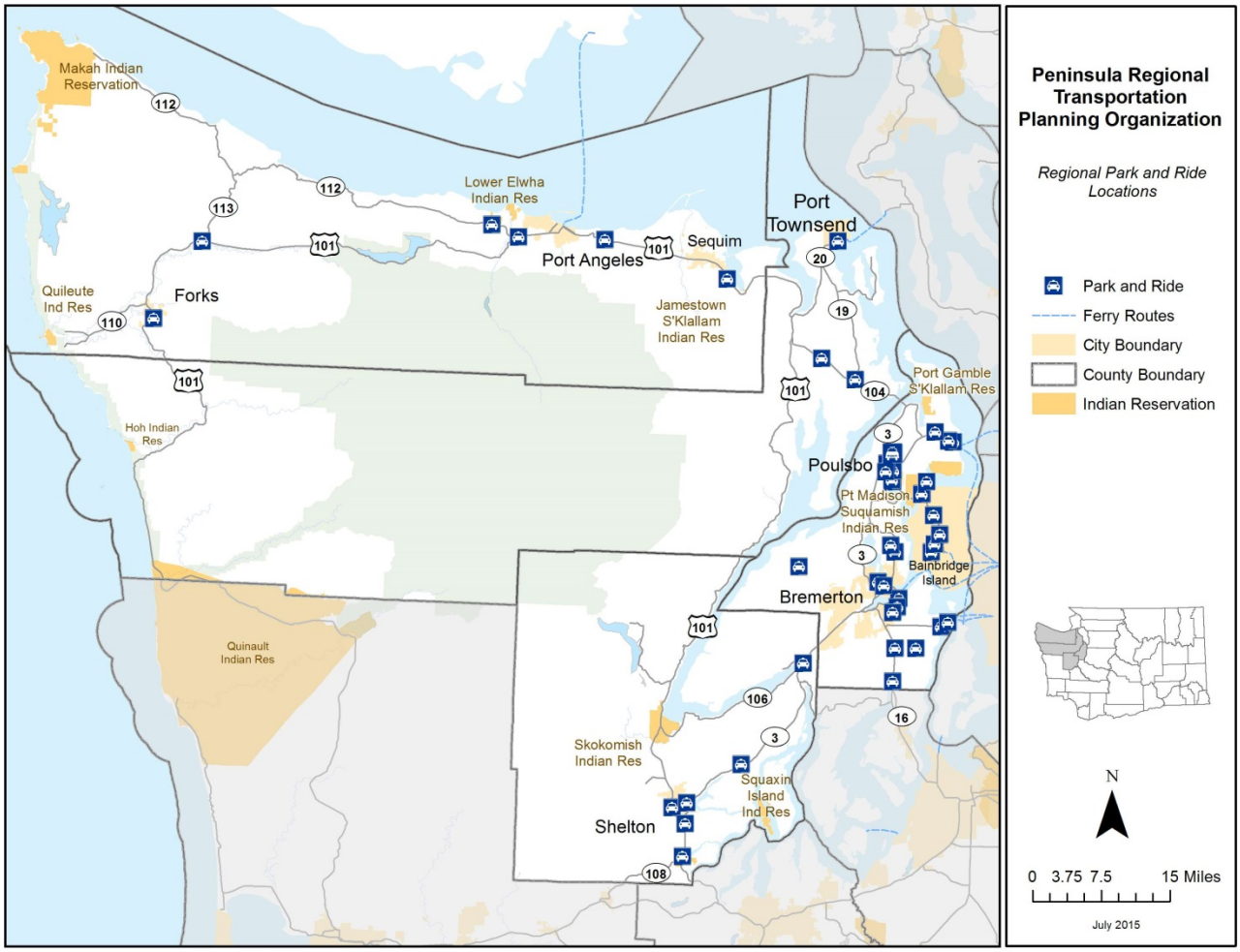
Park and ride lots play an important part in providing locations throughout the Peninsula Region for transfer from private vehicles to public transit vehicles. The four countywide public transit agencies offer transit service connections to these park and ride sites. There are over 40 park and ride locations within the Peninsula Region. Park and ride locations offer a transfer to transit service as well as provide a location for vanpool and carpool participants to meet.

The character of park and ride lots in the PRTPO region varies, from lots with improvements such as lighting and signing, to much less “formal” facilities which in many cases double as parking lots for other uses, such as churches. The less “formal” types of park and ride lots have been obtained by cooperative lease arrangements. While the development and use of these “informal” parks and ride lots are cost effective, their chief drawbacks are a lack of visibility, poor identity as a transit resource, and the temporary nature of some of the arrangements.

The majority of the park and ride and park and pool lots are near the Peninsula’s major cities and along its major roadways such as state routes. Most of the park and rides are located in Kitsap (24) and Mason (11) Counties. Three Park and Ride lots are located in Jefferson County and four park and ride lots are in Clallam County near Port Angeles and the City of Forks. Beginning with the Deer Park and Blyn Park and Ride Lots, Clallam County and the Jamestown Tribe have built pedestrian underpasses to allow safe bi-directional movement of transit riders to both sides of US101, where surface crossings of the busy highway would be ill advised. Currently there is no

good information as to the utilization of the various lots in the Olympic Peninsula to gage their effectiveness.

Regional Park and Ride Lots



Active Transportation

Active transportation is a term often referred to as non-motorized transportation. “It is getting around powered by human energy, primarily walking and bicycling. Just as motorized transportation networks connect destinations via an interconnected system of roadways that allow travelers to get from point A to B, active transportation network allows people to do the same thing by walking and bicycling.

A well-balanced transportation system offers a variety of safe and convenient travel options. Every traveler is a pedestrian at the beginning and end of the trip, since even drivers need to move safely and conveniently to and from the car; while many people take advantage of biking for some of their trips – children pedaling to school and urban commuters riding to work. Many

people still see bicycling solely as a recreational endeavor while it has evolved to become a legitimate mode of transportation that must be supported by spending transportation funds on bicycle facilities. Bicycling plays a big role in the regional transportation system along with walking can improve personal and environmental health, reduce traffic congestion, and enhance ones quality of life, among other things.

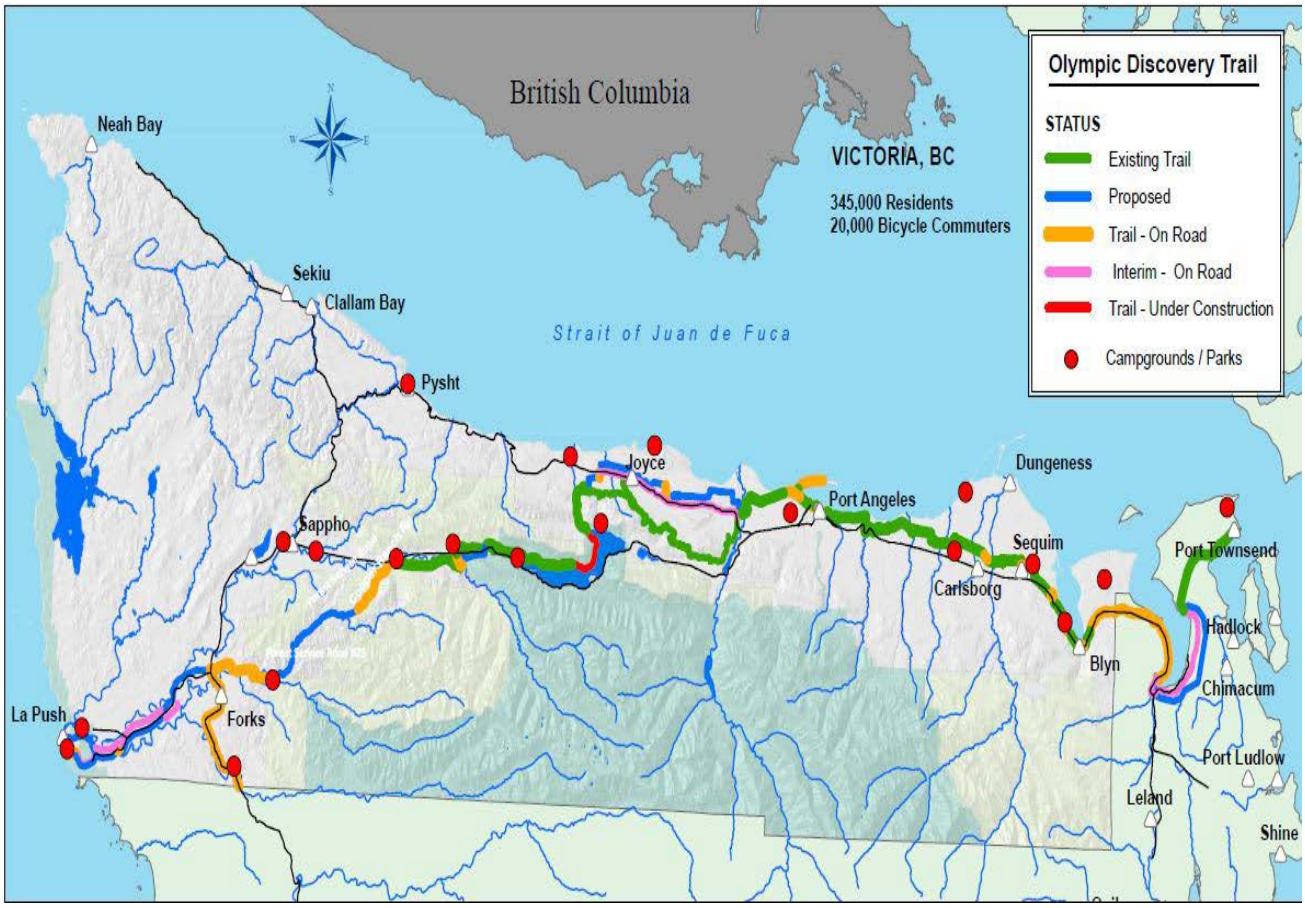
The *Washington State Bicycle Facilities and Pedestrian Walkways Plan* statewide goal is to increase bicycling and walking while reducing injuries and deaths. The plan sets a goal of decreasing collisions by five percent per year for the next 20 years, while doubling the amount of biking and walking within the state. This Plan also establishes objectives and performance measures in each of the State's five transportation policy areas (RCW 47.04.280).


SR 19 Chimacum

Within the urban areas, throughout the region, sidewalks are in demand. As increasing numbers of people walk to improve their health and to reduce their impact on the environment, sidewalks are essential for pedestrian safety. Until recently, sidewalks were sometimes viewed as an optional amenity to be funded and maintained by adjacent property owners, not as an integral part of the transportation network. While within the urban areas sidewalks are in demand, in the rural areas there has been an equal demand for regional trails and bicycle safe shoulder widths. The lack of regional trails and bicycle safe shoulders in the rural areas has been a barrier to an effective active transportation network. The Peninsula RTPO has funded a number of trail and pedestrian projects and segments of the Olympic Discovery Trail through the Transportation Alternative Program (TAP), formerly the transportation enhancement grant funding process.

The Peninsula RTPO region has some of the most beautiful trails in Washington State. The longest trail in the region is the Olympic Discovery Trail, which is envisioned to extend 130 miles from the City of Port Townsend area in Jefferson County westward through Clallam County to the Pacific Coast. Currently the Olympic Discovery Trail extends continuously 35 miles from the Clallam-Jefferson County line to the Elwha River, west of Port Angeles. The trail's use varies depending upon local needs and circumstance with trail use counts of over 110,000 trips per year at Railroad Bridge Park. In Jefferson County, the eight mile segment from the marina in Port Townsend to the 4 Corners intersection is used as a recreational bicycling, walking, hiking and equestrian trail. In both Jefferson County and Clallam County the trail sees

increasing use for commuter purposes as well. The Olympic Discovery Trail has been a priority project for the Peninsula RTPO since its inception.



The regional plan calls for the development of a transportation system that creates more travel choices while preserving environmental quality and open space. The plan promotes walking and bicycling opportunities, improving availability of public transit, fostering trail connectivity, and providing Safe Routes to Schools. Bicycle and pedestrian transportation plays a key role in achieving these objectives.

Level of Service Standards

Level of Service (LOS) is a measure of the ability of a road, intersection, trail or bus route to handle the amount of traffic using that facility. State law allows agencies to use any number of performance measures to evaluate operational efficiency of the transportation system, as long as it is coordinated regionally. Currently, this region uses traditional Volume-to-Capacity ratio or V/C ratio that focuses on mobility (the capacity of the system). LOS is a qualitative measure describing operational conditions within a traffic stream, generally in terms of such service

measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. LOS may use a grading system, with “LOS A” representing free flow and “LOS F” reflecting stop and go or failing traffic flows.

The Growth Management Act requires that cities and counties adopt LOS standards for at least for local arterial streets and transit routes to ensure appropriate transportation planning is provided for the land use development permitted within the jurisdiction. RCW 47.06.140 provided WSDOT with the authority to set LOS standards on HSS routes. It also provides that RTPOs in consultation with the WSDOT will set level of service standards for regionally significant highways (non-HSS). In response to RCW 47.06.140 the Peninsula RTPO reviewed its adopted level of service standards (LOS) and reaffirmed the following LOS standards for urban and rural routes. Kitsap County follows LOS standards as adopted by the Puget Sound Regional Council.

Area	LOS Standard	Description
Rural	LOS C	Includes areas outside city limits. This includes unincorporated urban growth areas boundaries.
Urban	LOS D	Includes areas within city limits and associated urban growth area boundaries.

With the exception of WSDOT, all jurisdictions calculate a volume to capacity ratio for roadways. Roadway LOS using Volume/Capacity is an industry standard though there are other methods, for example, WSDOT uses *vehicle hours of delay by time period* as their measure.

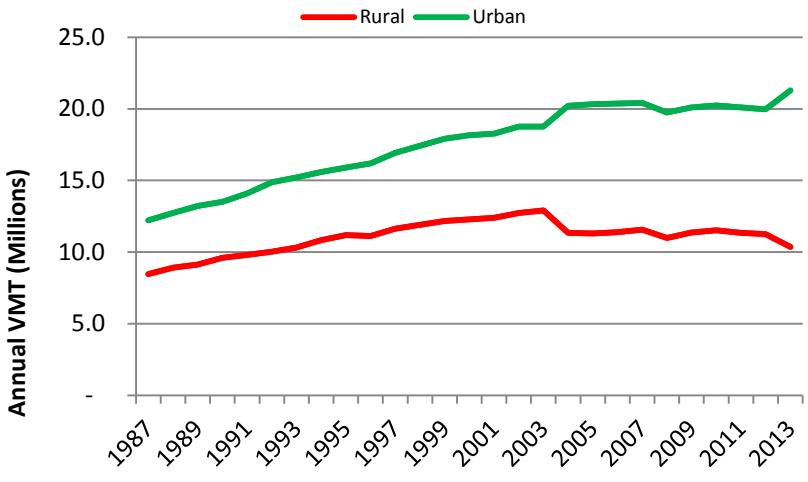
The Peninsula communities, like the majority of Washington communities, have typically adopted LOS standards based either on the operational conditions of arterial intersections or on the automobile volume-to-capacity ratio of arterial streets. These two approaches focus on operational performance and volume of automobiles that can efficiently use the arterial street network during the busiest time of the day. There has been a growing shift to consider the measurement of the total multimodal transportation from measuring vehicles to measuring people throughput. Though the 2010 Highway Capacity Manual (HCM) currently includes non-motorized methods to measure performance one of the challenges facing intermodal integration is that the planning framework needed for it lacks appropriate measures of level of service that cut across the modes involved and the connections between them. In thinking about multimodal level of service measures we face conceptual and analytical challenges that stem from the need to integrate the measures of performance for different components of a multimodal system. To date, few jurisdictions in the State of Washington have adopted a multimodal LOS. The Peninsula RTPO is currently developing a regional travel demand model; once this model is developed consideration should be given to further examining a multimodal level of service.

Traffic Forecast

In order to determine transportation needs RTPOs are required to do some sort of traffic demand forecasting to identify where transportation capacity (mobility) needs exist. A regional analysis provides a picture of levels of service in the Peninsula RTPO area. It is important to emphasize, however, that analysis contained in this plan is not a substitute for local level analysis and planning. Rather, the regional analysis is intended to provide trends and information to help WSDOT and local jurisdictions identify areas of regional potential concern.

Rural planning areas, such as the Peninsula RTPO, are able to make use of a basic trend line extrapolation formula or some low cost modeling technique to determine transportation needs in lieu of a land use based travel demand model as used by the metropolitan planning organizations. The WSDOT Statewide Highway Analysis Program was used to conduct the regional traffic demand forecast analysis for the development of this regional plan by providing a screen line analysis of roadway segments within the Peninsula Region. This program provides a simplified level-of-service report card grading system to identify where on the regional transportation system exists. The Washington Statewide Highway Analysis Program is the methodology used for corridor analyses in prior Washington Transportation Plans (WTP) and in subsequent Highway System Plan (HSP) updates; therefore it provides the RTPO with a compatible process with that of the HSP analysis process.

For long-range planning purposes, future-year conditions are forecasted to determine when and where congestion will occur. This is not an operational analysis; therefore no intersection or interchange analysis was conducted. It is important to note that the analysis performed also does not reflect the impact of congestion associated with weather, special events, construction, collisions or incidents. The analysis primarily focuses on state routes, which the RTPO recognizes as the major routes of our regional system that interconnect the member counties. The result of this analysis is identified in Appendix B.

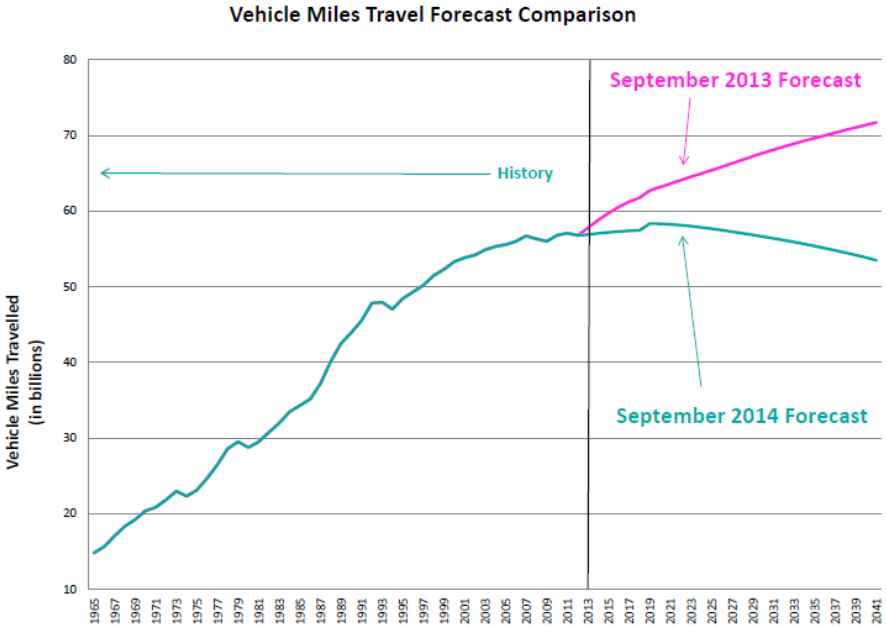


WSDOT Transportation Data & GIS Office

The base year for the analysis was 2010. It should be noted that traffic volume growth since the analysis was done has slowed; therefore the projections may not reflect present trends. Recent traffic volumes have not increased as they have previously done since 2008 decreased or remained flat.

Annual Vehicle Miles of Travel (AVMT) is the number of miles traveled by all vehicles on a given portion of the road network in a year. The following graph provides the historical VMT trend for the state highway system for the past 26 years VMT has historically increased annually. However, the rate of increase has slowed in recent years, culminating in a decline in 2008 and only partial rebounding in the years since. The decrease from 2003 to 2004 was the result of the 2004 introduction of a more sophisticated methodology for calculating AVMT.

This modest growth trend in VMT was reflected in the OFM's revised 2014 traffic forecast. Where OFM has forecasted that traffic through 2041 will continue to grow modestly followed by a slight decline as depicted in the following graph. Region wide each of the four counties has experienced a decrease in total AVMT between 2010 and 2013, Clallam -4%, Jefferson -1.6%, Mason -5.2% and Kitsap -0.1%.



Travel Trends

Growth in population and employment, development, and resulting land use patterns together with its distribution all affect travel demand. However, other demographic factors also influence travel demand. These factors include household size, workforce participation, employment patterns, and vehicle ownership. The US Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) program uses Federal, state and Census Bureau information to depict travel from home to work patterns of employees.

The LEHD table on the following page depicts those living and/or working within one of the four counties within the region. Residents are mostly employed within their respective counties; for instance 95% of Clallam residents worked within Clallam. Some of this can be attributed to an increase of residents working at home. Mason is the exception where a significant number of county residents (42.3%) worked outside the county in 2010.

LEHD Journey to Work

Place of Residence	Place of Work	2000	2000 Percent	2010	2010 Percent	2000-2010 Change
Clallam	Clallam	22,592	95.1%	25,800	95.8%	3208
	Jefferson	574	2.4%	470	1.7%	-104
	Kitsap	152	0.6%	155	0.6%	3
	Mason	17	0.1%	30	0.1%	13
	Grays Harbor	57	0.2%	10	0.0%	-47
	King	261	1.1%	335	1.2%	74
	Pierce	91	0.4%	120	0.4%	29
	Thurston	24	0.1%	15	0.1%	-9
Kitsap	Clallam	100	0.1%	60	0.1%	-40
	Jefferson	344	0.3%	410	0.4%	66
	Kitsap	82,265	79.3%	92,375	82.7%	10,110
	Mason	611	0.6%	570	0.5%	-41
	Grays Harbor	21	0.0%	35	0.0%	14
	King	14,960	14.4%	12,125	10.8%	-2,835
	Pierce	5,116	4.9%	5,960	5.3%	844
	Thurston	325	0.3%	230	0.2%	-95
Jefferson	Clallam	436	4.2%	555	4.9%	119
	Jefferson	8,508	82.4%	9,425	83.1%	917
	Kitsap	793	7.7%	795	7.0%	2
	Mason	34	0.3%	10	0.1%	-24
	Grays Harbor	11	0.1%	30	0.3%	19
	King	424	4.1%	435	3.8%	11
	Pierce	78	0.8%	65	0.6%	-13
	Thurston	35	0.3%	25	0.2%	-10
Mason	Clallam	18	0.1%	70	0.3%	52
	Jefferson	26	0.1%	10	0.05%	-16
	Kitsap	2,744	14.7%	3,015	13.9%	271
	Mason	10,802	57.8%	12,530	57.7%	1728
	Grays Harbor	408	2.2%	355	1.6%	-53
	King	1,003	5.4%	1,305	6.0%	302
	Pierce	860	4.6%	890	4.1%	30
	Thurston	2,841	15.2%	3,535	16.3%	694

For the Peninsula Region the LEHD Journey to Work data indicates that the Mean Travel time to work on average in the region has decreased by one minute. For the majority of the counties in the region the mean travel time decreased or did not change, except for Mason County where mean travel increased by one minute.

Mean Travel Time to Work (minutes)	2000	2010	Difference 2000-2010
Clallam	21.4	21.4	0
Jefferson	26.0	24.3	(2)
Kitsap	32.5	30.2	(2)
Mason	30.8	31.7	1
Region Average	**27.7**	**26.9**	(1)

The data also indicates that 70% of the region drives alone from home to work in 2010. Between 2000 and 2010 the use of bicycles, walking, along with motorcycles and driving alone increased over the past decade. However, there was decline in the number of people who carpool or use transit to work between 2000 and 2010. Also 26% more people in the region work at home in 2010 than in 2000.

PRTPO Region	2000	Percent of Total Workers (2000)	2010	Percent of Total Workers (2010)	2000-2010 Change	2000-2010 Percent Change
Total Working Population	160,660		175,903		15,243	
Drive Alone	110,110	68.5%	123,019	70%	12,909	11.7%
Carpool	23,135	14.4%	21,299	12%	(1,836)	-7.9%
Transit	9,813	6.1%	9,721	6%	(92)	-0.9%
Bicycle	985	0.6%	1,090	1%	105	10.7%
Walk	5,790	3.6%	7,046	4%	1,256	21.7%
Motorcycle/Other	2,655	1.7%	3,419	2%	764	28.8%
Worked at Home	8,155	5.1%	10,309	6%	2,154	26.4%
Total	**160,643**	**100%**	**175,903**	**100%**	**15,260**	**9.5%**

Regional Preservation and Maintenance

The state transportation infrastructure is aging while reliance on the transportation systems to sustain the state's economy and provide mobility is growing. Much of the state's roadway system was built between the 1950s and 1970s and is now at or near the end of its useful life. Therefore Preservation is one of six statewide transportation goals established by the legislature as identified in the Washington Transportation Plan (WTP).

> *Preservation: To maintain, preserve and extend the life and utility of prior investments in transportation systems and services.*

The term maintenance and preservation is often used interchangeably by jurisdictions, however, for this discussion *Maintenance* will refer to the day-to-day activities needed to keep the transportation system in good working order; daily operations that keep the system safe, clean, reliable and efficient. Such activities include filling potholes, repairing drainage ditches, repairing guardrails, replacing damaged signs, plowing snow, removing rocks, and efficiently operating traffic signals. *Preservation* are those specialized maintenance activities that serve to extend the originally estimated useful life of the system structures and facilities through such projects as repaving roads, rehabilitating bridges, and rock fall protection.

The Peninsula RTPO considers the preservation of the region's existing transportation infrastructure and services as a high priority. Preservation and maintenance is absolutely critical to the transportation system. The transportation system fails without a strong preservation and maintenance program; everything hangs on timely, effective upkeep. The RTP establishes preservation and maintenance as a goal for the region.



US 101 Paver - WSDOT

Goal: Protect investments that have already been made in the transportation system and keep life-cycle costs as low as possible.

Policies:
5a Prioritize maintenance/ preservation, operations, and repair of existing transportation system with an eye to adapting existing routes to accommodate non-motorized modes of transportation.
5b Use preventive maintenance programs to ensure lowest life-cycle costs.
5c Coordinate utility and road projects to minimize the impact of utility projects on the structural integrity of roads; where possible, leverage investments for both project types to deliver more cost-effective public facilities.
5d Explore innovative programs that reduce infrastructure life-cycle cost or increase efficiency of service delivery, including use of new materials, technologies, and resource
5e Coordinate road projects with neighboring jurisdictions.

Preservation encompasses preventative and major maintenance of the assets that make up the statewide transportation network. The region's broad and diverse network encompasses all forms of transportation and all capital facilities and includes access to public transportation service. An important component of the preservation and maintenance program for the Peninsula RTPO Region is its paving program. This program is operated by WSDOT for the state highways in the region and by the four local counties for their county-owned roadways. The table on the next

page illustrates the type of county road pavement by mileage in each of the four counties which include their associated cities, as well as tribal reservations within the Peninsula RTPO Region.

Surface Paving Type Managed by Jurisdictions

	Local Roads (Miles)						State Highway (Miles)				Regional
	ACP	BST	Gravel	PCCP	Other (earth, primitive)	Total	ACP	BST	PCCP	Total	Total
Clallam*	289	391	14	3	0	698	205	194	2	401	1098
Jefferson	65	661	144	0	0	870	208	63	3	274	1144
Kitsap*	1789	299	8	24	0	2120	369	0	5	374	2494
Mason	401	779	92	8	1	1281	186	82	1	269	1550
Tribal Reservations**	10	1	2	0	8	21	0	0	0	0	21
Regional Total	**2,554**	**2,131**	**261**	**35**	**8**	**4,989**	**967**	**339**	**11**	**1,317**	**6,306**

ACP: Asphalt Concrete Pavement, BST: Bituminous Surface Treatment (Chip Seal), PCCP: Portland Cement Concrete Pavement
* Forks and Poulsbo data not available
** Makah and Quileute data not available

With decreasing funding sources, some of the PRTPO's counties are starting to experience challenges to keep up with their repaving schedules. With the loss of the Federal Secure Rural Schools and Community Self Determination Act funding, which represents as much as 25% of some of the counties' operating budgets, and with reductions in revenues received from the Motor Vehicle Excise Tax (MVET), counties like Jefferson County cannot fund a complete preservation program. Currently, their preservation program is operating at about 50% of its historic level and further reductions could be expected.

Increasingly, the county paving programs in the Peninsula Region are using chip sealing to maintain their roadways because it is the most cost effective preservation technique. Rural counties like Jefferson County do very little paving due to its high cost, and the county tolerates reduced ride quality and rutting as a result. In order to fund any preservation, other maintenance in Jefferson County is being deferred, particularly in the area of drainage structure replacement (culverts) where a single project can easily cost 25% to 50% of an entire year's maintenance budget and fish passage requirements continue to result in even higher costs. Jefferson County is experiencing road failures at culverts on a 1 to 2-year recurrent basis due to this lack of maintenance, which has resulted in road closures, temporary loss of resident access, and further budget impacts.

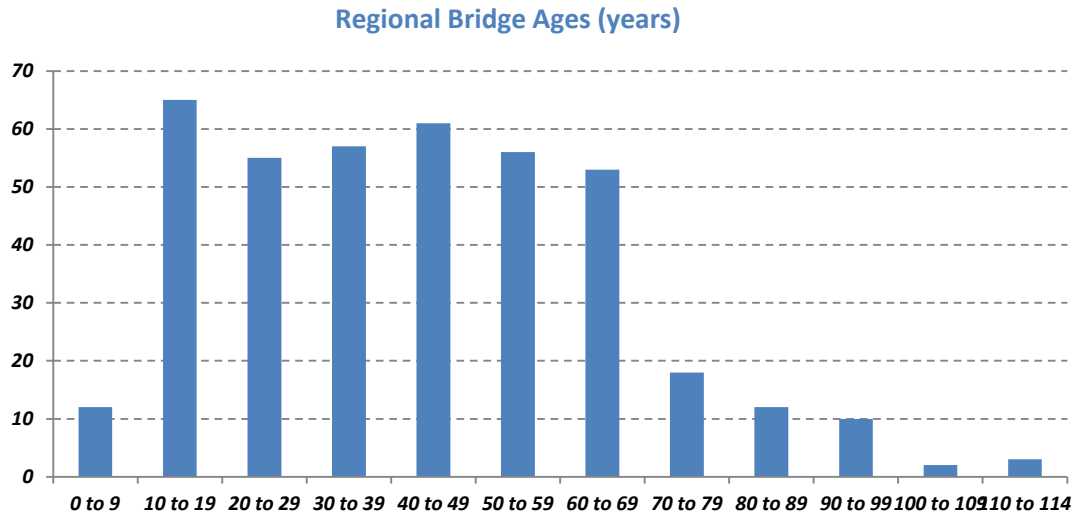
The most urbanized county in the Peninsula Region is Kitsap County. Kitsap County is still able to fund its roadway maintenance program with an average of 36-44 lane miles a year mostly of thin lift asphalt overlay, and 36-40 lane miles of seal coat. But the county expects that when oil prices begin to spike again after the recession is over, the county costs for roadway maintenance will increase sharply with a corresponding reduction of lane miles treated.

Mason County, which has approximately 637 centerline miles of roadway of which over half is classified as local access roadways, is having a difficult time finding funding to maintain its local access roads. Currently, the county paves approximately 50 miles per year; this is a combination of Hot Mix Asphalt (HMA) and Chipseal.

Clallam County has 500 miles of county road. Up until three years ago when Secure Schools Road funding started to diminish and timber harvest revenues dropped, the county was chip sealing/HMA 70 miles of road per year on a 7 year rotation cycle. The County is now down to 30 miles of chip sealing/HMA per year and a 17 year rotation schedule. At this rate Clallam County roads will be experiencing significant deterioration before they can be resurfaced.

Regional Bridges

Bridges within the Peninsula Region play an important part of the transportation system by connecting roadways that are separated by the area's many rivers and other water bodies including the Hood Canal. Bridges within the region are operated and maintained by the Washington State Department of Transportation (WSDOT) or by local jurisdictions.



Approximately, 28% of the bridges in the region are located in Mason County while 26% are in Clallam County, 30% in Kitsap County and 16% in Jefferson County. The majority of bridges within the region (59%) are owned by WSDOT. This portion of the regional road system is analyzed regularly and has been the focus of much evaluation over the past couple of years.

A Federal mandate requires a biannual review of all bridges to determine their condition. The result of this inspection is a rating of bridges to determine if they are structurally deficient or functionally obsolete. Of those bridges, within the four counties which have been designated

structurally deficient, over half are owned by local jurisdictions. Similarly those bridges designated functionally obsolete, 30% are owned by local jurisdictions.

WSDOT and Locally Owned Bridges within the Peninsula RTPO

	Total Bridges	Structurally Deficient	Functionally Obsolete
Clallam			
WSDOT	70	4	14
Local	37	7	4
Jefferson			
WSDOT	36	2	14
Local	28	0	5
Kitsap			
WSDOT	83	2	22
Local	37	3	5
Mason			
WSDOT	49	3	16
Local	64	2	14
Region	404	23	94

Source: WSDOT

Bridge Condition Definitions

Structurally Deficient: *This ratings means a bridge is in a structurally deteriorated condition and does not adequately carry its designed traffic loads. Weight restrictions or closures may be posted depending on the limits of the bridge's load carry capacity.*

Functionally Obsolete (FO): *This rating means the bridge does not have adequate approach alignment, geometry, clearance, structural adequacy, or waterway adequacy to meet the intended traffic needs; or is below the accepted design standards.*

Sufficiency Rating (SR): *This is a qualitative value that measures the bridge's relative capacity to serve its intended purpose. A sufficiency rating will vary from 1 to 100, with a smaller value indicated a lower sufficiency.*

(2013 Report Card for Washington's Infrastructure, May 2013)

The Washington State Department of Transportation Bridge Office inspects its bridges every two years. This two-year cycle allows the department the opportunity to inspect every bridge it owns and operates. According to the Department of Transportation's Bridge Office, the classification of Structurally Deficient refers to a bridge that is in a structurally deteriorated condition and does not adequately carry its intended traffic loads. While the classification of Functionally Obsolete refers to a bridge that does not have adequate approach alignment, geometry or clearance to meet the intended traffic needs and is below accepted design standards. In many cases it means that the bridge was built to outdated standards but is

still structurally sound. Often, a bridge is deemed obsolete simply for being narrower than engineers would currently like it to be, given the level of traffic throughput. However, one factor in deeming a bridge "functionally obsolete" can be that it wasn't built to withstand current vehicle weight loads or heights.

An example of the lesser standards of earlier days is the Agate Bridge at Bainbridge Island built in the 1950s. It is classified as functionally obsolete because its lanes are too narrow; its two lanes together are only 19.5 feet wide and each lane should be 12 feet wide with 6 feet wide shoulders or a combined width 40 feet. This bridge provides the only land access to Bainbridge Island.



Agate Pass Bridge; Source WSDOT

The American Society of Civil Engineers released their 2013 infrastructure report card; the report card says 1,693, or 21.6 percent, of Washington's bridges are functionally obsolete. Sixty-seven percent of the state's roads are in poor or mediocre condition.

> Washington State has maintained conditions with an average sufficiency rating (SR) of 81 with only 5% (391) of bridges structurally deficient (SD), ranking Washington state sixth nationally for lowest percentage of structurally deficient bridges and conditions for state and local agencies mirror each other. However, Washington only ranks thirtieth in the nation when functionally obsolete (FO) bridges are included. Of the state's bridges, 20% (1,548) are classified as such, as opposed to the national average of 13%.
>
> The numerous functionally obsolete bridges reflect the growing age of Washington's infrastructure. Currently, the average bridge age in Washington is 43 years; modern design and construction methods are expected to result in a 75 year life.
>
> Bridges from this era usually had shorter design lives than modern bridges and will have greater preservation needs as they age. A rapidly aging infrastructure will leave 71% of Washington State's bridges over 50 years old within the next 20 years.
>
> A backlog of $28.1 billion was estimated from the 2011 NBI data for total project improvement costs for all bridges in Washington that currently qualify for replacement (SR 50) or repair (SR 80). It will cost $6.3 billion for only structurally deficient bridge improvements and $15.1 billion for only functionally obsolete bridge improvements.[9]

[9] 2013 Report Card for Washington's Infrastructure, American Society of Civil Engineers

Challenges to Proposed Future Area Network

Introduction

This chapter will not attempt to suggest a future regional transportation network design but will focus on the challenges to providing that future network. Each Tribe and State jurisdiction will develop their portions of the regional network under their community vision, making inter-jurisdictional connections when needed. Each entity has their unique requirements and face similar challenges. This chapter will describe some of those challenges at the national, county, city and Tribal level and then provide some Tribal/County local perspective. Population, health, land use, transportation and environmental challenges will apply universally providing varied outcomes for PRTPO entities. These will be discussed in some detail.

National

Nationally we have arrived at a time of converging events requiring tradeoffs between competing interests. Aging population, land use, climate change, maintaining an aging/overbuilt transportation network and financial commitments pushed into the future are just a few of the challenges faced in this region. The aging population of "baby boomers" will continue to impact entitlements and infrastructure until 2050. This element will change our understanding of aging and the associated choices that will need to be made to meet the needs of the aging population. As people live longer and drive less, a true multi-modal transportation system is required to provide accessibility. - *Mobility is the ability of people or goods to move or be moved from place to place. It also encompasses the ease and safety with which desired destinations can be reached*. Accessibility is the *measure of the ability or ease of all people to engage various multimodal elements among various origins and destinations.*

Housing developments, remote from services, dominated by single family homes and single option transportation will make aging in place for retirees challenging. Wealth drained away in the recession of 2007 -2009 further weakened these housing trends. Improved accessibility and mobility have already begun to encourage multi-generational housing developments. Tribal communities have always embraced the multi-generational housing model.

The cost of deferred maintenance on existing infrastructure will continue to exacerbate, as center line miles and bridges age past their designed life. The movement of funding away from new construction toward maintenance will be nothing less than a paradigm shift. The shift to maintenance funding formulas will force hard choices as the freight and accessibility dominate discussions. The funds available for transportation will be less than jurisdictions are used to. In

1970 national debt was 28% of Gross National Product (GDP), today it is 75% of GDP.[10] The fiscal consequences of funding two wars will constrain transportation expenditures in the near term. It has changed Congress, who now speaks in terms of "return on transportation investments" looking for quantitative network improvement versus more centerline miles. MAP 21 has mandated performance measures and targeted achievement showing improvement for each dollar spent.

Regional

Regionally, the following paragraphs express the challenges and trends that local jurisdictions and agencies at the local level are experiencing. At the regional level the trends and challenges fairly follow that being experienced at the national and state level, that being the lack of funding for transportation investments and deferment of preservation and maintenance projects. With changing demographics and the peninsula is experiencing an increase in the aging population which impacts the transportation system.

Funding

Funding of transportation projects, both capacity investment, preservation/maintenance, and transit is one if not the major issue facing the region. The reliance on the fuel tax as a primary revenue source makes state transportation funding vulnerable to decreases with fuel consumption. As noted earlier in this plan, transportation revenues are diminishing while demands on the transportation system increase and the need for a reliable/sustainable funding source for transportation is needed, as well as funding for all modes. Although there have been increases in the Washington State gas tax in recent years, the additional funding from the gas tax increases have been directly associated with specific large projects on state facilities and only 3% of the increase has reached the cities and counties for roadway maintenance, preservation and construction efforts. The fuel tax revenues falls well short of the needs of their road systems, and they must supplement fuel tax receipts with general funds. As such, transportation must compete locally with law enforcement, schools, human services, parks, etc.

In addition to the lack of local and state transportation revenues, the federal funding sources that local jurisdictions and agencies have relied on for project funding is increasingly difficult to use. Some programs have experienced reductions and the elimination of other programs such as the Secure Schools Road program that some regional counties have been dependent on. Continually increasing administrative and environmental requirements have made federal funds very difficult and costly to use for rural jurisdictions. The Surface Transportation Program (STP) process, particularly fund obligation and onerous documentation requirements, make it difficult to fund large regional projects and doesn't lend itself to small rural projects. Furthermore statewide grant competitiveness makes it more difficult for rural projects to score well against urban projects.

[10] www.npr.org/2012/06/05/154001412/baby-boom-money-squeeze-is-set-to-get-tighter. p3 of 5

This does not diminish the fact that rural roadways serve a vital role to the region and the state. As local jurisdictions and agencies find traditional funding and financing mechanisms inadequate to fully meet their infrastructure needs, they must increasingly seek out new ways to pay for projects.

Reliable Regional Road System

A safe and effective transportation system is critical to maintaining the region economy, environment and quality of life. The transportation system is what binds the region together. The road infrastructure in place today will be the infrastructure we depend on for the foreseeable future. Private developers will continue to build roads for new housing developments. Limited funds available to states, counties, municipalities, and Tribes will cause these jurisdictions to focus on maintaining what they have and improving performance of the regional corridors and arterials through operational efficiencies and when necessary, limited capacity improvements that are purposefully targeted to improve traffic flow and reduce collisions. However, budgetary constraints and other factors mean that we can't simply build our way out of congestion. We need to emphasize attention toward operational efficiencies, smoother traffic flow, more reliable travel times and focus on transit reliability improvements as well as accommodating more non-motorized trips in urban areas to relieve highway congestion.

Any investments implemented need to ensure system continuity; the Peninsula RTPO regional transportation system is linked to the transportation systems of adjacent jurisdictions as well as the state ferry system. Any investment that assists that linkage provides value to both this region and the neighboring regions. The backbone of the regional transportation system (road, transit and regional trail infrastructure) consist of US 101, SR 104, SR 3, and SR16 state routes that provide motorized access to the peninsula while the regional trail system connects Kitsap, Jefferson and Clallam counties. System continuity also needs to improve internal regional connections between state and local (county, city, tribal) systems; providing the ability to safely access state highways from local roads while maintaining regional traffic and speed on the state system.

As noted in the preface of this plan, this update does not identify specific projects or priorities. This update provides a baseline summarizing the existing regional network, the challenges and trends that the region faces to assist the organization in identifying efficiency strategies and investments to address demands of the regional system at a future date. During the countywide meetings during the plan's development challenges and issues involving peninsula corridors were identified.

These included:

- Improve connections between state and local (County, city, tribal) systems; maintaining regional traffic and speed on state system while allowing safe access from the local system
- Need to maintain posted speed limit on US 101 to ensure the flow of regional traffic along the corridor yet at the same time recognizing the need to slow down traffic in communities where US 101 is its 'main street'
- Traffic and access issues on SR 104 and SR 3 in the vicinity of Hood Canal Bridge during bridge openings and closures
- Keeping highways open during winter storms, slides and other events that close the road, particularly on routes that are considered 'life-line' routes that provide the only access to communities (i.e. US 101, SR 110, SR 112, etc.)
- Improve traffic throughput and safety in the Gorst area
- Access issues in the vicinity of Johns Prairie Road
- Mobility issues to the entrance of Naval Base Kitsap–Bremerton (SR 3/SR 304)
- Congestion on SR 3 in the Belfair area
- Maintain travel time reliability of ferry designated routes (SR 20, SR 104, SR 305 etc.)
- Need to maintain infrastructure and operational efficiency to accommodate traffic growth as an area is developing along a corridor

As the Peninsula RTPO considers and settles on its strategies and priorities that address these and other challenges facing the regional system it will need to take into consideration the studies recently conducted in the region which have identified possible improvement strategies and areas for future study. Among these are the *SR 19/SR 20 Corridor Plan*, which provides potential improvement opportunities in order to establish a sustainable multi-modal corridor through the Quimper Peninsula. The recommended solutions consist of 21 improvements that range from cost-effective solutions that deliver high return on capital investments, provide operational efficiencies and have short delivery times (intersection improvements, access management, etc.) to higher cost improvements. The study also recommended some 16 Transportation Demand Management (TDM) strategies to include implementation of Intelligent Transportation Systems (ITS) solutions.

The *Bremerton Economic Development Study* (BEDS) is a planning study that focused within the South Kitsap/North Mason County area. The study corridors are comprised of three principal highways (US 101, SR 3, and SR 16) and considered approximately 47.1 miles of highway. The plan identified 33 recommendations to consider. These recommendations included, constructing the Belfair Bypass; potential strategies for improving traffic throughput in the Gorst area; improvements in the vicinity of SR 3 and Johns Prairie Road; installing turn lanes and passing lanes at select locations. Other transportation improvement strategies recommended by the study included expanding the number of park & ride facilities in the corridors, encouraging transit and

carpools to reduce traffic along the corridor, and encouraging local agencies to develop off-roadway separated trails to provide alternative routes for pedestrians and bicyclists to avoid conflicts with vehicle traffic.

Currently a Joint *Land Use Study* of the Naval Base Kitsap and Naval Magazine Indian Island is being completed. The JLUS is a cooperative land use planning effort between local governments in Jefferson and Kitsap counties and military installations which aims to identify strategies to reduce military impacts on neighboring jurisdictions and encourage future civilian growth and development to be compatible with military operations. The study addresses transportation compatibility issues such as the Indian Island truck route, Portage and Hood Canal bridges, traffic congestion in Gorst, etc.

Preservation

The region is undertaking fewer preservation projects. Within the past decades, the pattern of infrastructure needs has changed dramatically. An increasing part of the effort and spending now goes to maintenance and replacement of worn out and outmoded facilities, with capacity additions often receiving lower priority. As roads and bridges reach the end of their useful life, or fail to meet more stringent performance standards, replacement becomes a priority, often at a much higher cost than starting from scratch due to demolition costs.

Preservation mileage is going down. Preservation project costs have gone up from increased materials and environmental costs resulting in fewer projects being untaken and in some cases downsizing of preservation projects. Rising material costs have required increasingly strategic approaches to selecting the most cost effective method. Jurisdictions have noted problems getting oil for chip seal projects. Recently, oil companies have been putting more focus on using oil to refine other fuels instead. Some projects have had a two year wait for oil to construct chip seal and in other cases they've have had to switch to paving and higher costs. The timing of improvements is important to achieve the lowest life-cycle costs for maintenance. Most, if not all jurisdictions within the region has had to defer maintenance due to the lack of sufficient funds. As maintenance activities are deferred, what could have been a relatively low cost activity becomes a much higher cost preservation need or in some cases a need for reconstruction.

Aging bridges represent a preservation challenge. All bridges are critical to the movement of people and goods within the region. Many regional bridges have served transportation needs far longer than builders anticipated. Many were originally built to different standards than those required today resulting in functionally obsolete bridges. There are over 117 bridges in the region that are either structurally deficient or functionally obsolete, representing nearly 30% of all bridges in the region.

Transit

Public transportation connects people to their jobs and vital community services. For many residents, public transportation provides an important and sometimes the only option for essential trips. Since the recession there has been a notable increase in transit ridership. At the same time transit operating costs have increased and revenues have declined resulting in reduction of vital transportation services. For example; in counties where transit has been providing weekend and late evening service, these services has been curtailed with the elimination of Sunday transit service in most of if not all the counties. Regional transit faces the same basic dilemma as road and highway agencies; opportunities to expand capacity to be able to meet growing demand for travel are diluted by increasing operations and preservation costs.



Washington State is one of a few states who do not provide a state financed method of transit funding. Transit agencies must rely on funding paid through federal dollars that are distributed in a competitive manner. Reduction in federal funding requires increased reliance on locally-generated tax and user revenue. Public transit may be more likely to remain a basic "safety-net" service that provides adequate connections, but does not provide sufficient frequency and density of service to compete as a mobility option. There is a need for a stable and reliable funding source for transit agencies to utilize if they are to provide a competitive transportation alternative.

Interest in transit services is growing in the region with emphasis for reliable transportation and regional transit connectivity. Too few facilities for drivers to access transit system, the lack of park and ride and transit facilities particularly in the rural communities discourages transit use and ridesharing. There is a need for a good regional transit infrastructure while there is no dedicated park and ride funding and no state wide plan. The recent Peninsula RTPO Human Service Transportation Plan (HSTP) outlined the following concerns about the inability (primarily due to current funding levels) to address the following needs:

- **Service coverage:** In recent years' service areas and coverage have been reduced by all public transit agencies.
- **Lengthen service span:** Mentioned frequently by stakeholders, service hours should be such so that bus service operates earlier in the day and later in the evening. This is especially true for people working entry-level jobs who need to work outside of the 9:00 AM-5:00 PM workday. Additionally, those commuting to locations such as Seattle and Kingston have trouble using local public transit given the service hours. In addition, some mentioned that the current service hours limit those who use transit for recreational purposes. This is also important to reservation

communities; tribes operating casinos have workers arriving for shift hours 20 hours a day. Also, reservation to reservation trips to allow families to visit and access a variety of services.

- **Increase weekend service:** The lack of weekend service is a challenge for those who need transit for employment transportation and for those making medical, shopping, social, or other types of trips. The lack of Sunday transit service throughout the region makes it difficult for residents who want or need to travel regionally and also for the other counties. Increasing service span and frequency on Saturday is also desired.
- **Increase frequency:** Although stakeholders would like to see more frequent service, it was mentioned less often than other needs, such as expanding service area and hours. Infrequent service makes it difficult to make convenient transfers.
- **Improve transit amenities at transit stops**: transit riders need adequate facilities to await pickups. Shelter and informational kiosk technology can now address many of the conveniences that attract and keep ridership.[11]

Population

The most visible element within the demographic forecasts and studies centers on the aging of the "baby boomer" generation. Born between 1946 and 1964, they are by some estimates 78 million strong. Here is how they will affect the country's demographics in decades ahead.

> In 1990 there were only 3 million Americans who were over the age of 85. Today, the figure is 6 million. By 2050 the Unites States will be home to about 19 million people over the age of 85, according to US Census projections.[12] …it will more than double by 2060.[13]

The region's population is aging; as identified in the Peninsula RTPO HSTP. The percentage of older adult population (65+) in each of the four counties within the Peninsula RTPO boundary (16.9%) is higher than state's (13.2%), and an increase of 1.1%. In Jefferson County, 26.3% of the population is made up of adults age 65 and over. Clallam County has an older adult population of 24.5% and Mason County's elder population is 18.5%. The lowest percentage with 13.4% was Kitsap County. Compared with the 2008 HSTP, the adult 65 and over population in the region continues to grow between 1% and 3% per year.

For the older population, many have continued their independence even when conditions suggest otherwise. Anecdotal evidence from emergency first responders indicates that an increasing number of people are relying on 911 response teams for transportation to emergency facilities for non-emergency care. This includes older adults and adults with disabilities who do not drive; do not have access to a private vehicle; and either cannot afford or may be too frail to access public transportation. Linking older people with goods, support, services and activities in the community becomes a greater

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[11] *Regional Human Services Transportation Coordination Plan UPDATE 2014* pg. 5-6 -5-7

[12] www.npr.org/2012/06/05/154001412/baby-boom-money-squeeze-is-set-to-get-tighter. p2 of 5

[13] http://www.aarp.org/home-family/friends-family/info-04-2013/three-generations-household-american-family.html p. 17

challenge as people outlive their ability to drive. For these elders, living in the rural and often remote communities of the Olympic peninsula, social isolation and the inability to access basic needs becomes a significant risk to their health, well-being, independence, and ability to age in place.[14]

"Aging in Place" a harmonious phrase for elderly remaining in their current home, will challenge existing transportation resources. Locations of these "age in place" homes, not always urban, may be distant to medical services, food, clothing and entertainment. Negotiating this distance becomes crucial to the elderly.

> Exercise, nutrition, health screening, and self-care management techniques are an important part of social networks and reducing health care costs. The more people do for themselves, the greater the continuing self-esteem and satisfaction. It may also lead to greater savings in health care and personal care costs. [15]

Retirement communities devoid of sidewalks and bike trails encourage auto-centric behaviors. Medical service accessibility beyond auto-centric mobility is another challenge transit agencies are facing.



> One type of travel has seen astonishing growth and can be expected to continue to grow is travel to access medical services. While the distance traveled for the average trip to access medical services has remained about the same for the past three decades, the number of medical trips has skyrocketed….Trip making for medical purposes has outpaced population growth a trend observed among those aged 50 and older…This may be due to the trend toward increasing specialization and outpatient care. It suggests that changes in delivery of medical care have increased the amount of time spent traveling to medical appointments.[16]

Nationally, hospitals are gearing up and co-locating services for aging. Some hospitals have begun group scheduling for elderly clients so that many trips are replaced by one. Not only do the elderly have to travel further for medical services, but most residents must rely on medical services and facilities outside the Olympic Peninsula. More services are being consolidated outside the northern peninsula. Many have to go as far as Seattle to obtain services that are not found on the Olympic Peninsula. Locally Jefferson Healthcare is expanding and improving services to help Jefferson County's aging population.

[14] Reference Olympic Area Agency on Aging publication "Profile Transportation – Lack of Transportation options affect access to services'.
[15] Op.cit.p.17
[16] Ibid. p 4,8

> "…to construct a new 50,000 square-foot emergency and specialty services building…that is aimed at expanding and improving services for Jefferson County's aging population… (the) project is estimated at $15 million to $20 million…Jefferson County is aging with 28 percent of its population at or over the age of 65…This age demographic requires more health-care services than younger age demographics, particularly in the area of orthopedic care, oncology, cardiac care, emergency services, fitness and wellness and health prevention." [17]

Hospitals serving the populations that live in surrounding retirement communities will be a challenge to serve from a transportation perspective. The move from retirement homes to aging-in-place requires no change in location. Those remote from medical care will, over time, require transportation solutions. Age-in-place living and attendant health issues will impose demands on public transportation as elderly residents cease to drive. The imperative of walkability, accessibility, multimodal, complete streets, active transportation underscore the need for accessing health management strategies.

Multimodal Planning

Vehicle travel is reaching its peak and trends (aging population, fuel prices, increased health and environmental concerns and changing consumer preferences) are increasing demand for walking, cycling and public transportation. The Peninsula RTPO region is no exception. The region is seeing an increasing emphasis on multimodal transportation within the region. The need to build facilities to support a mode shift to transit, bike/pedestrian and to improve and promote walkability to promote healthy and more vibrant communities is great. The regional transportation infrastructure has been geared for cars, and the region is now experiencing more demand for bike/pedestrian facilities. One of the issues of local jurisdictions is how infrastructure dollars can follow this mode change trend. This is evident in Jefferson County, which has one of the largest aging population and an increase in retirees resettling in the county. There is an active senior community asking for more bike/pedestrian and transit amenities and services.



Port Angeles

Much of the current bicycle and pedestrian focus has been skewed towards a primary emphasis on urban sidewalks and amenities. Greater focus needs to be given to improve pedestrian safety in rural and in tribal

[17] Arthur, Allison. *The Leader*, Issue 18 Vol.124. May 1, 2013. pp. A1 & A7

communities and increasing bike/pedestrian infrastructure not only from the regional perspective but also from the state level. As on a national level, more and more regional rural residents want to be able to walk and bike. Projects that have been able to get funding such as the Port Angeles Waterfront Development Project currently underway have helped to improve and create pedestrian amenities and trails. The Olympic Discovery Trail (ODT) and the Sound to Olympic Trail have become the premier non-motorized facilities connecting Kitsap, Jefferson and Clallam Counties while acting as the trail backbone for the northern Olympic Peninsula. These trails provide connections to transit and other trails. Completion of the ODT should continue to be a regional emphasis.

High speed roads and highways that divide communities are a common feature in rural communities and add particular danger for people walking and bicycling. Lack of infrastructure for safe and convenient walking and bicycling to school, especially in rural areas, is another challenge for region agencies. Rural Communities such as Blyn, Quilcene, and Chimacum, have a special need for the benefits of Safe Routes to School projects and for improved walking and biking access features. It is common in the rural communities to find schools that are located on or close to a regional highway or arterial. While these locations make sense to accommodate buses and cars that are driving from far away, they can make it very difficult to find a safe, child friendly route to approach the school on foot or bicycle. It is crucial to develop a combination of policies, programs, and funding sources that support safety, comfort, and convenience for people on foot or bicycle in the region.

Climate Change

The world's leading climate scientists, such as the Intergovernmental Panel for Climate Change, have reached consensus that global climate changes are being observed and will continue into the future, particularly those resulting in increasing temperatures. Given this fact, the widely diverse topography, climate regimes, and localized variability of impacts within the region complicate efforts to understand and plan for adapting to the potential impacts of climate change on the regional transportation system. The region is facing extreme weather events that damage roads and bridges and cost large sums to repair, and increase the costs to the economy from disrupted travel. Extreme weather events - including increases in temperature over this century, high winds, storm surges and heavy downpours - are becoming more frequent and severe as the climate changes.[18] The region has seen increase effects of this phenomenon with landslides and flooding that have forced road closures.

Our climate is changing. Building a more resilient and sustainable transportation system is the key to keeping the region infrastructure safe in order to support the region economy and communities. Climate change impacts, such as more frequent and intense heat waves, increases

[18] *Climate Change Impact Assessment, for Surface Transportation in the Pacific Northwest and Alaska*, ORTEC, January 2012

in precipitation and extreme precipitation events, threaten transportation infrastructure. Given the long life span of transportation assets, planning for system preservation and safe operation under current and future conditions constitutes responsible risk management.

Over a fourth of the climate change causing greenhouse gas (GHG) emissions in the U.S. comes from the transportation sector; Washington State is committed to reducing GHG pollution from vehicles traveling on the state system. On April 29, 2014, Governor Jay Inslee signed Executive Order 14-04, *Washington Carbon Pollution Reduction and Clean Energy Action* outlining a series of next steps to reduce carbon pollution in Washington State and improve energy independence through the use of clean energy. Adapting to climate changes and reducing GHG emissions to lessen future impacts, are both critical to the state's goal to improve highway system performance - particularly its safety, reliability, effectiveness, and sustainability.

One way to address this climate trend is to begin vulnerability assessments to protect our infrastructure and prepare for potential risks. Emergency/contingency planning is needed to address incidents to the regional transportation system, such US 101 or the Hood Canal Bridge closures or blockages. WSDOT has conducted a preliminary assessment of state facilities. *Washington Climate Change Impacts Assessment* provides a qualitative vulnerability assessment of the impacts of extreme weather events and projected climate impacts on WSDOT's system. At the same time, on the Olympic Peninsula, the North Olympic Peninsula Resource Conservation & Development Council is currently leading a study to plan for climate change on the north Olympic Peninsula. This process focuses on preparing for the impacts of a changing climate and building resilience on the North Olympic Peninsula.

Tribal

Tribes have no immunity from converging climatic events. Their demographics are also experiencing changes. Universally available consistent health care and diversified incomes have resulted in increases to all demographic categories. This has strained existing housing, infrastructure, schools, clinics and services. Some Peninsula Tribes have launched home building programs to provide single family, multi-family and senior housing for their populations.

Other Tribes have engaged in planning the movement of whole communities above tsunami and sea level change hazards. Careful stewards of the land, they continue to restore wetland habitat for plant and animal species. These projects also alleviate chronic flooding. Continual water quality monitoring, ongoing fish and wildlife management, restoration of long neglected lands remain critical land use elements in Tribal goals. Tribes continue to invest in new infrastructure serving the needs of Tribal members and surrounding communities. Tribes are also keenly aware of the effects of climate change and are developing long range plans. Located on the periphery of the Peninsula, Tribes are particularly vulnerable to sea level rise.

Although existing roadway infrastructure is well past its design life, continued maintenance prolongs its usefulness. Tribal communities have widened and enlarged marginal road networks. New bike and pedestrian paths improve accessibility on reservations and surrounding communities. Ridership is up for Tribal transit routes serving Tribes and surrounding rural communities. Connections provided by county transit agencies continue to improve accessibility to medical, educational and employment services near reservations.

Tribal decisions also benefit surrounding communities. The Jamestown S'Klallam Tribe funded a local clinic in a nearby community when the community facility announced that it was closing. The Skokomish t3ba'das Wastewater Treatment Plant serves local businesses and non-tribal residents. The Lower Elwha Klallam Tribe's new fish hatchery and bike trail serve the larger community. Squaxin Island Transit provides a critical transit link to Elma. Tribes carefully apply performance measures to programs they invest in. Tribal economic development projects statewide now employ over 30,000 Washingtonians (81% of them are non-Native[19]). Incomes continue to improve for tribal members, although they remain well below the statewide average incomes for all races. Tribes will continue to play an important role in developing the region's transportation infrastructure.

[19] Taylor, Johathan B. *The Economic and Fiscal Impacts of Indian Tribes in Washington.* Washington Indian Gamming Association & Taylor Policy Group. 2012 p.3

APPENDIX A

GLOSSARY

Access Management

Access Management is the careful control of the location, design and operation of all driveways and public street connections to a roadway, to improve roadway safety and efficiency.

Accessibility

Accessibility is the measure of the ability or ease of all people to travel among various origins and destinations.

Advanced Public Transportation Systems (APTS)

APTS is the use of advanced electronics, computer and communications technologies to manage transit operations and provide real time information to transit users.

Advanced Traffic Management Systems (ATMS)

ATMS is the use of advanced electronics, computer and communications technologies to manage traffic flow, and traffic systems information, to improve safety and efficiency.

Advanced Traveler Information Systems (ATIS)

ATIS is the use of advanced electronics, computer and communications technologies to provide real time information to travelers.

Agency Council on Coordinated Transportation (ACCT)

Created by the Legislature in 1998, ACCT promotes coordination of transportation resources for people with special transportation needs. The Council is comprised of state agencies, transportation providers, consumer advocates and legislators.

Alternative Fuels

Sometimes referred to as “clean fuels,” this category includes any motor fuel other than ordinary gasoline which may result in lower levels of air pollutants or more efficient uses of resources. Alternative fuels include natural gas, liquid propane, biodiesel, ethanol, methanol, electricity and some gasoline blends.

American with Disabilities Act (ADA)

This federal law prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, State and local government services, public accommodations, commercial facilities, and transportation.

Arterial

This is a class of street characterized by high vehicular capacity used primarily for through traffic rather than for accessing adjacent land.

Attainment Area

This is an area considered to have air quality at least as good as the United States Environmental Protection Agency (USEPA) health standards used in the Clean Air Act. An area may be an attainment area for one pollutant and a non-attainment area for others. A “non-attainment area” reflects and area that does not meet the standard for designated pollutants.

Automated Vehicle Location (AVL)

AVL provides real-time information regarding the location and status of vehicles, using technologies such as Global Positioning Systems (GPS).

Average Daily Traffic (ADT)

The total traffic volume during a given time period, ranging from 2 to 364 consecutive days, divided by the number of days in that time period, and expressed in vpd (vehicles per day).

Annual Average Daily Traffic (AADT)

Average daily traffic on a roadway link for all days of the week during a period of one year, expressed in vpd (vehicles per day).

Base Year

The foundation year which establishes a starting point for subsequent data collection and analysis. Base year data is “calibrated”- tested to ensure it reflects actual conditions.

Biodiesel

A clean burning alternative fuel produced from domestic renewable resources such as recycled oil from the food industry. Biodiesel contains no petroleum, but can be blended with petroleum diesel to create a biodiesel blend. Biodiesel can be used in diesel engines with no modification and is biodegradable, nontoxic, and free of sulfur and aromatics.

Brokerage System

An association of transportation provider, managed by a broker or agent who makes transportation arrangements for a specific clientele, such as seniors or persons with disability.

Bulb-out

A construction of curbing that reduces the width of the street. Often used to provide space for parking, a transit stop or to reduce pedestrian crossing distance. Sometimes referred to as “curb extension”.

Bureau of Indian Affairs (BIA)

A division of the Unites States Department of the Interior, the BIA is responsible for the administration and management of 56 million acres of land held in trust by the Unites States for American Indians, Indian Tribes, and Alaska Native. Developing forestlands, leasing assets on these lands, directing agricultural programs, protecting water and land rights, developing and maintaining infrastructure, providing for health and human services, and economic development are all part of this responsibility cooperation with the American Indians and Alaska Natives.

Bureau of Indians Affairs Roads System (BIA Roads)

Those existing and proposed roads for which the BIA has or plans to obtain legal right(s)-of-way. This includes only roads for which the BIA has the primary responsibility to construct improve and maintain.

Capacity

The number of people, vehicles, or amount of goods that can be served by a transportation facility or program. The term is most often used to describe the number of vehicles served by roadway.

Capital Facilities Plan (CFP)

The part of the jurisdiction's comprehensive plan that includes an inventory of capital facilities, and the proposed location and funding for future construction projects.

Carpool

An arrangement where two or more people share the use and cost of private vehicles to travel together to and from a prearranged destination. For purpose of the Commute Trip Reduction law, the trip must be commute trip and people must be age 16 or older.

Clean Air Act (CAA)

A federal law that identifies sources of air pollution and calls for specific strategies to attain and maintain federal air quality standards. "Mobile sources"(vehicles)are a primary source of pollution.

Collector

A roadway linking traffic on local roads to the arterial road network. A collector balances the need for mobility and through-put with the need for access to adjacent land uses.

Commute Trip Reduction Law

State legislation requiring major employers in urban growth areas that have state highway segments that experience a certain level of delay to plan and implement measures to reduce the number of commuter trips.

Commute Trips

Regular trips made from home to a fixed work or school location regardless of the distance or mode used. Currently, commute trips represent about 20% of the travel on the Peninsula region transportation system. The remaining trips are often referred to as "discretionary trips."

Commuter

A person who travels regularly between home and work or school

Commuter Rail

Passenger transportation in metropolitan and suburban areas usually having reduced fare, multiple-ride, commuter tickets, and morning and evening peak period operations.

Comprehensive Plan (Comp Plan)

The Growth Management Act requires local jurisdiction to adopt a long range plan to guide all development activity. One element of the Comprehensive Plan is the Capital Facilities Plan (CFP).

Concurrency

Under the Growth Management Act, jurisdictions must ensure that new development does not outstrip the jurisdiction's ability to support the growth. Either supporting infrastructure must be in place (concurrent with the development") to accommodate transportation impacts, or a financial commitment must be in place to provide the improvements or strategies within six years.

Conformity

A process in which transportation plans and spending programs are reviewed to ensure that they are consistent with federal clean air requirements.

Congestion

A condition that prohibits movement on a transportation facility at optimal legal speeds. Congestion is often characterized as "recurrent" – resulting from constant excess traffic or "nonrecurring" –resulting from special events, incident or accident.

Congestion Management and Air Quality Improvement Program

A federal program that funds projects and activities which reduce congestion and improve air quality. Areas qualify for these funds based on non-attainment status.

Context Sensitive Design (CSD)

This term refers to a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic community, and environmental resources, while maintaining safety and mobility. CSD considers the total context within which a transportation improvement project will exist.

Corridor

In planning, linear segment of land that connects major residential areas and destinations. A corridor may contain a number of streets, highways, and transit routes, and may follow and interstate, freeway or major roadway. A corridor may be limited to a single jurisdiction or span multiple jurisdictions.

Delay

The additional travel time experienced by a traveler (driver, passengers, walker, bicyclist) beyond what would reasonably be desired for a given trip.

Destination

The point or location where a trip ends.

Eighteenth Amendment

An amendment to the Washington State Constitution approved in 1944 stating that "All fees collected by the State of Washington as license fees for motor vehicles and all excise taxes collected by the State of Washington on the sale, distribution or use of motor vehicle fuel and all other state revenue intended to be used for highway purposes, shall be paid into the state treasury and placed in a special fund to be used exclusively for highway purposes" and that this includes "operation of ferries which are part of any public highway, county road, or city street."

Emissions Inventory

A complete inventory of sources and amounts of pollutant emissions within a specific area and time interval.

Environmental Impact Statement (EIS)

A document required by the National Environmental Policy Act and Washington's State Environmental Policy Act if a planned action has the potential to have significant adverse impacts to the natural or built environment.

Environmental Justice (EJ)

Refers to a Federal Executive Order that requires agencies to avoid, minimize and mitigate disproportionately high and adverse effects of policies, programs, projects and other activities on minority and/or low income populations. The order implies no population of people should be forced to should a disproportionate share of negative environmental impacts pollution or environment hazard due to lack of political or economic strength.

Equilibre Multimodal/Multimodal Equilibrium (EMME/2)

A software program used to forecast future travel demand on an existing or planned transportation facility, and to evaluate the performance of a given segment of the system.

Express Bus Service

Fixed route transit service with limited number of stops.

Facility

The means by which a transportation mode is provided or supported. A facility may refer to such elements as a road, sidewalk, Park-and-Ride Lot, or High Occupancy Vehicle (HOV) lane.

Federal Highways Administration (FHWA)

An Agency within the U.S. Department of Transportation having jurisdiction over highways.

Federal Transit Administration (FTA)

An agency within the U.S. Department of Transportation that funds and regulates transit planning and programs.

Fixed Route

Transit service that is regularly scheduled and repeatedly operates over a set route.

Government-to-Government Relations

Describes the manner of working with Indian Tribes that recognizes their right to self-government and supports Tribal sovereignty and self-determination.

Growth Management Act (GMA)

State legislation passed in 1990 that requires counties with a population of fifty thousand and more and cities within these counties to each develop comprehensive plans with required elements that include land use, capital facilities, utilities, rural, transportation, housing, economic development, and park and recreation. Under GMA Regional transportation planning organizations were established to plan regional transportation systems and facilities and to certify that the transportation elements of each jurisdiction meet GMA requirements. (Chapters 36.70a and 47.80 RCW)

High Capacity Transit (HCT)

Transit systems operating on a fixed guide way, dedicated right-of-way, or freeway/express facility, designed to carry a large number of riders at faster speeds than conventional transit. Frequent and express bus service, passenger ferries, and rail are examples of HCT.

High Occupancy Vehicle (HOV)

A passenger vehicle that carries at least one passenger in addition to the driver, such as carpool, bus or vanpool.

High Occupancy Vehicle Lane (HOV Lane)

A roadway travel lane dedicated exclusively for buses, carpools, vanpools and certain other qualifying vehicles, including motorcycles. In Washington State, HOV lanes are signed with a diamond symbol, so are sometimes referred to as “diamond” lanes.

Highway and Local Programs (H&LP)

A division of the Washington State Department of Transportation responsible for overall administration of federal funding programs for local agencies.

Highway System Plan (HSP)

The state-owned component of the statewide multimodal transportation plan that forms the basis for WSDOT's biennial budget request to the Legislature.

Impact Fee

A fee imposed on new development activities as partial financing for public improvements such as public streets and roads, publicly owned parks, and school facilities.

Indian Reservation Roads (IRR)

Public roads that are located within or provide access to an Indian reservation or Indian trust land or restricted Indian land (which is not subject to fee title alienation without the approval of the federal government), or Indian and Alaska Native villages, group or communities which Indians and Alaskan Natives reside, whom the Secretary of the Interior has determined are eligible for services generally available to Indians under federal laws specifically applicable to Indians. Roads on the BIA Road System are also IRR roads.

Indian Reservation Roads Inventory (IRR Inventory)

An inventory or roads and bridges which meet the following criteria: a) public roads strictly within reservation boundaries, b) public roads that provide access to lands, to groups, villages and communities in which the majority of residences are Indian, c) public roads that serve Indian lands not within reservation boundaries, and public roads that serve recognized Indian groups, villages, and isolated communities not located within a reservation.

Indian Tribal Government (ITG)

The duly formed, recognized governing body of an Indian Tribe.

Infrastructure

A term connoting the physical underpinnings of society at large, including, but not limited to roads, bridges, transit, waste systems, public housing, sidewalks, utility installations, parks public buildings and communications networks.

Intelligent Transportation Systems (ITS)

A wide range of advanced electronics, computer and communications technologies that improve the safety and operating efficiency of existing and future transportation facilities or services. Common examples of ITA include central dispatch for road emergency assistance, freeway traffic maps shown on television or the Internet to warn motorists of accidents, devices that show "real time" location of transit vehicles and programs that help travelers plan trips.

Intercity Rail

Passenger rail service provided for occasional business and leisure travel between cities, typically with a single stop in each city served. Usually shares or leases track from freight railroads. Intercity rail passenger service, except commuter, is shorter than 750 miles.

Intermodal

Multiple types or "modes" of transportation working together in an interconnected, efficient, integrated system. The ability to connect and make connections among various modes of transportation, such as automobile, motorcycle, truck, bus, train, plane, bicycle, pedestrian, boat and ship.

Intermodal Surface Transportation Efficiency Act 1991 (ISTEA)

This federal act revolutionized the way transportation decisions were made, and revenues spent, at the federal, state and local levels. The Act placed a strong emphasis on coordination among local, regional, and state agencies with a mandate to better integrate transportation and land use decisions-making processes. System preservation and management became at least as important as system expansion. ISTEA required a coordinated comprehensive and financially-constrained long-range transportation strategy. The original act expired in 1997 and was reauthorized as TEA21 in 1998.

Jurisdiction

This term refers to the authority of government to conduct activities and generally refers to tribes, states, counties and cities. For purposes of this Plan, the term is inclusive of federal and state agencies, and port and transit districts.

Land Use

The way that specific portions of land or the structures on the land are used, such as commercial, residential, retail, industrial. A land use plan establishes strategies for the use of land to meet identified community needs.

Latent Travel Demand

Demand for travel that does not currently exist, but which would be encouraged by the expansion of transportation capacity.

Level of Service (LOS)

A method of measuring operational traffic conditions. State law allows agencies to use any number of performance measures to evaluate operational efficiency of the transportation system, as long as it is coordinated regionally. Currently, this regions uses traditional Volume-to-Capacity ration or V/C ratio, of a given roadway segment during the busiest two hours of the evening commute period. As the volume of traffic on a roadway during the peak commute time approaches the designed capacity, congestion increases. LOS may use a grading system, with "LOS A" representing free flow and "LOS F" reflecting stop and go or failing traffic flows.

Light Rail

Also known as street cars, trams, or trolleys, this electric powered rail system can operate in a variety of places – from on the street with automobile traffic to separate rights of way. With stations set every one-half to one mile, this form of rail has slower average operating speeds and less capacity than heavy rail.

Local Street

A street intended solely for access to properties contiguous to it.

Maintenance

Those activities that ensure that the right-of-way and each type of roadway, roadway structure and facility remain, as nearly as practical in its original, as constructed condition or its subsequently improved condition, and the operation of roadway facilities and services to provide satisfactory and safe motor vehicle transportation.

Maintenance Area

Any geographic region designated "nonattainment" under the Clean Air Act, and subsequently designated to attainment – subject to the requirement to develop and implement a maintenance plan.

Metropolitan Planning Organization (MPO)

An agency designated by the governor, under Federal law, to administer the federally required transportation planning in a metropolitan area. Every urbanized area with a population over 50,000 must be served by an MPO. MPOs provide continuing, coordinated, comprehensive transportation planning in urbanized areas and serve as a forum for cooperative decision making.

Mobile Source

Under the Clean Air Act, the pollution caused by mobile sources such as motor vehicles, aircraft, seagoing vessels, and other transportation modes. Mobile Source pollutants are carbon monoxide (CO), hydrocarbons (HC), or volatile organic compounds (VOCs), nitrogen oxides (NOx) and small particulate matter (PM10).

Mobility

The ability of people or goods to move or be moved from place to place. Mobility also refers to the ease and safety with which desired destination s can be reached.

Mode

A particular form or means of transport – such as walking, traveling by automobile, bus or rail, or riding a bicycle. Some modes avoid trips, such as compressed work weeks or telework.

Mode Split

The proportion of total trips using various specific modes of transportation, such as percentage of people carpooling, driving alone or riding the bus.

Multimodal

Refers to the availability of multiple transportation options, especially within a system or corridor. A concept embraced by recent federal legislation (ISTEA, TEA21), a multimodal approach focus on the most efficient way of transporting people or goods from place to place – combining truck, train, bicycle, automobile, bus or foot.

National Ambient Air Quality Standards (NAAQS)

Federal standards created by the Environmental Protection Agency (EPA) that set allowable concentrations and exposure limits for various pollutants.

National Environmental Policy Act (NEPA)

Establishes national environmental policy and goals for the protection, maintenance, and enhancement of the environment, and provides a process for implementing these goals.

National Highway System (NHS)

The federal transportation system designated by Congress, which includes nationally significant interstate highways and roads for interstate travel, national defense, intermodal connections and international commerce.

Nonattainment Area

Any geographical area, as defined by the U.S. Environmental Protection Agency (EPA), whose air quality does not meet federal air quality standards (NAAQS) designed to protect public health.

Non-Motorized Transportation

Travel accomplished by cycling, walking, skating, wheelchair or other assistive devices not involving a motor vehicle.

Olympic Region

One of six Washington State Department of Transportation (WSDOT) geographic regions that deal with state transportation issues.

Olympic Region Clean Air Agency (ORCAA)

One of the seven regional air pollu7tions control agencies located throughout the state, ORCAA is a local government agency with regulatory and enforcement authority in and for Clallam, Grays Harbor, Jefferson, Mason Pacific and Thurston counties. ORCAA was established in 1968 after passage of the Clean Air Washington Act (RCW 70.94). The agency is responsible for enforcing federal, state and local air pollution standards and governing air pollutant emissions from new and existing sources.

Origin

The point or location where a trip begins.

Park-and Ride Lot (Park-and Ride)

A parking facility for individuals to transfer from one mode to another-usually from a private vehicle to a carpool, vanpool or public transportation.

Particulate Matter (PM), (PM10)

Any material that exists as solid or liquid in the atmosphere. Particulate matter may be in the form of fly ash, soot, dust, fog or fumes. Small particulate matter PM10, is less than 10 microns (one millionth of a meter) in size and is too small for the nose and lungs to filter.

Pavement Management System (PMS)

A systematic process that gathers, analyzes, and summarizes pavement information for use in selecting and implementing cost effective pavement construction, rehabilitation and maintenance programs. Pavement includes all road surface types including paved, gravel, and improved or unimproved earth.

Peak Period

The time of day when the maximum amount of travel occurs. Generally, there is a morning peak period (a.m. peak) and an afternoon peak period (p.m. peak).

Pedestrian

A person who travels on foot or who uses assistive devices, such as a wheelchair, for mobility.

Peninsula Regional Transportation Planning Organization (PRTPO)

PRTPO is an RTPO formed under RCW 47.80.020 and is composed of local entities within Mason, Jefferson, Clallam and rural Kitsap counties and nine Tribes located within the Peninsula.

Performance Measure

A measure of how well a program, project, activity or system is functioning.

Person Trip

A one-way trip made by a person from one place to another by any mode of travel.

Preservation

Those specialized maintenance activities that serve to extend the originally estimated useful life of each type of roadway, roadway structure and facility but do not increase its capacity or efficiency.

Public Transportation

Transportation by bus, rail, vanpool, or other conveyance, either publicly or privately owned, serving the general public or special service on a regular and continuing basis (but not including school buses or charger or sightseeing service).

Public Transportation Benefit Area (PTBA)

In legal terms, a PTBA is a municipal corporation created under state law to provide public transportation services within a specific geographical area. In common use, the term refers to the area in which transit agency provides service.

Ramp Metering

Traffic; responsible regulation of vehicle entry to freeway, typically via sensor-controlled freeway ramp stoplights.

Regional Transportation Improvement Program (RTIP)

Federally required document produced by PRTPO that identifies all federally funded projects for the current three-year period. The RTIP is developed every year. Any federally-funded project must be included in the RTIP and the Statewide Transportation Improvement Program (STIP). To satisfy this requirement the RTIP is occasionally amended to add projects recently awarded funding. WAC 468-86-160 requires each RTPO to every two years develop a regional TIP that lists regionally significant projects and programs following particular criteria.

Regional Transportation Plan (RTP)

The long-range transportation strategy for the PRTPO.

Regional Transportation Planning Organization (RTPO)

State-authorized transportation planning organization formed by voluntary association of local governments within a county or region. RTPOs serve non-urban areas and must encompass at least one complete county and have a population of at least 100,000 persons or contain a minimum of three counties.

Revised Code of Washington (RCW)

The laws or statues of Washington state, as enacted and amended.

Roundabout

A circular intersection with a curved design that is engineered to keep traffic moving safely while accommodating pedestrians and bicycles.

Single Occupancy Vehicle (SOV)

A vehicle carrying only one occupant-the driver. Often referred to as “driving alone”.

Special Needs Transportation

Refers to the needs of people, including their personal attendants who because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation.

State Environmental Policy Act (SEPA)

Enacted in 1971, the Act provides the framework for agencies to consider the environmental consequences of a proposal before taking action. SEPA also gives agencies the ability to condition or deny a proposal due to identified likely significant adverse impacts. These decisions may be related to issuing permits for private projects, constructing public facilities, or adopting regulation, policies or plans.

State-Interest

The portion of the state transportation system that is owned and or operated by local jurisdictions, agencies and private corporations, and is of importance to the entire transportation system.

State-Owned

The portion of the state transportation system that is owned and or operated by state, including state highways, Washington State Ferries and state airports.

Statewide Transportation Improvement Program (STIP)

Federally required document identifying all federally-funded and/or regionally significant projects in the state. Projects must be included in the STIP before applicants can use federal money awarded to their projects. In order for a project to be included in the STIP it must first be included in the RTIP.

Surface Transportation Program (STP)

The primary federal funding program resulting from ISTEA and TEA21 that provides money for a wide range of transportation projects.

Technical Advisory Committee (TAC)

Advisory body to the duly authorized MPO or RTPO on technical transportation issues. All member jurisdictions are eligible to participate. Currently the PRTPO TAC is made up of transportation staff from the 4 counties and 9 Tribes.

Telework

The use of telephones, computers and other technology to work from a location other than the conventional office. Teleworking or telecommuting substitutes technology for trip to work.

Traffic Analysis Zone (TAZ)

A geographic area that ranges in size from a few blocks to several square miles. TAZs are characterized by population, employment and other factors, and serve as the primary unit of analysis for transportation modeling purposes.

Transit Dependent

Persons who rely on public transit or para transit services for most or all of their transportation needs.

Transportation

The act of conveying persons or things from one place to another through personal or communal means. As used in the PRTPO region, it includes all modes of transportation, not just cars and trucks.

Transportation Enhancement (TE) or Transportation Alternatives (TA)

TE projects “enhance” or contribute to an existing or proposed transportation project. Examples of such activities include providing bicycle and pedestrian facilities; converting abandoned railroad rights-of-way into trails; historic preservation; acquiring scenic easements; landscaping; archaeological planning and research; mitigation of water pollution due to highway runoff and mitigation of water pollution due to highway runoff; and mitigating the negative impacts of a project on a community by providing additional benefits.

Transportation Equity Act for the 21 Century (TEA-21)

This is the federal act that superseded ISTEA in 1998.

Transportation Improvement Program (TIP)

A six-year list of projects developed by each jurisdiction or tribal government, in compliance with state or federal requirements. A project is ineligible for funding unless included in formally approved TIP. (Comparable to a Tribal TIP.)

Travel Demand Management (TDM)

TDM focuses on the "demand" rather than the "supply" side of the transportation system. TDM encompasses strategies intended to support personal travel choices in an effort to better manage the capacity of the transportation and improve operating efficiency. Examples of TDM tools range from "incentive" type programs like employer-subsidized bus passes, compressed work weeks, and telework options, to "market measures" like employee-paid parking and variable-rate toll roads with rates based on time-of-day travel. The State's Commute Trip Reduction program is a TDM, since the way a community is build and the kind of travel options it provides-will influence individual travel behavior.

Travel demand Model

A system for analyzing a regional transportation network. The model is typically a software program or suite of programs that use a series of mathematical equations that simulate or represent choices people make when traveling. The model also analyzes the performance of existing and future transportation facilities under a variety of scenarios that can be modified by the user. Currently the PRTPO is contracting with Kitsap County for this service.

Tribal Member

An enrolled Tribal member of any federally recognized Tribes.

Tribal Sovereignty

This term is used to describe the unique legal status of federally recognized Indian Tribes. Domestic dependent nations, tribes exercise inherent sovereign powers over their members and territory.

Tribe

Generally, the term "tribe" refers to "Indian Tribe" or a "federally recognized Tribe" and may also refer to State recognized Tribes which are not Federally recognized but which are eligible for certain federal benefits and privileges under specific federal laws.

Tribal Transportation Improvement Program (TTIP) (Tribal TIP)

A multi-year, financially constrained list of proposed transportation projects located within or providing access to Indian lands. A TTIP generally includes safety, planning, PSE, construction and transit projects. TTIPs are updated annually, must be approved by Tribal Resolution and are submitted by Tribes to the BIA.

Trip

In modeling terms, a trip is a one-way, non-stop journey between a single origin and single destination, such as from home to work. For modeling purposes, each trip segment counts as a trip, for example stopping at the grocery store on the way home from work constitutes two trips.

Trip Purpose

The reason for a trip – such as work, shopping, school or medical appointment.

Trust Lands

Trust lands are lands that federal government holds legal title but the beneficial interest remains with an individual Indian (tribal member of a federally recognized tribe) government or tribal government. Trust lands are restricted and not subject to fee alienation without the approval of the federal government.

Unified Planning Work Program (UPWP)

A federally-required annual report describing PRTPO regional transportation work program and budget, detailing the various revenue sources and expenditures for a specified fiscal year.

United States Department of Transportation (USDOT)

The principal direct federal funding and regulating agency for transportation facilities and programs. FTA and FHWA are contained within the USDOT.

United State Environmental Protection Agency (USEPA)

The federal agency charged to protect human health and safeguard the natural environment – air, water, and land.

Universal Design

Transportation systems designed to accommodate a wide range of users, including people with disabilities and other special needs.

Urban Growth Area (UGA)

Under the Growth Management Act, those areas designated by cities and counties, and delineated by the Urban Growth Boundary (UGB), where urban growth will be encouraged.

Vanpool

A vanpool refers to an organized ridesharing arrangement in a van occupied by seven to 15 people traveling together for their commute trip.

Vehicle Miles Traveled (VMT)

The number of miles traveled on roadways by a vehicle for a specific time period, usually per year. VMT is calculated by multiplying the total road section length by the total number of vehicles that traveled over that section within a given time. VMT does not consider the number of passengers those vehicles are carrying.

Volatile Organic Compounds (VOCs)

Air pollutants that derive from vehicle exhaust, paint thinners, solvents, and other petroleum-based products. A number of VOCs are toxic.

Volume-to-Capacity Ration (V/C Ratio)

The ratio of flow rate to capacity for a transportation facility.

Washington Administrative Code (WAC)

State agency rules and regulations. The WACs also detail how state agencies shall organize and adopt rules and regulations.

Washington State Department of Transportation (WSDOT)

WSDOT is the agency responsible for transportation at the state level.

Washington State Transportation Commission (WSTC)

The Washington Transportation Commission is composed of seven members appointed to six-year terms by the Governor and confirmed by the Senate. The Commission includes four members from Western Washington and three members from Eastern Washington and provides a public forum for transportation policy development and functions. It reviews and evaluates how the entire transportation system works across the state and adopts a comprehensive and balanced 20-year statewide transportation plan that reflects the priorities of government and addresses local, regional and statewide needs.

Washington Transportation Plan (WTP)

The 20 year horizon, long-range transportation plan for the state of Washington prepared by WSTC.

Weigh-in-Motion (WIM)

A system that allows motor carriers equipped with special technology to proceed on the highway at normal speeds while their weight is electronically inspected by in pavement scales and readers.

Zoning

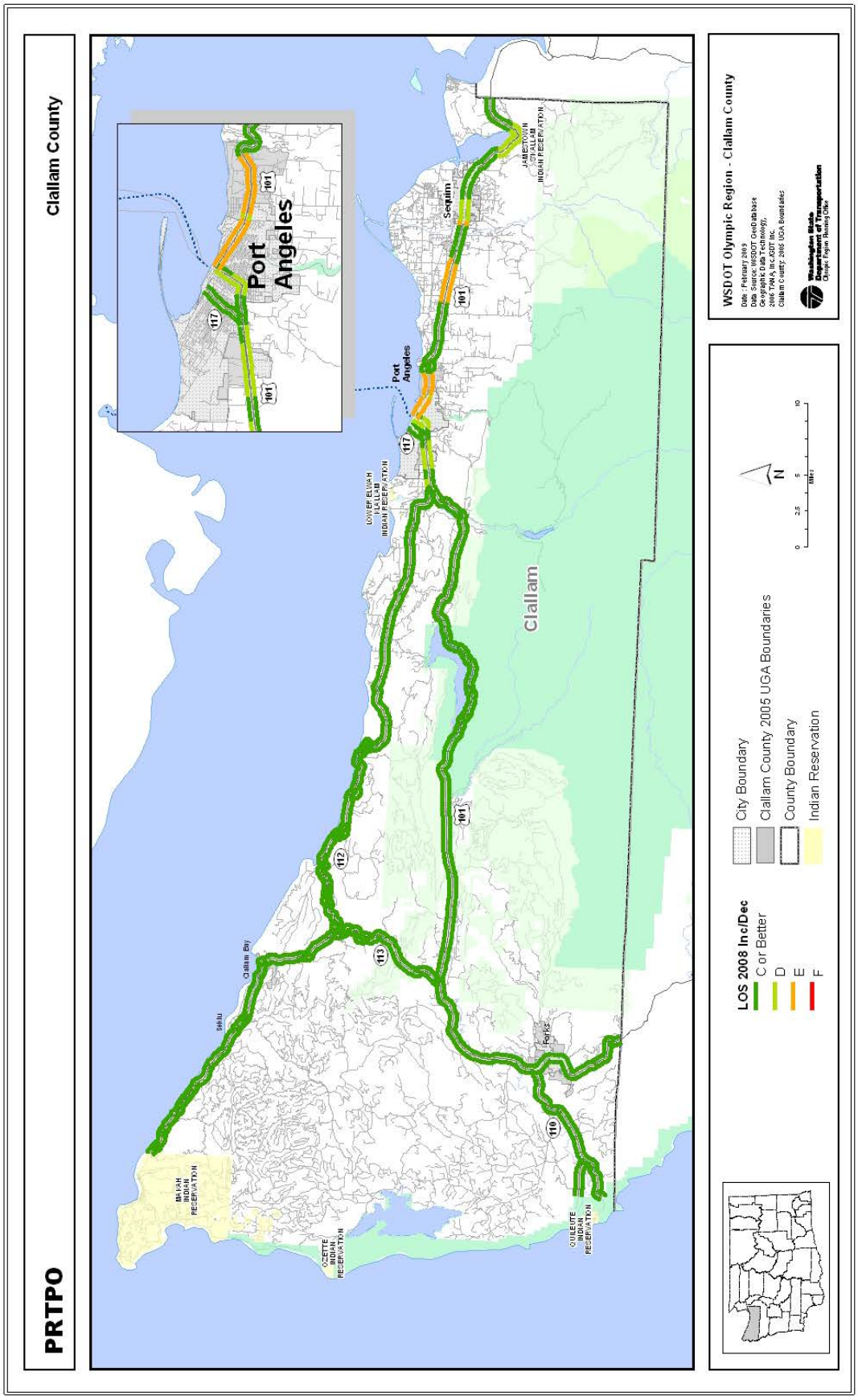
The regulation by municipality (city, town, or county) or Tribe of the use of land within its jurisdiction, and of the buildings and structures located there, in accordance with a general plan.

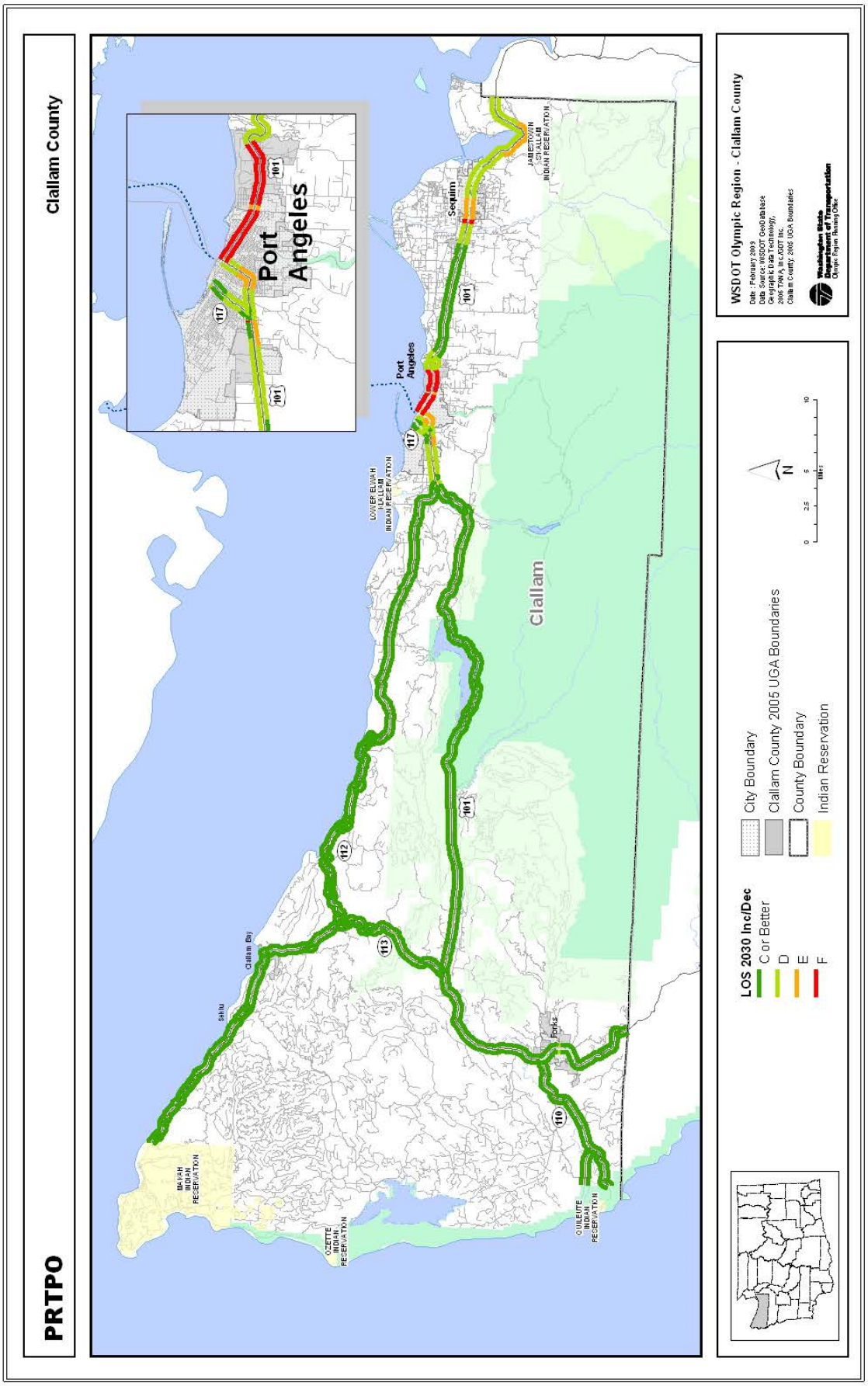
APPENDIX B

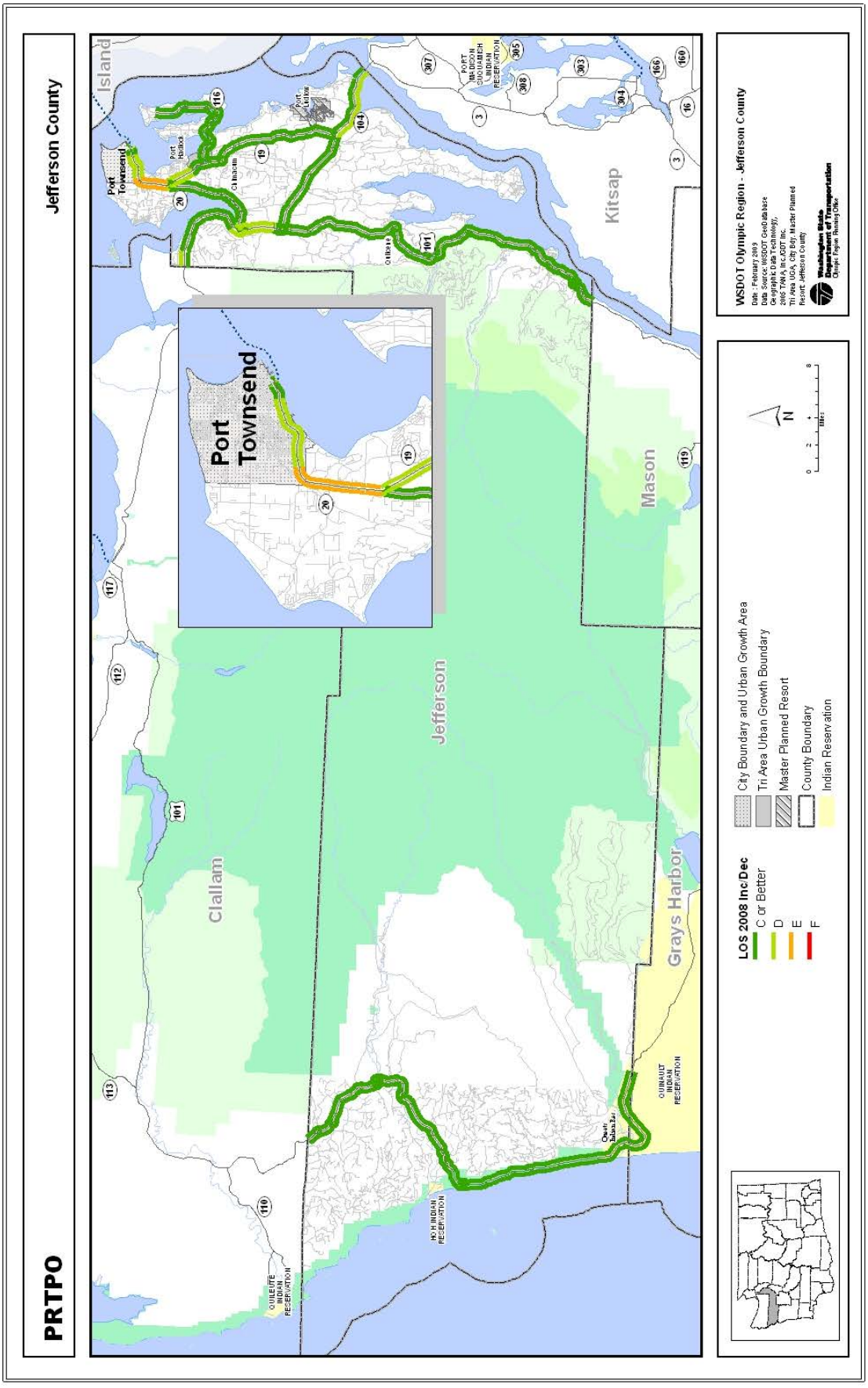
TRAFFIC FORECAST

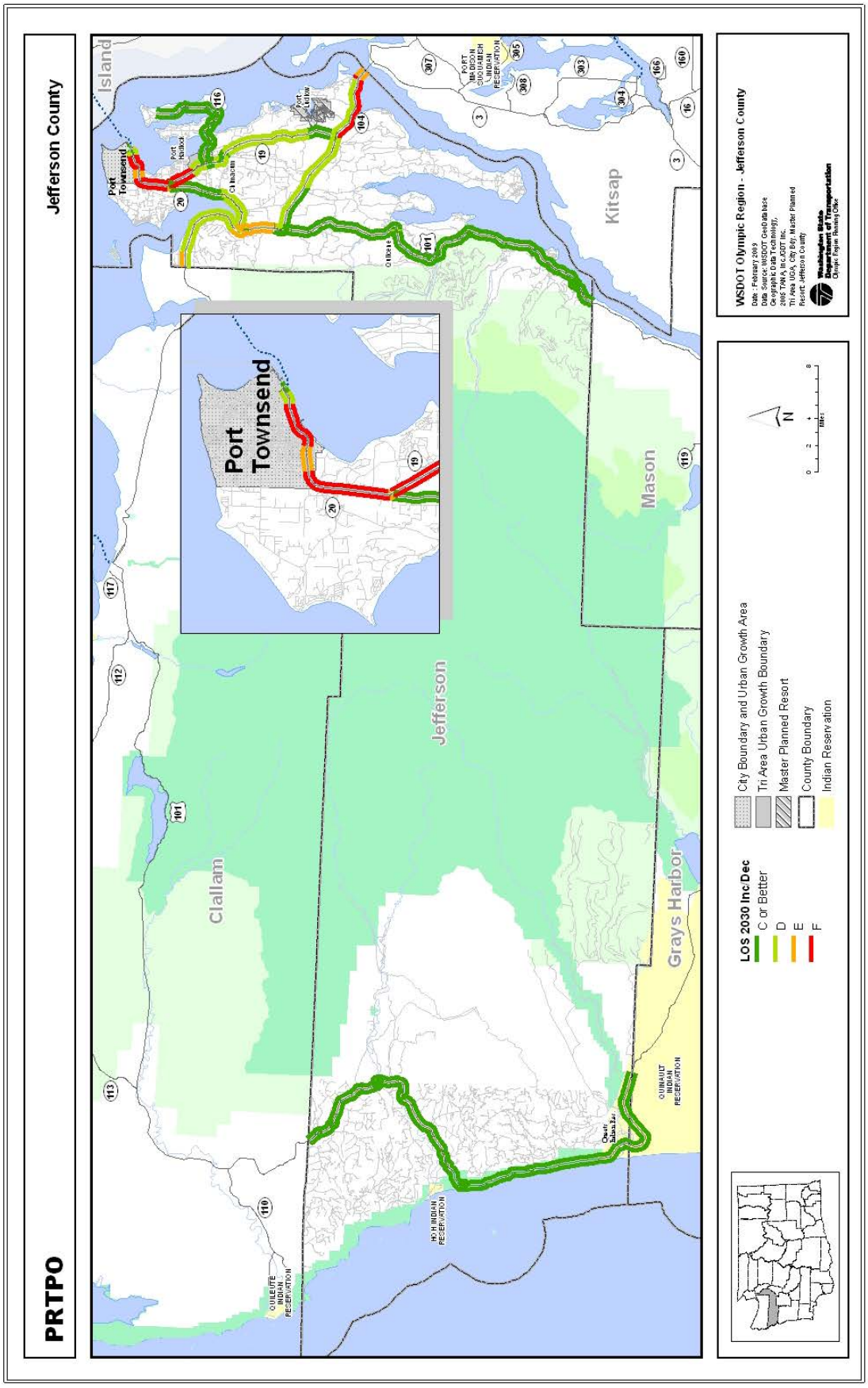
Rural planning areas, such as the Peninsula RTPO, are to make use of a basic trend line extrapolation formula or some low cost modeling technique to determine transportation needs rather than land use based travel demand model as used by the metropolitan planning organizations. The WSDOT Statewide Highway Analysis Program was used to conduct the regional traffic demand forecast analysis for the development of this regional plan by providing a screen line analysis of roadway segments within the Peninsula Region. This program provides a simplified level-of-service report card grading system to identify where congestion on the regional transportation system exists. The Washington Statewide Highway Analysis Program is the methodology used for corridor analyses in prior Washington Transportation Plans (WTP) and used in subsequent Highway System Plan (HSP) updates; therefore it provides the RTPO with a compatible process with that of the HSP analysis process.

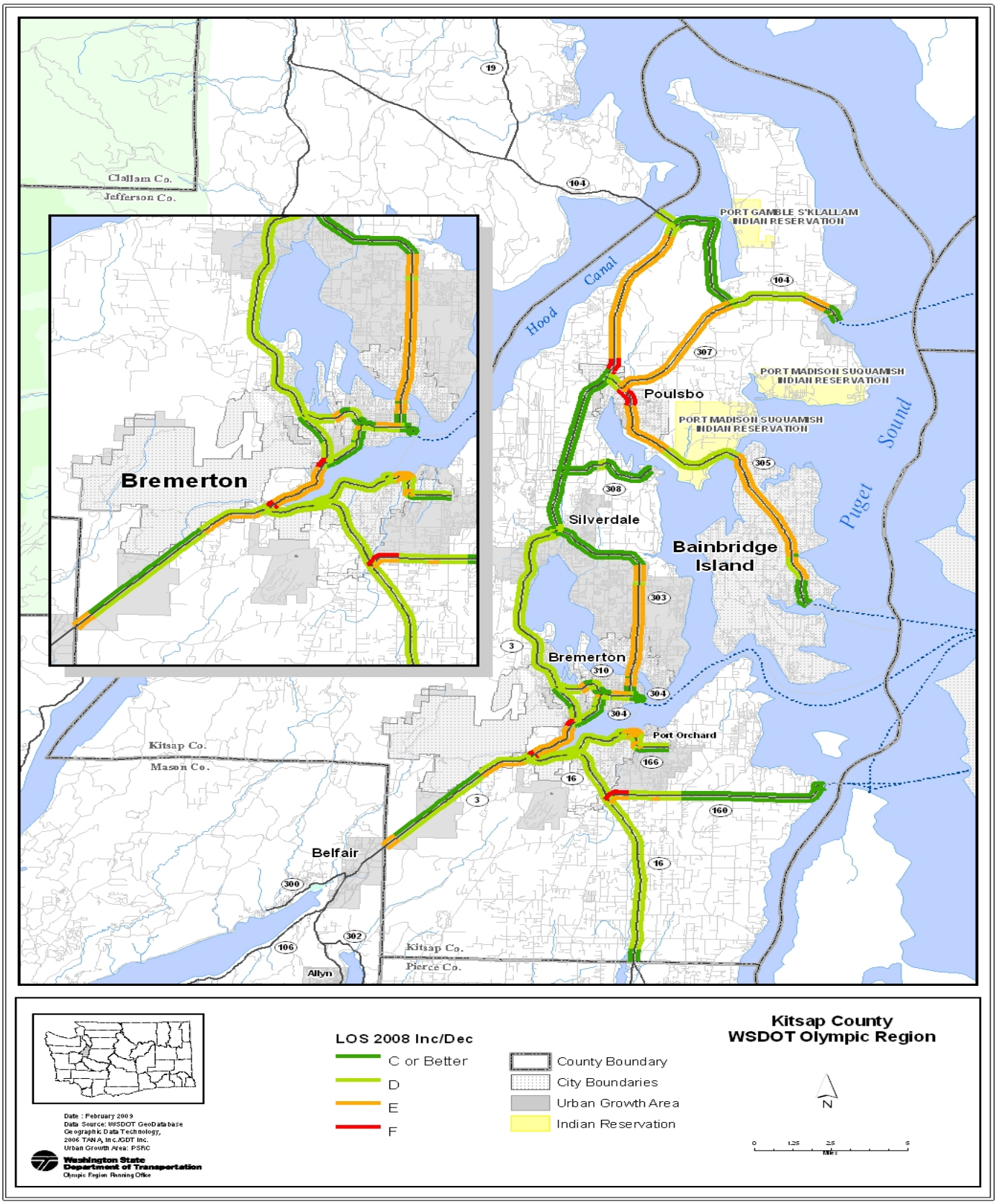
The following maps provide existing conditions and the forecasted (2030) LOS for each county.

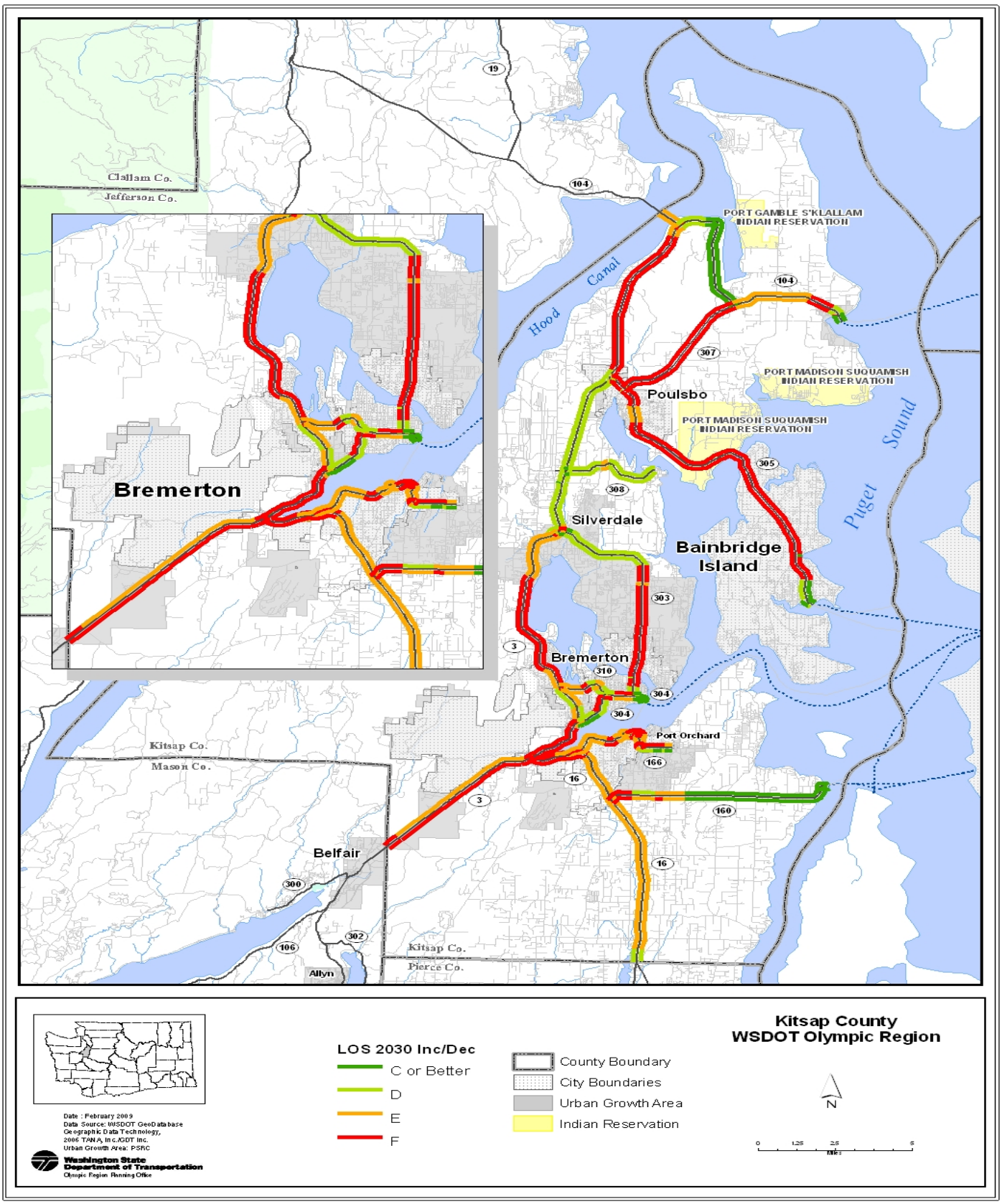

PRTPO
Clallam County
Port Angeles
Sequim
Clallam
Clallam Bay
Sekiu
Forks
LOS 2008 Inc/Dec
C or Better
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City Boundary
Clallam County 2005 UGA Boundaries
County Boundary
Indian Reservation
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WSDOT Olympic Region - Clallam County
Washington State Department of Transportation
Olympic Region Planning Office

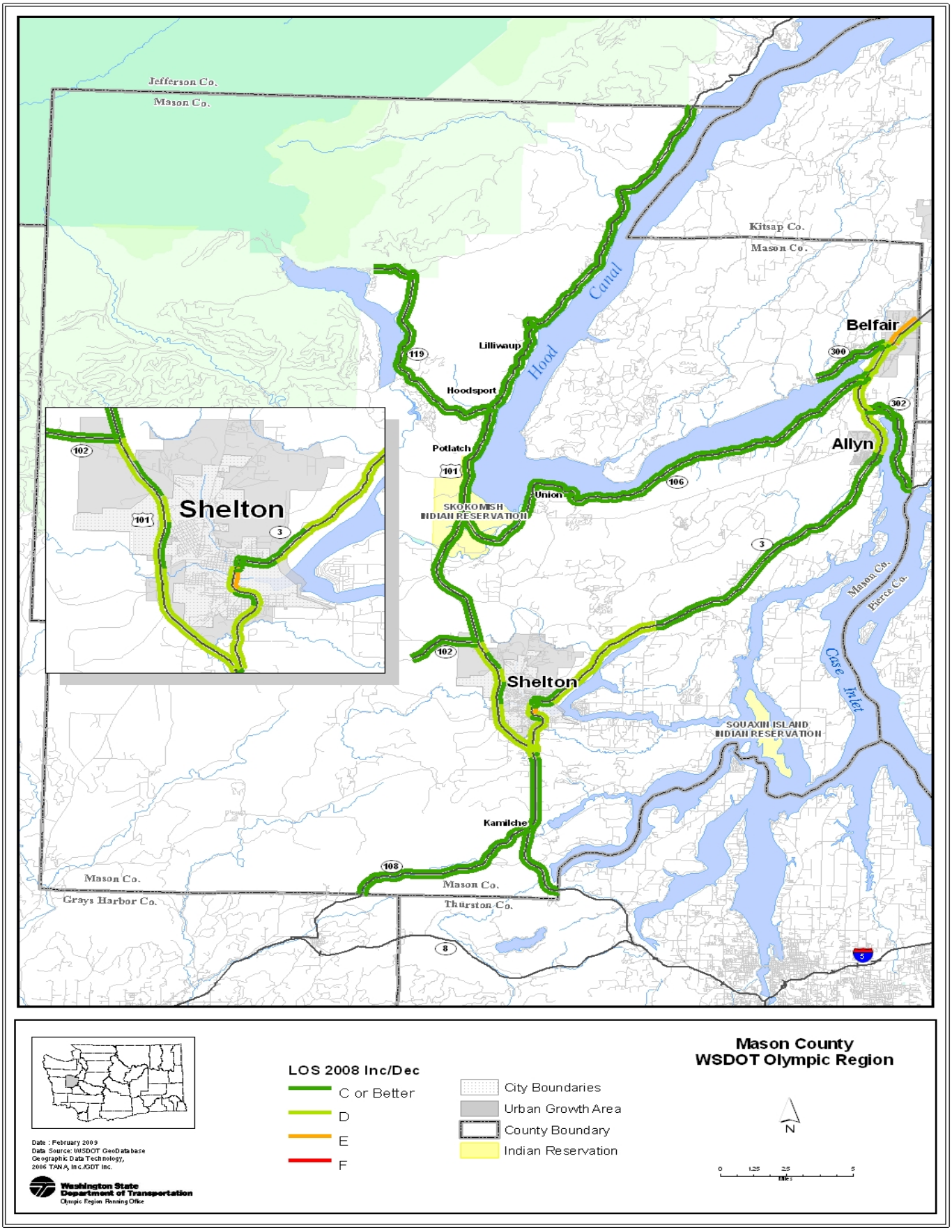

PRTPO
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Sequim
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Sekiu
Forks
LOWER ELWHA KLALLAM INDIAN RESERVATION
JAMESTOWN S'KLALLAM INDIAN RESERVATION
BASIN INDIAN RESERVATION
OZETTE INDIAN RESERVATION
QUILEUTE INDIAN RESERVATION
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LOS 2030 Inc/Dec
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City Boundary
Clallam County 2005 UGA Boundaries
County Boundary
Indian Reservation
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WSDOT Olympic Region - Clallam County
Date : February 2009
Data Source: WSDOT GeoDatabase
Geographic Data Technology,
2008 TOMTOM, INC/GDT Inc.
Clallam County 2008 UGA Boundaries
Washington State Department of Transportation
Olympic Region Planning Office

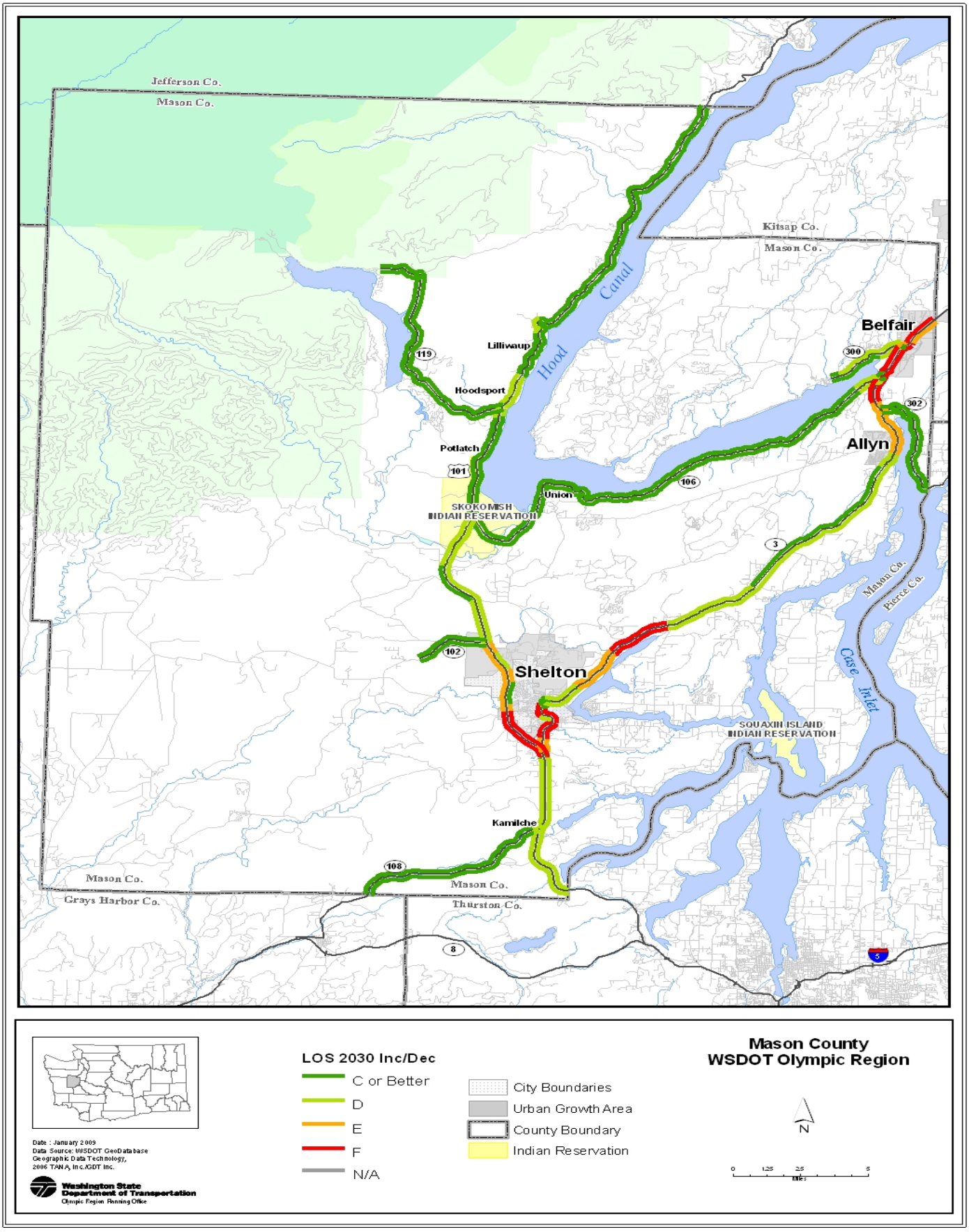

PRTPO
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Port Townsend
Port Ludlow
Port Hadlock
Chimacum
Quilcene
Discovery Bay
Quinault Indian Reservation
Hoh Indian Reservation
Quileute Indian Reservation
Port Gamble S'Klallam Indian Reservation
LOS 2008 Inc/Dec
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City Boundary and Urban Growth Area
Tri Area Urban Growth Boundary
Master Planned Resort
County Boundary
Indian Reservation
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WSDOT Olympic Region - Jefferson County
Date : February 2009
Data Source: WSDOT GeoDatabase
Geographic Data Technology,
WSDOT HPMS, AADT Records
Tri Area UGA, City Boy, Master Planned
Resort, Jefferson County
Washington State Department of Transportation
Olympic Region Planning Office


PRTPO
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Kitsap
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Jefferson
Clallam
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Port Townsend
Port Townsend
LOS 2030 Inc/Dec
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City Boundary and Urban Growth Area
Tri Area Urban Growth Boundary
Master Planned Resort
County Boundary
Indian Reservation
WSDOT Olympic Region - Jefferson County
Washington State Department of Transportation
Olympic Region Planning Office


Clallam Co.
Jefferson Co.
Kitsap Co.
Mason Co.
Kitsap Co.
Pierce Co.
Hood Canal
Puget Sound
PORT GAMBLE S'KLALLAM INDIAN RESERVATION
PORT MADISON SUQUAMISH INDIAN RESERVATION
PORT MADISON SUQUAMISH INDIAN RESERVATION
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Silverdale
Bainbridge Island
Bremerton
Port Orchard
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Date : February 2009
Data Source: WSDOT GeoDatabase
Geographic Data Technology,
2006 TANA, Inc.ASDT Inc.
Urban Growth Area: PSRC
Washington State Department of Transportation
Olympic Region Planning Office


Clallam Co.
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Mason Co.
Kitsap Co.
Pierce Co.
Hood Canal
Puget Sound
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PORT MADISON SUQUAMISH INDIAN RESERVATION
PORT MADISON SUQUAMISH INDIAN RESERVATION
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Port Orchard
Belfair
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County Boundary
City Boundaries
Urban Growth Area
Indian Reservation
Kitsap County
WSDOT Olympic Region
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Date : February 2009
Data Source: WSDOT GeoDatabase
Geographic Data Technology,
2006 TANA, Inc./GDT Inc.
Urban Growth Area: PSRC
Washington State Department of Transportation
Olympic Region Planning Office


Jefferson Co.
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Belfair
Lilliwaup
Hoodsport
Potlatch
Union
Allyn
SKOKOMISH INDIAN RESERVATION
Shelton
Shelton
Mason Co.
Pierce Co.
Case Inlet
SQUAXIN ISLAND INDIAN RESERVATION
Kamilche
Mason Co.
Grays Harbor Co.
Mason Co.
Thurston Co.
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City Boundaries
Urban Growth Area
County Boundary
Indian Reservation
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Miles
Date : February 2009
Data Source: WSDOT GeoDatabase
Geographic Data Technology,
2006 TANA, Inc./GDT Inc.
Washington State Department of Transportation
Olympic Region Planning Office


Jefferson Co.
Mason Co.
Kitsap Co.
Mason Co.
Hood Canal
Belfair
Lilliwaup
Hoodsport
Potlatch
Union
Allyn
SKOKOMISH INDIAN RESERVATION
Shelton
Mason Co.
Pierce Co.
Case Inlet
SQUAXIN ISLAND INDIAN RESERVATION
Kamilche
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Grays Harbor Co.
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City Boundaries
Urban Growth Area
County Boundary
Indian Reservation
Mason County
WSDOT Olympic Region
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Miles
Date : January 2009
Data Source: WSDOT GeoDatabase
Geographic Data Technology,
2006 TANA, Inc./GDT Inc.
Washington State Department of Transportation
Olympic Region Planning Office

APPENDIX C

TRANSPORTATION FUNDING SOURCES in WASHINGTON STATE

Following is a summary of transportation funding programs and other transportation revenue sources in Washington State. Funding transportation infrastructure and services is challenging for state, local and Tribal governments, requiring us to be flexible, creative, and collaborative.

Name/RCW	Basic Description	Jurisdiction Eligibility
Washington State Department of Transportation		
Pedestrian and Bicycle Safety	The purpose of the Pedestrian and Bicycle Safety Program is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike.	All public agencies in Washington are eligible to apply.
Safe Routes to Schools	The purpose of the Safe Routes to Schools Program is to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school. Funding from this program is for projects within two-miles of primary, middle and high schools (K-12).	All public agencies in Washington are eligible to apply.
Highway Safety Improvement Program (HSIP) Funding	The Federal Highway Safety Improvement Program provides funding to implement engineering countermeasures to reduce fatal and serious injury collisions.	All cities and counties are eligible to apply.
Transportation Alternatives Program (TAP)	The Federal Transportation Alternatives Program provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and improved mobility, community improvement activities or environmental remediation, and safe routes to school projects.	Local agencies, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local education agencies or schools, tribal governments, and any other local or regional governmental entity with responsibility for oversight of transportation that the State determines to be eligible.
Congestion Mitigation Air Quality Improvement Program (CMAQ)	The Federal Congestion Mitigation Air Quality Improvement Program provides funding for transportation projects and programs that help meet the requirements of the Clean Air Act. Eligible activities include transit improvements, travel demand management strategies, traffic flow improvements, public fleet conversions to cleaner fuels, projects to improve incident and emergency response or improve mobility, expanded authority for transit operations, and support for installation of facilities serving electric or natural gas fueled vehicles (not at rest areas).	All public agencies within the five MPO's representing maintenance areas including: Puget Sound Regional Council (PSRC), Spokane Regional Transportation Council (SRTC), Southwest Washington Regional Transportation Council (RTC), Yakima Valley Conference of Governments (YVCOG) and Thurston Regional Planning Council (TRPC).

National Highway Performance Program (NHPP)	The Federal National Highway Performance Program incorporates Interstate Maintenance, the National Highway System (NHS) and the Highway Bridge Program for bridges that are on the NHS. Projects eligible for NHPP funding include: construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of highways and bridges; bridge and tunnel inspection and evaluation; safety projects; environmental restoration and mitigation; intelligent transportation systems (ITS); and bicycle and pedestrian	All public agencies that are responsible for Interstate or NHS facilities.
Surface Transportation Program (STP)	The Federal Surface Transportation Program is the most flexible and provides the most financial support to local agencies. Projects eligible for STP funding include highway and bridge construction and repair; transit capital projects; bicycle, pedestrian, and recreational trails; and construction of ferryboats and terminals.	All public agencies which are responsible for eligible transportation facilities.
Freight Rail Assistance Program	The Freight Rail Assistance Program is directed toward larger projects where it is difficult to gain a contribution and where the rail location or the project is of strategic importance to the local community and the state.	Open to applicants in both the public and private sector.
Freight Rail Investment Bank Program	The Freight Rail Investment Bank Program is for smaller projects or for a small part of a larger project, where state funds would enable the project to be completed.	Open to the public sector including counties, cities and port districts.
Airport Aid Grant Program	The Airport Aid Grant Program provides crucial financial assistance to public-use airports in the preservation of Washington's system of airports.	Any city, county, airport authority, political subdivision, federally recognized Indian tribe, public corporation, or person(s) that owns and operates a public-use airport included in the Washington Aviation System Plan (WASP).
Commute Trip Reduction Program	The Commute Trip Reduction Program focuses on improving air quality, reducing traffic congestion, and decreasing fuel consumption through employer-based programs that encourage alternatives to driving alone to work. Local governments are required to develop and implement plans to reduce single occupancy vehicle commute travel to large worksites and dense employment centers in congested urban areas.	The state, through WSDOT, provides funding for nine counties (King, Pierce, Snohomish, Whatcom, Clark, Kitsap, Yakima, Spokane, and Thurston) and 51 cities to implement their programs. Other partners include the state, six RTPO/MPOs (PSRC, TRPC, YVCOG, WCOG, SRTC, and RTC) and transit agencies.
Vanpool Investment Program	The Vanpool Grant Program helps public transit agencies expand vanpooling and make it more appealing to commuters.	All transit agencies are eligible to apply.
Regional Mobility Grants	The Regional Mobility Grant program supports local efforts to improve transit mobility and reduce congestion on our most heavily traveled roadways.	All cities, counties, ports and transit agencies are eligible to apply.

Consolidated Grant Program	The Consolidated Grant Program helps improve public transportation within and between rural communities, provide transportation services between cities, purchase new buses and other equipment, provide public transportation service for the elderly and persons with disabilities and low-income people seeking transportation to job-related activities.	Public transportation providers, including public transit agencies, non-profit agencies, tribal governments, port authorities, senior centers, state agencies, cities and counties, schools, and private operators.
Public Transportation Program	The Public Transportation Program helps provide access, mobility and independence to Washington residents. Made possible by state and federal funds, these grants, along with regional mobility grants, provide transit services within and between cities, purchase new buses and other equipment, provide public transportation service for the elderly and people with disabilities, and improve public transportation in and between rural communities.	Transit systems, non-profit agencies, tribal governments, port authorities, senior centers, state agencies, cities and counties, special districts such as schools and ports, and private operators.
Washington State Recreation and Conservation Office		
Land and Water Conservation Fund (LWCF)	The Land and Water Conservation Fund provides grants to buy or develop public recreation trails. Trails funded in LWCF should provide adequate separation from roadways.	Local agencies; special purpose districts such as port, park and recreation, conservation, and school districts; state agencies; tribal governments.
Washington Wildlife Recreation Program (WWRP)	The WWRP Trails category provides grants to acquire, develop, or renovate non-motorized public recreation pedestrian or bicycle trails that provide connections to neighborhoods, communities, or regional trails. Note: trails funded in this category cannot be part of a street or roadway such as a sidewalk or unprotected road shoulder.	Local agencies; special purpose districts such as port, park and recreation, conservation, and school districts; state agencies; tribal governments.
Salmon Recovery Grants	It is possible to use some of the Salmon Recovery Grants to replace culverts under roads that are a barrier to fish passage.	Local agencies; special purpose districts such as port, park and recreation, conservation, and school districts; state agencies; tribal governments; private landowners; nonprofit organizations; and regional fisheries enhancement groups.
Washington State Department of Commerce		
Public Works Board, Construction Loan Program	Provides low-interest loans for local governments to finance public infrastructure construction and rehabilitation. Eligible projects must improve public health and safety, respond to environmental issues, promote economic development, or upgrade system performance.	Counties, cities, special purpose districts, and quasi-municipal organizations that meet certain requirements. Tribes, school and port districts are ineligible for this program.

Community Economic Revitalization Board (CERB)	Community Economic Revitalization Board is a state board focused on economic development through job creation in partnership with local governments. The Board has the authority to finance public infrastructure improvements that encourage new private business development and expansion. In addition to funding construction projects, CERB provides limited funding for studies that evaluate high-priority economic development projects.	CERB provides low interest loans to local governments and federally recognized tribes for public infrastructure that support private business growth and expansion.
Freight Mobility Strategic Investment Board		
Freight Mobility Strategic Investment Board (FMSIB) RCW 47.06a.001	The Freight Mobility Strategic Investment Board designates, solicits, and selects freight projects that will enhance or mitigate the mobility of freight in Washington State. Eligible projects must be on a strategic freight corridor and be listed as part of a state or local transportation	WSDOT, cities, counties, and ports are eligible to apply.
County Road Administration Board		
County Ferry Capital Improvement Program	The County Ferry Capital Improvement Program (CFCIP) assists the four counties operating car ferries.	The counties currently operating car ferries include Pierce, Skagit, Wahkiakum, and Whatcom.
Rural Arterial Program (RAP) WAC 136-100	Counties can us the Rural Arterial Program funding to correct much more than surface and structural problems on county rural arterial roads. The counties submit RAP projects based on safety, geometry, capacity and structural deficiencies.	All counties are eligible to apply.
County Arterial Preservation Program (CAPP) WAC 136-300	The County Arterial Preservation Program funding is limited to preservation of the road structure on county owned arterials.	All counties are eligible to apply.
Transportation Improvement Board (TIB)		
Small City Sidewalk Program (SCSP)	The Small City Sidewalk Program establishes highly connected pedestrian networks in central business districts. The program constructs and replaces sidewalks to improve pedestrian safety, create system continuity, link pedestrian generators, extend the system and complete gaps. The intent of each project must be transportation-related, not recreational.	The Small City Sidewalk Program is for incorporated cities with a population of 5,000 or less.
Small City Arterial (SCAP) RCW 47.26.115	The Small City Arterial Program establishes the integrity of small city street system while minimizing costs. The program rehabilitates TIB classified arterial streets, enhances street physical condition, corrects geometric deficiencies and improves safety. The program also supports the construction of multimodal features consistent with local needs.	The Small City Arterial Program is for incorporated cities with a population of 5,000 or less.

Small City Preservation (SCPP) RCW 47.26.340 - 345	The Small City Preservation Program provides funding for chip seal, overlay of existing pavement, and sidewalk maintenance, with the goal of bringing small city pavement rating average above 70 Pavement Condition Rating (PCR). Funding is for road maintenance opportunities across the state; pavement condition ratings and economies of scale leveraged and are considered as part of the criteria.	The Small City Sidewalk Program is for incorporated cities with a population of 5,000 or less.
Urban Arterial Program (UAP) RCW 47.26.010	The Urban Arterial Program funds projects that enhance arterial safety, support growth and development, improve mobility and physical condition. TIB also rates projects on sustainability and constructability. The program requires sidewalk on both sides of the streets and funds bike lanes when consistent with a local transportation plan.	The Urban Arterial Program is for counties with urban unincorporated areas and cities with a population of 5,000 or greater.
Arterial Preservation Program (AAP)	The Arterial Preservation Program enables larger scale preservation projects at lower unit costs. The program provides funding for overlay of federally classified arterial streets.	The Arterial Preservation Program is for cities with a population of 5,000 or greater and assessed valuation less than $2 billion.
Urban Sidewalk Program (UAP)	The Urban Sidewalk Program establishes highly connected pedestrian networks in downtowns and activity centers. The program constructs and replaces sidewalks to improve pedestrian safety, create system continuity, link pedestrian generators, extend the system and complete gaps. The intent of each project must be transportation- related, not recreational, and the project must be on a federally classified route.	The Urban Arterial Program is for counties with urban unincorporated areas and cities with a population of 5,000 or greater.
Other State and Federal Funding Sources		
Federal Lands Access Program (FLAP)	The Federal Lands Access Program helps improve access to federal lands. The program focusing on public highways, roads, bridges, trails, and transit systems.	State, county, town, township, tribal, municipal or local governments are eligible to apply.
County Road Property Tax Levy RCW 36.82.040	For construction, preservation, and maintenance of county roads, bridges, and wharves necessary for providing vehicle ferry service, and for other proper county road purposes.	All counties are eligible.
High Capacity Transit RCW 81.104.140-.170	Fund sources: employer tax, motor vehicle excise tax, and sales and use tax.	Regional transit authorities (RTA) in King, Pierce, and Snohomish counties; transit agencies in Thurston, Clark, Kitsap, Spokane, and Yakima counties; Regional Transportation Investment Districts (RTID); and high capacity transportation corridor areas.
High Occupancy Vehicle (HOV) Local Option RCW 81.100.030, .060	For high occupancy vehicle (HOV) lane development, mitigation of environmental impacts of HOV development, support of employer programs to reduce single-occupant commuting, and commuter rail programs.	Regional Transportation Investment Districts (RTIDs) and King, Pierce, and Snohomish counties with voter approval.

Local Fuel Tax Distribution RCW 82.36.025, .030	Funds limited to highway purposes.	State shared revenue between city, county, and state. It is based on user fees and not sensitive to changing growth patterns.
Commercial Parking RCW 82.80.030	For general transportation purposes, including construction and operation of state highways, county roads, and city streets; public transportation; high capacity transportation; transportation planning and design; and other transportation related activities.	County (unincorporated area), city, and Regional Transportation Investment Districts (RTID) are eligible.
County Fuel Tax RCW 82.080.010	For "highway purposes" as defined by the 18th Amendment, including the construction, maintenance, and operation of city streets, county roads, and state highways; operation of ferries; and related activities.	County wide (including incorporated areas).
Passenger-only Ferry RCW 82.80.130	Tax of motor vehicles owned by residents of the taxing district.	Authorizes Public Transportation Benefit Areas, whose boundaries are on the Puget Sound but do not include an area within a Regional Transit Authority, to implement passenger-only ferry service under RCW 36.57A.200.
Vehicle License Fee RCW 82.80.100	License fee based upon the age of the vehicle; excludes vehicles such as farm tractors, snowmobiles, and others.	Regional Transportation Investment Districts (RTID) can impose these vehicle License fees.
Land Dedication & Voluntary Agreements RCW 58.17.010, .110	Provides local governments the basis for the regulation of the subdivision of land to promote public health, safety and general welfare.	All cities and counties are eligible.
SEPA Substantive Authority RCW 43.21C.060	Allows public agencies to condition or deny any proposed governmental action based on its environmental analysis.	State agencies, municipal and public corporations, and counties are eligible.
Growth Management Act (GMA) Impact Fees RCW 82.02.020	Fees imposed as a condition of development approval to pay for the public facilities needed to serve development including streets and roads.	Local governments fully planning under the Growth Management Act is eligible.
Local Transportation Act Impact (LTA) Fee RCW 39.92.030	Allows governments singly or jointly to impose impact fees to fund a portion of the off-site transportation improvements needed to solve the cumulative impacts of planned growth and development.	All cities, counties, and towns are eligible.
Transportation Benefit District RCW 36.73	Allows governments singly or jointly to impose taxes and fees to fund off-site transportation infrastructure improvements.	All cities, counties, and towns are eligible.
Regional Transportation Investment District RCW 36.120	Multiple fund sources: vehicle excise tax, vehicle license fee, regional sales and use tax, parking tax, fuel tax, employer excise tax, vehicle tolls.	Limited to counties within the Puget Sound metropolitan region.
Street Latecomer Agreements RCW 35.72	Allows subsequent developments to reimburse earlier development that paid all up-front costs.	The legislative authority of any city, town, or county.
Transit Tax RCW 35.95.040, 82.14.045	Business and occupation, utility and sales taxes can fund operations, maintenance and capital needs in any city or county. Voter approval is required.	Transit districts and city transit systems are eligible.

Grade Crossing Protective Fund RCW 81.53.261 - .295	Administered by the Utilities and Transportation Commission to make safety improvements at a railroad crossing or along a railroad right-of-way.	Grant program for railroad companies, local governments and other agencies.
Border Cities Fuel Tax RCW 82.47.020	For street maintenance and construction in areas along the Canadian border that are experiencing extraordinary traffic levels and impacts due to Canadian motorists.	Cities and towns within 10 miles of an international border crossing or transportation benefit districts (TBDs) that contain an international border crossing.