PRTPO TECHNICAL ADVISORY COMMITTEE MEETING

July 17, 2025 | 10:00 – 12:00
Zoom Meeting – Login Below

1. 10:00 **Welcome and Introductions**

2. 10:05 **Consent Calendar** ACTION
   - *Approval of Agenda*
   - *Approval of Recap from May 15, 2025 (Attachment)*

3. 10:10 **Welcome New PRTPO Coordinator Amna Parson**
   Amna joined Kitsap Transit on June 30th to begin taking over the role of PRTPO Coordinator. Amna will work with Thera over the next couple of months as she assumes the Coordinator responsibilities. Welcome Amna to the Peninsula Region.

4. 10:20 **Addressing Active Transportation Gaps in Rural Places** BRIEFING
   Panick Kalambay, UW, Tacoma
   Mr. Kalambay will talk with the TAC about a research effort co-funded by WSDOT to understand and address gaps in walking and biking infrastructure in rural areas across Washington State. His team is conducting a survey to better understand the transportation needs and context for travel outside of large urban areas. Insights from his discussion with the TAC will shape their approach to outreach in your communities.

5. 10:35 **Kick-off 2026-2031 Regional Transportation Improvement Program** BRIEFING
   PRTPO is getting ready to develop the 2026-2031 RTIP. This is the second year when some RTIP projects may also be included on the Regional Transportation Plan project list. Members who have not previously contributed projects to the RTIP may want to participate in its development this year. Projects must be input into the SAW database in order to be included in the RTIP. There is support for those not familiar with the SAW process.

6. 10:45 **Development of 2026 RTP Project List** *(Attachment)* DISCUSSION
   Concurrent with development of the new RTIP, PRTPO will update the RTP Project List. New this year will be an interactive online map of projects included on the RTP project list. A simple input tool has been developed for members to input basic information on the projects they want to see included on this list. We will also discuss whether it makes sense for this to be a two-year list of projects or maintain it on an annual basis.

7. 11:00 **RTP Principles and Guidelines for Regional Consistency** *(Attachment)* DISCUSSION
   In June the Executive Board adopted the 2025 update to the Regional Transportation Plan (RTP). That update refreshed the Principles and Guidelines for demonstrating consistency between local and regional plans. This discussion will lay out the approach by which PRTPO completed the consistency determination for countywide planning policies and the proposed approach for documenting consistency of local Comprehensive Plans.

8. 11:20 **Regional Complete Street Candidates Follow-up** DISCUSSION
   In March the TAC previewed an online portal hosting information on a few dozen sites identified by members as potential "complete street" candidates for future consideration by WSDOT Olympic Region. The follow-up was put on hold until the RTP was completed. We will revisit that process now and discuss what is needed to complete the vetting of sites and potential applications the portal can support.

9.	11:40	**PRTPO Coordinator Updates** *Short updates to keep members apprised about matters of potential interest.*	BRIEFING
10.	11:45	**Member Roundtable** *An opportunity to share information on activities and other topics of interest to members.*	ALL

NEXT TAC MEETING – September 18, 2025
2026-2031 RTIP Review and Recommendation
2026 RTP Project List Review and Recommendation
2026 Legislative Agenda – Messages and Projects

Join Zoom Meeting
https://us02web.zoom.us/j/81644543182?pwd=eHch7Xw7YwhgA0fXChYAt58jXHbK7R.1
Or by phone: 253 215 8782 US (Tacoma). Meeting ID: 816 4454 3182 Pass Code: 4780

Meeting Recap

PRTPO TECHNICAL ADVISORY COMMITTEE
May 15, 2025
10:00 – 12:00
Via Zoom

Call to Order
Chair Jayme Brooke called the meeting to order at 10:00.

ATTENDEES

Technical Advisory Committee:

Clallam County	Steve Gray
Kitsap County	Melissa Mohr
City of Bremerton	Vicki Grover
City of Port Angeles	Tim Hayes
Port Orchard	Chris Hammer
City of Sequim	Katie Cole
Port of Bremerton	Arne Bakker
Clallam Transit	Jim Fetzer
Jefferson Transit	Jayme Brooke
Jamestown S'Klallam Tribe	Wendy Clark-Getzin
Skokomish Tribe	Marty Allen
Squaxin Island Tribe	Leo Thomas
WSDOT Olympic Region	Ashley Carle

Staff:
Thera Black, PRTPO Coordinator
Edward Coviello, PRTPO Coordinator, Lead Planning Agency

Other Attendees:
Steve Abernathy, DEA
Ryan Clemens, WSDOT HQ
Kyle Sanchez, LMTAAA
Roger Wilbur, WSDOT Joint Operations Group Program Manager

Welcome and Introductions
Chair Brooke welcomed attendees and conducted introductions.

Approval of Consent Calendar

ACTION: Melissa moved, and Steve seconded to approve the Consent Calendar. The motion passed unanimously.

Consent Calendar

- ***Agenda***
- ***Recap of March 20, 2025 Meeting***

Joint Operations Group Formation in Peninsula Region

Thera introduced Roger Wilbur, explaining that he had reached out with information regarding the formation of a new regional working group focused on improved relations and communications among the various entities in the transportation sector with an interest in emergency management and response. The geography of this group is the four-county Peninsula Region. Given the alignment of this with one of the Tough Topics on PRTPO's regional agenda, she invited him to come speak with the TAC about this new group and opportunities for participation.

Roger provided the TAC with an overview of the Joint Operations Group (JOG) and its intent. A JOG is a voluntary group of representatives from a wide cross section of agencies in each region who come together to maintain regular communications and awareness, and build deep relationships with other providers who will be called upon to respond to major incidents when they occur. This might be an earthquake, wildfires, or other major disruptions that will require interagency cooperation and collaboration to respond effectively.

He explained that each region will develop its own issue areas, tailored to the specific concerns of that area. In this way, the JOG hopes to increase the response capacity of communities and improve the ability to recover after a major disaster.

Roger reviewed new technologies developed specifically for these JOGs, to enhance opportunities for communications across sectors and the sharing of critical information. Each regional JOG will have its own communications portal; members of the JOG will have free access to the tools it includes.

One of these is called ReadyOp. It is a platform developed to support coordination and efficient communications and distribution of materials among all the various points of contact. It is designed to support preparation planning, response, and command communications during an event.

There is also a Virtual Collaboration Center (VOC) that pulls real-time data from public agencies into a dashboard shared on a common platform. During an event, information can be shared efficiently among the JOG members and appropriate information distributed out to external interests like the public and media.

Participation in the new Peninsula Region JOG will entail one-hour monthly meetings, but there is no financial cost beyond that. It is expected that the Peninsula Region JOG will start forming in June.

As the JOG formation gets underway, TAC members are encouraged to share this information internally and where possible, solicit interest in participation. Roger confirmed that all entities are encouraged to participate – cities and counties, but also tribes, transit, ports, and others with any interest or role in emergency management or response. Thera offered to get a copy of his slides for later review and use by members.

Peninsula RTP Online

The update of the Regional Transportation Plan is nearing completion. Thera reviewed the work of TAC and Board members over the nearly two years of the update process and walked members through the working draft of the new online format. She explained the organizing structure of a Policy Framework tailored to the regulatory compliance needs of the RTP, and the Planning Framework that is specifically tailored to the needs and interests of PRTPO and its members. It is the Planning Framework that is likely to be refreshed most frequently to keep it aligned with and supportive of the priority concerns of PRTPO. The intent is to keep the RTP current through regular work program activities, so that PRTPO can dedicate more of its limited resources to getting things done instead of planning to plan.

DRAFT

Members have had access to the working draft since March and have been invited to share comments and suggestions along the way. It has been a regional team effort to complete this overhaul, and input from members have made the resulting draft a better and more useful tool.

Thera explained that the draft needs to go out for public review prior to adoption by the Board in June. She asked the TAC for feedback on the draft that may be needed before it is ready for that review. If no other changes are needed at this time, she asked for approval from the TAC for its release for public review, and its recommendation to the Board on its adoption.

Members commented on the format and content, and expressed support for the overall format and approach. No additional suggestions were made nor issues raised. Members spoke in favor of releasing it for review. Wendy observed that the Board had not looked at the draft since April, and some changes have been made to it since then. In light of that, she requested that Thera run the draft by the Executive Committee before releasing it for review, informing them that the TAC favors releasing it for review and getting their confirmation. Thera agreed to do that. She thanked the members for their dedication and hard work on this over the last two years, and asked that they continue to share any suggestions or insights going forward that will make this RTP a more effective tool to support regional transportation interests.

PRTPO Coordinator Updates

Thera reported briefly on a few matters of interest to member agencies.

- Local Programs has just released the final Obligation Authority targets. This is particularly important for counties administering rural STBG funding and for any agencies using STBG funds. Local Programs is advising that due to staffing shortages, it may take longer for them to process obligations but the deadlines for meeting obligation targets does not change. Allow extra time if at all possible in getting your projects through the obligation process.
- The federal funding exchange pilot program is open and available to local agencies in Clallam, Jefferson, and Mason Counties. Local Programs will exchange federal funds for less-encumbered state funds at 95 cents on the dollar. Only Pacific and Wahkiakum Counties have taken advantage of this program so far. PRTPO members played an important role in getting this program off the ground. Members interested in swapping federal funds for state funds should contact Stephanie Tax or Jay Drye at Local Programs HQ as soon as possible.
- The Department of Commerce is offering free federal grant writing assistance to local agencies. They are scheduling workshops around the state to explain the program, clarify what is required in administering federal grants once received, and best practices for effective scoping of potential projects.
- The Squaxin Island Tribe and Skokomish Tribe are co-hosting a forum on transportation electrification in Indian Country on June 2nd. This forum will feature the work these two tribes are engaged in to develop Transportation Electrification Plans for their communities, including coordination between tribal and non-tribal entities, implementation considerations, and contracting.

Member Updates

Melissa reported the Hoh Rain Forest road is open again, ahead of schedule, after a major washout late last year. This is welcome news as the peak tourism season begins.

Adjourn

There being no other business, Jayme adjourned the meeting at 11:35.

DRAFT

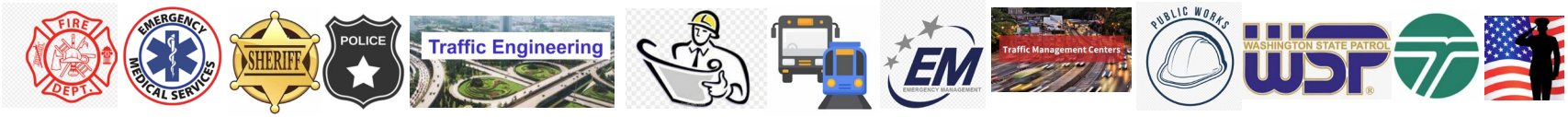
Joint Operations Group (JOG) Introductions

WSDOT Joint Operations Group Program Manager, Roger Wilbur

What is it?



- Voluntary group of representatives from multiple agencies/disciplines.



- City/County/Tribal/State/Federal public/gov't agencies
  - Police, Fire, EMS, Traffic Management Centers, City/County Public Works, Transit (Bus and Rail), Towing Services, Emergency Management, City Planners, Engineers, and Road Services, Incident Response, or other transportation-related entities.

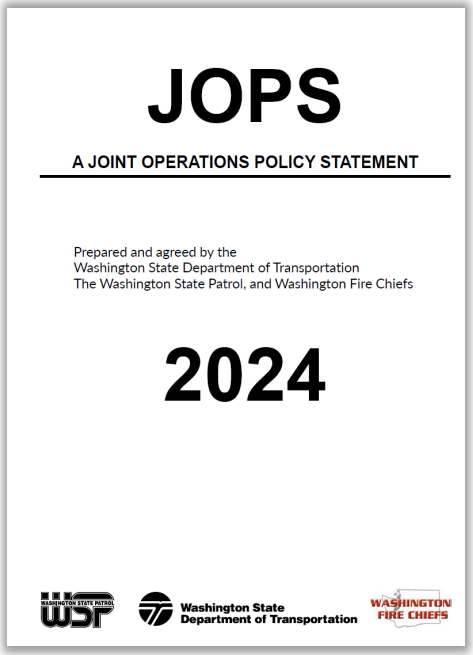
- JOG Mission= Encourage and facilitate multi-agency collaboration to reduce the impacts of large-scale incidents.

- Improved information access, communication, and familiarity enables a more effective multi-agency response.

- Enhances coordination for traffic incidents, emergencies, or any situation where interaction between agencies occurs.

Why?

- Incidents can require multiple agencies of differing disciplines to coordinate their efforts and impacts may involve several jurisdictions.
- Increased awareness of operations, resources, limitations, or priorities of various disciplines.
- Solutions identified before an incident.
- More information assists timely decision-making, avoid duplication of effort, and conflict.
- The Joint Operations Policy Statement (JOPS) between WSP, WSDOT, and WFC supports multi-agency collaboration, the origin of JOGs.



JOGs…

- are a **state-wide initiative**, ideally **led by local/regional representatives** with insight and experience in the local area.

- **do not replace** agency **protocols, policies, procedures** or how an agency responds to, operates, prevents or prepares for events.

- are meant to **enhance what an agency already does**, not create an alternative to current practices.

JOG participants…

- attend monthly, one-hour virtual JOG meetings to build relationships, debrief incidents, familiarize personnel and resources, provide updates about construction or large events, learn of training or other opportunities, and improve communication between agencies.

- access more timely information through WSDOT-sponsored technologies free of charge.

- may realize participation benefits in other agency functions.

Joint Operations Group History

In 2015, **JBLM JOG** was formed to address congestion on I-5 through the JBLM corridor.

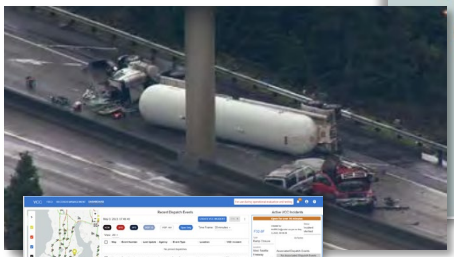
- Improved response, December 2017 Amtrak derailment

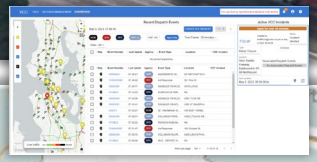




In 2018, **the SAJOG** (Seattle Area Joint Operations Group) was formed to address incidents in downtown Seattle corridor.

- February 2017, multi-vehicle collision involving a propane truck





New JOGs started February 2025:

- **NEJOG** (Northeast King County JOG)
- **South JOG** (South King County JOG)

New JOGs started April 2025:

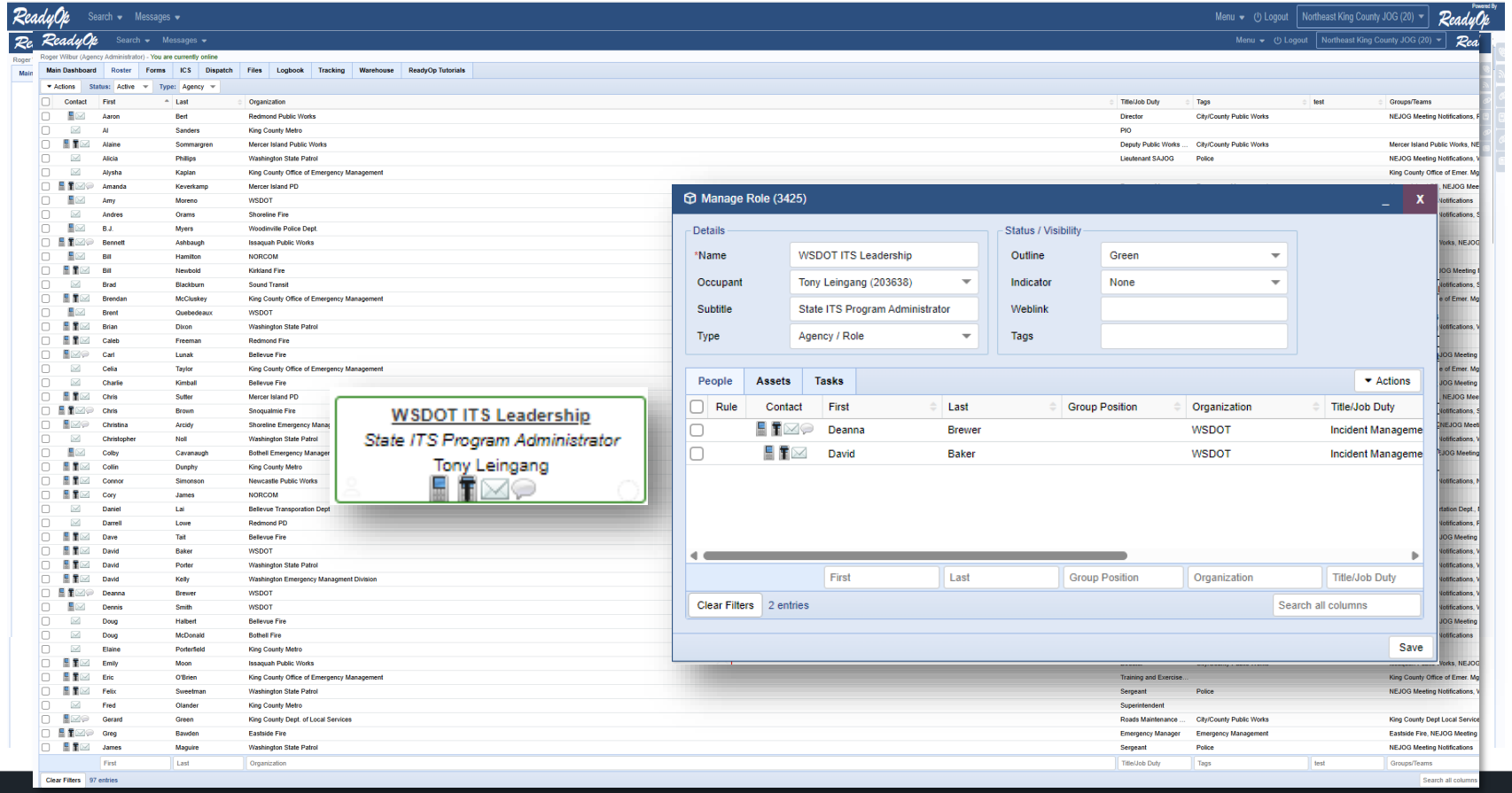
- **Tacoma JOG**
- **Snohomish County JOG**

JOG expansion underway:

- **Kitsap Peninsula JOG**

ReadyOp

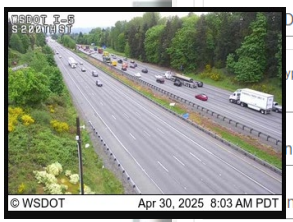
- Secure, web-based platform for single agencies and unified command supporting:
  - Planning, Response, Command, and Communications.
- Organizes and stores rosters of participating agencies and point of contact information.
- Send communication, alerts, or notifications to individuals, multiple agencies, or entire teams by voice (conference call), text, or email.



What is the Virtual Coordination Center?

The Virtu
time data
transpor
dashboa

- Shared si
- Centralize
- Coordinat
- Collabora





066-37 Status: Incident Verified

DETAILS | NOTES (1) | MOBILITY STRATEGIES (0) | PUBLIC INFORMATION HUB (2)

Event Information

CREATE VCC INCIDENT

Event:

Event Number:	*F250057332*
Event Start Time:	*2025-04-30 07:05:57*
Last Updated:	*2025-04-30 07:48:25*
Agency:	*SFD*
Event Type:	*Medic Response*
Location/Beat:	*800 S Cloverdale St*
Location Name:	*FIRE STATION 26 (SFD FIRE STATION 26)*
Cross Street:	*8TH AVE S10TH AVE S*
Status:	*OPEN*
Associated VCC Incident:	*None*

Other Information:

Problem	*MED - Medic Response*
Call Is Active	*1*
Jurisdiction	*Seattle Fire Department*
Response Area	*Battalion 7*
Apartment	*STILL*
City	*Seattle*
State	*WA*
Postal Code	*98108*
County	*King*
Location Type	*Fire Station*
Time First Unit Arrived	*2025-04-30 070710.303*
Caution Note	*0*
Hazmat Note	*0*
Primary Tac Channel	*06*
Number of Active Units	*1*
Active Units On Scene	*0*
Active Units Responding	*0*
Latitude	47.526465
Longitude	-122.322916

Unit Response Details:

Id	Type	Status	Active
M32	Medic Unit	Transporting Complete	☑
M28	Medic Unit		☐
E26	Engine		☐

A new VCC COLLISION INJURY UNKNOWN Incident (637-4d) at W518 Airport Expressway MP2-5(MP2-5) was created by radachk@wsdot.wa.gov. To view more details about this incident click here.

Statewide JOG Locations

JBLM JOG – SAJOG – NEJOG – SouthJOG – Snohomish County JOG – Tacoma JOG – Kitsap Peninsula JOG – Vancouver JOG – Spokane JOG – Tri-Cities JOG – Border Crossing JOG – Mountain Passes JOG

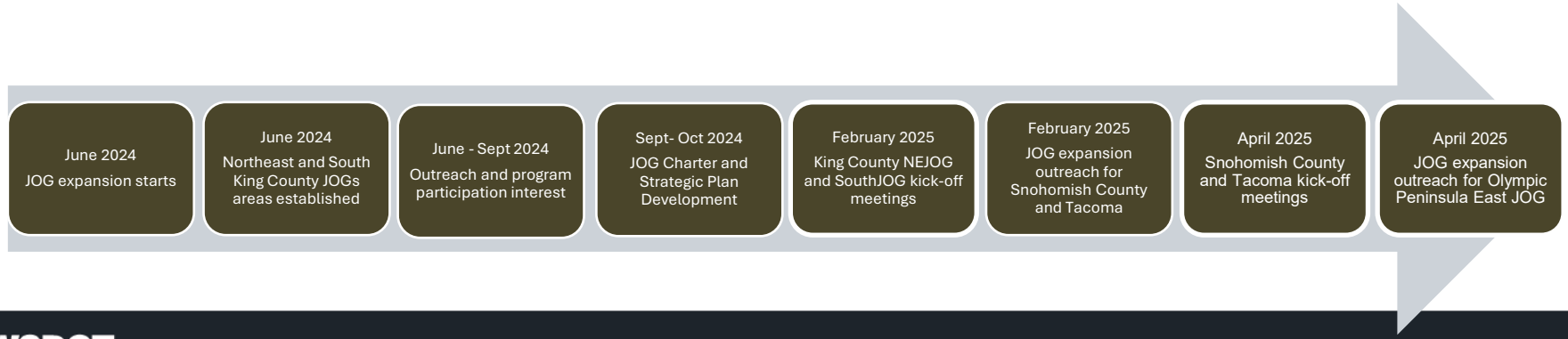


Current JOG

Future JOG

Next Steps…

- Complete outreach to confirm agencies with participation interest
- JOG kick-off meetings (Kitsap Peninsula JOG mid-June…?)
  - Intros, Charter, co-chairs, ReadyOp, meeting content (Incident debriefs, construction updates, planned events, items of group interest, etc.)
- Co-chair positions help facilitate and lead the JOG monthly meetings.
  - Local/regional knowledge, experience, and expertise for group effectiveness.
  - More co-chair agencies = broader range of perspectives and less frequent for any one agency.
  - Not mandatory but please consider if your agency has capacity to support.
- Once group established, discussions about VCC participation will begin



Questions?

WSDOT Joint Operations Group Program
Roger Wilbur
Roger.Wilbur@wsdot.wa.gov
Cell 564-233-9108

DISCUSSION ITEM

To: Technical Advisory Committee
From: Thera Black, PRTPO Coordinator
Date: July 11, 2025
Subject: **Development of 2026 RTP Project List**

REQUESTED ACTION:
No action is requested at this time.

Background
In October 2024 PRTPO adopted its first RTP Project List. That new process integrates the development of a short list of near-term funding priorities for the RTP Project List with development of the new six-year Regional Transportation Improvement Program (RTIP), culminating in a joint adoption in October.

The intent of the format is to highlight those few projects that each member is preparing to pursue a funding request for in the next year or two. It is ***not*** a long-range list of funding needs. Nor is it a list of all the projects an agency might want to include in its six-year TIP. Each agency knows what its top one, two, or maybe three projects are that it is most interested in getting funded through an upcoming grant cycle or a legislative ask. The RTP Project List is a strategic tool to help you pre-position those priority projects to give them the best chance of success.

Including these projects together as an RTP Project List not only affords the public and other stakeholders a chance to see in one place what regional members' funding priorities are over the next year or two, but it enhances the stature of those projects for grant applications. The intent is to keep that list fresh and current, always reflecting the latest local understanding of cost and timing. That is why it is time now to begin thinking about an update to that list.

2026 RTP Project List

As was established last year, in order for a project to be considered for the RTP Project List, it must come from a locally adopted program of projects and it must also be included in the RTIP. For cities and counties, that means it must come from your most recent adopted six-year TIP. Transit projects can come from the TIP or the TDP. Tribes have a Tribal TIP. And ports have a Scheme of Harbor Improvements or an adopted Capital Improvement Plan. What these all have in common is that they are formal processes that entail public review and comment before adoption by each governing board. Projects on the RTP list are not pulled from thin air.

Once adopted through a local or tribal process, the project needs to go into the RTIP. That entails entering the project in the SAW database and forwarding it to Ed. For our Kitsap partners, inclusion in the PSRC RTIP is sufficient.

What projects might an agency want to include? Let’s start with what an agency might not want to include.

Last year we received requests for a number of fully funded projects to be included in the RTP Project List. It is unclear what value that offers to the member agency, since the project is no longer in the market for additional funds. That fully funded project might make sense in the RTIP, if it has federal funding that needs to be amended into the STIP prior to obligation. But that doesn’t mean it needs to be on the RTP Project List. If there are questions about this or reasons that a fully funded project should be on the short-range RTP list, let’s talk about it.

Something else we saw last year was the submission of long lists of projects to be included on the RTP Project List. It was the first year and so we let it ride, but we want to rein that in a little this year. That’s because it is not strategic to include all of your funding needs on a list meant to feature projects seeking funds in the next year or two. If everything on your

six-year TIP is a priority, then nothing is. The point of the RTP Project List is to help you preposition your projects for the next grant cycle.

Then, what kind of projects make sense to include?

From a strategic funding perspective, you want to include that project or very few projects your agency plans to submit grants for over the next funding cycle. It might be a coin toss between a couple of them, but if it's a coin toss between a dozen or more projects then maybe none of them belong in there until local priorities are better refined. State and federal grant cycles are pretty well established. As each of your agencies builds its budget for the next year, you probably know which of the projects on your TIP or TDP are the ones you are ready to go for – whether it's to get funding to start the PE phase, or get funds from Consolidated Grants to replace a bus, or get the remaining funds for a partially funded project, or because you know that by next summer you'll have a construction ready project that would compete well for a TIB grant. You get the idea. We want to encourage you to use this RTP Project List strategically, to help you be more competitive for your next grant cycle.

Mapping the Projects

We are doing something a little different this year as a part of this process. That is, instead of putting all the RTIP projects into an online map as we've been doing, we are going to map those projects included on the RTP Project List. Or rather, each project sponsor is going to add the project(s) to the map. This makes presentation of the list more effective and allows us to include more useful information than the TIP offers to regular people. We'll walk through that very simple mapping tool at your meeting and will help you get started.

One Year, or Two?

While we want this list to stay fresh, we can do that while updating this every other year instead of every year. In fact, if we go to a two-year cycle then it would be in sync with the administrative review cycle the RTP will go through every other year, too. This could be helpful if you have a couple of projects you think are good candidates in 2027, for example, but then you find next summer that one of them is ready to go and super competitive for the 2026 cycle. We also know that projects don't always get funded the first time around; having projects in for two years before refreshing the list could make it easier to take advantage of multiple funding opportunities. Plus, it would take half the time of updating it annually. This is something we'll talk about and determine if a 2026 list is best or a 2026-2027 list works better. Either way, the Board will adopt a new RTP Project List in October.

If you are having a hard time remembering what is on the 2025 RTP Project list, you can find a copy of it here.

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

DISCUSSION ITEM

To: Technical Advisory Committee
From: Thera Black, PRTPO Coordinator
Date: July 11, 2025
Subject: **Consistency Guidelines and Principles, Next Steps**

REQUESTED ACTION:
No action is requested but TAC input and questions will inform how this process is carried out.

Background
In March we talked about the need for PRTPO to certify that local Comprehensive Plans being updated are consistent with the RTP, which has just been updated itself. This is necessary for PRTPO to comply with the requirements in RCW 47.80 and WAC 468-86. At the time we discussed the possibility of a sweeping statement of consistency, based on the 30+ years of coordinated planning demonstrated in the Peninsula Region and other GMA mechanisms that local agencies must comply with.

Our partners at WSDOT were less than enthusiastic about the approach I proposed and requested more specificity as to what constitutes consistency and the factors that the Peninsula region is concerned with.

To that end, I went back through the 1995 RTP that established the original framework for coordination and the subsequent updates that evolved as thinking about mobility evolved over the decades. The RTP update that the Executive Board adopted in June identified specific principles inherent in this ongoing coordination between local and state transportation agencies – what is it that we are trying to accomplish through the various plans and policies adopted by local agencies, and in the coordinated decision-making between WSDOT and local agencies. It includes guidelines that depict what these principles might look like in implementation, depending on the community and need. A copy of the resulting *PRTPO Principles and Guidelines for Regional Transportation Consistency* are attached.

Those Principles and Guidelines were used to conduct a review of the Countywide Planning Policies adopted jointly by governments in Clallam, Jefferson, Kitsap, and Mason Counties. It determined that those Countywide Planning Policies are consistent with the RTP and – as also required by state law – that the RTP is consistent with all four sets of those Countywide Planning Policies. PRTPO accepted the findings and approved the consistency determination as a part of its adoption in June. You can find a copy of the consistency determination and each of the four Countywide Planning Policies in the RTP Online-Policy Framework under Regional Consistency.

What remains is the review and determination of consistency for the local Comprehensive Plans. Assuming those Comp Plans are each consistent with their respective Countywide Planning Policies, issues are unlikely. But we do need to go through the process and formalize the determinations.

Different agencies are in different stages of their updates, with our Kitsap partners being on a different state timeline for updates than the other three counties. There have also been extensions of deadlines. For these reasons this is likely to occur over a period of time as each agency conducts its update.

When complete, each of the four counties and nine cities will have a consistency determination made of their local Comp Plans. Similar to the Countywide Planning Policies determinations, these will approved by the Board and posted online for easy access and reference.

What's going on with multimodal Level of Service (LOS) policies?

Recent legislation called for development and implementation of multimodal level of service policies for state facilities, directing local agencies to incorporate new standards established by WSDOT and Regional Transportation Planning Organizations like PRTPO into their Comp Plans. WSDOT has been working on such a policy for a couple of years now but has not yet come up with a truly workable standard. Most of the state highways that make up the regional transportation system are Highways of Statewide Significance (HSS). WSDOT has sole authority for establishing standards for those facilities.

PRTPO is responsible for establishing regional LOS policy for highways of regional significance, meaning those highways that are *not* Highways of Statewide Significance. PRTPO could, if it chose to, get out ahead of WSDOT and establish its own multimodal LOS for those facilities. But that is inconsistent with all previous practice and makes little sense for a variety of reasons.

That is why the updated RTP retained the existing statewide LOS standards that have been established in state law for decades as the official regional LOS standards for highways of regional significance. At such time that WSDOT adopts its new multimodal LOS standard for HSS and updates the official standard, then PRTPO members will consider whether that is an appropriate standard for the rest of the region's highways, or if modifications are warranted. Then, and only then, might PRTPO replace the regional LOS standards that have been in place since 1995 with a new standard, which would then be incorporated into local Comp Plans during your next update cycle.

At this time local agencies can safely retain the existing regional LOS standards without fear of running afoul of regional consistency considerations.

TAC Role

This is a good time to consider what role, if any, the TAC wants to play in this process. For example, we can bring draft determinations of consistency to the TAC for discussion and recommendation before taking them to the Board for approval. Since regional consistency is really about ensuring compatibility of the plans of adjoining communities and between state and local entities, it could be a role the TAC finds value in. This is something we will discuss.

Attachments:
Working Draft – PRTPO Determination of Regional Consistency

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

PRTPO Principles and Guidelines for Regional Transportation Consistency

In accordance with RCW 47.80.023(2) and (4), PRTPO must ensure its Regional Transportation Plan (RTP) is consistent with the countywide planning policies (CWPP) and local Comprehensive Plans of cities and counties across the region, and that those CWPP and Comprehensive Plans are consistent with the RTP. All plans should be consistent with state transportation policy and plans.

Maintaining consistency between local plans and the RTP helps ensure that transportation decisions and investments made by individual local agencies work together to support coordination between those agencies, and between those agencies and WSDOT. As defined in WAC 468-86-030, consistency means that local and regional plans are not incompatible, in order that they can support integration and interoperability of transportation systems across the region. Regional consistency in the Peninsula Region is concerned with coordinated transportation and land use strategies, multimodal transportation strategies, economic vitality, system safety, environmental health, system preservation, and interagency cooperation.

Long-standing principles and guidelines developed in accordance with RCW 47.80.026 shape locally adopted Countywide Planning Policies, Comprehensive Plans, and the Regional Transportation Plan. They reflect a regional transportation strategy that has guided coordinated planning in the Peninsula Region since 1995. Adherence to these principles aligns local plans and the RTP with statewide transportation policy and promotes a consistent approach to system planning across agencies.

Principle 1
Encourage transportation-efficient development patterns appropriate for the intended land use

Guideline examples:

- Concentrate urban land uses in cities and urban growth areas where transit, walking, biking, and other alternatives to driving can be provided. Urban land uses include, but are not limited to, higher density residential development, economic centers, government services, and freight and industrial activities as provided for in local plans and zoning.
- Accommodate urban growth in development patterns that facilitate walking, biking, and transit access. This includes an interconnected network of streets that increases route choice and convenience for all modes of travel as well as appropriate mixes of land use activities with urban densities and design standards that generate transit, walk, and bike trips.
- Restrict development in areas outside of urban growth areas or designated LAMIRDs *[Limited Areas of More Intense Rural Development]* to rural land uses. Rural areas will remain predominately auto dependent due to the low-density pattern of rural land uses. Rural land uses include, but are not limited to, low density residential development, minor economic and service centers, government services, recreational and conservation activities, freight and industrial activities according to local plans, and agricultural and resource activities.
- Coordinate local plans and growth strategies to support effective, safe, and efficient operation of state highways.

Principle 2
Increase convenient multimodal travel options for more people for more trips

Guideline examples:

- Street standards should accommodate all modes of travel safely and conveniently, in accordance with the associated intended land use. Such "complete street" standards will vary by place type, but in general:
    - Urban places should offer a growing network of sidewalks, bike lanes, transit facilities, crosswalks, and other design elements and speed controls to accommodate ever more multimodal travel as land use patterns evolve.
    - Rural places will remain predominately auto dependent. To the extent practical, roads, highways, and bridges should provide shoulders that can accommodate transit pullouts as well as walking and biking. A wider range of complete street treatments are appropriate in select rural areas where land use activities generate non-motorized trips, such as at trailheads, parks, schools, and in rural hamlets or LAMIRDs.

  Regardless of urban or rural setting, multimodal safety and ADA accessibility should inform local street standards.
- Provide for multimodal connectivity between local and state transportation networks.
- Engage transit providers as appropriate in coordinated transportation-land use planning, design, and decision-making.
- Consider the needs of people who don't drive due to age, income, or disability when designing facilities, developing services, and siting government buildings and human services facilities.

Principle 3
Support local and state economic vitality

Guideline examples:

- Plan for the transportation needs of freight and industrial activities, including port access, as well as other economic activities that support local and state economies. Transportation facilities can and should stimulate economic activity and accommodate future growth in accordance with adopted land use plans.
- Provide for intermodal connectivity where appropriate that facilitates the movement of goods by truck, ship, and rail.

Principle 4
Make travel safer and more reliable for all

Guideline examples:

- Consider the travel needs and risks associated with all modes of travel when assessing system safety. Try to minimize all conflicts, particularly those between motorized and non-motorized forms of travel.

- Retrofit highways and streets built solely for motor vehicles to accommodate all modes of travel, especially within those areas where contemporary land use patterns are generating or intend to generate transit, walk, and bike trips.
- Incorporate safety strategies into local plans, striving for zero fatalities and serious injuries across the multimodal transportation system.
- Support modern measures as appropriate to minimize risk of serious crashes, such as roundabouts and other roadway design elements, speed reductions, access management, and active enforcement.
- Adopt WSDOT Level of Service standards for Highways of Statewide Significance and standards established in the RTP for all other state highways.

Principle 5
Reduce transportation's impact on the environment and human health

Guideline examples:

- Slow the demand for solo driving in order to reduce per capita growth in vehicle miles traveled and curb greenhouse gas emissions. A mix of travel demand management and land use strategies are applicable, depending on the need and character of each place.
- Promote active transportation options through community and infrastructure design as a means of supporting public health and quality of life.
- Support the retrofit of existing fish passage barriers and avoid creating any new ones.
- Provide for the needs of electric vehicles, the numbers of which will increase over time.
- Support expanded broadband access that reduces the need to travel at all

Principle 6
Maintain a state of good repair

Guideline examples:

- Recognize system preservation and asset management as priority investment needs. Work with the limited resources available to maintain system investments and keep life cycle costs low.

Principle 7
Cooperate with other governments in coordinated transportation planning and decision-making

Guideline examples:

- Participate in regional transportation planning activities as a member of the Peninsula RTPO.
- Maintain coordination between city and county agencies through the joint planning process.
- Engage with public transportation providers in coordinated planning.
- Cooperate with WSDOT in transportation and land use coordination affecting the state highway and ferry systems.
- Promote cooperation and coordination between tribal and non-tribal transportation planning efforts and investment decisions.