PRTPO TECHNICAL ADVISORY COMMITTEE MEETING

July 21, 2022 | 10:00 – 11:30
Zoom Meeting – Login Below

1.	10:00 – 10:05	**Chair's Welcome and Introductions**	
2.	10:05 – 10:10	**Consent Calendar** • *Approval of Agenda* • *Approval of Minutes from May 15, 2022 (Attachment)*	ACTION
3.	10:10 – 10:20	**Critical Rural Freight Corridor Designation** *(Attachment)* *PRTPO was invited by WSDOT to designate 17.1 miles of rural roads and highways as Critical Rural Freight Corridors (CRFC). The TAC is asked to review and recommend to the Executive Board approval of the attached corridor designation requests.*	ACTION *Thera Black, PRTPO Coordinator*
4.	10:20 – 10:30	**2022 FMSIB Project Recommendations** *(Attachment)* *Local agencies interested in receiving project funding through the Freight Mobility Strategic Investment Board over the next five years were asked to submit project concepts to PRTPO. The TAC is asked to review and recommend Executive Board approval of the attached list of project concepts for submittal to FMSIB.*	ACTION *Thera Black, PRTPO Coordinator*
5.	10:30 – 10:40	**Regional Transportation Improvement Program Updates** *Efforts are underway to develop the 2023-2028 RTIP. This is a chance for the TAC to discuss any questions about the draft RTIP, information needed, and next steps. The TAC will be asked to review the draft RTIP in September and recommend its approval to the Executive Board.*	DISCUSSION *Edward Coviello, PRTPO Coordinator*
6.	10:40 – 11:15	**Accommodating All Modes with Edge Lane Roads** *The City of Port Townsend is deploying Edge Lane Roads (ELR), an innovative road standard to accommodate bike and pedestrian travel on constrained facilities without bike lanes or sidewalks. This presentation will showcase the work of Port Townsend and Vail Colorado, communities that have repurposed existing right-of-way to make room for cyclists and pedestrians, with some takeaways of value to PRTPO members.*	PRESENTATION *Laura Parsons, Port Townsend* *Michael Williams, Vail, Colorado*
7.	11:15 – 11:30	**Member Roundtable** *This is an opportunity to share recent activities of interest to TAC members.*	ALL
	11:30	**Adjourn**	

NEXT TAC MEETING – September 15, 2022

Join Zoom Meeting
https://us02web.zoom.us/j/83887331292?pwd=4h79vmTSqCum9Cj9CziczoJfujZMGY.1

Or by phone:
+1 253 215 8782 US (Tacoma). Meeting ID: 838 8733 1292

Peninsula Regional Transportation Planning Organization

TAC Meeting Summary - May 19, 2022

Meeting Location:
Remote Meeting via Zoom software per Washington Governors order #20-28-15 of the Open Public Meetings Act and Public Records Act

Attendees

Technical Advisory Committee Members

Ken Gill – City of Shelton, TAC Chair
Steve Gray – Clallam County, TAC Vice Chair
Chris Hammer- City of Port Orchard
Dick Taylor – Port of Shelton
Miranda Nash – Jefferson Transit
Jayme Brooke – Jefferson Transit
Mike Oliver – Clallam Transit
Michael Bateman – City of Poulsbo
Melissa Mohr – Kitsap County
Amy Asher – Mason Transit
Jason Rowe – Mason Transit
Dennis Engle – WSDOT Olympic Region
Wendy Clark-Getzin – Jamestown S'Klallam Tribe
Kobree Glasner – Jefferson County
Tracy Parker – Squaxin Island Tribe
Laura Parsons – City of Port Townsend
George Mazur – WSDOT Olympic Region
Meggan Uecker – City of Sequim
Ted Jackson – Port of Allen
Jonathan Boehme – City of Port Angeles
Chris Hartman – Port of Port Angeles

Staff/Guests

Bek Ashby – Executive Board Chair
Thera Black, PRTPO Coordinator
Edward Coviello, PRTPO Coordinator
Bryan Dias, WSDOT Local Programs Olympic Region

Welcome & Introductions

TAC Chair Gill opened the meeting at 10:01 AM and initiated self-introductions.

Approval of the May 19th 2022 TAC Agenda and the March 17th TAC Meeting Minutes

The TAC approved, with a motion and seconded.

RTIP Amendment Request – Squaxin Island Tribe SR 108/Old Olympic Highway Safety Project

Coordinators Black and Coviello presented the Tribe's safety project to the TAC. Member Parker provided some background and history on the project and the multimodal safety benefits for tribal members. The TAC approved the request.

2022 TAP Process Debrief

Coordinator Black explained the recent Transportation Alternatives Program call for projects. No applications were received. She asked the TAC for insights. Chair Gill noted that there are lots of grant funding opportunities but not enough staff resources to respond to all the call for projects. The PRTPO application is not a difficult application, but TAP is a federal funding source and there was not much money to compete for. Other sources provided more attractive opportunities. It would be better to issue the call less often and have more funding available to award at one time. Member Clark-Getzin

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echoed the comments from Chair Gill. The financial risk associated with use of federal funds is an issue and the amount available must be worthwhile to pursue.

A discussion followed about the influx of recent grant funding relative to staff resources available to complete applications as well as manage previously funded projects already underway. Members talked about the future call for TAP projects and opportunities for better coordination among regional partners. Member Bateman shared examples of how KRCC supports coordination for the Kitsap County process. Member Clark-Getzin supported measures to improve coordination, perhaps even coordinating the PRTPO call for projects with requests from other granting agencies to maximize leverage opportunities. Issuing calls less frequently than every other year and scheduling them for odd-numbered years may be worth considering.

Coordinator Black suggested there may be opportunity to issue a call for projects in 2023 for four years of funding authority, though it will have to work around Consolidated Grants since staff resources are too limited to manage concurrent funding processes. Chair Gill recommended the TAC engage in regular updates to foster greater collaboration between members in ensuring obligation targets are met and minimizing undelivered projects.

A summary of the TAC discussion will be shared with the Board in June and this topic will be revisited early in 2023.

Local Programs Overview of Rural County STBG Program

Bryan Dias from WSDOT Local Programs presented an overview and methods on how to manage STBG funding.

Counties may borrow ahead up to four years when programming STBG funds without being limited by annual funding targets. This would allow for larger projects to be programmed. Counties should ensure their rural and urban minimum allocations are met, but these can be averaged over time instead of hitting them each year. Mr. Dias advised that Stephanie Tax recommended Grant Morgan from Garfield County as a good resource for how to maximize STBG program flexibility. His phone is 509-843-1301.

Mr. Dias responded to a question about entities eligible to apply for and receive STBG funds in the county processes. He advised that all local agencies and tribes are eligible to apply for and receive STBG funds administered by rural counties. He noted that Local Programs counts on these local processes to help fund projects from the various eligible entities.

Member Grey asked for further details about the urban-rural targets for minimum allocation. Mr. Dias explained that evaluation of minimum urban and rural targets are not done by his office but by a different division at headquarters. They look at allocation of funds at the state-level over a two-year period. Member Clark-Getzin asked what happens if a county doesn't meet its targets. Mr. Dias was not aware of anyone being notified of that. Possibly they would be told corrective action is needed but they would be unlikely to see any funds sanctioned.

Mr. Dias left for another meeting.

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Member Grey asked for clarification about the ability to program county STBG funds on rural collectors and the 15% cap rule. Member Clark-Getzin advised on a new funding opportunity specific to hazardous rural roads, noting that a process is underway now to determine what facilities and project types will qualify.

Member Bateman gave an overview of the challenges local agencies face in pursuing funds while not knowing what the future holds in terms of funding certainty. Additionally, new prerequisites such as having a systemic safety plan in place make it harder to apply. There may be a flood of money coming but if agencies don't know what to expect ahead of time, it is hard to be prepared. Discussion among members reiterated this concern across agencies.

Federal Obligation Target Check-in and Additional Funding Opportunities

Coordinator Black asked how the TAP obligation is going for the two funded projects in the Region. She also asked about the STBG and other federal funding sources local agencies are managing, noting that WSDOT intends to sanction funds programmed for 2022 that are not obligated by August 1st. Sanctioned funds will be deducted from future year funding allocations, penalizing future projects.

Member Gray advised that environmental approval is going slow on the County's Callawah River ODT project, likely delaying obligation for a year. The County conducted an emergency call for projects to reprogram the rural STBG funds associated with that project.

Chair Gill noted that Mason County gave funds to Shelton for a paver project which will allow Mason County to meet their obligation target this year.

FMSIB Request for Freight Project Funding Needs

Freight Mobility Strategic Investment Board has $100 million in state funds available for freight projects. It is soliciting funding proposals. Projects must be submitted through RTPOs. A wide range of freight projects are eligible for funding including access to ports and other freight facilities. She will forward information from FMSIB to cities, counties, and ports as the likely sponsors of projects. She offered to work with any member interested in the program to develop their submittal.

Members discussed various types of projects that might be eligible for funding.

Member Updates

Chair Gill reported that Shelton will learn in June if it secured funding for its Local Roads Safety Plan. The city is looking at the Safe Streets 4 All (SS4A) funding program and at TIB programs for implementation.

Member Oliver advised that Clallam Transit will start a pilot service on June 1st running a shuttle to Hurricane Ridge. It will have the same fare as other local routes. Clallam Transit has two research projects underway. One is a park and ride study for the facility south of US 101 at Deer Park and River Road. The other is a feasibility study of hydrogen fuel cell electric buses and hydrogen storage. He thanked PRTPO for the letter of support for Clallam Transit's Low or No Emissions grant. Member Oliver

explained the agency's new 18-and-under free fare program. Clallam Transit also provides free fares to college students.

Coordinator Coviello reported that Kitsap Transit broke ground on the Silverdale Transit Center.

Member Asher announced that Mason Transit's new Belfair Park and Ride will open on Monday. Also, she is working with her board on a zero-fare policy for out-of-county trips for youth as well as a systemwide fare-free policy for everyone. Finally, she advised that she serves on the Transportation Improvement Board and encouraged everyone in the region to look at upcoming TIB funding opportunities. Members commented that TIB funding programs are the easiest to work with.

Member Bateman suggested a potential future TAC presentation on the big SR 305 roundabout project with WSDOT and lessons learned.

Coordinator Black reported that two EV funding proposals were submitted by PRTPO stakeholders. One by Energy Northwest in partnership with various members is for several DC fast chargers around the US 101 loop. The other is a project in Port Townsend for fast chargers as part of a coordinated ferry terminal package.

Adjourn

There being no further business, Chair Gill adjourned the meeting at 11:34 a.m.

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ACTION ITEM

To: Technical Advisory Committee
From: Thera Black, PRTPO Coordinator
Date: July 14, 2022
Subject: **Proposed Critical Rural Freight Corridor Designations**

REQUESTED ACTION:

The TAC is asked to recommend the Executive Board approve the proposed list of Critical Freight Corridor designations.

Background

WSDOT's Freight Planning Office asked rural Regional Transportation Planning Organizations like PRTPO to each identify 17.1 miles of facilities that merit designation as Critical Rural Freight Corridors (CRFC). WSDOT provided data and criteria for use in identifying qualifying CRFC segments for regions like PRTPO that have no established freight planning programs. Designation requests are due to WSDOT by July 15th.

In June the Executive Board was briefed on this request. The Board approved development of a list of designation requests using the criteria provided by WSDOT, with submittal by July 15th and a post-submittal review and approval by the TAC and Executive Board. If the Board disagrees with any designation request submitted on July 15th, WSDOT will remove it from the PRTPO list.

Before presenting the proposed corridor designation requests, it is important to note this regional designation conveys no direct funding advantage to future projects. It may convey some strategic advantage to agencies actively pre-positioning over the next few years for a freight project in the 2026-2030 timeframe, but even that is of somewhat limited value given the competitiveness of freight funding programs and the need to revise these corridor designations again at that time. However, designation conveys no disadvantage and given the current state and national interest in freight mobility and rural economic resilience, it is a fairly small effort that may have unforeseen benefits for member agencies. Additionally, designation can help call out problem areas that need attention.

Note this designation request excludes urban parts of Kitsap County for which PSRC is responsible. Critical Urban Freight Corridor (CUFC) designation requests for Gorst or other facilities in the urban areas of Kitsap County are identified through PSRC's designation process.

WSDOT Criteria for Corridor Designation

WSDOT provided three priority criteria for identifying Critical Rural Freight Corridors:

1. If an agency plans to pursue an INFRA grant between 2022 and 2026, that corridor segment is a high priority for designation. *INFRA is an extremely competitive federal funding program administered at the national level for major projects typically costing $100 million or more. It was not a factor in this designation process*.
2. The second highest priority consideration are those corridor segments that support other planned freight funding requests, especially those that are expected to proceed between 2022 and 2026.
3. The third highest priority consideration are those corridor segments that do not have specific projects planned in the next five years, but they have been identified in a demonstrable way as critical for other freight-supportive reasons.

Proposed corridor segments must be on public roadways and have a strong connection to freight transportation. Proposed facilities must be able to demonstrate their importance to regional and/or state freight mobility with supporting and verifiable data that satisfies WSDOT requirements for corridor designation.

Development of Candidate List

Staff reviewed WSDOT criteria and guidance and evaluated freight data and known projects to develop a preliminary list of candidates to review with PRTPO members. Refinements were made to the list to better reflect local knowledge and insights before compiling the information needed to complete the designation request.

Nine corridor segments totaling 16.57 miles were identified for inclusion in this designation request. Of these:

- Two are associated with funded projects that are still early in their design process. They are included to keep a spotlight on them until there is assurance funding is adequate and construction is underway (Corridors 3 and 7).
- Four don't have planned projects associated with them but are included to underscore their importance to regional freight mobility, known problems, and the need for on-going operational improvements (Corridors 5, 6, 8 and 9).
- Three are associated with planned but unfunded projects that are seeking funding in the next couple of years (Corridors 1 and 2, interrelated, and Corridor 4).
- One is not in the Peninsula region and is not a rural corridor (Corridor 9).

The PRTPO Designation Request Map Packet, attached, provides a snapshot of each corridor segment. The corresponding Excel spreadsheet developed for submittal to WSDOT can be downloaded from the Meetings tab on the PRTPO website, under the July TAC meeting. That spreadsheet has corridor information related to mileposts, truck route classification, WSDOT designation criteria, route ownership, etc. TAC members interested in reviewing those details are encouraged to download the spreadsheet, though for most the map packet will be sufficient for understanding the designation requests.

A Note on Candidate Segments

Regarding the designation request for Corridor 9, this bottleneck is at the US 101 interchange with SR 8. It is located in northwest Thurston County, but it negatively impacts freight mobility in Mason County and beyond. WSDOT has long recognized this interchange in the eastbound direction as problematic for trucks. Thurston Regional Planning Council staff were consulted about this segment; it is not part of TRPC's designation request. TRPC has insufficient mileage to include this on its list and it has bigger freight mobility issues elsewhere, but staff supported PRTPO's effort to obtain corridor designation. The segment is within a recognized highway Urbanized Area, so it would be a Critical Urban Freight Corridor designation. This is a long-shot request by PRTPO but warranted based on its impact to freight mobility in the region.

WSDOT may consider other requests to be longshots, too. What looks like a strategic regional consideration to PRTPO and its members may not translate to the programmatic statewide freight planning that WSDOT conducts. We welcome the chance to explain and defend these designation requests in light of regional freight patterns and constraints.

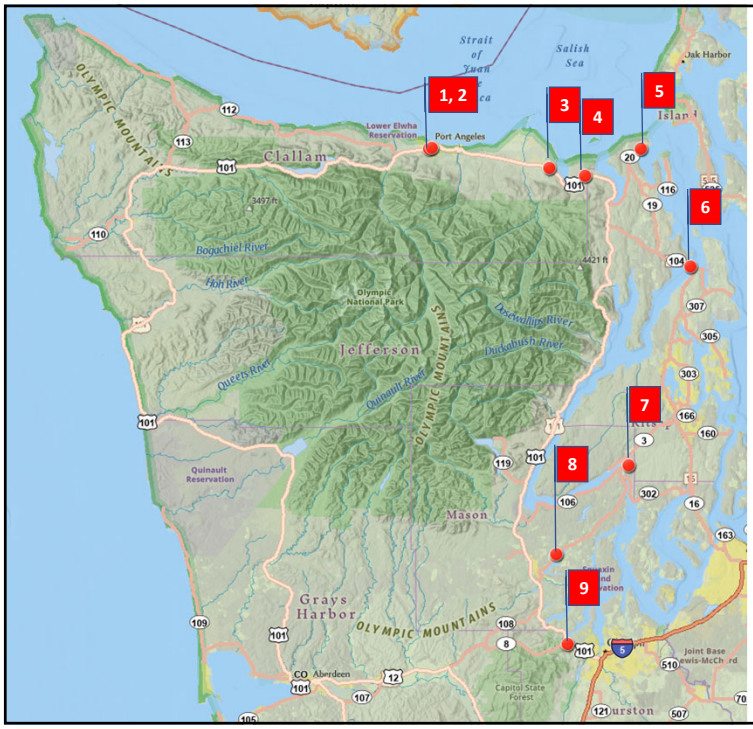
Next Steps

The designation request will be submitted to WSDOT on July 15th. The TAC is asked to review it and make a recommendation to the Board on its approval. The Executive Board will review the package on August 19th and either approve or revise it at that time. If any revisions are warranted, they will be transmitted to WSDOT.

Attachment

- *PRTPO Designation Request Map Packet*

For More Information:
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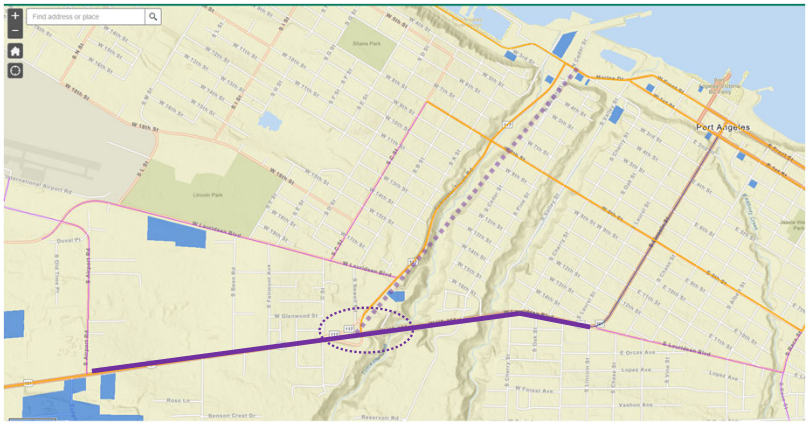


Critical Rural Freight Corridor PRTPO Designation Requests

1. US 101 – S Airport Rd to E Lauridsen Blvd
2. SR 117 / Tumwater Truck Road
3. US 101 – East Sequim
4. US 101 – Miller Peninsula
5. SR 20 – Mill Rd to WSF Terminal
6. US 104 – Hood Canal Bridge
7. SR 3 Freight Corridor
8. SR 3 at Johns Prairie Road
9. US 101 at SR 8 Interchange*

* This segment is in the Thurston Region and is a Critical Urban Freight Corridor designation request.

Corridor 1: US 101 – S Airport Road to E Lauridsen Blvd



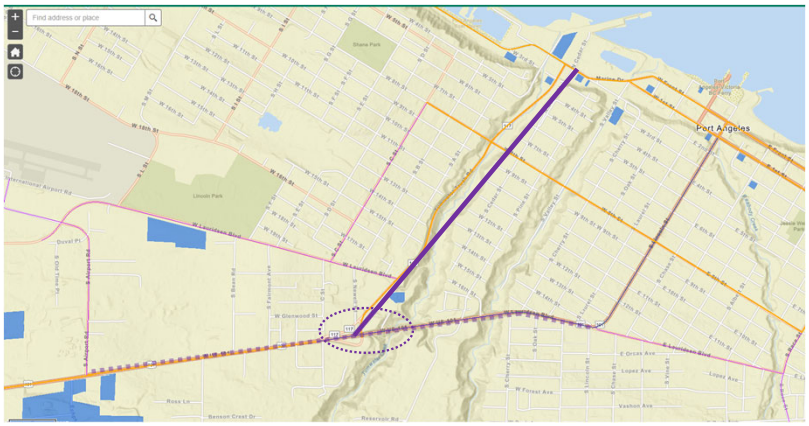
Request Critical Rural Freight Corridor designation for:

- US 101 - S Airport Road to E. Lauridsen Blvd
  In conjunction with SR 117 / Tumwater Truck Road designation request

Includes the US 101/SR 117 interchange and about one mile in either direction, with logical termini for freight access considerations. This should support any lane configurations that might be warranted eastbound or westbound to better accommodate freight needs. Supports other local freight-related improvement needs between Port and US 101.

Total Mileage – 2.13 miles

Corridor 2: SR 117 / Tumwater Truck Road



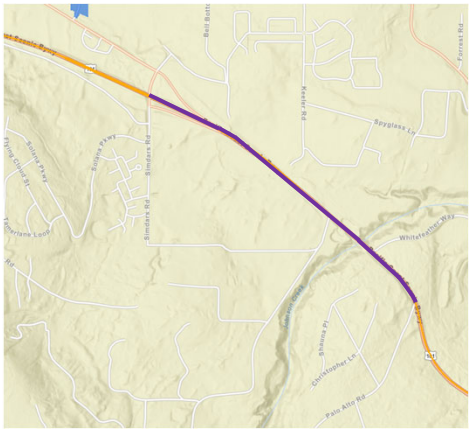
Request Critical Rural Freight Corridor designation for:

- SR 117/Tumwater Truck Road, from Port of Port Angeles / Marine Drive to US 101
  In conjunction with US 101 - S Airport Rd to E. Lauridsen Blvd designation request

Corridor extends from the US 101 interchange to the Port of Port Angeles and supports intermodal freight, industry, international trade, and national security. It provides alternate access to Fairchild Airport. Designation supports corridor-wide freight and multimodal investments.

Total Mileage – 1.40 miles

Corridor 3: US 101 – East Sequim

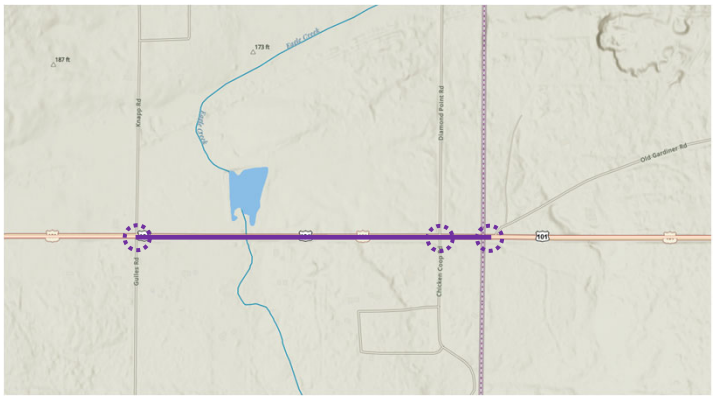


Request Critical Rural Freight Corridor designation for US 101, from vicinity of Simdars Road to Palo Alto Road

This request underscores the importance of US 101 through East Sequim for regional freight mobility. Designation reinforces the need for timely progress in the design and construction of planned improvements. Relieving safety and travel time reliability concerns on US 101 in East Sequim will generate regionally significant benefits for freight mobility.

Total Mileage – 1.4 miles

Corridor 4: US 101 – Miller Peninsula



Request Critical Rural Freight Corridor designation for US 101 between Knapp Road and Old Gardiner Road, on Miller Peninsula

Corridor supports tribal enterprises, surrounding agricultural lands. Future state park expansion and commercial development by Jamestown S'Klallam Tribe will result in intersection improvements and addition of accel/decel lanes. Regional corridor designation request underscores importance of this segment for local freight access and regional freight through-put and travel time reliability. Future analysis and design should explicitly consider freight mobility needs.

Total Mileage – 0.94 miles

Corridor 5: SR 20 – Mill Road to WSF Terminal

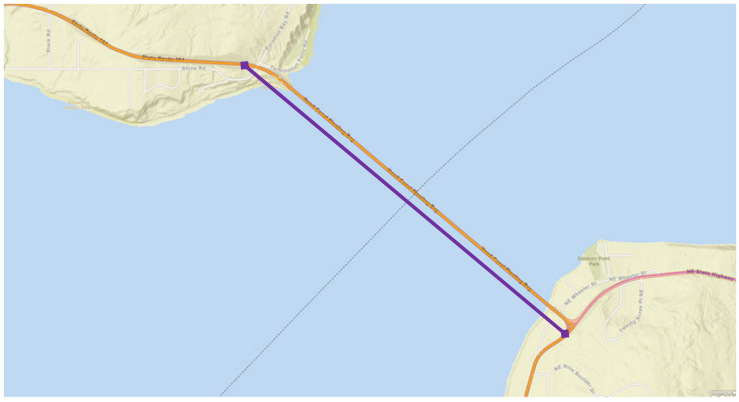


Request Critical Rural Freight Corridor designation for SR 20 from Mill Road to the WSF terminal.

SR 20 corridor supports significant local manufacturing at the paper mill and other rural industries and provides commercial access to the WA State Ferry terminal. This ferry route is one of only two that allows commercial vehicles to reserve space on specific sailings, recognizing its importance for reliable trade and commerce between communities on the Kitsap and Olympic Peninsulas, Whidbey Island, and points north. This is an important link in the only corridor that parallels I-5 west of the Cascades.

Total Mileage – 2.76 miles

Corridor 6: SR 104 – Hood Canal Bridge

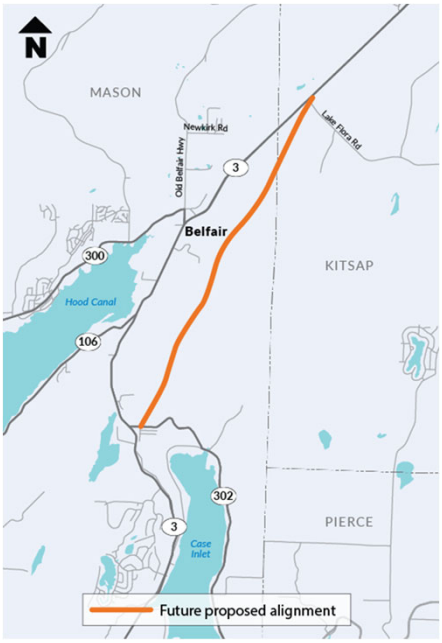


Request Critical Rural Freight Corridor designation for Hood Canal Bridge, from Paradise / Shine Road to SR 3

This is the only highway providing access to and from the Olympic Peninsula north of Shelton and the Skokomish Nation in south Mason County, and the Hood Canal Bridge is the most vulnerable link in this connection. Planned improvements will address safety issues west of the bridge, but unpredictable bridge closings for pleasure craft (and occasionally, weather) create congestion impacts felt in Port Angeles and beyond. Corridor designation underscores the significance of this bridge crossing to the region's economy and the importance of travel time reliability and operational efficiency for freight mobility.

Total Mileage – 1.8 miles

Corridor 7: SR 3 Freight Corridor



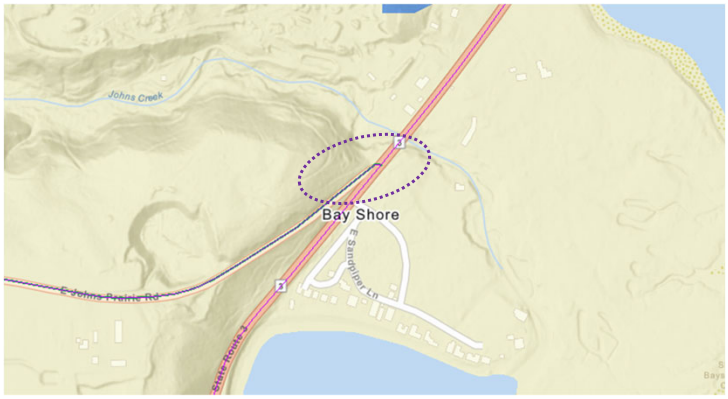
Request Critical Rural Freight Corridor designation for SR 3 Freight Corridor.

This project will result in a freight "bypass," providing an alternate, roughly parallel route to SR 3 through the heart of Belfair and addressing issues with the SR 3-Lake Flora Road intersection. It will serve the intermodal freight transfer facility on Log Yard Road (Navy railroad) as well as the Puget Sound Industrial Complex at the Port of Bremerton. It is progressing slowly through design and ROW but is expected to move into construction in 2024.

Designation will help keep visibility on it and may be useful if additional funding is needed to complete the project. Final ROW alignment is being developed now by WSDOT. Until final alignment and exact termini are established, use WSDOT planning diagram to depict the corridor.

Total Mileage – 5.6 miles (approx.)

Corridor 8: SR 3 at Johns Prairie Road



Request Critical Rural Freight Corridor designation for the intersection of SR 3 and Johns Prairie Road

This is a geometrically challenged intersection. SR 3 is a T-3 corridor and Johns Prairie Road is a first-mile/last-mile connector that also connects to US 101 via Wallace Kneeland Blvd. Implications for freight are difficult truck maneuvers at this intersection or long alternate routes. There are significant implications for passenger vehicles, too. Mason County has talked with WSDOT about possible means to improve the intersection.

Total Mileage – 0.39 miles including approach legs

Corridor 9: US 101 at SR 8 Interchange



Request Critical Urban Freight Corridor designation for the interchange of US 101 SB and SR 8 EB

This geometrically challenged interchange was evaluated by WSDOT in 2013. The zipper merge of US 101 SB at SR 8 EB into a single lane must then accelerate uphill around a curve and under an overpass before merging onto a free-flowing highway. Interchange geometry contributes to recurring congestion that impacts travel time reliability. It creates issues for over-sized loads trying to get to or from Port of Shelton's Sanderson Field or elsewhere on the Olympic Peninsula. Per WSDOT's Corridor Sketch, *"Trucks have difficulty making the sharp turns and at times have had to back out on Shake [sic] Church Road causing delays."*

This segment is outside PRTPO's border, but it affects freight mobility in the region. TRPC staff were consulted and support recognition of this bottleneck by PRTPO, if sufficient CUFC miles are available from WSDOT.

Total Mileage – 0.15 miles

ACTION ITEM

To: Technical Advisory Committee
From: Thera Black, PRTPO Coordinator
Date: July 14, 2022
Subject: **Freight Projects for FMSIB Consideration**

REQUESTED ACTION:

The TAC is asked to recommend the Executive Board approve the list of proposed freight projects for submittal to FMSIB as regional funding priorities.

Background

In May the TAC learned of a call for projects from the Freight Mobility Strategic Investment Board (FMSIB) for funding consideration by the Legislature this next session. The Legislature intends to award $100 million in state funds to a wide range of local projects that support freight mobility. FMSIB is soliciting projects through Regional Transportation Planning Organizations like PRTPO which it will then review and prioritize before working with the Legislature to develop a funding package. PRTPO's recommended freight projects are due to FMSIB August 19th, upon approval by the Executive Board.

There is no match requirement though match does increase project competitiveness. The form itself was very simple to complete. FMSIB Executive Director Brian Ziegler noted that they did not want the application process itself be a barrier to participation. They provided clarity on the different target areas and outcomes to be supported with these funds and an approximate breakout of likely funding distribution between target areas (e.g. 20% of the $100 million for bridge preservation to eliminate weight restrictions).

We sent a project funding request to cities, counties, and ports on June 28th with a follow-up reminder on July 11th. Three funding requests were received. The TAC is asked to review the funding requests and forward a recommendation to the Board on their approval for inclusion in PRTPO's funding request to FMSIB.

Proposed FMSIB Funding Request from PRTPO

Yarr Bridge Replacement – Jefferson County
($3.6 million request, no match)
This Bridge Replacement project will complete PE, RW, and CN phases for replacement of the Yarr Bridge on Center Road, a T-3 freight route. Yarr Bridge is on increased inspection frequency and is expected to be posted for load restrictions in 2022. Center Road is the only north-south road in Jefferson County connecting Chimacum and the Port Townsend environs with Quilcene and US 101 to the south, and it serves important agricultural and industrial areas. Weight restrictions will result in lengthy and costly freight detours and delays.

US 101 Intersection Improvements: Knapp Rd to Old Gardiner Rd – Jamestown S'Klallam Tribe
($400,000 funding request, 10% match)
This Systems Management and Operations project will complete analysis and design for intersection improvements on US 101 at Knapp Road, Diamond Point Road, and Old Gardiner Road to improve safety and efficiency for truck traffic and other large vehicles, including addition of acceleration/deceleration lanes. Improvements associated with adjacent development warrant special consideration of local and regional freight mobility needs to ensure compatibility with future uses. Analysis and design will get underway in 2023 with construction anticipated in 2025.

SR 117 Truck Route-US 101 Interchange Improvements – Port Angeles
($7.75 million request total, 3% total match or 30% of the PE/Design work)
This Freight Corridor Expansion project will add full directionality to the SR 117-US 101 interchange and eliminating left-turn truck movements between US 101 and SR 117. SR 117 – Tumwater Truck Road – is an important first-mile/last-mile connector serving Port of Port Angeles marine facilities, Fairchild Airport, and industrial areas of Port Angeles. Project will add new ramps and channelization to eliminate left-turn conflicts on and off US 101, improving safety and travel time reliability. Cost estimate is for total project. City has committed $225,000 in Transportation Benefit District revenue (30% of the PE and Design cost).

The TAC is asked to consider whether these projects are consistent with PRTPO's regional transportation policy objectives and support regional mobility needs. Projects that are inconsistent with regional objectives should not be included in PRTPO's funding request to FMSIB. Projects approved by the Executive Board will be deemed consistent with the 2040 Regional Transportation Plan and recommended for funding by the legislature.

Next Steps

The TAC is asked to recommend the Executive Board approve the proposed projects for submittal to FMSIB for funding. Upon approval by the Executive Board on August 19th the projects will be submitted to FMSIB and will be monitored and supported as appropriate through the funding review and approval process.

For More Information:
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