PRTPO TECHNICAL ADVISORY COMMITTEE MEETING

March 19, 2026 | 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 January 15, 2026 (Attachment A)*

3. 10:10 **Transportation Alternatives Update** *(Attachment B)* DISCUSSION
   The coordinators reached out to WSDOT regarding the Transportation Alternatives timeline and were notified that the current total available is $983,144, with $366,144 allocated for 2025. With the expected total of $1.349 million, what is the TAC's opinion on utilizing the funds in 2026-2027?

4. 10:30 **2027-29 Consolidated Grants Update** *(Attachment C)* DISCUSSION
   Information on the 2027-2029 Consolidated Grants program was provided in early March. For an Executive Board approval in October, the TAC will have to submit projects by August for a TAC review and ranking at the September meeting. The following is an excerpt of what information is needed for the ranking submission.

5. 10:50 **Human Services Transportation (HSTP) Update** DISCUSSION
   The selected consultant, 3P Transportation, for HSTP was approved by the Board in February. The contract is signed, and the project is ongoing. A presentation is planned for the in-person retreat in April. This is a schedule update.

6. 11:05 **Call for Projects due in April** *(Attachment D)* DISCUSSION
   WSDOT has released a call for projects for the Pedestrian/Bicyclist Program and Safe Routes to School Program, and USDOT has issued a request for information related to the Rural Opportunities to Use Transportation for Economic Success (ROUTES) program. Both are due in April 2026.

7. 11:15 **PRTPO Coordinator Updates** BRIEFING
   Short updates to keep members apprised about matters of potential interest.

8. 11:30 **Member Roundtable** ALL
   An opportunity to share information on activities and other topics of interest to members.

Other Attachments

Approval Letter: Hood Canal Bridge World Cup 2026

NEXT TAC MEETING – May 21, 2026

Join Zoom Meeting
https://us02web.zoom.us/j/81296656214?pwd=IdtWZAvbZk4MO6E8JC8Sfd8fRwRj5f.1
Or by phone: 253 215 8782 US (Tacoma). Meeting ID: 812 9665 6214 Pass Code: 4780

Meeting Recap

ATTACHMENT A

PRTPO TECHNICAL ADVISORY COMMITTEE
January 15, 2026
10:00 – 12:00
Via Zoom

Call to Order
Chair Jayme Brooke called the meeting to order at 10:01.

ATTENDEES

Technical Advisory Committee:

Clallam County	Steve Gray
Jefferson County	Eric Kuzma
Kitsap County	David Forte
Mason County	Kobree Glaser
City of Bremerton	Vicki Grover
City of Port Angeles	Tim Hayes
City of Port Orchard	Chris Hammer
City of Poulsbo	Michael Bateman
City of Sequim	Katie Cole
City of Shelton	Aaron Nix
Port of Allyn	Judy Scott
Port of Bremerton	Cole Barnes
Clallam Transit	Jason McNickle
Jefferson Transit	Jayme Brooke
Kitsap Transit	Steffani Lillie
Mason Transit	Jason Rowe
Jamestown S'Klallam Tribe	Wendy Clark-Getzin
WSDOT Olympic Region	Joe Calodich

Staff:
Amna Parson, PRTPO Coordinator
Edward Coviello, PRTPO Coordinator, Lead Planning Agency

Other Attendees:

Welcome and Introductions
Chair Brooke welcomed attendees and conducted introductions. Member Gray notes that the low attendance may be due to the PS2P meeting at 10:00. He says he will serve as the alternate for the TAC, and the active transportation coordinator, William Habel, will be the primary. Member Bateman notes that Ed Stern was elected mayor, so Gary McVey will take his place.

Approval of Consent Calendar

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

Consent Calendar

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

National Highway Freight Program (NHFP) Call for Freight Projects
Coordinator Parson mentioned she sent you guys an email with reminders about the National Highway Freight Program, which covers projects, and we discussed it briefly in the November meeting. The process was for members to email her by January, review those projects at this month's meeting, and send them to the board next month. However, she did not receive any projects. I have received an inquiry about how good this process is because people have applied before and haven't received any funding. She does not have answers to those questions, but said this was a process to ensure everyone had the opportunity to submit a project they wanted and to review it properly so it could be submitted by March. She asks whether anyone would like to submit a project for review. No one spoke up.

She continues that there are additional freight-related planning efforts happening at the state level. One is the 2025 Freight and Goods Reporting System report and its appendices, along with an online mapping application. Apparently, in this update, their mapping application highlights a new category called "gap". They're requesting feedback on their report and map to make sure they haven't missed anything, and they're really trying to avoid leaving any gaps in the system right now. Coordinator Parson mentioned the second thing going on with WSDOT and Freight: they're currently developing their 2026 Freight System Plan, and they have a survey and a map open for comment until 5 p.m. on January 30th. She states she will send a consolidated email with all of this information.

Unified Planning Work Program (UPWP) Update
Coordinator Parson noted that the UPWP is reviewed every year, and this will happen again in the spring. Typically, during this time, the unfunded needs list in the appendix is reviewed and updated. She is bringing this to the TAC to discuss which projects should be added to or removed from this list. She follows up by saying there is still time for this and that the Board will be notified as well. Coordinator Coviello flags item B. Convene the Hood Canal Bridge Advocacy Group to Assess Operational Strategies and notes recent progress by PRTPO, with help from our U.S. senators, in terms of reducing the bridge lifts during the World Cup. He says that there may be another way to word this item, and if we want to continue working with the Coast Guard and the U.S, our U.S. Senators and representatives on this. Member Bateman supports the need for continued coordination and involvement. He highlights a portion of their council meeting regarding WSDOT construction related to the Fish Passage Culvert on Bond Road in the summer of 2027, which will require a detour on Highway 3 that passes the Hood Canal Bridge and will likely cause traffic to halt when the bridge is activated. They estimate 20,000 cars a day on Highway 3 will be rerouted from Bond Road to Highway 3. Member Bateman thinks keeping a finger on the pulse could help as WSDOT continues their work on the Hood Canal Bridge's ability to operate. Coordinator Parson wonders whether the passing of the FIFA temporary bridge deviation could establish a president who can be used to develop further construction detours, such as minimizing bridge openings during certain hours. Member Bateman and Coordinator Coviello agree that this closure could show or provide more confidence in the impact of the bridge's importance and usage since FIFA's impact is an event, not a consistent issue like the closure will be. Coordinator Parson mentions that C. Analysis of Traffic, Economic, and Community Impacts of Hood Canal Bridge-Lift Practices is related to this topic as well, and E. Promote Regional Cooperation to Improve Ferry Service Reliability is a hot topic due to ferry service reliability being a hot topic.

DRAFT

Coordinator Coviello mentions item G: Facilitate Coordinated Freight Data Collection Process for Local T1 and T3 routes, and asks that, with the new report coming from the WSDOT's Freight Office, locals might be interested in digging deeper into it. Member Scott agrees it could be because of the Highway 3 bypass for Belfair and notes that the name was changed. Coordinator Coviello agrees that it could help measure the impacts on the community. Member Barnes mentions that the Bremerton Airport is currently conducting a commercial feasibility study, and part of that study includes a traffic analysis of Highway 3 from Gorst to Belfair. He expects that it should be done within the next six months, and the data will be publicly available for any use if needed. Coordinator Coviello wonders if the port would be interested in presenting the results of that data if the executive board were interested. Member Barnes thinks it will be easy to arrange the project's consultant team to present if requested.

Member Clark-Getzin mentions item F. Convene a Regional Transportation Resilience Forum, explaining that the four counties are really dedicated to meeting regularly and may not be willing to participate in an extra forum, and wonders who will take the lead on this coordination**.** Coordinator Parson confirms that there is an existing standing coordination meeting and suggests that the approach may be to have the PRTPO participate in that meeting. Member Clark-Getzin questions about the PRTPO role and coordination efforts because there was a disconnect when the Hood Canal Bridge was closed previously, and the emergency management groups felt that they were last to be informed. Coordinator Coviello asks who attends those meetings: the National Park Service, the Forest Service, and the Federal departments join this group? Member Clark-Getzin is unaware. Coordinator Parson summarized the conversation, stating that there is potential to modify the item wording and to follow up on the current meeting structure. She concludes that this topic will be brought back to the TAC.

Human Services Transportation (HSTP) Proposals

Coordinator Coviello explains that, with the Board's direction, the HSTP request for proposals was posted in December. Two proposals were received, and the project should start in March. The consultants that submitted a proposal were 3P Transportation and SEVA. After scoring the proposals, 3P Transportation was selected. Experience and cost were the two factors that pushed them over the top. The TAC is asked to recommend that the PRTPO award the contract to 3P Transportation at the next Executive Board meeting in February. One of the ideas is to have the kick-off meeting at the April 17th in-person retreat. Coordinator Coviello asks for the TC to provide any recommendations for any public outreach workshop locations.

> ACTION: Member Scott moved, and Member Clark-Getzin seconded, to accept 3P Transportation as the recommended firm to conduct the Human Services Transportation Plan update for 2026 to our Executive Board on February 20th. The motion passed unanimously.

Election of Officers

Coordination Parson states that Chair Brooke and Vice-Chair Allen have been in their positions for two years. She is not clear on the date, but wanted to propose that the TAC nominate and elect a Chair and Vice-Chair to serve the 2026-2027 term. She states that they can have new nominees or ask the sitting Chairs to continue their term. Members praise their work and vote on their re-election. Coordinator Coviello states that if they ever get disgruntled, they can withdraw at any time.

> ACTION: Michael moved, and Judy seconded, to approve the election of Jayme Brooke and Marty Allen as Chair and Vice-Chair for another term. The motion passed unanimously.

DRAFT

PRTPO Coordinator Updates

Coordination Parson explains that the Board approved the creation of a committee for retreat planning, and the first meeting was today, around 1. She extends a welcome to the TAC to provide suggestions on themes and ideas for the retreat. She asks Member Clark-Getzin what the timeframe is for the retreat the organization has registered for. Member Clark-Getzin confirms the PRTPO has the whole day, that organizers can come early during setup, and that a headcount is due a week before.

Coordination Parson mentions that the coordinators meet with the Association of Washington Cities, who provide liability insurance for PRTPO. They discussed the potential risks the PRTPO may pose and the requirements for their standards to ensure the PRTPO is properly covered for any kind of liability. She states that if anything comes from their continued conversation that requires assistance or changes, she will come back and provide an update.

Coordinator Coviello tells the transit operators not to forget that the Regional Mobility Grant call for projects is out. The pre-application will open on February 3rd.

Member Updates

Member Calodich USDOT has a round of funding applications for their BUILD grants, and so us over at WSDOT are just interested if any of the jurisdictions in PRTPO are planning to apply for BUILD. So, if you are. I'd appreciate it if you'd let me know.

Member Clark-Getzin mentions that the City of Sequim is going to apply for a BILD grant. Member Cole confirms the city is planning on applying for a BUILD grant for the SIMDARS interchange. Member Lillie offers Member Cole support. A link to the Reach Mobility Applications information in the chat by Member Lillie.

Adjourn

There being no other business, Jayme adjourned the meeting at 10:40.

DRAFT

U.S. Department of Homeland Security
United States Coast Guard

Commander
U.S. Coast Guard
Northwest District

915 Second Avenue
Attention dpw/Bridges
Seattle, WA. 98174-1067
smb-cgd-nw-bridges@uscg.mil

16593
March 3, 2025

WSDOT
Attn: Jeff Smiley
WSDOT OR Area 2 Superintendent
Hood Canal Bridge

RE: Hood Canal Bridge Deviation for World Cup 2026.

Dear Mr. Smiley:

In response to WSDOTs letter dated 20 Jan 2026 (from Matt Beattie), Requesting a deviation to the operating schedule for the Hood Canal Bridge for the expected significant rise is highway traffic for the 2026 World Cup, WSDOT is authorized to temporarily deviate from the drawbridge operation regulations 33 CFR 117.1045 that govern Hood Canal Bridge (HCB) that crosses the Hood Canal near Port Gamble Washington.

Under this temporary deviation, from June 15, 2026, through July 6, 2026, WSDOT is authorized a temporary modification to 33 Code of Federal Regulations § 117.1045 Hood Canal. Highlighted text represents the temporary modification.

The draw of the Washington State pontoon highway bridge near Port Gamble shall operate as follows:

(a) The draw shall open on signal if at least one hour's notice is given. The draw shall be opened horizontally for 300 feet unless the maximum opening of 600 feet is requested. Marine openings of the HCB for recreational sailboats are restricted to two daytime openings at 10:00 a.m. and 2:00 p.m., and nighttime openings anytime daily between 11:00 p.m. and 5:00 a.m.

(b) The draw of the Hood Canal Bridge, mile 5.0, need not open for vessel traffic from 3 p.m. to 6:15 p.m. daily from 3 p.m. May 22 to 6:16 p.m. September 30, except for commercial tug and tow vessels and vessels of the U.S. Navy or vessels attending the missions of the U.S. Navy and other public vessels of the United States. At all other times the bridge will operate in accordance with paragraph (a) of this section.

(c) Telephone requests for bridge openings may be directed as collect calls to the Toll Office at the bridge site. The call may also be made by direct telephone communication through the Seattle Marine Operator, Station KOH, or through other marine wire or radio telephone service.

(d) During unusual or emergency periods, the authorized representative of the owner of or agency controlling the bridge shall open the draw on a demand basis for specified periods of time, normally not exceeding 48 hours, when requested by the Department of the Navy. While on a demand basis, a drawtender shall be in attendance on the bridge with radio communication equipment in operation.

U.S. Coast Guard will announce the temporary deviation in the Local Notice to Mariners and Broadcast Notice to Mariners.

In accordance with the 2018 Coast Guard Authorization Act (P.L. 115-288), Section 832 d.1.B, the bridge owner, WSDOT, must notify the public by publishing notice of the temporary change to drawbridge operating schedule in a newspaper of general circulation in the place where the bridge is located. WSDOT must also notify the office of transportation and law enforcement organization with jurisdiction over the roadway that abuts the approaches to the bridge.

This temporary deviation may not be changed or extended without written approval from the U.S. Coast Guard. Approval of this temporary deviation is conditional and may be withdrawn at any time if the U.S. Coast Guard determines that the safety of human life, the environment, or the needs of navigation become endangered.

In accordance with 33 CFR 117.35(e), the bridge must return to its regular operating schedule immediately at the end of the designated time-period.

Civil penalties may be imposed for failure to ensure that all the above stipulations are followed in their entirety. Please do not hesitate to contact bridge management specialist Danny McReynolds at smb-cgd-nw-bridges@uscg.mil if you have any questions.

Sincerely,



STEVEN M. FISCHER
District Bridge Administrator
U.S. Coast Guard
By direction

Copy: U.S. Coast Guard Sector Puget Sound Waterways Management
U.S. Coast Guard HQ BRG-1
Submarine Readiness Squadron 31

ATTACHMENT B

DISCUSSION ITEM

To: PRTPO Technical Advisory Committee
From: Amna Parson, PRTPO Coordinator
Date: March 12, 2026
Subject: **Transportation Alternatives Update**

Requested Action:

No action is requested. This is a discussion about the Transportation Alternatives status.

Background

Based on an update, WSDOT is in the process of gathering final notices from FHWA and establishing allocations. Once that is complete, they will be able to set targets for FFY 2026. There is no estimate of when that effort will be completed, other than to say it will be as soon as possible.

Below is shown the PRTPO section of the 2026 Statewide Local OA Delivery report in the attached delivery status email. It shows that the PRTPO's TA balance as of 9/30/2025 (Carry Forward Allocation) is ~$0.983 million. The PRTPO's 2025 allocation was $366,144. Although the 2026 allocations have yet to be calculated, the assumption is that the amount will be similar to the 2025 allocation. Adding the carry-forward balance to the assumed 2026 allocation would provide a total ESTIMATED available allocation of $1.349 million (~$0.983 million carry-forward + ~$0.366 million assumed 2026 allocation). Targets are set at the amount of total available allocation, which equates to an ESTIMATED FFY 2026 TA target of $1.349 million for the RTPO. In addition, there has been no FFY 2026 TA obligation activity within the RTPO as of January 31, 2026.

		PRTPO
TA (STBG Set-Aside)	*Carry Forward Allocation*	*0.983 Million*
	2025 Redistribution/Sanctioned	*0.000*
	2026 Allocation	
	Total Allocation Available	
	2026 OA Target	
	10/1/25 – 1/31/26 OA Delivery	*0.000*

There is no specific expiration for the RTPO's TA funds, but they are expected to be delivered as expeditiously as possible.

Next Steps

With the expected total of $1.349 million, what is the TAC's opinion on utilizing the funds in 2026-2027?

For More Information:
Amna Parson | 360.473.1132 | AmnaP@kitsaptransit.com

ATTACHMENT C

DISCUSSION ITEM

To: PRTPO Technical Advisory Committee
From: Amna Parson, PRTPO Coordinator
Date: March 12, 2026
Subject: **2027-29 Consolidated Grants Update**

Requested Action:

No action is requested.

Background

The PRTPO was informed of the following information in early March.

WSDOT has completed regional ABC ranking allocations for the 2027-2029 biennium Consolidated Grant program. PRTPO has to submit the Regional Ranking Recommendation form 2027-2029 workbook by January 30, 2027, in the Grants Management System. It is the responsibility of PRTPO to collect the final grant applications directly from applicants for review in the regional ranking. Some final applications will not be available until after WSDOT staff reviews the resubmissions due November 13.

Regional rankings and value
The PRTPO will assign an ABC ranking to projects submitted to the Consolidated Grant program. These rankings provide additional points during WSDOT's application evaluation.

Evaluation of applications for the 2027-2029 biennium will be the same process as the last biennium. The evaluation process will automatically award projects with an "A" ranking, assuming there are no fatal flaws, and enough funding is available. Therefore, the values of ABC rankings are:

- A = Automatically awarded
- B = 25 points
- C = 12 points
- D = No additional points

PRTPO has the following ranking available:

			2025-2027 obligated rankings (4-year projects)				2027-2029 available rankings remaining			
	2025-2027 allocated rankings	2027-2029 allocated rankings	A	B	C	Total	A	B	C	Total
Peninsula (PRTPO)	22	22	2	1	0	3	6	6	7	19

Awarded two-year projects use ABC rankings from the current biennial allocation (i.e., 2027-2029) and have no effect on ABC ranking allocations for the next biennium (i.e., 2029-2031). ABC rankings used for two-year projects will reset in the next biennium. An example would be:

For More Information:
Amna Parson | 360.473.1132 | AmnaP@kitsaptransit.com

- If the PRTPO had a total of 10, with 4 (A), 3 (B), and 3 (C). During the 2025-2027 Consolidated Grant program cycle, the PRTPO used its ABC regional rankings for two-year projects only and didn't use its ABC rankings for any four-year projects. As such, during the 2027-2029 Consolidated Grant program cycle, the number of regional rankings WSDOT will allocate to PRTPO will be the full amount (10) because XYZ RTPO didn't have any four-year awarded projects to subtract from its 2027-2029 allocation.

When WSDOT awards a four-year project, they subtract the ABC ranking associated with the project from RTPO's next biennial ABC ranking allocation. For example:

- If the PRTPO had a total of 10, with 4 (A), 3 (B), and 3 (C). During the 2025-2027 Consolidated Grant program cycle, PRTPO allocated two "A" rankings and three "B" rankings to five four-year projects. WSDOT subsequently awarded all the projects. In the 2027-2029 biennium, PRTPO must subtract two "A" rankings and three "B" rankings from its prior cycle ABC ranking allocations from the 2025-2027 four-year projects. As such, XYZ RTPO has the following ABC rankings for the 2027-2029 Consolidated Grant program cycle 2 (A), 0 (B), and 3 (C).

Next Steps

For an Executive Board approval in October, the TAC will have to submit projects by August for a TAC review and ranking at the September meeting. The following is an excerpt of what information is needed for the ranking submission.

				TYPE OF PROJECT		Requested funds from WSDOT		
Legal Name of Organization	Doing Business As	Project Title	Project Description	Sustaining, Expansion, or New	Capital, Operating, Mobility Management or Planning Project	2027-2029	2029-2031	Project Grade assigned by RTPO/MPO (A, B, C, D)

For More Information:
Amna Parson | 360.473.1132 | AmnaP@kitsaptransit.com

ATTACHMENT D

DISCUSSION ITEM

To: PRTPO Technical Advisory Committee
From: Amna Parson, PRTPO Coordinator
Date: March 12, 2026
Subject: **Call for Projects due in April**

Requested Action:

No action is requested.

Background

The following are calls for projects announced by WSDOT and USDOT:

- WSDOT has released a call for projects for the Pedestrian/Bicyclist Program and Safe Routes to School Program. These grants support the construction of active transportation treatments. The Safe Routes to School Program can also provide funding for education and encouragement that provides children with meaningful information and skills to walk and bike to school. Applications are due at midnight on **April 15, 2026**, for both programs. Applicants will find links to all necessary application information on each program's respective web page.
- USDOT has issued a request for information related to the Rural Opportunities to Use Transportation for Economic Success (ROUTES) program. They are seeking information related to the challenges and opportunities rural areas face, what types of infrastructure investments are best for rural areas, and what data would be helpful to inform rural transportation decisions. I thought our RTPO partners would have a good perspective for providing information and encourage you to provide feedback. Comments are due by **April 24, 2026**.

For More Information:
Amna Parson | 360.473.1132 | AmnaP@kitsaptransit.com