PRTPO TECHNICAL ADVISORY COMMITTEE MEETING

November 20, 2025 | 10:00 – 12:00
(Please note the format below)
Zoom Meeting – Login Below

1.	10:00 – 10:05	**Welcome and Introductions**	
2.	10:05 – 10:10	**Consent Calendar** • *Approval of Agenda* • *Approval of Minutes from September 18, 2025 (Attachment A)*	ACTION
4.	10:10 – 10:40	**Finalize the Complete Street Candidates** *(Attachment B)* *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 the WSDOT Olympic Region. The follow-up was put on hold until the RTIP was completed. We will revisit that process and discuss what is needed to complete the vetting of sites and potential applications that the portal can support.*	WORK SESSION
5.	10:40 – 11:10	**RTP Consistency Review** *(Attachment C)* *Thera has been conducting a review of all cities and counties' comprehensive plans to ensure they are consistent with the RTP. She will present her findings.*	ACTION Thera Black
5.	11:10 – 11:25	**Hood Canal Bridge Ecosystem Impacts Assessment** *(Attachment D)* *The Long Live Kings has reached out to present on the Hood Canal Bridge Ecosystem Impacts Assessment. The presentation will provide more information on their project and its phases.*	PRESENTATION Shaara Ainsley, Long Live Kings
6.	11:25 – 11:30	**Release of Request for Proposal (RFP) for the 2026 Human Services Transportation Plan (HSTP)** *(Attachment E)* *The HSTP is due for its 4-year update in 2026. PRTPO will be seeking a consultant for the update next year. The TAC is asked for approval of the RFP to go out in a few months.*	ACTION Edward Coviello
7.	11:30 – 11:35	**Approval of 2026-2031 Regional Transportation Improvement Program (RTIP) Amendment #1** *(Attachment F)* *The TAC is requested to approve Jefferson Transit's request for the addition of twelve projects to the 2026-2031 RTIP.*	ACTION Edward Coviello
7.	11:35 – 11:45	**Coordinator's Update** *Short updates to keep members apprised about matters of potential interest.*	BRIEFING
8.	11:30 – 12:00	**Member Roundtable** *An opportunity to share information on activities and other topics of interest.*	ALL
		Adjourn	

Other Attachments
Transportation Outlook 2026
Calendar Year 2026 Meeting Schedule
FIP Project Solicitation One-Pager

NEXT TAC MEETING – January 15, 2026

Join Zoom Meeting
https://kitsaptransit.zoom.us/j/82779363656?pwd=smyNCb9wWsgnV4PXH7w8RDqNVSiaqI.1
Or by phone: 253 215 8782 US (Tacoma) Meeting ID: 827 7936 3656 Passcode: 828335

Meeting Recap

ATTACHMENT A

PRTPO TECHNICAL ADVISORY COMMITTEE
September 18, 2025
10:00 – 12:00
Via Zoom

Call to Order
Chair Jayme Brooke called the meeting to order at 10:03.

ATTENDEES

Technical Advisory Committee:

Clallam County	Joe Donisi
Kitsap County	David Forte
Mason County	Loretta Swanson
Bainbridge Island	Hannah Boettcher
City of Bremerton	Vicki Grover
City of Port Angeles	Timothy Hayes
City of Poulsbo	Michael Bateman
City of Sequim	Katie Cole
City of Shelton	Aaron Nix
Port of Allyn	Judy Scott
Clallam Transit	Lindsey Shroman-Warren
Jefferson Transit	Jayme Brooke
Kitsap Transit	Steffani Lillie
Mason Transit	Jason Rowe
Squaxin Island Tribe	Leo Thomas
WSDOT Olympic Region	Joe Calodich

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

Other Attendees:
Ryan Clemens, WSDOT HQ
Heath Bright, WSDOT HPMS
Mark Bolzanich, WSDOT
Zulima Martinez, WSDOT
William Habel, Clallam County

Welcome and Introductions
Chair Brooke welcomed attendees and conducted introductions.

Approval of Consent Calendar

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

Consent Calendar

- ***Agenda***
- ***Recap of July 17, 2025 Meeting***

2026 Legislative Agenda & Transportation Outlook Messages

Coordinator Parson reviewed the current draft document. She noted some of the edits made by members. Coordinator Parson asked for feedback. Member Forte noted track changes would be helpful for future drafts. He thanked the PRTPO for including the SR 104/Kingston Realignment project in Kingston in the next update. The Transportation Outlook will be brought before the Executive Board in October. If approved, the Transportation Outlook will be shared with invited Washington State Legislative members at the December Executive Board meeting.

Olympic Urban Area Boundary Functional Classification

Heath Bright from WSDOT detailed the updated roadway functional classification list based on the 2020 US Census. The updated classifications result from updated urban area boundaries as part of the Census update in 2023. This process is completed every ten years nationwide to reflect a changing landscape. The functional classification impacts Federal funding formulas for both rural and urban areas. WSDOT is requesting the PRTPO's concurrence on the classification changes. The PRTPO members should copy the PRTPO in their communications with WSDOT on this matter. Further discussion followed between Member Forte and WSDOT (Bright and Mark Bozanich), who provided examples of review for road classifications of routes that change within a boundary. Kitsap County members will update the functional classification update requests through the Puget Sound Regional Council (PSRC). Heath Bright noted that they are only looking for errors in the functional classification; the boundaries are not changeable.

Member Scott asked if there were changes in Mason County. Bozanich noted changes in Mason County for Belfair and Shelton, mentioning that Union is now designated as urban. Member Swason asked what the implications are for rural and urban classification. Bright noted that there are many implications with their reporting to the Federal Highway Administration, specifically the Federal funding formulas. Bozanich noted that this impacts design standards for highway projects.

2026 Regional Transportation Plan (RTP) Project List Update

Coordinator Amna notifies members that the 2026 RTP project list submissions were due on 9/8/25 and added to the drafted RTIP Appendix A. She explains that the RTP project list is intended to highlight projects that members plan to pursue funding for in the next year or two. It helps to distinguish those near-term funding pursuits from the full six-year list of projects in the RTIP. In this way, the list provides regional leverage that members can incorporate into their individual funding strategies. She requests that TAC provide additional projects not on the current draft list because the document is due for the October Executive Board meeting. Coordinator Ed explains that the addition of projects to the RTP project list is beneficial for grant funding. The members were informed that they can submit additional projects to the list by the end of the business day tomorrow, 9/19/2025.

2026-2031 Regional Transportation Improvement Program (RTIP)

Coordinator Ed presents the latest 2026-2031 RTIP draft to the TAC. He explains that the RTIP shows the funded and unfunded projects the member jurisdictions have planned for the next six years. He

mentions that the RTP project list is in Appendix A of the document. There was no discussion about this topic.

> **ACTION: Scott moved, and Bateman seconded for the TAC to forward a recommendation for the Executive Board on the approval of RTIP with the attached RTP Project. The motion passed unanimously.**

Coordinator Updates

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

- The PRTPO election for the Executive Committee will begin in October 2025 due to Lindsey and Ben's departure as Chair and Co-Chair, respectively.
- An in-person retreat will be funded by the Jamestown Tribe to host a retreat in April or October of 2026.

Member Updates

Chair Brooke opens the meeting for a member roundtable and asks TAC if there is anything they would like to share for the order.

Member Forte discusses the region being targeted with the first attack on a grant as a result of recent executive orders and federal funding, specifically the Raise Grant. The federal government is requiring the Pacific Partnership to re-sign the terms and conditions as part of this process. Each of the individual jurisdictions will have to consider whether they agree with, concur in, or disagree with the concept of renegotiating the signed contract. The difference in this one is that it's not just an awarded grant. This is one where the PS2P had signed the terms and conditions.

PRTPO Chair Lindsey Schromen-Warwrin provided additional information, clarifying that the USDOT wants to amend the RAISE grant that the City of Port Angeles, WSDOT, and other neighboring jurisdictions are all part of. There is an opportunity to join other local governments in the King County versus Turner lawsuit, which has been successfully litigated so far. Port Angeles' city manager, legal counsel, and lead attorney for the plaintiffs met yesterday, where the lead attorney voiced the possibility of adding other jurisdictions to the lawsuit, potentially allowing them to join the existing preliminary injunction issued by the judge on August 12th. PRTPO Chair Lindsey Schromen-Warwrin notes that it would be beneficial for our interests in protecting the millions of dollars in revenue we have in this RAISE grant. In the meantime, the parties involved will be contacting the participating jurisdictions. Joining the King County v. Turner case would be beneficial, I think, for our interest in protecting the millions of dollars in revenue we have in this raise grant.

Tim Hayes thanks Thera and the PRTPO for their support and announces that Port Angeles has accepted a substantial design grant for the Tumwater-SR 101 Truck Route interchange, funded by FIMSIB. The project has been on the city plans since 1999. The grant help provided by Thera helps greatly for the PRTPO communities.

Coordinator Black asked if anyone had applied for the Rural Tribal Assistance Grant. It was a federal grant for pre-construction activities. Member Thomas affirms that the Squaxin Island Tribe applied. Member Forte mentions that the grant may be one of the first to demonstrate acceptance of the executive orders as part of the application process and changes to the terms of the application process, even at the point of application, as opposed to being awarded. Member Cole confirms that the City of Sequim also applied.

Member Calodich of WSODT mentions that his team, the Olympic Region Planning Office, conducts planning studies examining some of the region's challenging transportation issues. These studies include pre-design, a very early stage of WSDOT project delivery, and comprehensive plan reviews. He reports that the GORST

planning and environmental linkages study is going through a process of screening alternatives, and some Technical and executive advisory group meetings are scheduled for October. Also, in the process of starting a new study on State Route 112 near the Pished River in Clallam County, part of a larger coastal resiliency grant that WSDOT and other partners had applied for, to study quite a few items on State Route 112. This specific study will explore long-term strategies to address maintenance and erosion issues along the corridor and is scheduled to begin either late this year or early in 2026.

In terms of pre-designs, they are in the early stages of the High School Road roundabout project on State Route 305. They also have a project on State Route 3 and Division, looking at the installation of a roundabout. He requests that other members who are involved in the FIFA coordination reach out to him so that his office is more involved in the regional planning. Member Lillie followed up to mention that the City of Bainbridge Council had a number of questions regarding the high school road project and suggested that his team contact the Council to keep them informed. Member Boettcher suggests Member Calodich use her as a contact for the City of Bainbridge to help facilitate with the Council and other partners in the city.

Adjourn
There being no other business, Jayme adjourned the meeting at 11:00.

DRAFT

PRTPO Members

Clallam County
Jefferson County
Kitsap County
Mason County
Bainbridge Island
Bremerton
Forks
Port Angeles
Port Orchard
Port Townsend
Poulsbo
Sequim
Shelton
Clallam Transit
Jefferson Transit
Kitsap Transit
Mason Transit
Port of Allyn
Port of Bremerton
Port of Port Angeles
Port of Shelton
WSDOT Olympic Region
Jamestown S'Klallam Tribe
Lower Elwha Klallam Tribe
Makah Nation
Skokomish Tribe
Squaxin Island Tribe

www.PRTPO.org

To our legislators in the 23rd, 24th, 26th, and 35th Districts,

Your work at the state level is shaping our work at the regional level. Your leadership is propelling the retrofit of outdated highway corridors into complete streets for all modes of travel. And your support for funding programs that sustain rural transit makes possible vital long-distance services connecting the North Olympic Peninsula and Mason County with ferries and Seattle-area destinations. Unparalleled coordination between WSDOT, tribes, and other partners is restoring fish passages across the region. The Peninsula Region, like the State, has come a long way. But we can do better. We can make travel safer, more reliable, and efficient for all – faster and cheaper – with a bit more upfront regional collaboration.

Complete streets connect communities.
Complete planning supports complete streets.

Whether it's a local street connecting neighborhoods and businesses or a state highway connecting communities, there are multiple transportation partners. Complete streets that work for all modes of travel start with complete planning for all modes of travel. It's a multimodal way of thinking about travel, from planning through implementation – and not just for Complete Street projects. For example, the practical design of fish passage projects can do more than improve salmon habitat with little or no additional cost when active transportation and transit access are upfront considerations. And addressing all modes of travel when permitting highway access requests in urban growth areas minimizes the need for costly retrofits later. A complete planning approach accounts for as-yet unfunded needs, leaving the door open for future improvements without escalating costs for unnecessary rebuilds. Tight budgets compel us to be even more strategic in making highways safer for all modes of travel. Adopting a complete street mindset throughout WSDOT and local programs can accelerate our shared multimodal aims and generate more bang for the limited bucks available.

Here are three things we need your help with to support strategic complete street efforts.

Clarify Shared Street Regulations - Washington's new Shared Streets law allows cities to designate a different kind of public street that prioritizes pedestrian access in mixed traffic environments, similar to streets in the Pike Place Market. As the first state in the nation to adopt such a law, our members need clear legal and design guidance to take advantage of this opportunity.

> *PRTPO's request: Direct WSDOT to expedite development of local agency guidelines for the implementation of new Shared Streets legislation.*

Assess Impacts of Hood Canal Bridge Lift-Operations – SR 104 and SR 3 connect the Kitsap and Olympic Peninsulas via the Hood Canal Bridge. Unpredictable bridge closures to allow passage of leisure sailboats severely impact the reliability of transit-ferry connections and impose costs on commerce and residents alike. In 2023, more than half of all bridge closures were for large yachts; that is more than for all Navy and commercial vessels, combined. Yet no WSDOT analysis of the operational and economic impacts of Hood Canal Bridge closures exists. WSDOT needs a little funding to conduct the critical analysis we need to engage the Coast Guard about simple updates to federal policies governing bridge closures for sailboats.

PRTPO's request: Provide $150,000 to WSDOT Olympic Region Multimodal Planning for an analysis of traffic, economic, and community impacts of Hood Canal Bridge lift practices for recreational vessels. Implications for World Cup congestion are significant since boating volumes will increase.

Support Regional Corridor Planning – Retrofitting outdated highway corridors will take a generation or more, with investments by multiple state and local agencies over time. Coordinated corridor-wide approaches are key to complete planning processes. They increase predictability and efficiency for all, ensuring individual actions over the next 10-15 years add up to highly functional, multimodal corridors. The SR 305 corridor study is a good example of how a coordinated multi-agency approach yields increased predictability for project sponsors, resulting in practical, cost-effective multimodal strategies for corridor mobility. We've included a short a list of regionally significant corridors where modest investments in coordinated corridor studies can accelerate the design and delivery of good projects at a lower cost to taxpayers. The potential to coordinate with analysis of Hood Canal Bridge operations makes the SR 104/SR 3/Hood Canal Bridge study our top priority.

PRTPO's request: Earmark $1 million for an SR 104/SR 3/Hood Canal Bridge corridor study engaging communities and transportation stakeholders on both sides of the Hood Canal Bridge to identify policies, operational strategies, and capital needs that increase travel-time reliability and person throughput, and reduce congestion impacts on highways and surrounding communities.

While our focus this year is on complete planning for complete streets, we value your efforts in securing and protecting funding for regionally significant improvements such as the SR 3 Freight Corridor in Belfair and SR 3 improvements in Gorst, SR 305 corridor safety and mobility improvements, East Sequim improvements along US 101, SR 112 stabilization efforts, and ferry system improvements. These are big projects with far-reaching, long-term impacts. We continue to advocate for their timely completion and monitor their progress.

Finally, we watch with interest the coordinated transit planning efforts underway for the 2026 World Cup. PRTPO supports logistical planning and collaboration among transit providers that not only meets mobility needs next summer, but which yield lasting benefits for the traveling public and our local economies long after the matches are over. PRTPO stands ready to facilitate communication and coordination among our members in support of these efforts.

Your Regional Transportation Partner

Peninsula RTPO is your partner in meeting statewide transportation goals in the Peninsula region. PRTPO is where our 27 cities, counties, tribes, transit agencies, ports, and WSDOT Olympic Region come together to forge a common direction and tackle tough problems the region faces. Our effectiveness as your regional partner in supporting this coordination is limited only by the resources available to us for this important work. We continue to urge the Legislature to shore up base funding for RTPOs to enable at least one full-time staff to support our work, especially for rural regions such as PRTPO that receive no supplemental federal planning funds. We welcome the chance to talk with you further about this.

We appreciate your interest and support for priority regional concerns and look forward to working with you to support mobility across the Peninsula Region and beyond.

Peninsula RTPO Key Contacts
www.PRTPO.org

Chair	Lindsey Schromen-Wawrin	lswawrin@cityofpa.us	360.406.4321
Vice-Chair	Ben Thomas	bthomas@cityofpt.us	360.379.5083
Secretary	Gary Anderson	garya@portofbremerton.org	360.674.2381
Lead Planning Agency	John Clauson	johnc@kitsaptransit.com	360.478.6223
PRTPO Coordinator	Amna Parson	amnap@kitsaptransit.com	360.473.1132
PRTPO Coordinator, LPA	Edward Coviello	edwardc@kitsaptransit.com	360.824.4919

PRTPO 2026 *Transportation Outlook*

REGIONAL CORRIDOR STUDY NEEDS	Transportation Stakeholders	LD#	Planning Funds
SR 104 / SR 3 Hood Canal Bridge Corridor *From SR 19 to Port Gamble on SR 104 and from SR 104 to SR 305 on SR 3* The SR 104 corridor connects the North Olympic Peninsula to the Kitsap Peninsula and SR 3 via the Hood Canal Bridge. Closures of the Hood Canal Bridge to accommodate marine traffic - Navy and commercial vessels as well as large recreational yachts - create backups that impact communities on both sides of the bridge. This corridor study will identify roadway improvements that mitigate congestion effects on adjacent neighborhoods and bridge policies that alleviate effects of recreational marine traffic on highway users. This study complements WSDOT's Hood Canal Bridge operational analysis and economic	WSDOT, Kitsap County, Jefferson County, Jefferson Transit, Clallam Transit, Kitsap Transit, Coast Guard	23rd, 24th	$1,000,000
SR 117 Truck Route *From US 101 to Marine Terminal Drive* Ramp configuration at the intersection of SR 117 (Tumwater Truck Route) and US 101 precludes freight access to or from the east, forcing heavy trucks to go through downtown Port Angeles for port terminal access. The preferred SR 117 route cuts through residential neighborhoods and past schools. This corridor study will entail freight analysis and identify complete street treatments needed to mitigate effects of that traffic on adjacent communities. It augments city efforts to enable full directional access at the SR 117/US 101 interchange, which will afford freight traffic a more direct and unencumbered route to and from the	WSDOT, Port Angeles, Port of Port Angeles, Clallam Transit, Clallam County	24th	$250,000
North Kitsap Peninsula *Including SR 104 (SR 3 to Kingston), SR 307 (SR 104 to SR 305), & SR 3 (SR 104 to SR 305)* North Kitsap Peninsula is served by three geographically constrained highway corridors that play critical roles in connecting the Kitsap and Olympic Peninsulas with the Seattle metropolitan area. Planning for SR 305 has been completed, but a coordinated approach is needed for the remaining three corridors serving this area, whose traffic volumes point to their regional significance. SR 307 in Poulsbo is carrying about 20,000 trips daily, though Poulsbo itself is only 12,300 in population. Geological constraints limit connectivity and alternate routes, underscoring the need for a coordinated strategy to improve reliable multimodal mobility.	WSDOT, Kitsap County, Poulsbo, Kitsap Transit, Jefferson Transit, Port Gamble S'Klallam Tribe	23rd	$500,000

REGIONALLY SIGNIFICANT PROJECTS WE'RE TRACKING

US 101 / Simdars Bypass [$30 million Move Ahead WA funding commitment]

This project will improve safety and mobility on US 101 and area streets by constructing the missing ramps of the Simdars interchange and adding a new frontage road with street connections and roundabouts. Planning and preliminary design is complete.

SR 3 / SR 16 Gorst Area Safety and Multimodal Mobility Improvements [$82.5 million Move Ahead WA funding commitment]

A NEPA Planning & Environmental Linkages study is engaging communities, tribes, the Navy, and other stakeholders in developing and assessing a range of alternatives which will lead to a preferred alternative for improving safety, mobility, active transportation, and system resliency. The Legislature appropriated $82.5 million which covers planning, preliminary engineering, environmental review, ROW acquisition, and some near-term improvements. It does not cover construction costs for major long-term improvements.

SR 305 Safety and Mobility Improvements [$40.3 million Connecting WA funding commitment]

A coordinated approach to corridor planning to improve safety and mobility on SR 305 between the Bainbridge Island ferry terminal and Hostmark Street in Poulsbo resulted in an agreed upon list of measures. Poulsbo's SR 305 roundabout at Johnson Parkway opened in 2024, followed by WSDOT roundabouts on SR 305 at Adas-Will, Agatewood, and West Port Madison. Design is underway for three fish passage projects, and Totten Road and Day Road improvements, but additional funding will be required to complete all these projects.

SR 3 Freight Corridor [$66.9 million Connecting WA funding commitment]

This project will construct a new freight corridor from SR 302 in Mason County to SR 3 at Lake Flora Road in Kitsap County, relieving freight and regional through-traffic in downtown Belfair and increasing travel time reliability. Preliminary engineering and design is complete, as is environmental. Right-of-way acquisition is underway. This project will also enhance system resiliency by providing an alternate route if SR 3 is disrupted. This project is fully funded through a $66.9 million *Connecting WA* funding commitment.

SR 104 Kingston Ferry Terminal Traffic Improvement [$18.4 million Move Ahead WA commitment]

This project will realign SR 104 to move inbound ferry traffic to the north couplet (NE 1st Street). The realignment will provide 2 eastbound and 1 or 2 westbound (TBD) lanes from the WSF loading area to vicinity Iowa Ave., sidewalks, intersection improvements at Iowa/1st and Iowa/Main St., stormwater, illumination, restriping and signage of Main St. to two-way traffic and bike lanes, restriping of SR 104 mainline and associated signal work as need to support rerouting of traffic and bikes, and ferry toll booth relocation and associated holding area

Olympic Discovery Trail / US 101 Safety Project [$9.6 million commitment]

This project will make US 101 safety corridor improvements from milepost 270.7 to milepost 271.4, for Connecting Tribal Communities.

PRTPO 2026 MEETING SCHEDULES

PRTPO.org

EXECUTIVE BOARD 2026 Meeting Schedule

February 20
April 17
June 19
August 21
October 16
December 18

The Executive Board meets on the 3rd Friday of alternating months from 10:00 – 12:00, beginning in February

TECHNICAL ADVISORY COMMITTEE 2026 Meeting Schedule

January 15
March 19
May 21
July 16
September 17
November 19

The TAC meets on the 3rd Thursday of alternating months from 10:00 – 12:00, beginning in January

The PRTPO Executive Board and TAC meet virtually via Zoom. The public is invited to listen or watch those meetings remotely. Pursuant to the Open Public Meetings Act, Kitsap Transit's Conference Room at 60 Washington Avenue #200, Bremerton, will also be available for in-person public attendance to watch Executive Board meetings via Zoom.

Agenda packets are sent out one week before Board and TAC meetings, at which time they are also available for download from the Meetings page of the PRTPO website.

Broadening our communication outreach.

Do you know someone who would benefit from occasional updates on PRTPO activities? Let us know. Several members have identified staff and other colleagues to receive updates when we send out information. If you want us to add someone to PRTPO's general information list, please send us a name and email address. They will receive the Executive Board and the TAC agenda packets without calendar appointments, as well as other periodic updates or opportunities.

Your PRTPO Coordinators:

Amna Parson | 360.473.1132 | AmnaP@kitsaptransit.com
Edward Coviello | 360.824.4919 | EdwardC@KitsapTransit.com

National Highway Freight Program (NHFP) Regional Priority Freight Project Solicitation Advance Notice

1. What are NHFP funds?

- The NHFP provides federal funds for projects that improve the efficient movement of freight.
- The NHFP supports a wide range of freight-related investments, including roadway improvements, intermodal facilities, freight rail enhancements, and eligible marine highway and waterway projects.

2. What does WSDOT do with NHFP funds?

- During federal fiscal years (FFY) 2021-2026, Washington received approximately $22.6 million per FFY in NHFP funding. Half of these funds were apportioned to state projects and the other half to local projects. Pending federal action, Washington assumes similar funding levels and project eligibility criteria for the FFY 2027-2032 period, including up to 30% of funding that would be eligible for intermodal projects.
- For the FFY 2027-2032 period, WSDOT will work with MPOs/RTPOs to identify regional priority freight investments that complement statewide needs. WSDOT will issue a Formal Project Solicitation notice in early November.

3. What will the Formal Project Solicitation notice include?

- The notice will provide details on an informational webinar and a public information website.
- The notice will also include the project submission form, instructions for submission, project examples, and details on project scoring criteria and process.

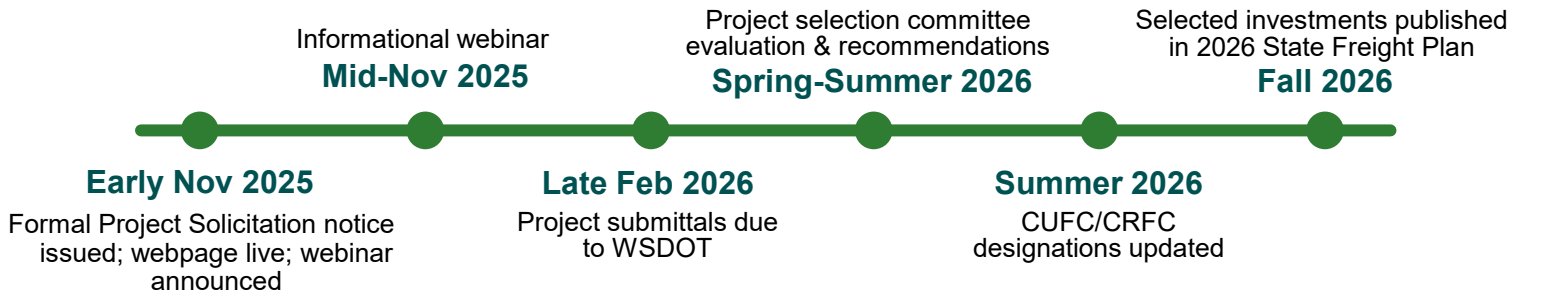
4. What are parameters for NHFP project submissions?

- Submitted projects must be eligible for NHFP funding. Current eligibility requirements are outlined in 23 U.S.C 167 (h)(5).*
- Project sponsors must ensure projects are ready for FFY 2027-2032 funding obligation and are documented in a formally adopted transportation or development plan. Per current NHFP requirements, the non-federal funding match is 13.5% for non-Interstate projects and 9.33% for Interstate projects.
- MPOs/RTPOs should submit projects as a consolidated list of regional freight investment priorities consistent with regional infrastructure priorities and planning processes, along with a completed submission form for each project.

**Submitted projects do not need to be on the existing National Highway Freight Network; for selected projects, WSDOT will update Critical Urban/ Critical Rural Freight Corridor designations as needed.*

For the formal solicitation, supporting material, other updates, and FAQs as they become available, please check WSDOT's NHFP webpage.

IMPORTANT: This notice is based on and assumes continued authorization of the *Infrastructure Investment and Jobs Act (IIJA)* and availability of NHFP funds for the FFY 2027–2032 period. IIJA expires on September 30, 2026. Future federal funding amount, eligibility, timelines, and funding levels are subject to change pending congressional reauthorization or other federal actions, including state legislative appropriation.



WSDOT | RTPO Technical Advisor

Contact:
Wenjuan Zhao
Wenjuan.Zhao@wsdot.wa.gov | 360-705-6990

ATTACHMENT B

WORK SESSION ITEM

To: Technical Advisory Committee
From: Thera Black and Amna Parson, PRTPO Coordinators
Date: November 13, 2025
Subject: **Complete Street Candidates – Local Review**

REQUESTED ACTION:
Formal action is not requested but input from TAC members will be used to refine and finalize the 2025 Complete Street Candidates dashboard for use by WSDOT in screening non-capacity projects for potential multimodal treatments.

Background
As a part of the RTP update, TAC members began developing a Complete Street Candidates dashboard to support WSDOT Olympic Region in its efforts to screen non-capacity projects for multimodal system gaps. As a reminder, when WSDOT is delivering a project with a cumulative budget of $1 million or more, it must apply Complete Street (CS) principles

> *… in incorporated cities, or in areas where active transportation network gaps have been identified in WSDOT (or local) plans, or overburdened communities exist, unless there is a compelling reason to not implement…*

This dovetailed with the RTP tough topic concerning locations where "Main Street is a state highway," where land use along the highway is now generating transit, bike, and walk trips that are competing with vehicles for access. In such areas, a "complete street treatment" employing one or more design elements could possibly mitigate known conflicts and create a safer travel environment for everyone.

While the intent of the proviso is good, the Legislature did not provide WSDOT with any funding to carry out the additional scope of work. WSDOT already faces chronic underfunding for essential preservation and maintenance activities across the Peninsula Region. While WSDOT may want to implement measures, it must defer most of these since it received no funding for this work.

The purpose of the dashboard is to employ local knowledge, particularly of outlying rural areas, to highlight areas known to exhibit this kind of multimodal conflict, where the existing highway infrastructure does not accommodate all the modes of travel generated by adjacent land use activities. The aim is to help WSDOT in its screening process zero in on recognized problem areas that are likely to screen "yes" with their criteria. That is why we are trying to identify and call attention to select locations, not all locations where improvements may be desired.

Inclusion on this list does not imply that WSDOT will be able to implement treatments in these locations, just that PRTPO has flagged them for a closer look, if and when a state project triggers a screening.

Initial Candidates
After some work sessions in early 2024, members attending the Executive Board retreat in October 2024 participated in a mapping exercise, identifying over three dozen locations that could have potential merit for a dashboard such as this. There were no "bad ideas;" the point was to generate ideas.

Last January the TAC received the initial list of the candidates resulting from that mapping exercise. We also developed some basic factors to assess the sites and determine which have merit for this specific purpose. Those factors reflect criteria used by WSDOT and include:

- Located on a state highway

- Existing land use in the surrounding area (aerial map view)
- Concentrations of vulnerable or underserved populations (Census data)
- Level of Traffic Stress (LTS, determined by WSDOT Active Transportation Office)
- Proximity to a designated transit stop, transit hub, or park-and-ride
- Proximity to a trail crossing or alignment
- Documentation of a local agency concern or established project need

We also included the estimated likelihood of the necessary treatment entailing a non-capital versus a capital project, and very rough approximations of likely cost.

Using those criteria, we developed an interactive mapping tool based on those initial locations identified at the retreat. Locations range from some of the most urban areas in the region to the most rural, illustrating the challenges that WSDOT faces as it tries to target its limited investments where they will do the most good.

I presented this dashboard to the TAC for discussion back in March, with the understanding that it needs to be refined and whittled down to best reflect those priority areas of concern to be highlighted for WSDOT. Then we got very busy with the rest of the RTP update, and this got tabled until now.

Refining the Complete Street Candidates Dashboard

This link will take you to the Complete Streets Candidates site we will work through together. If you haven't already, please take a look at it before the TAC meeting, especially those locations that fall within your jurisdiction or service area. You can input information that is missing or correct info. Or let us know when we meet what needs to be changed.

Each site has a unique identifier, indicated on the attached list. It is sorted by county to facilitate reviews.

Each site has been mapped and available information has been input to a corresponding "survey form," though local knowledge is needed to fill in some gaps. I was unable to readily locate information that would document previous concerns for most of these locations. That would certainly be helpful in demonstrating to WSDOT that this is a locally recognized problem in need of improved multimodal access. Evidence of a pre-existing concern – through a local plan or study, a project or grant proposal, a request from transit or a school district, a meeting, etc - gives added emphasis to a location and an agency's assertion that there is a recognized issue between the highway and adjacent land uses.

In my own review of the sites, there are several that don't seem to fit well. For some, the land use would seem to generate very few walk, bike, or transit trips, raising questions about what the access issue is. Some indicate the location of a future trail crossing project. This is something different than a CS treatment added onto a paver project. Amna suggested PRTPO could highlight those projects better by creating a different kind of map to support local agency funding pursuits instead of burying them in this CS dashboard. I've highlighted on the attached list those sites that don't seem to fit with the purpose of this dashboard, to get the conversation going. Your insights are critical to making this a useful list to support WSDOT in its CS screening processes.

Next Steps

We'll determine what sites can be removed, missing info needs for the remaining sites, and potential map products that would support other agency project needs separate from this CS candidates dashboard.

Attachments:

Complete Street Candidates Map Identification

For More Information:
Thera Black | 360.878.0353 | TheraB@PeninsulaRTPO.org
Amna Parson | 360.473.1132 | AmnaP@kitsaptransit.com

Complete Street Candidates [11.13.25]

Locations identified during October 2024 Board retreat.
For TAC review / refinement

Map #	Specific Location	County	Preliminary Dashboard Refinements
CC020	US 101 through Forks north UGA	Clallam	
CC021	US 101 in vicinity of Lauridsen - west of highway	Clallam	
CC022	US 101 in Blyn, Jamestown S'Klallam Tribe crossing	Clallam	
CC023	US 101 at Carlsborg/Sunny Farms (ODT crossing too)	Clallam	
CC024	US 101 at SR 110, future ODT crossing	Clallam	Remove - future trail project will add crossing
CC025	US 101 at Beaver	Clallam	
CC026	US 101 at ODT xing west of Lake Crescent	Clallam	Trail xing, but unclear access issue. Remove?
CC027	US 101 at Sol Duc (Ped xing and EB bus stop)	Clallam	Unsure what access issue is here. Remove?
CC028	US 101 at Laird's Corner (LEKT)	Clallam	Unsure what access issue is here. Remove?
CC029	SR 117 / Tumwater Truck Route at US 101	Clallam	Remove - part of big freight mobility project
CC030	SR 112 through Sekiu	Clallam	Unsure what State Route issue is. Remove?
CC031	SR 112 through Clallam Bay	Clallam	
CC032	SR 112 through Joyce	Clallam	
CC033	SR 112 through Neah Bay	Clallam	
CC034	SR 110 from US 101 - future ODT alignment	Clallam	Is this a future trail project? If so, remove.
CC035	SR 110 at Moria Road - Three Rivers Community	Clallam	
CC037	Marine Drive (Port of Port Angeles)	Clallam	Remove - not on highway, not a CS candidate
CC038	US 101 at Agnew	Clallam	
HELP!	US 101 at Barnes Creek (bus stop location)	Clallam	Where is this location and what is issue?
JC011	SR 116 at Irondale Road	Jefferson	
JC012	SR 19 at Center Road	Jefferson	
JC013	SR 19 at Olympic Gateway Visitor's Center	Jefferson	
JC014	SR 19 through Hadlock	Jefferson	
JC015	SR 20 at 4 Corners	Jefferson	
JC016	SR 20 at US 101 intersection	Jefferson	
JC017	SR 20 north of US 101 - bike access	Jefferson	
JC018	US 101 at Quilcene	Jefferson	
JC019	US 101 in Brinnon	Jefferson	
JC036	Mill Road at Discovery Bay Road - ODT	Jefferson	Remove - not on highway, not a CS candidate
KC007	SR 3 in vicinity of Bremerton Airport	Kitsap	
KC008	SR 305 through Poulsbo	Kitsap	
KC009	SR 104 at Port Gamble Heritage Park	Kitsap	
MC001	SR 106 at Reservation Road - lighting	Mason	
MC002	Hwy 106 in Union, at the marina	Mason	
MC003	SR 3 through Allyn	Mason	
MC004	SR 300 from State Park to Belfair	Mason	
MC005	SR 108 at US 101 interchanges - pedestrian safety	Mason	Remove - part of SIT project underway
MC006	US 101 through Hoodsport	Mason	
MC010	SR 106 at US 101	Mason	

ATTACHMENT C

ACTION ITEM

To: Technical Advisory Committee
From: Thera Black, PRTPO Coordinator
Date: November 13, 2025
Subject: **Consistency Determination of Local Comp Plans**

REQUESTED ACTION:
Recommend the Executive Board find the updated Comprehensive Plans of the following agencies to be substantially consistent with the Regional Transportation Plan: Clallam County, Jefferson County, Kitsap County, Mason County, Bremerton, Forks, Port Angeles, Port Orchard, Poulsbo, Shelton.

Recommend the Executive Board find the updated Comprehensive Plan of Port Townsend to be conditionally consistent with the Regional Transportation Plan, pending resolution of specified concerns prior to adoption.

Background
In July the TAC discussed the process for determining consistency between the RTP and Comprehensive Plans. In accordance with RCW 47.80.023(2) and (4), PRTPO must certify after periodic updates that locally adopted Comprehensive Plans remain consistent with the Regional Transportation Plan (RTP) and 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, consistent with statewide transportation policy.

Long-standing principles and guidelines developed in accordance with RCW 47.80.026 have shaped the RTP and locally adopted Countywide Planning Policies and related Comprehensive Plans for thirty years. They reflect a regional transportation strategy that has guided coordinated planning in the Peninsula Region since 1995. Adherence to these principles aligns local plans through the RTP with statewide transportation and growth management policies, supporting an enduring and consistent approach to systemwide planning across agencies and modes of travel.

The attached **"Principles and Guidelines for Regional Consistency"** were adopted by PRTPO in June as a part of the 2025 RTP update. They were used to assess consistency between the RTP and updated Countywide Planning Policies for each of the four counties in June. They're the foundation for consistency review of Comp Plans, augmented with a few additional factors specified in RTPO and local agency statutes.

Consistency Review Considerations
Every agency has its own approach to the local comprehensive planning process, its own constituent priorities and local concerns, its own format and style. For some, the transportation element of the Comp Plan satisfies an agency's policy and programming needs, while others use that as the policy foundation for more specific implementation plans that are updated separately from the Comp Plan but very much related to it. There are as many different approaches as there are cities and counties in PRTPO. I didn't limit my review to the transportation element of Comp Plans. If it was clear there were related functional plans, master plans, Capital Facilities Plans, subarea plans, or modal plans that are effectively a part of the overall comprehensive planning process, I included those in my review. There's good work going on locally.

The region's partners are also on different statewide compliance schedules. Most Kitsap partners have already completed their updates, being in the first tier of mandatory updates with an initial target date of December 2024. Clallam, Jefferson, and Mason partners have a December 2025 deadline. While many of the updates I reviewed are still in draft form, they are all in the late stages of development, either nearing or in the final phases of public review. I proceeded with the assumption that what I was reading was substantially complete and would not be radically changed before adoption.

Because of their dual membership, Kitsap members undergo a rigorous consistency review from PSRC, with compliance requirements exceeding what is required in a rural RTPO such as this. My review of local plans from our Kitsap partners adhered to the same principles used to evaluate plans from the other three counties; it did not delve into metropolitan planning concerns they must address for PSRC. PRTPO's determinations of consistency are independent of PSRC's findings, and do not relieve our Kitsap partners from satisfying those regulatory requirements.

Nor does PRTPO's consistency determination relieve any of our members from satisfying requirements from Department of Commerce or WSDOT. Local agencies have numerous new requirements in this update cycle, particularly concerning housing. They will undergo comprehensive reviews from the Department of Commerce and WSDOT on a broader range of matters than PRTPO has the authority or resources to pursue.

Findings

I reviewed final or draft plans from all cities and counties except Bainbridge Island, which does not yet have a draft available for review. And I have not yet reviewed the draft Transportation Master Plan for Sequim, which contains relevant information not included in the Transportation element of the Comp Plan. For that reason, I am unable to offer a preliminary consistency determination for those two members at this time.

While several members received friendly suggestions or minor corrections during my reviews, those comments were not substantive in nature and have no bearing on consistency. **I found all but one of the plans I reviewed to be consistent with the RTP and long-standing regional policy direction, and containing statutorily required transportation content.**

In my review of the Port Townsend draft element, while it was clear the spirit and intent are aligned with the RTP, I noted some inconsistencies that required attention. I met with city staff to discuss my concerns and learn more about their overall approach with this update cycle, which is clearly a departure from past updates and is closely aligned with public input. We discussed regional concerns related to level of service, the need for a long-range forecast of growth in travel demand and assessment of system capacity, documentation of project need, and revenue/expenditure forecasts, among other lesser topics. Steve King set out to address the concerns and develop some information missing from their public review draft. Their plan was in a DEIS SEPA review status at the time and so making quick updates was not practical. I've not seen an updated draft, given where they are in their process. For that reason, I am proposing for Port Townsend **a conditional finding of consistency, pending satisfactory resolution of outstanding concerns prior to adoption**, which may be fully satisfied before the Board considers this in December.

Next Steps

The Board will consider the TAC's recommendation in December. Once finalized, a consistency determination will be given to each agency and posted on the RTP web page. These can be used to document RTP consistency for state grants and other processes where a determination of regional consistency is needed. When draft plans for Bainbridge Island and Sequim are reviewed, those findings will come to the TAC for consideration before being presented to the Board.

Attachments:
Principles and Guidelines for Regional Consistency
Document Versions – RTP Comp Plan Consistency Review

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

CORE PRINCIPLES AND GUIDELINES FOR REGIONAL CONSISTENCY

The following principles and guidelines support coordinated transportation planning and decision-making in the Peninsula Region.[1] Compatibility between local and regional plans is the metric for consistency.

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

[1] The specificity of agency policies and strategies varies based on the size and authority of agency (city, county), geography (urban, rural), and the local approach to coordinated policy and implementation plans. There is no one set policy standard for adherence to these principles.

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.

Other Review Factors for Comprehensive Plans

There are some other factors not reflected in the overarching principles and guidelines which are statutorily required and were included in the consistency review.

Level of Service Local Comprehensive Plans need to identify Level of Service standards that are compatible with regional Level of Service standards in the RTP. Regional standards apply to highways of statewide significance and are established by WSDOT, and to highways of statewide significance, as agreed upon by WSDOT and local agencies and adopted in the RTP. Those standards reflect current practice within WSDOT and are unchanged for many years. Regional standards do not dictate LOS for local streets. Agencies are working to comply with new requirements for assessing multimodal system performance at the local level and have taken a number of different approaches in addressing this in their plans. Evaluating those approaches is not part of PRTPO's review.

Forecasts and Concurrency Local Comprehensive Plans need to forecast growth in travel demand based on updated land use projections, demonstrate how that future growth can be accommodated by the transportation system and maintain concurrency in accordance with adopted LOS standards, what additional investments may be needed over the next ten years, at least, and a forecast of costs and likely revenues for meeting these future needs.

ADA Compliance Plans must address strategies for complying with Americans with Disabilities Act requirements.

Document Versions – RTP Comp Plan Consistency Review [11.12.25]

Jurisdiction	Document(s)	Version / Status	Notes
Clallam County	Countywide Comprehensive Plan, Sequim-Dungeness Regional Plan, Port Angeles Regional Plan, Straits Regional Plan, Western Regional Plan	Nov 2025 / draft	Initial review of Summer 2025 draft. Check of Nov draft re minor corrections.
Jefferson County	Comprehensive Plan and Technical Appendix	April 2025 / draft	Minor corrections suggested
Kitsap County	Comprehensive Plan	Dec 2024 / Final	No comments
Mason County	2025 Comprehensive Plan Update, Mason County Transportation Plan	Trans – June 2025 Comp - Sept 2025 Both draft	Minor corrections suggested
Bainbridge Island	N/A		Draft is unavailable
Bremerton	Comprehensive Plan, Transportation Appendix	June 2025 / Final	No comments
Forks	2025-2045 Comprehensive Plan - Ch 8 - Transportation	Sept 2025 / Final	No comments
Port Angeles	2025 Comprehensive Plan Vol. I and Vol. II Appendices	Vol I – Oct 2025 Vol II - Sept 2025 Both draft, pending approval	No comments. Previously reviewed May 2025 draft of Transportation chapter.
Port Orchard	Comprehensive Plan – Ch 8 - Transportation	Dec 2024 / Final	No comments
Port Townsend	Comprehensive Plan, Active Transportation Plan	Oct 2025 / draft	Consistency issues: LOS policies conflict with regional and WSDOT policies, and county in UGA; no forecast of future growth effects on travel demand and system capacity; no estimate of system investment or project need; no funding plan; 2009 Functional Plan data is outdated as a 2025 reference. Met w/ city staff 10.21 to discuss remedies for final draft to achieve RTP consistency.
Poulsbo	Comprehensive Plan Chapter 4 – Transportation, Transportation Functional Plan Update	Comp Plan – June 2025 / Final Functional Plan – Jan 2025 / Final	No comments
Sequim	2025 Draft Comprehensive Plan – Chapter 5 - Transportation	July 2025 / Planning Commission review draft of Transport chapter of Comp Plan	Incomplete. Transportation Master Plan still under development – source of forecasts, analysis, lists, and funding. Will complete review when info is available.
Shelton	Transportation Element of the Comprehensive Plan	October 2025 / draft	No comments

ATTACHMENT D

BRIEFING ITEM

To: PRTPO Technical Advisory Committee
From: Shaara Ainsley
Date: November 13, 2025
Subject: **Long Live the Kings Hood Canal Bridge Ecosystem Impacts Assessment**

Overview

The Hood Canal Bridge Ecosystem Impacts Assessment (Assessment) began in 2016 when researchers discovered that there was high mortality of young steelhead while passing the Bridge, a vital transportation link between the Olympic and Kitsap Peninsulas.

During Phase 1 of the Assessment the team concluded that the floating Bridge delays the migration of young salmon and steelhead and allows seals to eat them before they can make it out to the ocean. Up until now, the Assessment has been focused on the bridge's ecosystem impacts. However, moving forward in this next phase, we will also be looking at how all different community members use the Bridge and whether there are additional benefits of alternative bridge designs. As part of the Assessment, we are meeting with groups around the region to understand their needs and concerns around the Bridge. This is an unusual project in that we are beginning the conversations about a large-scale infrastructure design well ahead of any activity by WSDOT, with the intention of creating a community driven process. WSDOT is a partner on this project, and eventually if/when they move forward with a bridge replacement, there will be the usual WSDOT community engagement and outreach. This activity is not intended to replace that process, only intending to begin a proactive conversation.

For More Information:
Shaara Ainsley| 206.382.9555, ext. 27| sainsley@lltk.org

ATTACHMENT E

ACTION ITEM

To: PRTPO Technical Advisory Committee
From: Edward Coviello
Date: November 13, 2025
Subject: **Release of Request for Proposal (RFP) for the 2026 Human Services Transportation Plan (HSTP)**

REQUESTED ACTION:

Approve the release of Request for Proposals for the 2026 Coordinated Human Services Transportation Plan (HSTP).

Overview

The WSDOT Public Transportation Division (PTD) requires MPO/RTPOs to prepare a coordinated HSTP every four years. The PRTPO will develop the Plan with stakeholders, service providers, public transportation users, and the public.

The PTD has provided the PRTPO with $85,000 of state funds to complete the 2026 HSTP.

The HSTP is a mechanism to assist with the awarding of grants through the State's Consolidated Grants Program which provides operating and capital funds for rural and urban transportation providers. The PRTPO ranks applications for the CGP every two years before sending the rankings to WSDOT PTD for final award.

The Federal Transit Administration (FTA) Circular 9070.1 G Chapter V (2)(b) provides federal guidance on HSTPs, including detailed instructions for developing your plan. The circular also includes four required elements of the HSTP:

1. An assessment of available services that identifies current providers (public, private, and nonprofit).
2. An assessment of transportation needs for individuals with disabilities and seniors. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service.
3. Strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery.
4. Relative priorities for implementation based on resources, time and feasibility for implementing specific strategies/activities identified.

The Plan will identify regional priorities, which determine eligibility for funding under WSDOT's Consolidated Grant Program. The grant program includes funding from state and federal sources.

Additionally, WSDOT uses HSTPs as an input for the Statewide Human Services Transportation Plan.

WSDOT PTD oversees the development of the HSTP in partnership with the PRTPO. The PTD has developed a guidebook to assist in preparing the Plan. The current Plan was last amended in December of 2024 and can be found at: https://www.prtpo.org/human-services-transportation-plan.

The RFP will be posted on the PRTPO website following Executive Board approval. Every effort will be made to contact consulting firms with interest in developing the HSTP.

For More Information:

Edward Coviello | 360.824.4919 | EdwardC@KitsapTransit.com

ATTACHMENT F

ACTION ITEM

To: PRTPO Technical Advisory Committee
From: Edward Coviello
Date: November 13, 2025
Subject: **Approval of 2026-2031 Regional Transportation Improvement Program (RTIP) Amendment #1**

REQUESTED ACTION:

Approve the addition of the Jefferson Transit Projects to the PRTPO 2026-2031 RTIP.

Overview:

Jefferson Transit has requested the addition of twelve projects to the 2026-2031 RTIP. The projects support the 2025 Executive Board adopted Regional Transportation Plan Goals of:

1. Intergovernmental Coordination
2. Public Involvement
8. Transportation Funding
10. Preservation, Maintenance, and Repair
15. Public Transportation

The Projects are:

1. Purchase electric vehicles for expanded Dial-A-Ride service
2. Miscellaneous Capital Expenses
3. Preservation and Expansion of Intellectual Property
4. Purchase Replacement DAR Cutaways
5. Electric Dial-A-Ride Vans
6. Equipment and Service Vehicles
7. HPTC Park and Ride Enhance & Upgrade
8. ITS Improvements
9. Design and construct new facility for bus maintenance and to house the Facilities Maintenance Department.
10. Passenger Amenities & Services
11. Purchase replacement electric vehicles (heavy & medium buses)
12. Purchase replacement Rideshare vans

Attachments:

- RTIP Amendment #1 2026

For More Information:
Edward Coviello | 360.824.4919 | EdwardC@KitsapTransit.com

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2026 to 2031

Agency: Jefferson Transit

County: Jefferson

MPO/RTPO: Peninsula RTPO Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		Expansion DAR Electric Vehicles to Purchase electric vehicles for expanded Dial-A-Ride service	EXPDAREV					23				No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2026	5339	120,000		0	30,000	150,000
P	CN	2027	5339	240,000		0	60,000	300,000
			Totals	**360,000**		**0**	**90,000**	**450,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	150,000	300,000	0	0	0
Totals	**150,000**	**300,000**	**0**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2026 to 2031

Agency: Jefferson Transit

County: Jefferson

MPO/RTPO: Peninsula RTPO Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		Miscellaneous Capital Expenses to Miscellaneous Capital Expenses	MISCAPITAL					23				No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2026	5339	40,000		0	10,000	50,000
P	CN	2027	5339	40,000		0	10,000	50,000
P	CN	2028	5339	40,000		0	10,000	50,000
P	CN	2029	5339	40,000		0	10,000	50,000
P	CN	2030	5339	40,000		0	10,000	50,000
			Totals	**200,000**		**0**	**50,000**	**250,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	50,000	50,000	50,000	50,000	50,000
Totals	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2026 to 2031

Agency: Jefferson Transit

County: Jefferson

MPO/RTPO: Peninsula RTPO Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		Preservation and Expansion of Intellectual Property to Preservation of administrative intellectual property.	INTELPROP					27				No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2026	5339	160,000		0	40,000	200,000
P	CN	2029	5339	120,000		0	30,000	150,000
			Totals	**280,000**		**0**	**70,000**	**350,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	200,000	0	0	150,000	0
Totals	**200,000**	**0**	**0**	**150,000**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2026 to 2031

Agency: Jefferson Transit

County: Jefferson

MPO/RTPO: Peninsula RTPO Y Inside N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		Purchase Replacement DAR Cutaways to Purchase replacement Dial-A-Ride cutaways.	DARCUTAW					23				No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2027	5339	360,000		0	90,000	450,000
P	CN	2030	5339	360,000		0	90,000	450,000
			Totals	**720,000**		**0**	**180,000**	**900,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	450,000	0	0	450,000
Totals	**0**	**450,000**	**0**	**0**	**450,000**

	Federal Funds		State Funds	Local Funds	Total Funds
Grand Totals for Jefferson Transit	**1,560,000**		**0**	**390,000**	**1,950,000**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2026 to 2031

Agency: Jefferson Transit

County: Jefferson

MPO/RTPO: Peninsula RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		Electric Dial-A-Ride Vans to Purchase electric ADA vans for Dial-A-Ride service.	EDARVANS					23			CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2027	5339	156,800		0	39,200	196,000
P	CN	2028	5339	156,800		0	39,200	196,000
			Totals	**313,600**		**0**	**78,400**	**392,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	196,000	196,000	0	0
Totals	**0**	**196,000**	**196,000**	**0**	**0**

Washington State Department of Transportation

Six Year Transportation Improvement Program
From 2026 to 2031

Agency: Jefferson Transit

County: Jefferson

MPO/RTPO: Peninsula RTPO N Inside Y Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		Equipment and Service Vehicles N/A to N/A To maintain equipment and replace service vehicles for preservation as well as purchase equipment and service vehicles for expansion.	equiserv					23			CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2026	STP(R)	80,000		0	20,000	100,000
P	CN	2027	STP(R)	40,000		0	10,000	50,000
P	CN	2028	5339	40,000		0	10,000	50,000
P	CN	2029	5339	40,000		0	10,000	50,000
P	CN	2030	5339	40,000		0	10,000	50,000
			Totals	**240,000**		**0**	**60,000**	**300,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	50,000	50,000	50,000	50,000	50,000
Totals	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**

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00		HPTC Park and Ride Enhance & Upgrade N/A to N/A Enhance and expand HPTC park and ride lot	EPR1					23			CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2027	5339	4,000,000		0	1,000,000	5,000,000
			Totals	**4,000,000**		**0**	**1,000,000**	**5,000,000**

Expenditure Schedule

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

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Functional Class	Priority Number	A. PIN/Project No. / C. Project Title / D. Road Name or Number / E. Begin & End Termini / F. Project Description	B. STIP ID / G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		ITS Improvements N/A to N/A ITS Improvements such as new computers, new software and software updates, etc.	ITSImprov					23			CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2026	STP(R)	40,000		0	10,000	50,000
P	CN	2027	STP(R)	40,000		0	10,000	50,000
P	CN	2028	INFRA	40,000		0	10,000	50,000
P	CN	2029	INFRA	40,000		0	10,000	50,000
P	CN	2030	INFRA	40,000		0	10,000	50,000
			Totals	**200,000**		**0**	**50,000**	**250,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	50,000	50,000	50,000	50,000	50,000
Totals	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		New Facility Design & Construction to Design and construct new facility for bus maintenance and to house the Facilities Maintenance Department.	NEWDESIGN					23				No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2027	5339	5,600,000		0	1,400,000	7,000,000
			Totals	**5,600,000**		**0**	**1,400,000**	**7,000,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	7,000,000	0	0	0
Totals	**0**	**7,000,000**	**0**	**0**	**0**

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County: Jefferson

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Functional Class	Priority Number	A. PIN/Project No. / C. Project Title / D. Road Name or Number / E. Begin & End Termini / F. Project Description	B. STIP ID / G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		Passenger Amenities & Services N/A to N/A Kiosk and/or other electronical services along with other amenities that will enhance passenger service.	PassAmen					23			CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2026	STP(R)	472,000		0	118,000	590,000
P	CN	2027	STP(R)	72,000		0	18,000	90,000
P	CN	2028	5339	72,000		0	18,000	90,000
P	CN	2029	STP(R)	72,000		0	18,000	90,000
P	CN	2030	5339	72,000		0	18,000	90,000
			Totals	**760,000**		**0**	**190,000**	**950,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	90,000	90,000	90,000	90,000	90,000
Totals	**90,000**	**90,000**	**90,000**	**90,000**	**90,000**

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		Purchase replacement electric vehicles (heavy & medium buses) N/A to N/A Purchase replacement electric heavy-duty buses.	LEVCOACH2					23			CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2026	5339	2,080,000		0	520,000	2,600,000
			Totals	**2,080,000**		**0**	**520,000**	**2,600,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,600,000	0	0	0	0
Totals	**2,600,000**	**0**	**0**	**0**	**0**

Washington State Department of Transportation

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County: Jefferson

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Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		Purchase replacement Rideshare vans to Purchase replacement vans for Rideshare program.	RIDESHARE					23			CE	No

Funding

Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2027	STP(R)	80,000		0	20,000	100,000
P	CN	2028	5339	80,000		0	20,000	100,000
P	CN	2029	5339	120,000		0	30,000	150,000
			Totals	**280,000**		**0**	**70,000**	**350,000**

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	100,000	100,000	150,000	0
Totals	**0**	**100,000**	**100,000**	**150,000**	**0**

	Federal Funds		State Funds	Local Funds	Total Funds
Grand Totals for Jefferson Transit	**13,473,600**		**0**	**3,368,400**	**16,842,000**