



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
Hoh Tribe
Jamestown S'Klallam Tribe
Lower Elwha Klallam Tribe
Makah Tribe
Port Gamble S'Klallam Tribe
Quileute Tribe
Squaxin Island Tribe
Skokomish Tribe
Suquamish Tribe

Bek Ashby

PRTPO Chair
Port Orchard City Council

Randy Neatherlin

Vice-Chair
Mason County Commission

Tammi Rubert

Secretary
Jefferson Transit Authority

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

Thank you for the support you've offered our local, state, and tribal transportation partners. As ex-officio members of Peninsula RTPO and valued state partners, your support helps ensure projects and policy objectives that benefit passenger and freight mobility on the Olympic and Kitsap Peninsulas get fair consideration at the state level. Regional collaboration and cooperation make us strong. Our partnership with you is important to our success.

The pandemic's harmful impact on the safety, health and vitality of communities will be aggravated by significant cuts to funding for programs that serve transportation needs. Here's why:

The transportation revenue shortfall is too big for local agencies to overcome. Transportation revenue was hit hard by I-976 and by COVID-19. That's on top of long-standing deficits in core preservation program funding. Agencies have no reserve capacity to absorb these new losses.

Unpredictable, volatile funding makes up a big part of local revenues. Local agencies haven't had an increase in their share of direct gas tax revenue since 2005-06. Agencies must compete for useful but unpredictable grants to tackle major improvements and retrofits.

Resources for rural and intercity bus service for the most vulnerable are limited. Transit continues to be an essential service through the pandemic, transporting our most vulnerable at low or no cost to riders. This is an expensive but vital service, and demand is increasing.

We can meet this moment with hope and renewed commitment to our communities in several ways.

Construction projects generate jobs. Connecting Washington projects are ready to go, as are several other important projects on our local and state systems. Honor those commitments which have already been made. These projects will start generating much needed economic recovery.

New funding mechanisms need to ensure revenue flexibility. Restrictions on gas tax revenues defined in the 18th Amendment exacerbate funding shortfalls for multimodal projects. Additional revenue sources with more flexibility are necessary to build and maintain a multimodal system that supports transit, biking, walking, and remote access.

Federal funding swaps would stretch existing resources further. Our counties receive only a small amount of federal funds to award to priority projects. Small amounts of federal funds drive up project costs and slow delivery. Swapping federal funds with state funds for small local projects is smart and efficient.

A more resilient transportation system is good for the region and the state. Our geography offers us only a few critical lifeline routes - US 101, SR 112, Hood Canal bridge, the SR 16/SR 3 intersection in Gorst, SR 104, SR 305, our state and local ferries – and any disruptions are felt far beyond the region. We need to focus on resiliency measures and ensure our infrastructure can withstand the demand when the next disaster hits.

The time for universal broadband access is now. COVID-19 underscores the urgency of extending rural broadband access to all parts of the region. Many parts of our region are not served. This is a resiliency issue, too. People cannot “stay home, stay safe” without broadband access for telecommuting, online schooling, e-commerce, telehealth, and more.

The work before us is daunting but doable, with your support. We look forward to working with you to improve mobility for residents and businesses throughout the Peninsula region.

Peninsula RTPO Key Contacts

www.PRTPO.org

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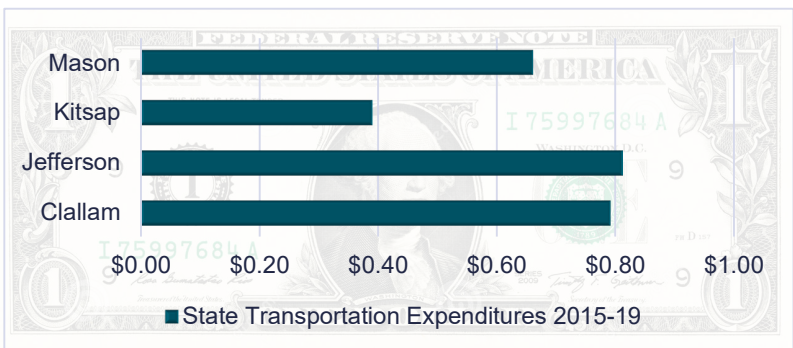


Serving the communities of the Clallam-Jefferson-Kitsap-Mason County Region

PRTPO.org

Residents Pay More than Their Fair Share

For every dollar residents paid in state transportation taxes and fees from 2015-2019, they only got back anywhere from 81¢ to just 39¢ in state transportation investments.

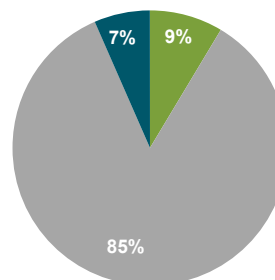


Source: WSDOT 2019 County by County Analysis, 2015-2019 Historical Analysis

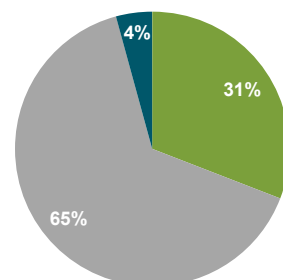
Lifeline Services Expensive to Provide

Demand-response services are a lifeline for our most vulnerable residents and, on a per-trip basis, are also the most expensive service provided by transit. **Reliable funding for rural mobility and intercity bus travel ensures people with special mobility needs can access essential services.**

Share of Transit Trips



Share of Operating Expense

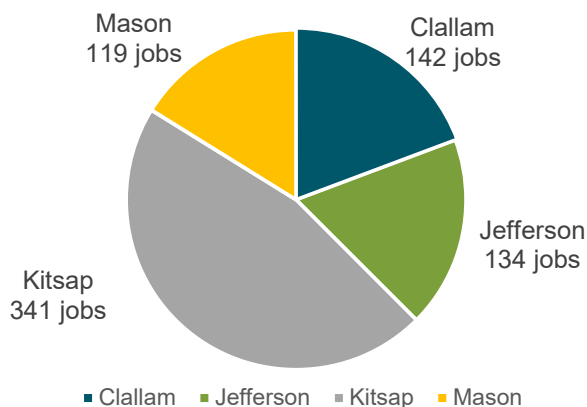


■ Demand Response ■ Bus ■ Vanpool

Source: National Transit Database, 2017 data for Clallam, Jefferson, Kitsap, and Mason Transit.

Transportation Projects = Jobs

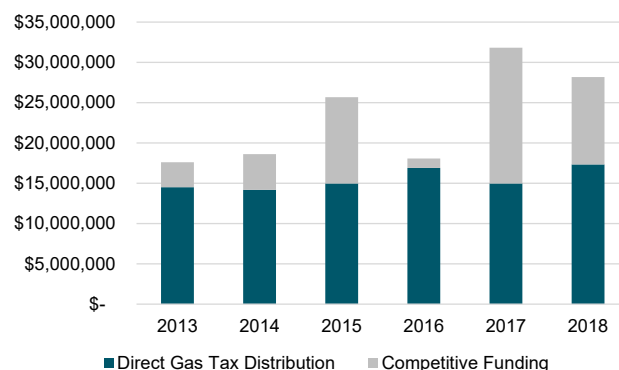
This chart shows the estimated growth in 2018-19 jobs, by county, attributed to WSDOT transportation investments.



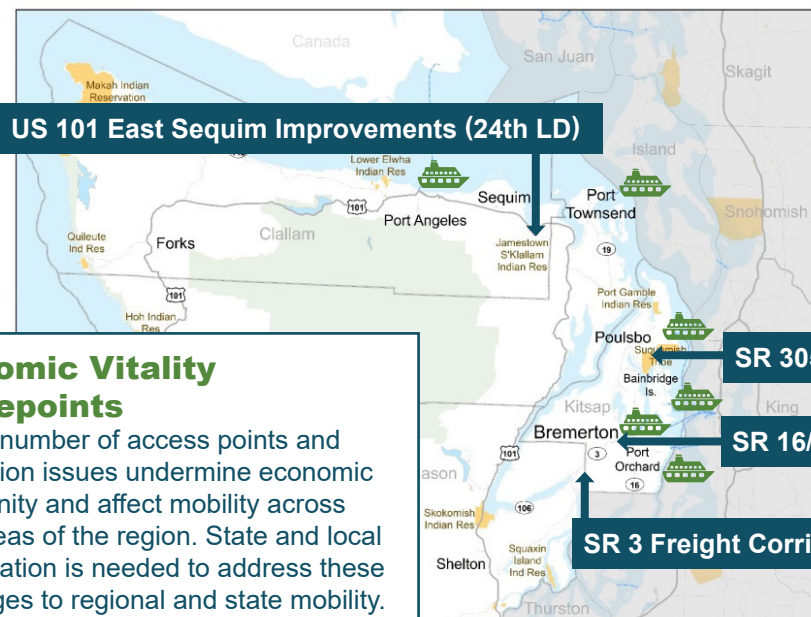
Source: WSDOT 2019 County by County Analysis - Return per dollar contributed by citizens within each county, state and federal transportation funds – 2019 analysis

Roller Coaster Budgets for Locals

Local agencies must rely on competitive grants for a large share of their transportation revenue. Agencies need more funding discretion. **Local agency shares of gas tax distribution haven't increased since 2005-06.**



Source: County Road and City Street Revenues and Expenditures, for Clallam, Jefferson, Kitsap, and Mason Counties and their respective cities.



Economic Vitality Chokepoints

A small number of access points and congestion issues undermine economic opportunity and affect mobility across wide areas of the region. State and local collaboration is needed to address these challenges to regional and state mobility.



Essential Marine Highway System

The majority of ferry trips in Washington begin or end in our region and the Coho is an international gateway for the State. This marine highway system is essential to our regional mobility and economic health.

Transportation Outlook 2021

Peninsula RTPO Investment Priorities

PRTPO Priority Project Characteristics

Project	Agency	LD#	Multiple Modes	Shovel-ready	Economic	System Chokepoint	Improve Safety	Special Needs	Increase Mobility	Connecting WA	Local TIP	Total Cost	Already
SR 104 Kingston Congestion Mitigation <i>Realign and create north couple for inbound ferry traffic, add remote holding capacity, and manage ferry traffic within Kingston</i>	Kitsap County	23	*	*	*		*	*			*	\$20 M	\$2.76 M
SR 305/Johnson Parkway - South Segment Noll Rd Construction <i>Complete roundabout and pedestrian tunnel at SR 305/Johnson Road, other elements of Noll Road Corridor Improvements, Ph. 1</i>	Poulsbo	23	*				*		*	*	*	\$18.7 M	\$18.7 M
Elwha River Bridge Replacement <i>Replace deficient 1926 bridge with new structure designed to current standards</i>	Clallam County	24	*	*		*		*			*	\$30.3 M	\$30.3 M
Olympic Discovery Trail - Forks to La Push <i>Construct 13 mile segment of the ODT connecting Forks to La Push (West Olympic Peninsula)</i>	Clallam County	24	*	*			*	*	*		*	\$8.8 M	\$6.1 M
Olympic Discovery Trail - Larry Scott Trail to US 101/SR 20 Junction <i>Construct accessible multi-use 9.6 mile segment of the ODT and Pacific NW Scenic Trail systems (East Olympic Peninsula)</i>	Jefferson County	24	*	*			*	*	*		*	\$13 M	\$2.5 M
Peabody Creek/Lincoln Street Culvert Repair <i>Complete critical culvert repair to avoid collapse and minimize property damage, and improve fish passage</i>	Port Angeles	24		*		*	*		*		*	\$3.5 M	\$0.3 M
SR 20 Intersection Improvements at Mill Road & Kearny Road <i>City participation in WSDOT intersection safety project on SR 20 at Mill Road and Kearny Road, replacing outdated signals with roundabouts</i>	Port Townsend	24	*				*				*	\$2.7 M	\$1.0 M
US 101 East Sequim Corridor <i>Complete Simdars Rd/US 101 interchange and build frontage road connecting Palo Alto and Happy Valley Roads to interchange</i>	Sequim	24	*		*		*		*		*	\$37 M	\$1.9 M
Bay Street Pedestrian Pathway <i>Complete pathway construction between Port Orchard and Annapolis ferry terminals for 1.2 mile waterfront path</i>	Port Orchard	26	*	*			*	*		*	*	\$3.0 M	\$3.0 M
Sedgwick Rd/SR 160 Corridor Improvements <i>Design and construct improvements described in WSDOT's 2018 SR 16 Corridor Congestion Relief Study, listed as a near-term priority project</i>	Port Orchard	26	*		*		*		*		*	\$6.0 M	\$6.0 M
SR 3/16 Gorst Project - Resiliency, Mainline Capacity, & Non-Motorized Connectivity <i>Improve multimodal safety and efficiency of SR 3 and SR 16 in Gorst</i>	Kitsap County	26, 35	*		*		*		*			\$425 M	
Park and Ride Development Project <i>Construct two new park & rides, one of which includes a transit building, and upgrade three existing park & rides</i>	Mason Transit Authority	35	*	*	*		*	*		*		\$10.2 M	\$10.2 M
SR 3 Freight Corridor <i>Construct new corridor parallel to SR 3 in Belfair, providing alternate route and improved freight access</i>	Mason County	35	*		*		*		*	*		\$66.9 M	\$66.9 M
Pavement Preservation and State of Good Repair <i>PRTPO stands with its local, state, and tribal partners in emphasizing the need for adequate funding to preserve and maintain the existing transportation system - streets and highways, bridges, ferry terminals and vessels, transit infrastructure, trails and pathways, sidewalks, and technology. Existing revenues are insufficient to maintain a State of Good Repair which increases the funding deficit.</i>													