Peninsula RTPO
Long-Range Plan and
New Regional Direction

An Overview for the Washington State Transportation Commission
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A Unique Region

Kitsap & Olympic Peninsulas

Pacific Ocean & Salish Sea

Marine highway

Olympic Mountains

Olympic National Park

US Navy

Remote, limited access

International border crossing
PRTP PO Members

- Clallam County
- Jefferson County
- Kitsap County
- Mason County
- Bainbridge Island
- 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

- Clallam Transit
- Jefferson Transit
- Kitsap Transit
- Mason Transit

- 4 Counties and 9 Cities
- 4 Transit Agencies and 4 Port Districts
- 9 Indian Tribes
- WSDOT Olympic Region
PRTPO – A Quick History

- Created in 1990 and administered by WSDOT
- SFY 2019 – WSDOT advises of need for change
- Year-long transition process
- July 1, 2019 – Independent Self-Governance
  - Kitsap Transit – Lead Planning Agency
  - Jefferson Transit – Lead Fiscal Agency
- Completion of Successful First Year
  - TAP Funding Awards
  - Board direction in work program – regional and statewide activities
RTP 2040 recognizes:

- Critical state highway corridors, the marine highway system, and coordinated transit services that complement the other two systems
- Relationships between transportation system efficiency, safety, reliability, access, and economic health in a rural setting
- Environmental priorities to mitigate transportation system impacts on habitats, both natural and human
- Interagency collaboration and coordination are key in providing seamless multimodal travel choices
Regional challenges include:

- Insufficient funding for core system needs
- Intractable congestion chokepoints, like SR 16/SR 3 in Gorst
- Inadequate funding flexibility for small rural agencies
- System vulnerabilities with a backlog of past-due bridge replacements and culvert retrofits, plus climate and seismic adaptation needs
- Limited route redundancy opportunities – SR 101, SR 3, SR 112

RTPOs need consistent, reliable funding to support regional planning mandates and growth management planning requirements.
Possible new horizons for PRTPO work in 2021 and beyond:

- Promote more rural intercity public transportation
- Complete rural broadband coverage
- Increase system resiliency
- Accelerate system electrification
- Nurture economic opportunity
- Broaden opportunities for rural engagement
More information on PRTPO and its initiatives can be found at
https://prtpo.kitsaptransit.com/default.htm

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