



The Peninsula Regional Transportation Planning Organization (RTPO) is the Regional Transportation Planning Organization for Clallam, Jefferson, Mason and Kitsap Counties. We are a voluntary association of cities, towns, counties, ports, tribes, transit agencies and major employers that work together to develop transportation plans.

We encourage our legislators to continue supporting the funding of all existing and future regional transportation projects and programs. Please consider the following transportation priorities for funding where possible.



SR 3 in Gorst

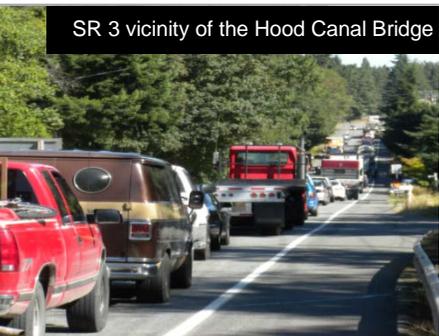
## Transportation Program Urgent Needs

**Gorst Area Interchange and Highway Improvement Program -** Safety and mobility improvements identified in the Bremerton Economic Development Study (BEDS) will eventually reconstruct two interchanges and widen state routes within the Gorst area. If all the improvements were implemented by 2040, the estimated planning cost would be approximately \$596 million.



SR 19 in Chimacum

**SR 20 Safety and Mobility Improvements -** Identified as a priority in WSDOT's 2011 SR 19/20 Corridor Plan, a series of projects will enhance mobility and safety for users of this SR 20 segment. Improvements would include intersection consolidation, freight access for the Port Townsend Paper Mill, and access management improvements for the Glen Cove Industrial Park with intersection treatments at Seton Road.



SR 3 vicinity of the Hood Canal Bridge

**SR 3 Vicinity of Hood Canal Bridge Improvements -** When the Hood Canal Bridge opens for marine traffic, bridge traffic backs up on SR 3 and impedes emergency vehicles, non-bridge traffic and driveway access for property owners in the area. An operational feasibility study needs to be conducted.

**SR 3 - Belfair Bypass - New Alignment -** Construct a new alignment around the town of Belfair to provide an alternate route for through traffic. The project's benefits will reduce congestion around the chronically congested downtown Belfair area. Effective July 1, 2009, funding for this project was deferred until 2019 or later. WSDOT's design work stopped on June 30, 2009. Based on the design engineering work conducted to date, the estimated cost of the project was \$78 million in 2009 dollars.

## Thank you for your support

Your funding support for the following completed high priority projects was very much appreciated.

- **US 101 Deer Park Overcrossing & Northeast Peninsula Safety Rest Area**  
This project eliminated all left turns from Deer Park and Buchanan Roads off US 101 in Deer Park. A new county road connects Deer Park and Buchanan Roads by means of a US 101 underpass.
- **US 101 Shore Road to Kitchen-Dick Road Widening Improvements**  
This project widened US 101 between Shore Road and Kitchen-Dick Road in Sequim to 2-lanes in each direction. The additional lanes help reduce congestion and the wider median reduces the potential for head-on collisions.

# Priority Transportation Programs

## Changing Demands for Public Transportation

Vehicle travel is peaking and trends (aging population, rising fuel prices, increased health and environmental concerns and changing consumer preferences) are increasing demand for walking, cycling and public transportation.



The elderly are a growing share of the population and they are driving more and longer than their predecessors. They are “aging in place,” increasingly living in suburban and rural areas where driving is essential, but public transit service is difficult and expensive to provide. As a person ages, the ability of the person to meet their own transportation needs diminishes. The growing proportion of elderly (85+) will increase the need for demand response public transportation. Public transportation systems are seeing an increasing demand for expensive demand response service that is required by the Americans With Disabilities Act (ADA) which significantly reduces their ability to maintain fixed route service at current levels. In 2013, rural public transportation agencies provided 402 thousand demand response trips at a cost of \$15 million; that is more than \$36.70 per trip.\* \*2013 Summary of Public Transportation WSDOT M3079.07 December 2014.

## Rural Transit Needs



Public transportation connects people to their jobs and vital community services. For many residents, public transportation is their only option for essential trips. Over the past five years, ridership has steadily increased, while State funding for transit has declined dramatically. The continued reduction in state funding is resulting in reduction of vital transportation services. The lack of park and ride and transit facilities, particularly in rural communities, discourages transit use and ridesharing. There is currently no dedicated park and ride funding and no statewide plan.

Peninsula RTPO members request that Legislators at a minimum maintain existing state funding and grant programs for transit; and support a statewide transportation package; fully-fund Regional Mobility Grant Program; extend transit operating grants and maintain funding levels for other competitive grants and formula funding; support effective and efficient delivery of transit services and an integrated multimodal transportation system.

## Washington State Ferries System



The Peninsula RTPO region's economy and social environment is inextricably tied to the ferry system. The ferry system provides an important link for the Peninsula RTPO with the Central Puget Sound and the rest of the state. It is the east/west highway system over the waters of Puget Sound. The system has an aging fleet and infrastructure and with the lack of a reliable funding source, the system now faces certain cuts in service and the inability to meet long-term capital needs.

The RTPO supports legislation that provides a sustainable ferry system, which has long-term reliable funding and provides the region communities affordable and reliable ferry service.

### Peninsula RTPO Contacts

David Sullivan, Executive Board Chair  
Phone: 360-385-9100  
Email: [dsullivan@co.jefferson.wa.us](mailto:dsullivan@co.jefferson.wa.us)

Mike Oliver, Acting TAC Vice Chair  
Phone: 360-432-5710  
Email: [moliver@masontransit.org](mailto:moliver@masontransit.org)

Annette Nesse, Executive Board Vice Chair  
Phone: 360-681-4620  
Email: [anese@jamestowntribe.org](mailto:anese@jamestowntribe.org)

Debbie Clemen, PRTPCO Coordinator  
Phone: 360-704-3204  
Email: [clemend@wsdot.wa.gov](mailto:clemend@wsdot.wa.gov)

Rich James, TAC Chair  
Phone: 360-417-2290  
Email: [rjames@co.clallam.wa.us](mailto:rjames@co.clallam.wa.us)

Visit our webpage. [www.wsdot.wa.gov/partners/prtpo](http://www.wsdot.wa.gov/partners/prtpo)

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