

# Peninsula Regional Transportation Planning Organization

# Agenda

Technical Advisory  
Committee (TAC)

Thursday, December 11, 2014

10:00 AM – 12:00 PM

Jefferson County Library  
Humphrey Conference Room  
Port Hadlock, WA

*Rich James, Technical Advisory Committee Chair and Lennea Wolfe, Vice Chair*

## Agenda

10:00 – 10:05 AM	<b>1. Welcome/Introductions</b>	Rich James
10:05 – 10:25 AM	<b>2. PRTPO Travel Demand Model Update</b>	Jim Rogers
10:25 – 10:35 AM	<b>3. Legislative Outreach Handout</b>	Debbie Clemen
10:35 – 10:45 AM	<b>4. TAC Vice Chair Nominations</b> <ul style="list-style-type: none"> <li>• Mike Oliver</li> </ul>	Debbie Clemen
10:45 – 11:35 AM	<b>5. Human Services Transportation Plan</b> <ul style="list-style-type: none"> <li>• HSTP December Report</li> <li>• ACTION: Approve Prioritized Consolidated Grants List</li> <li>• ACTION: Approve HSTP Draft Plan</li> <li>• Next Steps <ul style="list-style-type: none"> <li>- Stakeholders Survey for Process Improvements</li> <li>- Continued 4-County HSTP Coordination</li> </ul> </li> </ul>	T.J. Nedrow
11:35 – 11:55 AM	<b>6. Other Topics for Discussion</b>	All Members
11:55 – 12:00 PM	<b>7. Announcements/Adjourn</b> <ul style="list-style-type: none"> <li>• Potential Meeting Date Conflict with Jan. 15<sup>th</sup> TAC Meeting and the Peninsula Planners Forum.</li> </ul>	Rich James
	<p><b>Future Peninsula RTPO meetings:</b></p> <ul style="list-style-type: none"> <li>• <b>Friday, Feb. 20 - Executive Board Meeting</b> 10:00 AM - 12:00 PM, Kitsap County Public Works Building, Bremerton</li> <li>• <b>Thursday, Jan. 15, 2014 - TAC Meeting</b> 10:00 AM - 12:00 PM, Jefferson County Library, Port Hadlock.</li> </ul> <p>For more information, please contact Debbie Clemen at 360-704-3204 or by email at <a href="mailto:clemend@wsdot.wa.gov">clemend@wsdot.wa.gov</a>.</p> <p>Check out the PRTPO website at: <a href="http://www.wsdot.wa.gov/partners/prtpo">http://www.wsdot.wa.gov/partners/prtpo</a></p>	

# Peninsula Regional Transportation Planning Organization

Revised December 2014



The Peninsula Regional Transportation Planning Organization (RTPO) is the Regional Transportation Planning Organization for Clallam, Jefferson, Mason and Kitsap Counties, located in Northwestern Washington State on the Olympic Peninsula. We are a voluntary association of cities, towns, counties, ports, tribes, transit agencies and major employers that work together to develop transportation plans designed to meet the region's future economic and population growth.

The Peninsula RTPO has as its goal to provide for an efficient, safe, and sustainable regional transportation system. The Peninsula RTPO encourages our Peninsula Region legislators to continue supporting the funding for all existing transportation projects in the region. We are grateful to our legislators for their previous efforts in securing funding for our regional transportation projects. We ask for our legislators to continue their efforts to protect the secured funding of the region's transportation projects and programs. We also ask that the following transportation priorities be considered for funding where possible.



## Unfunded Transportation Projects

### Gorst Area Interchange and Highway Improvement Program

**Issue:** These projects were identified in the Bremerton Economic Development Study (BEDS) that will eventually reconstruct two interchanges and widen state routes within the Gorst area. The initial projects would provide interim improvements to meet current traffic demands. If all the improvements were implemented by the estimated completion date (2040) the estimated planning cost would approximately be \$1.11 billion.

**Policy and Funding Solution:** Provide funding to implement series of safety and mobility improvements as identified by BEDS. The probable first project for phasing would consist of adding extra turn lanes at the Sam Christopherson Road and SR 3 intersection, adding through lanes on SR 3 approaches, and adding a double left turn and a separate right turn from the SR 16 spur to SR 3, (Estimated Cost: \$8.3 million).

### SR 20 Safety and Mobility Improvements: SR 19 to Port Townsend Entryway

**Comment:** This series of projects will provide greater safety and mobility for users of this segment of SR 20, which was identified as a priority in the 2011 WSDOT's SR 19/20 Corridor Plan. Improvements include intersection consolidation for the Port Townsend Entryway (South Jacob Miller Road, Discovery Road, and Mill Road), improved freight access for the Port Townsend Paper Mill, and access management improvements for the Glen Cove Industrial Park with intersection treatment at Seton Road.

### SR 3 Vicinity of Hood Canal Bridge Improvements

**Issue:** When the Hood Canal Bridge opens for marine traffic, bridge traffic backs-up on SR 3 and impedes non-bridge traffic, emergency vehicles and driveway access for property owners in the area. At this stage, the project needs an operational feasibility study to be conducted.

### SR 3 - Belfair Bypass - New Alignment

**Issue:** 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 by providing an alternative route for through traffic. This would have a positive economic benefit by providing more convenient access and circulation within Belfair.

**Policy Solution:** The 2005 Transportation Partnership Account legislation included funding for work on the pre-construction phase of the Belfair Bypass project (\$15 million). 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 estimate cost of the project is \$78 million. An Environmental Analysis (EA) of the project was completed in 2012. Funds are needed to complete design and construction of the Belfair Bypass project (Estimated Cost: \$78 million in 2009 dollars).

## Thank you for your support

Due to your Legislative support, the following high priority projects are now complete.

- **US 101 Deer Park Overcrossing & Northeast Peninsula Safety Rest Area.**  
This project eliminates all left turns from Deer Park Road/Buchanan Road with US 101 in Deer Park. The new turn lane from Deer Park/Buchanan Roads allows those that would formerly turn left to underpass US 101 to take a non traffic-conflicting right turns instead.
- **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 will help reduce congestion and a wider median will reduce the potential for head-on collisions.

# Priority Transportation Programs

## Rural Transit Needs



### Issue:

Public transportation connects people to their jobs and vital community services. For many residents, public transportation is the only option for essential trips. Over the past five years, ridership has steadily increased, while State funding for transit has declined dramatically; the state currently provides only two percent, compared to 23 percent in 1999. 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 no dedicated park and ride funding and no statewide plan.

### Solution:

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
- 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



### Issue:

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 the Puget Sound; just as highways through the mountains link eastern and western Washington. 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.

### Solution:

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.

## For More Information

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

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2014 Human Services Transportation Plan comment review record process				
Comment #	Date Received	Comment Origin	Comment Submission Summary	Response to comment summary
1	10/20	Shamus Misek	Page 1-1,1st paragraph, last sentence; After 'more recent' add 'and expansive'. After 'service strategies, add 'including' and remove 'and the results of'.	changes made to 2014 update
2			Page 1-3, 2nd paragraph, second sentence; Add 'Project applicants will be competitively' and remove 'Competitive projects will again be'. Next sentence; after 'all projects must' add 'either be'. Remove 'be' and add 'included in the HSTP or minimally be able to state that the project addresses identified' and remove 'based on the'. Add 'and/or' and remove 'and'. After strategies, add 'contained in the HSTP. Next sentence; remove 'identified in a regional Coordinated Public Transit Human Services Transportation Plan before being submitted to WSDOT.'	changes made to 2014 update
3			Page 1-4, middle of page, insert new 2nd sentence; 'Additionally, ongoing stakeholder and tribe involvement and outreach efforts will continue beyond the completion of the 23014 HSTP.	changes made to 2014 update
4			Page 3-1, 3rd paragraph, 1st sentence; start with 'CTS' and remove 'Clallam Transit'. 3rd sentence; start with 'CTS' and remove 'Clallam Transit'. 4th paragraph 1st sentence; start with 'CTS' and remove 'Clallam Transit'. 5th paragraph, 1st sentence; start with 'CTS' and remove 'Clallam Transit'. After 1981, add 'and since' and remove 'Since'. After 'that time', remove 'CTS'.	changes made to 2014 update. Portions superseded with CTS comments made
5			Page 3-2, 1st paragraph, 1st sentence; Remove 'Clallam Transit' and add 'CTS'. 2nd paragraph; remove 'Clallam Transit' and add 'CTS'. 3rd paragraph, 1st sentence; remove 'Clallam Transit' and add 'CTS'.	changes made to 2014 update
6			Page 3-15, 1st bullet, 1st sentence; after 'Disabled', add 'American'. After 'Veterans', remove 'of America'.	change made to 2014 update
7			Page 3-20, 3rd paragraph, insert new 4th sentence; 'Since beginning operations in August 1998, the Makah Tribe's transit service', then after 'Makah Public Transit', add 'has been successful over 7 grant cycles' and remove 'has successfully'. Add 'in securing state/federal grants for', remove 'completed 7 grant cycles' add 'cycles.' and remove 'since they began operations in August 1998.' 4th paragraph, first sentence; remove 'The Makah Tribe's transit service, and the comma after 'Makah Public Transit'.	Revision superseded by Makah submission
8			Page 3-21, remove 2nd paragraph. 5th paragraph, 1st sentence; add 'The Port Gamble S'Kallam Tribe does not currently provide public transit services and Kitsap Transit does not provide service directly to'. Remove 'Public transit does not currently serve'. Start next sentence with 'However, Kitsap Transit does operate a route would of the Port Madison Indian Reservation (located on the North Kitsap Peninsula which includes'. Remove 'Kitsap County Transit operates'.	changes made to 2014 update
9			Page 4-1 - 3rd paragraph, 2nd sentence; after 'Afford transportation' add 'or those that do not own or have their own operable vehicle'. Start next sentence with 'These individuals' and remove 'People who cannot operate or cannot afford transportation. After 'mercy of the' add 'general'. Start next sentence with 'Additionally, these' and remove 'These'.	changes made to 2014 update
10			Page 5-1, 4th paragraph, 1st sentence; after 'requires that the' add 'HSTP' and remove 'Coordination Plan'.	change made to 2014 update
11			Page 5-2, 2nd paragraph, 2nd sentence; after 'section of the' add 'HSTP' and remove 'Coordination Plan'. Last sentence after Peninsula 'RTPO' add 'HSTP' and remove 'Coordination Plan'.	changes made to 2014 update
12			Page 5-3, 3rd bullet, 2nd sentence; after 'in order to' add 'meet demand for ADA service,'. After 'maintain the minimum' add 'legal requirement'. After ADA paratransit, remove the 's' from 'services'. Remove 'of paratransit service'. After 'beyond the minimum' add 'legal requirement for ADA paratransit service' and remove 'to comply with ADA laws.' 8th bullet. Start with 'Traditionally, proposed new' and remove 'New'. After 'new projects' add 'have been less successful in their attempt to secure' and remove 'compete poorly for'. After 'grant funding' add 'since ongoing projects have been more favorably ranked.' After 'As a result' add 'even though a'. Add an 's' to 'project', add 'may', and remove 'that'. After 'effectively respond to' add 'and address'. After 'and rider amenities)', add 'it'.	changes made to 2014 update. (One of several comments changes received)
13			Page 5-6, 1st paragraph, 3rd sentence; start with 'To this end, stakeholders' and remove 'Stakeholders'. Add 'expressed concerns and remove 'spoke'. After 'about the' add 'inability (primarily due to current funding levels) to address the'. 2nd paragraph, 1st sentence; after 'personal must be' add 'minimally'. After 'provided' add 'complementary paratransit services' and remove 'service'. After 'transit agency to' add 'provide' and remove 'decide if'. After 'service' remove 'will be provided'. Add 'beyond' and remove 'outside of that'. Add '3/4 of a mile' and remove 'area'.	changes made to 2014 update
14			Page 7-1 note; 'Include in 2015 HSTP work with PRTPO - stakeholders discussion and inclusion of multimodal efforts.	change made to 2014 update
15			Page 5-7, 3rd bullet, under heading; remove 'Complementary paratransit' and add 'Paratransit'.	change made to 2014 update

16			Page 5-9, 1st paragraph, comment added to statement '...implementing service to job center during key times'. Comment says; 'Outside transitional commute times 1st bullet, 1st sentence; After 'Kitsap County', add 'to assist' and remove 'regarding'. After vulnerable populations add '(e.g.' and remove 'such as'. After 'homeless' add ', etc.' and remove 'and others. Add 'The County has' and remove 'and have'. Next sentence start with; 'Kitsap Community Resources developed and administers a program' and remove 'A program has been developed'. After 'free-fare tickets' add 'which are'. After 'Kitsap Transit services, remove 'that are distributed and administered by Kitsap Community Resources to assist members of the vulnerable populations in traveling to these sometimes lifesaving community services. These free' and add 'Free'. After 'distributed by' remove 'the' and add 'various'. After 'Service Agencies' add 'in the area'. After 'client sin need' add 'add assists them in securing transportation to numerous lifesaving community services.' 2nd bullet, 3rd sentence; After 'boundary line, add 'reductions'. After 'remain factors' add that contribute'.	changes made to 2014 update
17			Page 5-10, 3rd paragraph, 2nd sentence; After 'Disabled' add 'American'. After 'Veterans', remove 'of America'.	change made to 2014 update
18			Page 5-12, 3rd bullet, last sentence; after 'Tribe's elderly and' add 'disabled' and remove 'handicapped'. 7th bullet comment added to statement '...new vehicles service cannot continue past 2011.' Comment says; 'Past 2014, 2015?'	changes made to 2014 update
19			Page 6-4, 10th bullet comment added to statement; 'Information, referral, and assistance'. Comment says; 'Traditional and non-traditional vanpool services'	change made to 2014 update
20			Page 6-5, 3rd paragraph; start with 'The following are some sample project' and remove 'Project'. After 'performance' add 'based efficiencies' and remove 'efficiency'. After 'measurements' add 'that'. After 'captured and reported' add ';' and remove 'in the following manner'.	changes made to 2014 update
21	10/23	Skokomish Tribe Gordon	Page 1-2, 1st bullet, capitalize tribal Page 2-1, 1st paragraph, capitalize tribes	Capitalization consistent when referring to specific tribe
22		Neilson	Page 2-2, delete venerable, replace with vulnerable	change made to 2014 update
23			Page 2-3, change color code of Indian Nations	change made to 2014 update
24			Page 2-4 , 2nd paragraph, Better define population demographics of Clallam County	change made to 2014 update
25			Page 2-11, Last paragraph, (Mason County) add, which included Skokomish and Squaxin Island Tribes.	No change to October draft document
26			Page 2-19, delete space after Skokomish and River	change made to 2014 update
27			Figure 2-20, 2-21, 2-23, measurement bars need to be identified.	measurements were not further identified
28			Figure 2-23, add color codes for green and red sections	change made to 2014 update
29			Figure 3-2, 3-4, 3-6, 3-8 Add 'other than transit transportation services'	change made to 2014 update
30			Page 3-8, add ORCA card option	change made to 2014 update
31			Figure 3-7, correct 2009 fixed-rou+D56te boarding number	change made to 2014 update
32			Page 3-23, 1st paragraph, delete space after via and SR	change made to 2014 update
33			Page 4-1, add County and Tribal emergency planning documents and contacts	Not added as a matter of no guarantee of up-to-date information in the future
34			Page 5-2. Gaps, bullet 4, north south orientation not entirely true	no change to 2014 update
35			Page 5-5, 3rd paragraph, last sentence; capitalize 'tribes'.	no change to 2014 update
36			Page 5-6, 1st bullet Insert 'and' between areas and including	no change to 2014 update
37			Page 5-7, 1st bullet Questioned ADA paratransit statement	change made to 2014 update
38			Page 5-10, 1st paragraph better define DAV locations	Locations are sufficiently identified
39			Page 5-13. 1st bullet, delete establish fixed-rotas service . . . . Inserted 'Maintain MTA/Skokomish fixed-route service: Connects Skokomish pilot program service with regular MTA service'	change made to 2014 update
40			Page 6-1, comment made; 'Neither the strategies nor the outcomes have any 'by' linkage. How do we achieve these outcomes? How do these strategies get us to the goals? No year by year objectives.	Comment noted

41	10/21	Kitsap Transit Edward Coviello	We noticed the PRTPO Human Services Transportation Plan describes much of the demographic data using percentages at the county level. This results in bar charts that show greater percentages of disabled, elderly, low income, etc. for the rural counties. While this may be true in a percentage relation – it fails to underline the total numbers of disabled, elderly, low income, etc. in Kitsap County; thus, displaying a reduced need based on the bar charts. Is there a way to underline the needs of both the rural areas and the urban areas without displaying the rural and urban counties as higher than the other? In short, do you think this will impact the ability for the urban portion of Kitsap County to score competitively against the rural counties? Kitsap County has higher overall numbers of persons in vulnerable populations but it displays much lower as a percentage.	No change to document. Grant sponsor applicants can sufficiently note changes with applications
42	10/23	Makah Tribe Jeff Bartlett	Page 3-20, Should read deviated fixed route; should read 9:35 AM, not 10:35 am	change made to 2014 update
43	10/27	Mason Transit Christina Kramer	Mason Transit name corrections, i.e. to Mason Transit Authority Page i – Table Figures – Table of Contents Page 3-8 – Mason Transit – Connections, We are listed as “MTA” but there’s no previous reference Page 3-11 – all throughout this page Page 3-14 on the Map Page 3-22 under Skokomish & Squaxin paragraphs Page 5-13 under Skokomish paragraph	changes made to 2014 update
44			Pg. 2-19, under “Skokomish Tribe” the second line of the first paragraph has an extra line break that splits the paragraph in the middle of a sentence.	change made to 2014 update
45	10/28	Jamestown Tribe Annette Nesse	Page 2-16, RE: Tribal Total Service Population for Jamestown S'Klallam Add 509+/120/23.6%/261/51.3%/128/25.1%	change made to 2014 update
46	11/5	Clallam Transit	Comments were made in reference to 2010 plan and solicitation offered as of 8-4-14.	N/A
47		Nancy Vivolo	Page 4-1, Emergency Management Clallam Transit is a participating agency in emergency management within Clallam County. Clallam Transit meets as requested with other agencies and participates in	comment addressed in Chapter 4
48			Page 3-4, 2014 HSTP Draft, Figure 3-3, we have some incorrect information in there. I have filled out (included) in red the information that needs to be changed	change to document. Transit route service HSTP no longer notes specific route information
49	11/7	Rocket Kathy Roman	Page 3-17, Modify paragraph; Rocket’s Shared Shuttle Service provides “Door to Door, SeaTac and More!” service to all East Jefferson and Clallam County travelers to and from select Kitsap, Pierce, and King County locations.	change made to 2014 update
50			Page 3-17, Modify paragraph; Rocket picks up clients at their chosen location in Forks, Lake Crescent, Joyce, Port Angeles, Sequim, Blyn, Gardner, Discovery Bay, Port Townsend, Port Hadlock, Marrowstone Island (Nordland), Chimacum, Port Ludlow, Quilicene, & Brinnon cross the Hood Canal Bridge and drops off at select locations in Silverdale, Bremerton, Port Orchard, Gig Harbor, Tacoma, SeaTac, & Seattle returning in the reverse order.	change made to 2014 update
51			Page 3-17, Modify paragraph; Rocket has always served both Clallam and East Jefferson Counties and now has an office in each. Clallam: 261321 HWY 101, Sequim, WA 98382, Jefferson: 217 Jackson St, Port Townsend, WA 98368	change made to 2014 update
52			Page 3-17, Lift or Wheelchair accessibility is no longer available on Rocket	change made to 2014 update

53	11/13	Makah Tribe Jeff Bartlett	Page 3-3, The text for the map on page 3-3 needs to read "Makah Public Transit provides deviated fixed route service to the general public throughout the Makah Reservation, five days a week, 7:00 AM – 10:30 PM. Paratransit service is provided Monday through Friday from 10:00 AM – 11:30 AM.	change made to 2014 update
54			Page 3-20 Paragraph 1 on page 3-20 should read "The Makah Tribal Reservation is recognized as truly located in a rural setting. Bordered by the Strait of Juan de Fuca and the Pacific Ocean, it is 70 miles from Port Angeles, a major shopping destination, and Forks is the closest General hospital facility and is located 60 miles away. The tribal area enjoys some benefit of the appeal of the area of Neah Bay as a popular destination for hikers and bird watchers."	change made to 2014 update
55			Page 3-20, Paragraph 2 should read "The Makah Tribe is committed to providing public transportation on the Makah Reservation. Approximately five years ago the Makah Tribe's grant funding was reduced; however, because of the Tribe's commitment to providing reliable public transportation, the operating budget is currently comprised of 40% grant funds and 60% tribal funds. The recent Federal Transit Authority (FTA) award of transit funds has assisted in funding those key non-personnel items such as staff training, vehicle operations and maintenance.	change made to 2014 update
56			Page 3-20 Paragraph 4 should read "The Makah Tribe's transit service, Makah Public Transit, operates a deviated fixed-route service to transport the general public, elders, and disabled passengers from various community subdivisions throughout the Makah Reservation. It operates five days a week from 7:00 AM to 10:35 PM. The targeted population for the transit service includes youth, older adults and disabled populations, as well as the general public. Makah Public Transit provides deviated fixed route service as well as a curb-to-curb Paratransit service for the elderly and disabled each weekday from 10:00 AM to 11:30 AM. Makah Public Transit uses two ADA accessible medium duty buses. The Makah Public Transit schedule was developed based on essential service destinations and connects to Clallam Transit for off-	change made to 2014 update
57			Page 3-20, Paragraph 5 should read "Makah Public Transit connects three times daily Monday through Friday with Clallam Transit in Neah Bay for service into Port Angeles, Forks, and the rest of the peninsula. Clallam Transit's connections with Jefferson Transit in Sequim provides access to the Puget Sound region by way of Kitsap Transit and the Washington State Ferry System. Clallam Transit's connections with Jefferson Transit in western Clallam County at Forks provide service into Jefferson and Grays Harbor Counties."	change made to 2014 update
58	11/21	Skokomish Tribe	Page 5-5 Fixed-route transit. Section appears to not belong in the Needs. Gap, Duplication section	Comment noted
59		Gordon	Page 5-6 Duplications section 2nd paragraph and 5 bullets - move to Limitations section	Comment noted
60		Neilson	Page 5-8 Bullet 2 questioning validity of statement 'Traveling from one county to another is difficult due to difference in service hours	change made to 2014 update
61			Page 3-39 corrections (hard copy notes) to System Demographics	change made to 2014 update
62	12/1	Clallam Transit	Page 3-39 correction to System characteristics. Clallam Transit provides vanpool, fixed-route, paratransit throughout Clallam County and dial-a-ride service in a specific designated area. Fixed-route service is provided on weekdays between 5:00 AM and 10:30 PM and on Saturdays between 7:00 AM and 10:00 PM on 12 routes. Dial-a-ride	change made to 2014 update
63		Clint Wetzel	Page 3-40 Correction to Connection and Coordination. Clallam Transit connects with Jefferson Transit in eastern Clallam County at Sequim for service into Jefferson and Kitsap Counties. This service provides access to Island County and the Central Puget Sound region by way of the Washington State Ferry System. A connection with Jefferson Transit in western Clallam County at Forks provides service into Jefferson and Grays Harbor Counties to complete the US 101 loop. Clallam Transit coordinates paratransit trips that can be integrated into CTS's fixed-route system whenever possible. Service is provided to all of the public elementary, middle and high schools within CTS's service area, as well as to Peninsula College in Port Angeles and Forks.	change made to 2014 update
64			Page 3-53 Transportation Service Providers; this section appears to be connected to Mason Transit's information but actually includes all of the Peninsula Region; can this	change made to 2014 update
65			Page 3-56 Tribal Transportation; Elwha is spelled incorrectly in section heading and first sentence.	change made to 2014 update