

Peninsula RTPO TRANSPORTATION OUTLOOK 2021

*Issues and Opportunities Facing the
Olympic and Kitsap Peninsulas*



Bek Ashby, City of Port Orchard

Chair

Randy Neatherlin, Mason County

Vice-Chair

Tammi Rubert, Jefferson Transit

Secretary

PRTPO Key Influences

Kitsap & Olympic Peninsulas

Pacific Ocean & Salish Sea

Marine highway is essential system

Olympic Mountains

Unique barriers, key partnerships

US Navy facilities, National security

Remote, limited access

International border crossing

Central Puget Sound gateway



PRTPO Members

Clallam County

Jefferson County

Kitsap County

Mason County

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

Port of Allyn

Port of Bremerton

Port of Port Angeles

Port of Shelton

Bainbridge Island

Bremerton

Forks

Port Angeles

Port Orchard

Port Townsend

Poulsbo

Sequim

Shelton

Clallam Transit

Jefferson Transit

Kitsap Transit

Mason Transit

WSDOT Olympic Region



PRTPO Members

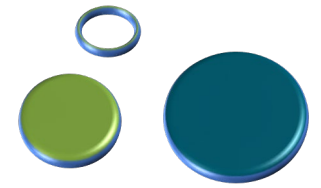
- 4 Counties and 9 Cities
- 4 Transit Agencies and 4 Port Districts
- 9 Indian Tribes
- WSDOT Olympic Region

30 Year History of Collaboration and Partnership



SFY 2021 – PRTPO’s First Self-Determined Annual Work Program:

- Finalize **transition activities** to independent RTPO status
- Establish and communicate **near-term PRTPO transportation priorities**
- **Administer Consolidated Grants** prioritization process
- Support **federal funding flexibilities** for local partners
- Update **Public Engagement and Title VI Plans** and strategies
- Develop **GIS mapping tools** to support analysis and communications
- Participate in **statewide and inter-regional coordination** efforts



ISSUES AND OPPORTUNITIES FACING THE PENINSULA REGION

Revenue Shortfalls

Sustaining Rural Transit

Unpredictable, Competitive Funding

Need for Funding Flexibility, Reliability

Protect Connecting WA Projects

System Resiliency

Universal Rural Broadband



Port Angeles



Hood Canal Bridge



Olympic Discovery Trail



Port Orchard



Port Townsend/Coupeville Ferry



Shelton



Kingston



Elwha River Bridge



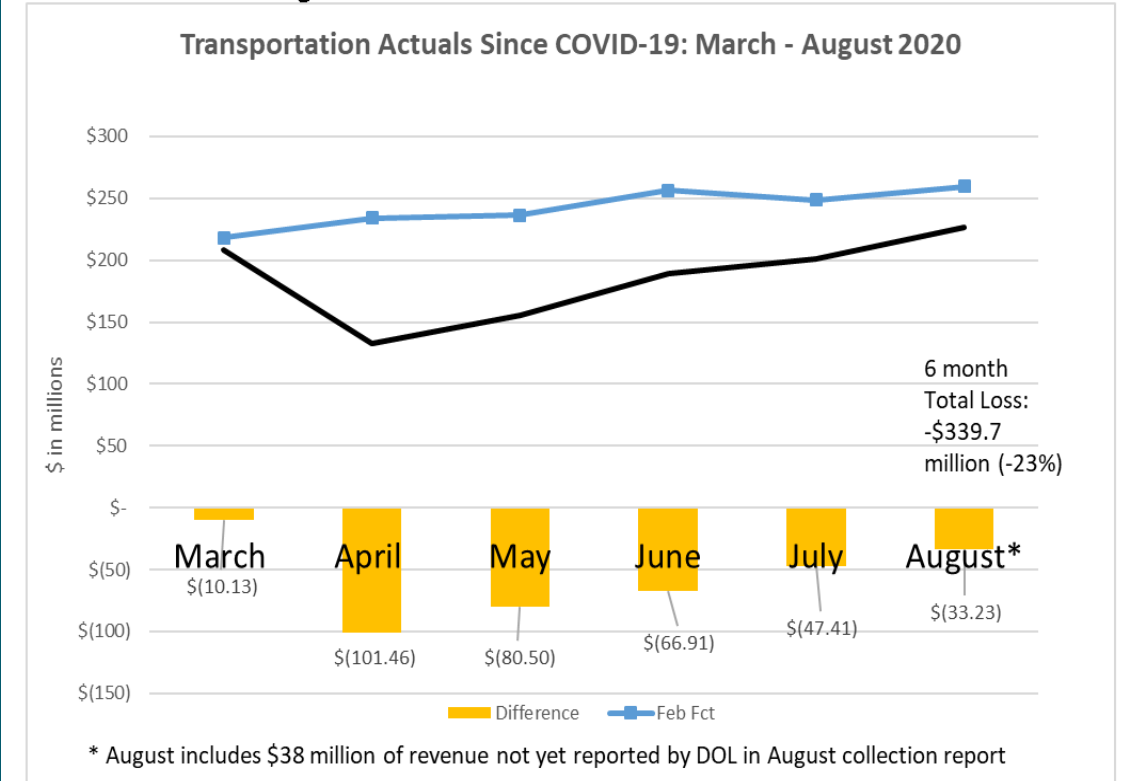
Clallam Transit Strait Shot

Long-standing revenue shortfalls impact ability to maintain local streets

- Local roadway preservation and maintenance needs are paid for out of the General Fund
- No increase in local gas tax share since 2005-06
- Local funding options generate limited revenue in small cities
- Collapse in 2020 gas tax revenues compounds our deficiencies
- Local agencies have no capacity to absorb shortfalls for core transportation programs

Quick Insight:

Figure 6: Transportation Revenue Actuals Compared to the February 2020 (Baseline) Forecast: March – August 2020



Source: Transportation Revenue Forecast Council – September 2020 Transportation Economic and Revenue Forecasts.

Spotlight: Port Angeles Preservation Issues

Great Recession “recovery” required deferring maintenance for 10 years

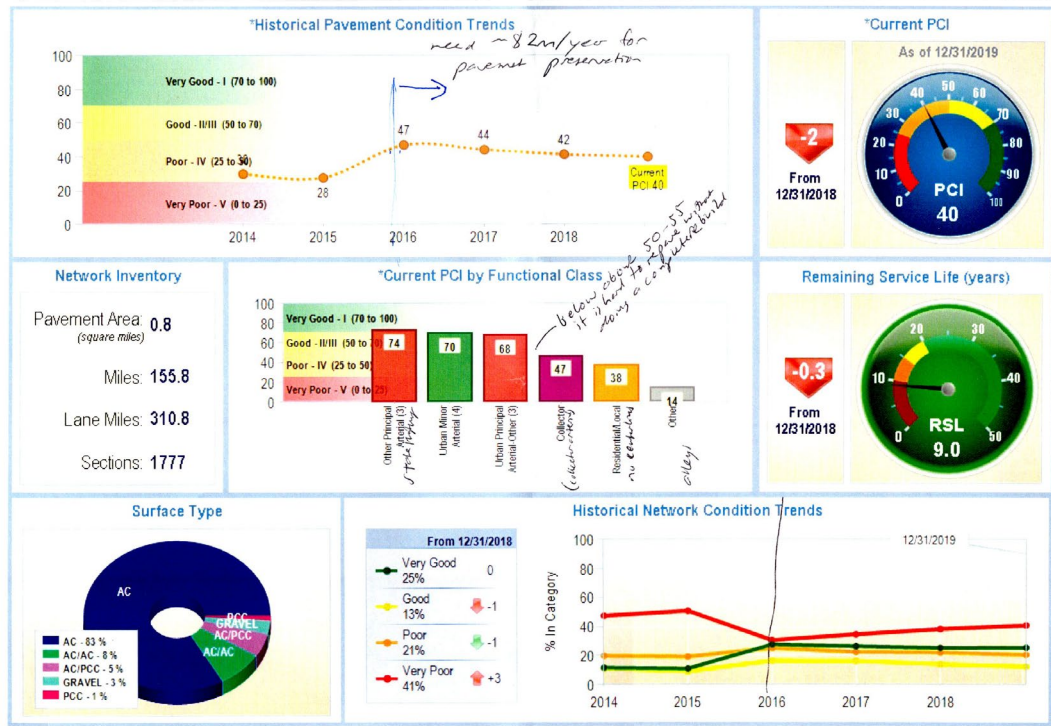
“Catching up” is one year of entire General Fund for whole city – police, fire, parks, services, etc

Balanced budget audits don’t consider costs of deferred maintenance

CITY OF PORT ANGELES

City of Port Angeles

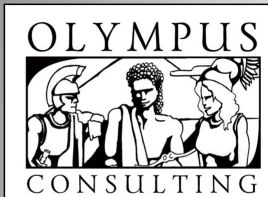
Run Date: 12/31/2019



Excerpt from Port Angeles 2019 Citywide Pavement Condition Index Dashboard

Spotlight: Impacts of The Coho on Area Economy

The Economic Impacts of Black Ball Ferry Line – A Destination Hub In The Tourism Industry of Clallam County



Abstract

A MV Coho passenger survey was used to estimate what people spent where during their visit to the Port Angeles area in July, 2019. It revealed the 148,384 traveling parties believe the services provided by Black Ball Ferry Line were very important to their travel plans, making Black Ball Ferry Line a destination hub integrating a variety of local businesses. Each of those traveling parties injected an average of \$433 into the local economy. The study finds that the 91 people employed by Black Ball Ferry Line support the direct employment of 627 people in businesses ranging from motels/hotels, food and beverages, to retail shopping. The employment and labor income created in those sectors in turn support an additional 100 people in the supply chain and another 156 people in the general economy. Every person employed by Black Ball Ferry Line supports employment of 9.7 additional people locally.

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11/15/2019

Black Ball Ferry Line

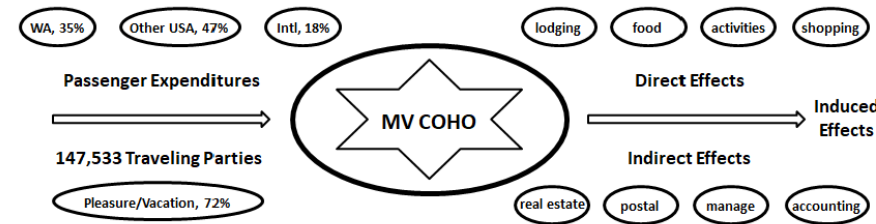


Figure 1: Direct, indirect and induced effects resulting from expenditures of passengers using Black Ball Ferry Line services.

Black Ball Ferry employed 91 people in 2019. Each job supported an additional 9.7 jobs in the local economy, generating \$27.8 million in wages and \$10.9 million in state and local taxes. Black Ball operations ceased in March and have yet to resume.

Cancellation of all Black Ball Ferry operations due to closure of the international border has created widespread economic impacts in the region.

Rural and intercity transit is essential part of regional transportation system

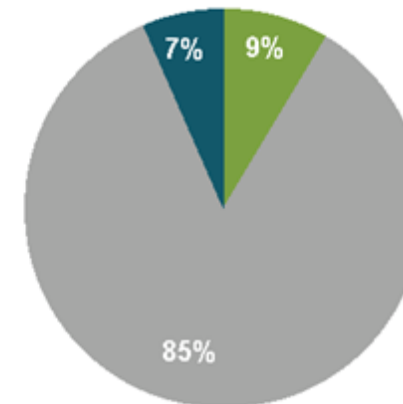
- Cross-system coordination between agencies established critical regional intercity network
- Close cooperation between public transit and tribal transit agencies supports rural mobility
- Providing critical lifeline services for vulnerable residents in a highly rural region is expensive
- Local revenue sources for transit generate little revenue in rural communities

Quick Insight:

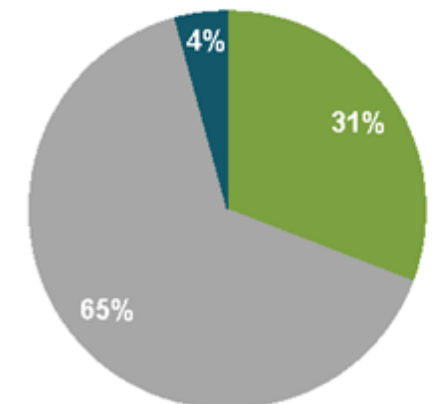
Lifeline Services Expensive to Provide

Demand-response services are a lifeline for our most vulnerable residents and, on a pre-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.

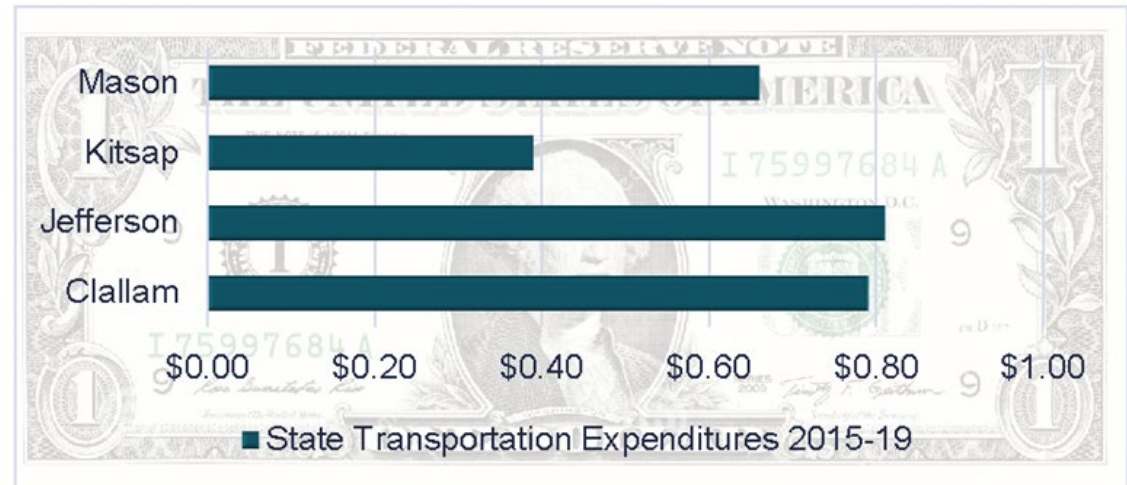
Capital projects rely on unpredictable, competitive funding sources

- Nature of funding is unpredictable and hard to plan for in local plans and budgets
- TIB and CRAB have had same level of gas tax revenue for competitive programs for years
- Local impact fees are supplemental, not a solution for capital funding needs
- Project funding is a return on taxpayer investments they pay through taxes and fees

Quick Insight:

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

Spotlight: Sequim Funding Realities

It takes a village...and seven long years
Funding sources for a recent city street
reconstruction including utilities

- Federal
 - Federal Highway Administration (STP)
- State
 - Transportation Improvement Board
 - Safe Routes to School
 - Clean Water Standard Loan
 - Clean Water Centennial Grant
- Local
 - Transportation Benefit District
 - Transportation Impact Fees
 - Sewer Utility
 - Water Utility

Quick Insight:

Unexpected Consequences-

City of Sequim received \$550,000 in federal STBG funds for the US 101 East Sequim Improvements (a priority PRTPO project). WSDOT declined to obligate these funds for design because of the required commitment to construct the project within 10 years or pay back the money, putting the project funds at risk. A federal/state funding swap could remove that consideration from local projects, allowing agencies to move forward with design and right of way while continuing to look for construction funding.

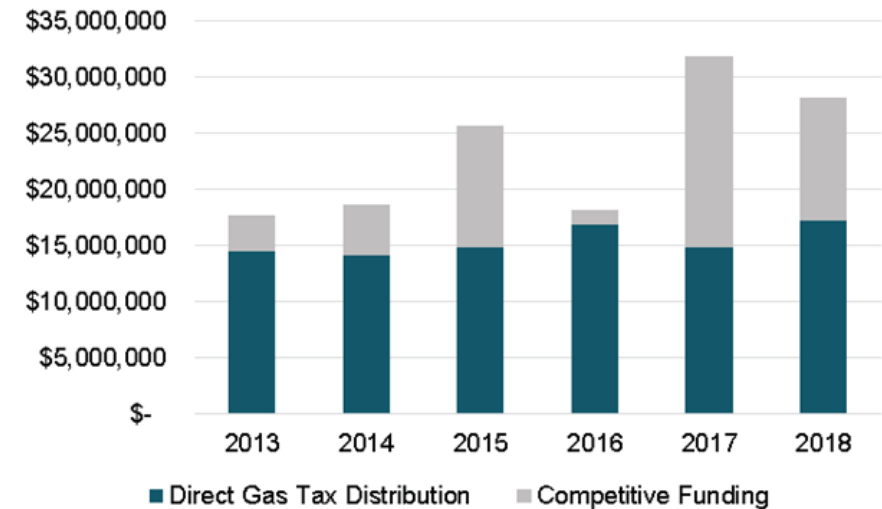
New funding mechanisms need to be flexible, predictable, and efficient to use

- New mechanisms need to ensure revenue flexibility to support multimodal system needs
- Federal funds, another primary source of grant revenue, are costly to use on many projects

Quick Insight:

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.**



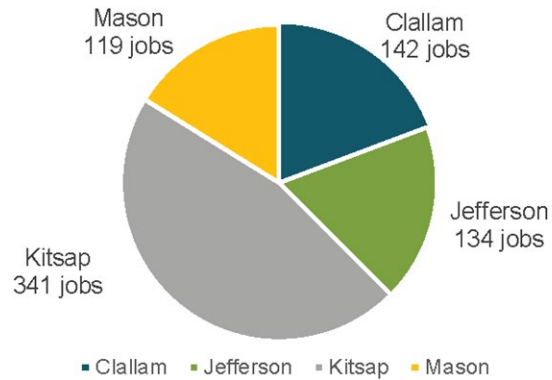
Source: County Road and City Street Revenues and Expenditures, for Clallam, Jefferson, Kitsap, and Mason Counties and their respective cities.

Protect *Connecting Washington* projects and stimulate economic recovery

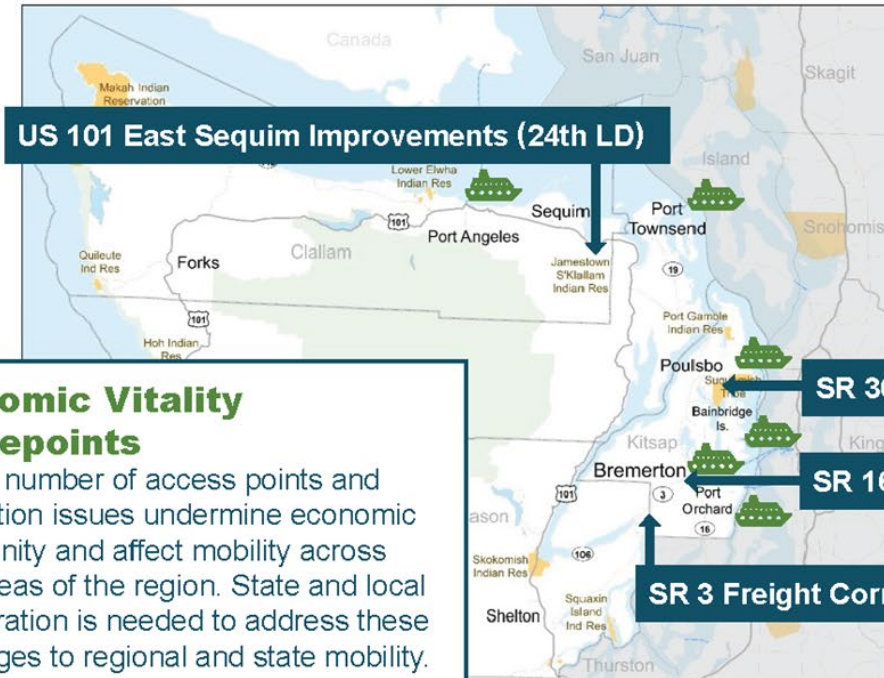
- *Connecting Washington* projects benefit our communities and need to be completed
- Other system chokepoints impede long-term economic vitality and need to be addressed

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



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.



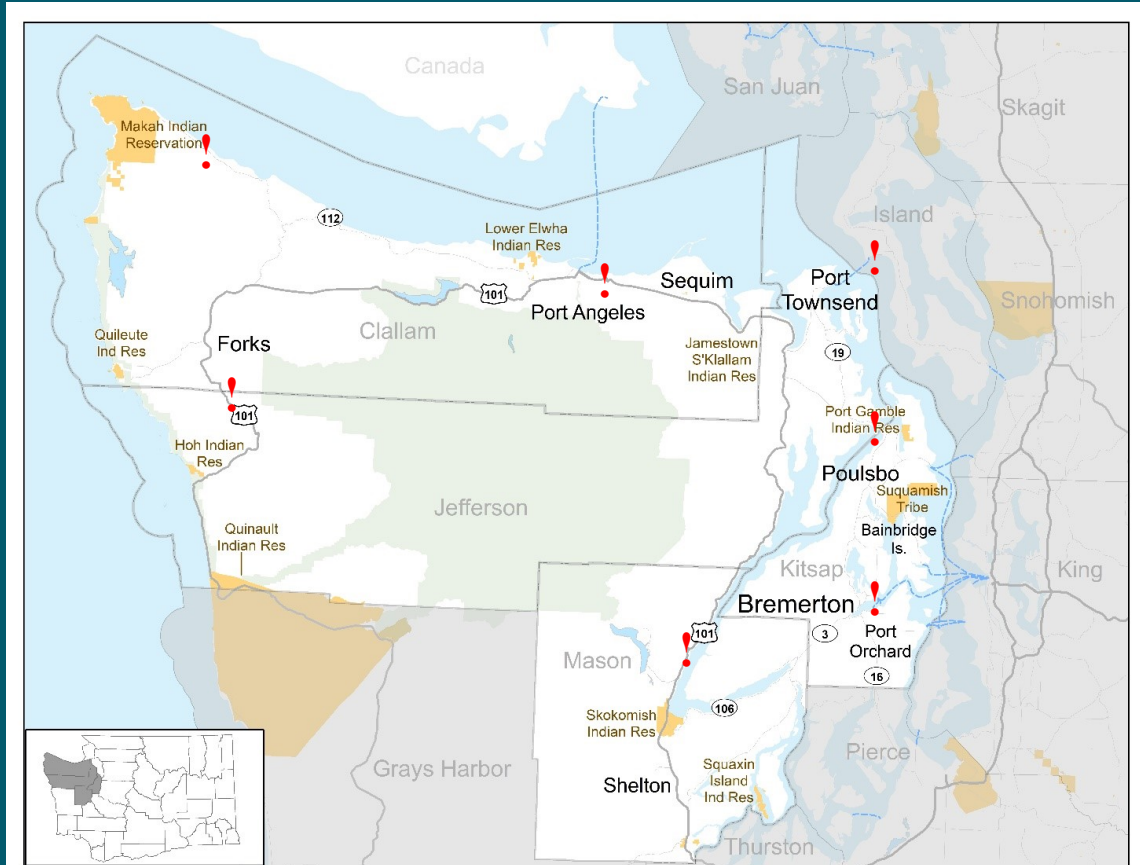
Essential Marine Highway System

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.

Long-term system resiliency is a pressing concern for communities across the region

- Geography limits route redundancy for much of the region
- Existing highways are prone to washouts, disrupting freight and stranding communities
- 27 bridges on the state system alone need seismic retrofits in addition to local retrofits
- Essential marine highway facilities and funding resources are in jeopardy

Quick Insight:

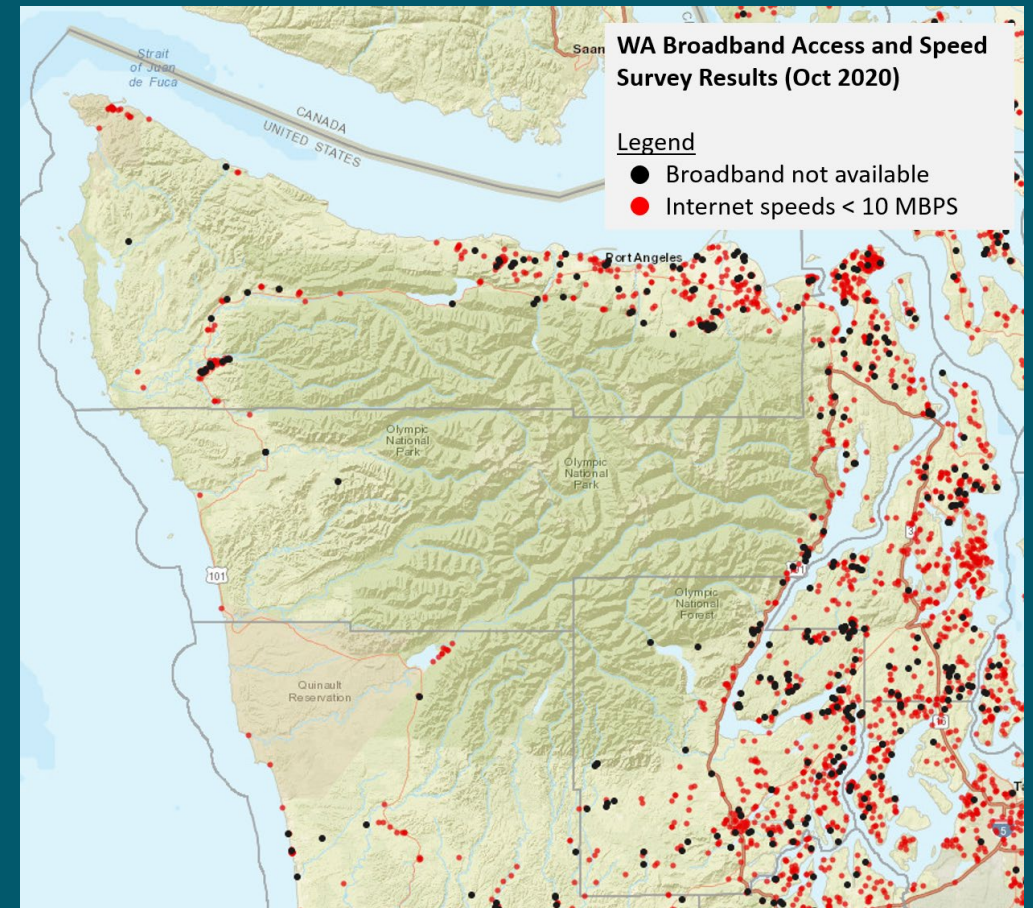


System failures will have widespread implications for regional and state mobility. There are no viable alternate routes for much of the region.

Universal broadband access is an integral part of regional and statewide mobility

- COVID-19 underscores the imperative of expanding broadband access across the region
- People cannot “stay safe, stay home” without access to daily needs via the internet
- Much of the Peninsula Region does not have reliable, high speed internet service
- Remote access enables participation in PRTPO activities by members across the region

Quick Insight:



Source: WA State Department of Commerce, Statewide Broadband Office.

Stronger together.

- PRTPO members create opportunity through regional partnerships and collaboration

What transportation opportunities do you see in the 2021 and beyond?

How can we work together to improve mobility for all?

