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Executive Board Meeting Tuesday, September 7, 2010 Norm Dicks Government Center

AGENDA

Study Session: Countywide Planning Policy Revisions 8:00 a.m.
Population Distribution *

Download the draft revisions to the Kitsap Countywide Planning Policies from the KRCC website: www.KitsapRegionalCouncil.org

Board Meeting:

1. Call to Order 9:00 a.m.

2. Citizen Comments (PLEASE KEEP COMMENT TO THREE MINUTES)

3. Consent Agenda: *Action*

a. Approve Minutes of July 6, 2010 Meeting *

b. Draft Consolidated Plan 2011-2017 Public Comment Period *

c. Affordable Housing for All Grant Program:
Appoint Application Review Committee Member *

4. From the Executive Committee:

Proposal: October Board Retreat (5) *Action*

5. Work Program Report:

a. OFDA ~ KCCDC Report (5) * *Report/Possible Action*

b. Sustainable Communities Program (10) *Report/Possible Action*

c. Revenue Sharing / UGA Program (5) *Update*

d. Building the Legislative Agenda: 2011 (30) * *Discussion*

e. Transportation: *

i. Non-Motorized Recommendations (5) * *Report*

ii. Federal Funding Recommendations (10) * *Action*

iii. Transportation Enhancement Projects (5) * *Report*

iv. Priority Projects (10) * *Action*

f. Low Income Housing

i. Low-Income Housing Grants Changes &
Coordinated Grant Program (15) * *Action*

ii. Homeless Persons' Encampment Update (5) *Report*

6. Member Agency Comments

7. Citizens Comments (AS TIME PERMITS)

8. Adjourn

* *Materials in Board packet*
(ESTIMATED TIME)

11:00 a.m.



Study Session Materials



KRCC July 6, 2010 Executive Board Study Session
Comments on the Kitsap Countywide Planning Policy Revisions
 (With notes as to Planning Directors Forum recommendations 6/29/10)

<i>Element</i>	<i>Sub-section</i>	<i>#</i>	<i>Issue</i>
Element A. Countywide Growth Pattern	1a & c	1	<i>Add “walkable, bikeable communities” somewhere in these policies</i> ✓ See text change in A-a
	1b.	2	Vital diversified economy: An vital diversified economy that provides <i>training, education, and</i> living wage jobs...economic development goals <i>as articulated in Kitsap 20/20.</i> ✓ See text change in A-b
	1c.	3	Creation of an efficient, <i>clean, and sustainable</i> multi- modal transportation system – including roads and highways, <i>public transportation</i> , ferries, airports, and opportunities for non-motorized travel ...county residents, <i>and</i> supports our land use pattern. ✓ See text change in A-c
	1d.	4	Natural systems protection: <ul style="list-style-type: none"> ○ Protection and enhancement of the natural environment,... habitat, <i>shorelines</i>, water quality, <i>air, climate</i>, and natural resource <i>activities lands</i>. ○ Creation of a system of open space, <i>trails</i>, parks, and greenbelts ... ✓ See text change in A-d
		5	<i>Add “production of locally grown food” –</i> ✓ See text change in A-e
	1e.	6	Rural character <i>functions</i> outside of UGAs: Maintenance of the traditional character, appearance, <i>economic and ecological</i> functions, and lifestyles of Kitsap County’s rural communities and areas X Recommendation to not change <i>rural character</i> to <i>rural function</i> because the WA State GMA defines and requires preservation of <i>rural character</i> but does not define <i>rural function</i>.
	2b.	7	Promote stewardship of unincorporated urban areas and promote transition to cities when financially viable. <i>Add: promote annexation</i> ✓ See text change in A-2b
Element B. Urban Growth Areas	1.	8	The Vision 2040 population/ residential and employment targets shall <i>allocations serve as guidance to local policy.</i> ✓ See text change in B-1.
	3b.	9	Unincorporated Urban Growth Areas should <i>shall</i> be associated with an existing or future city. <i>Comment: Get association and incorporation done!</i> ✓ See text change in B-3b.
	4e.	10	For UGA’s not associated with a specific city, [County provision of services} <i>Comment: Review Kitsap County’s ability and appropriateness to provide these services</i> ✓ See text change in B-4e-ii.
	6. (box)	11	Vision 2040 policies state that new FCC’s are to be avoided; and in the event that there are proposals for FCC’s, that they be made available for review and comment on regional impacts. <i>Comment: FCC’s represent economic development opportunities. Regional review is accomplished through the EIS process. Is this language necessary?</i> ✓ See text box change in B-6.

Element C: Centers of Growth	2b.	12	<p>Regional Manufacturing/Industrial Centers South Kitsap Industrial Area. “Regional Manufacturing/Industrial Centers are major, existing regional employment areas of intensive, concentrated manufacturing and industrial land uses which cannot be easily mixed at higher densities with other <i>incompatible</i> uses. To preserve <i>and maximize</i> land at these centers for manufacturing, industry and related uses, large retail uses or non-related offices are discouraged. Provision of adequate public facilities and services, including good access to the region's transportation system, is very important to the success of manufacturing/industrial centers.” <i>(Vision 2040)</i> Comment: Add more specific language from Kitsap 20/20?</p> <p>X Recommendation to not expand language because existing language is sufficient.</p>
	2c-ii.	13	<p>Mixed Use Centers are a generic category ... neighborhoods or districts within a city or Urban Growth Area. ... commitment to planning for Center development, with a planned mix of housing, commercial, <i>service</i>, and employment opportunities. ... considered for this designation. ✓ See text change in C-2c-ii.</p>
	4.	14	<p>For purposes of distributing countywide federal transportation funding, a process and criteria for designating local centers should be developed and coordinated through the Kitsap Regional Coordinating Council. In addition to meeting the applicable criteria above, a request for center designation or a change in center status should address the following should be included: (See Appendix G)</p> <ul style="list-style-type: none"> Current or programmed transportation resources (including roads, ferries, transit, airports, bicycle, pedestrian) Balance of <i>living wage</i> employment opportunities with residential <p>Comments: What is definition of living wage? List should address impacts on natural resource lands and critical areas.</p> <p>✓ See text box defining “living wage” in Element C-4.</p> <p>X Recommendation to not include <u>natural resource lands and critical areas</u> in the list of impacts to consider in requesting center designation or a change in center status, as those factors already require mitigation and management under GMA and don’t fit in this context.</p>
<u>Element D. Human and Environmental Health and Well-Being</u>	2 & 3	15	<p><u>2. Reduce pollutants, including the use of pesticides and chemical fertilizers, to the extent feasible, and identify alternatives that minimize risks to human health and the environment.</u></p> <p><u>3. When providing services and facilities, protect and enhance the environment and public health and safety for all residents of the region, regardless of social or economic status.</u></p> <p>Comments: Consider combining 2 and 3 Consider eliminating 2 ~ especially the section “including the use of pesticides and chemical fertilizers”</p> <p>✓ See text change in Element E-2f.</p>
	All	16	<p>Comment: Add environmental element to eliminate duplication, overlap, and conflicts.</p> <p>✓ Moved proposed new policies to Elements A-3h, E-2e, and F-4f/h.</p>

Element D: Rural Land Uses and Development Patterns	1a	17	<p>Preserving rural character <i>function</i> and enhancing the natural environment. a. Preserve the character <i>function</i> of identified rural areas by protecting and enhancing the natural environment, open space and recreational opportunities, and scenic and historic areas; supporting small-scale farming and forestry uses; and permitting low-density residential living and cluster development maintained by rural levels of service. Support Rural Communities as locations for a mix of housing types, rural levels of service, cultural activities, and employment that serves the needs of rural areas <i>at a size and scale that is compatible with the long-term character <i>function</i> and productivity of these lands.</i></p>
			<p>X Recommendation to not change <u>rural character to rural function</u> because the WA State GMA defines rural character but does not define rural function.</p>
	All	18	<p>Comment: Add working land uses, eco-tourism, and locally grown food. Where? ✓ See text change in D-1a.</p>
	4b.	19	<p>The County's Comprehensive Plan policies shall promote clustering residential development and other techniques to protect and enhance significant open spaces, natural resources, and critical areas for more efficient <i>effective</i> use of the land. Clustering should not increase residential housing units in the overall area designated as rural, consistent with designated rural densities. Development clusters shall be designed, scaled and sited in a manner consistent with rural character and the provision of rural levels of service. ✓ See text change in D-4b.</p>
Element E: Countywide Strategies for Open Space Preservation, Resource Preservation, and Critical Areas, Air Quality, and Water Quality/Quantity	Intro	20	<p>...local significance. <i>This will enhance the quality of countywide air and water resources.</i> Change to: ...local significance. <i>This will enhance the quality of countywide water and soil resources, climate, and air.</i> ✓ See text change in E-Intro.</p>
	4c.	21	<p><i>The County and Cities should develop and implement a program to retrofit infrastructure that was developed prior to the implementation of best practices in surface and storm water management programs.</i> Comment: Tie to availability of funds ✓ See text change in E-4c.</p>

Element F. Contiguous, Compatible, and Orderly Development	1a.	22	Inter-jurisdictional discussion, information exchange, and coordination of proposals shall be initiated as early and expeditiously as possible by the responsible agencies <i>to aid in smooth transition of governance</i> . ✓ See text change in F-1a.
	1c.	23	The Kitsap Regional Coordinating Council may establish or designate on-going technical committee(s)... including ... transportation, ...parks and recreation, <i>community agriculture</i> and open space.
			X Recommendation to not add “community agriculture” to list as it does not seem to be a feasible future focus for technical committee “of representatives from utilities and service providers.”
	1d.	24	The Countywide Planning Policies will further the implementation of Vision 2020 2040 and Destination 2030 Transportation 2040 as adopted by the Puget Sound Regional Council. ✓ See text change in F-1d
	4.	25	<i>Comment: More information requested about intention of section Community Design & Development</i> ✓ See text addition in F-4.
	4a.	26	The built environment should provide aesthetic qualities and a sense of place for the community. <i>Comment: Too subjective. Local decision.</i> ✓ See deletion of F-4a.
	4c.	27	<i>Encourage development that reflects the unique local qualities and provides an economic benefit to the community.</i> ✓ See text change in F-4c
	4f.	28	<i>Design schools, institutions and public facilities to be compatible with the surrounding community character and needs.</i> ✓ See text change in F-4f.
Element G: Siting Public Capital Facilities of a Countywide or Statewide Nature	2.	29	Location of capital and public facilities: <i>a. If the primary population served by the facility is urban, the facility should be located in a City or UGA.</i> <i>Comment: Which facilities? Utilities are typically regional in nature.</i> ✓ See text change in G-2.
Element H: Transportation	2g.	30	Kitsap Transit shall review and comment on In cases of substantial residential, or commercial, or mixed use development proposals that are subject to SEPA, Kitsap Transit shall review and comment on development proposals to facilitate convenient use and operation of appropriate transit services. <i>Comment: Further define review threshold.</i> ✓ See text change in H-2g.
Element I. Affordable Housing	1b.	31	Recognizing the percentage share of the existing and forecasted countywide population <i>and housing stock</i> and the distribution of existing below market rate housing <i>below 120% countywide median</i> , the County and the Cities should develop strategies to equitably disperse projected countywide below market rate affordable h...in consideration of existing development patterns and densities, in designated Rural Communities. <i>Comment: Include concept of City / County coordinated approach Or Consider that once UGA’s are incorporated, County will be unable to provide low income housing</i> ✓ See text change in I-1b.

	3b.	32	<p>Below market rate housing strategies should include:</p> <p>i. preservation, rehabilitation and redevelopment of existing neighborhoods as appropriate, including programs to rehabilitate and <i>energy retro-fit</i> substandard housing;</p> <p>✓ See text addition in I-3b.</p>
Element J. Countywide Economic Development	2.	33	<p>The role of government agencies in assuring coordinated, consistent efforts to promote economic vitality and equity throughout Kitsap County:</p> <p><i>Comment: Add “Buy local contracts and services”. ✓ See text addition in J-2g.</i></p>
Element N. Roles and Responsibilities	4.	34	<p>SPECIAL DISTRICTS are governmental subdivisions of the county that are usually established to provide a defined scope of services. Special districts shall:</p> <p><i>Comment: Add Kitsap County Health District? (Cris Craig comment) ✓ See text change in cover sheet/Introduction.</i></p>

From: Larry Keeton [LKeeton@co.kitsap.wa.us]

Sent: Tuesday, August 24, 2010 1:44 PM

To: 'Mary McClure'; 'Becky Erickson '; 'Bill Mahan'; 'Carolyn Powers'; Charlotte Garrido; 'Dale Rudolph '; 'Dianne Robinson'; 'Hilary Franz '; 'Jeromy Sullivan'; 'Jim Colebank '; 'Jim Colebank *'; Josh W. Brown; 'Kelly Baze'; 'Kim Brackett '; 'Kirsten Hytopoulos'; 'Kirsten Jewell'; 'Lary Coppola '; 'Leonard Forsman'; 'Rob Purser'; 'Roger Zabinski '; 'Steve Bauer'; 'Tom Danaher'; 'Vicky Clarke '; 'Alison O'Sullivan'; 'Andrea Spencer'; Barry Berezowsky; Holly Parker-Harden; 'James Weaver'; 'Joe Sparr '; 'Kathy Cook '; 'Noel Higa '; 'Rocky Piro'; 'Spencer Horning '; 'Steven Moe'; 'Wendy Clark-Getzin'; Eric Baker

Subject: **Kitsap County Proposal**

Attached for your consideration please find revisions to the County-wide Planning Policies proposed by Kitsap County (highlighted yellow) regarding our continued negotiations and discussions on the North Kitsap Legacy Partnership (NKLP). The primary goal of the NKLP is to transfer up to 7,000 acres of privately-owned land into public ownership for long-term stewardship of contiguous open space, wildlife corridors and regional trail systems. Amongst several mechanisms to fund this transfer, the NKLP is looking at options for additional density allowances in the Port Gamble area and associated uplands.

As the NKLP discussions have progressed there has been interest in the County expanding its planning options for the area. These options include a National Historic Town (NHT), rural clustering and most recently, a Fully-Contained Community (FCC). As the Growth Management Act has clear specifications for these planning mechanisms, revisions to the CPPs are necessary to leave these options open for discussion in 2011.

For either the NHT or the FCC, the CPPs must reflect a new community reserve population. As the population allocations are reviewed only once every 5 years, this inclusion is important for this round of revisions. We realize this is the short notice but this has been, and will continue to be, an ongoing discussion with multiple parties.

Kitsap County proposes that this new community reserve population be reallocated from the non-UGA or rural population projections. This proposed reserve is maximum amount necessary to leave all options open and consists of only 3% of the 20-year population allocation and only 1% of the County projected population total by 2030. Additionally, the proposed revisions would include a clause (footnote 6) that would sunset the new community reserve (or any unallocated portion of it) if not allocated through an adopted sub-area plan by December 2013. This population would then be redistributed to the existing UGA boundaries through up zones (not for the expansion of them).

We look forward to discussions of these revisions and the NKLP project as a whole at upcoming KRCC meetings. If you have any questions regarding the revisions or the NKLP project, please contact Eric Baker at ebaker@co.kitsap.wa.us or myself.

Regards,

Larry Keeton

Director Community Development

From Policies for Urban Growth Areas (UGA). Pg. 11:

6. Fully Contained Communities and Master Planned Resorts

A **Master Plan** review process and decision criteria for fully contained communities and master planned resorts should be incorporated in the County's comprehensive plan, must reflect the standards and requirements in the GMA, and in addition must address the following:

- a. Necessary public facilities, including but not limited to parks, schools, and public safety facilities should be provided within or along with the development, consistent with adopted capital facility and level of service standards;
- b. Impacts to public infrastructure, nearby communities, adjacent rural areas, environmental resources, and designated resource lands should first be avoided, second minimized, and third mitigated;
- c. Provisions for review of such developments through the Kitsap Regional Coordinating Council process, in addition to other procedural requirements.

Under the Growth Management Act (RCW 350), fully contained communities (FCCs) may be considered, provided that a portion of the twenty-year population forecast is reserved for & subsequently distributed to the FCC. The GMA requires that FCCs provide for a mix of uses that would provide jobs, housing, & public facilities and services to support a long-term residential population.

The GMA (RCW 360) also allows the consideration of proposed master planned resorts (MPR's) outside of Urban Growth Areas for shorter-term residential uses. Master planned resorts are described as self-contained, fully integrated planned developments in areas with significant natural amenities.

Vision 2040 policies state that new FCC's are to be avoided; and in the event that there are Proposals for FCC's should that they be made available for review and comment on regional impacts.

Proposed Kitsap County Revisions

Appendix B: Population Distribution 2010-2030

Population Distribution 2005 through 2025	2000 Population	+ New Population	= Total in 2030
Bremerton City ²	37,259	14,759	52,017
East UGA ¹	5,412	2,210	7,622
West UGA ¹	3,229	2,017	5,246
Gorst UGA ¹	154	73	227
SKIA ²	68	- 68	0
Bainbridge Island City ²	20,308	8,352	28,660
Poulsbo City ²	6,813	3,739	10,552
UGA ²	901	3,355	4,256
Port Orchard City ^{2,5}	8,934	11,624	20,558
UGA ²	11,570	9,709	21,279
UGA Population			
Central Kitsap UGA ¹	21,743	8,733	30,476
Silverdale UGA ¹	15,276	8,059	23,335
Kingston UGA ³	1,871	3,135	5,006
UGA Population	133,537 58%	75,697 76%	209,234 63%
Non-UGA Population	98,432 42%	23,905 20,605 24% 21%	122,337 119,037 37% 36%
New Community Reserve⁶	NA	3,300 3%	3,300 1%
<i>Total County Population</i>	231,969	99,602	331,571

OFM Projection through:	2025	2030
Low	268,573	245,397
Intermediate	331,571	314,610
High	412,391	396,879

¹ Based on PSRC Model

² Based on City and/or County Comprehensive or Sub-area planning

³ Target to be substantiated by further analysis and/or Sub-area planning

⁴ Office of Financial Management official estimate

⁵ Includes South Kitsap annexed McCormick Woods area

⁶ The new community reserve is established for a potential future national historic town or fully-contained community. If any portion of the new community reserve is not allocated through an adopted sub-area plan by December 1, 2013, the unallocated population shall be redistributed to existing UGA boundaries.

Kitsap County Historical Growth	Notes:
US Census	When 2010 Census data is available in 2011, this chart will be updated; then, determine if there are any impacts to this distribution.

Population distribution will be reviewed through the Kitsap Regional Coordinating Council process every five years. The review will include an analysis of the Cities' and County's progress in achieving target distributions. If the 76% UGA target mentioned above for new population growth and the overall population targets are met or exceeded, the target for new population will revert to five sixths (83%), as per the revised County-wide Planning Policies adopted by Kitsap County Ordinance #258-01 on August 20, 2001. Otherwise, the target may be reaffirmed or explicitly modified.



Executive Board Meeting Materials



KRCC Executive Board Study Session

July 6, 2010

Comments on the Kitsap Countywide Planning Policy Revisions

(Comments based on CPP revision document dated 06 29 10)

<i>Element</i>	<i>Sub-section</i>	<i>Issue</i>
Element A. Countywide Growth Pattern	a & c	<i>Add “walkable, bikeable communities” somewhere in these policies</i>
	b.	Vital diversified economy: An vital diversified economy that provides <i>training, education, and</i> living wage jobs for residents, supported by adequate land for a range of employment uses and that encourages accomplishment of local economic development goals <i>as articulated in Kitsap 20/20</i> .
	c.	Efficient multi-modal transportation system: Creation of an efficient, <i>clean, and sustainable</i> multi-modal transportation system – including roads and highways, <i>public transportation</i> , ferries, airports, and opportunities for non-motorized travel – that provides efficient access and mobility for county residents, <i>and</i> supports our land use pattern.
	d.	Natural systems protection: <ul style="list-style-type: none"> ⌚ Protection and enhancement of the natural environment, including wetlands, streams, wildlife habitat, <i>shorelines</i>, water quality, <i>air, climate</i>, and natural resource <i>activities lands</i>. ⌚ Creation of a system of open space, <i>trails</i>, parks, and greenbelts that provide opportunities for recreation and that give structure and separation to urban areas.
		<i>Add “production of locally grown food” – economy/rural character/natural systems</i>
	e.	Rural eharacter <i>functions</i> outside of Urban Growth Areas: Maintenance of the traditional character, appearance, <i>economic and ecological</i> functions, and lifestyles of Kitsap County’s rural communities and areas
	2b.	Promote stewardship of unincorporated urban areas and promote transition to cities when financially viable. <i>Add: promote annexation</i>
Element B. Urban Growth Areas	1.	<i>The Vision 2040 population/ residential and employment targets shall allocations serve as guidance to local policy.</i>
	3b.	Unincorporated Urban Growth Areas should be associated with an existing or future city. <i>Comment: Get association and incorporation done!(shall?)</i>
	4e.	For Urban Growth Areas not associated with a specific city: <ul style="list-style-type: none"> i. The County should plan with local communities to address land uses, infrastructure needs, level of service standards as identified in these policies, and other issues as needed. The results should

		<p>be reflected in the County Comprehensive Plan.</p> <p>ii. The County should continue to provide a level of urban facilities and services generally equivalent to those of cities on an interim basis for those Urban Growth Areas that will be associated with a specific city or that will eventually incorporate, and on an on-going basis as appropriate.</p> <p><i>Comment: Review Kitsap County’s ability and appropriateness to provide these services</i></p>
<p>Element C: Centers of Growth</p>	<p>6. (box)</p>	<p><i>Vision 2040 policies state that new FCC’s are to be avoided; and in the event that there are proposals for FCC’s, that they be made available for review and comment on regional impacts.</i></p> <p><i>Comment: FCC’s represent economic development opportunities. Regional review is accomplished through the EIS process. Is this language necessary?</i></p>
	<p>2b.</p>	<p>Regional Manufacturing/Industrial Centers South Kitsap Industrial Area. “Regional Manufacturing/Industrial Centers are major, existing regional employment areas of intensive, concentrated manufacturing and industrial land uses which cannot be easily mixed at higher densities with other <i>incompatible</i> uses. To preserve <i>and maximize</i> land at these centers for manufacturing, industry and related uses, large retail uses or non-related offices are discouraged. Provision of adequate public facilities and services, including good access to the region’s transportation system, is very important to the success of manufacturing/industrial centers.” (<i>Vision 2040</i>)</p> <p><i>Comment: Add more specific language from Kitsap 20/20?</i></p>
	<p>2c-ii.</p>	<p>Mixed Use Centers are a generic category that can be described in terms of neighborhoods or districts within a city or Urban Growth Area. The designation represents a commitment to planning for Center development, with a planned mix of housing, commercial, <i>service</i>, and employment opportunities. Most shopping and commercial uses are within a short walking or bicycling distance of housing. There is a higher proportion of multi-family housing at relatively high densities. Navy facilities could be considered for this designation.</p>
	<p>4.</p>	<p>For purposes of distributing countywide federal transportation funding, a process and criteria for designating local centers should be developed and coordinated through the Kitsap Regional Coordinating Council. In addition to meeting the applicable criteria above, a request for center designation or a change in center status should address the following should be included: (See Appendix G)</p> <ul style="list-style-type: none"> Current or programmed transportation resources (including roads, ferries, transit, airports, bicycle, pedestrian) Balance of <i>living wage</i> employment opportunities with residential Proximity and connectivity among jobs, housing, retail services Types and density of residential uses Inclusion of affordable housing

		Provision of community gathering space, parks, and cultural opportunities <i>Comments: What is definition of living wage? List should address impacts on natural resource lands and critical areas.</i>
<u>Element D. Human and Environmental Health and Well-Being</u>	2 & 3	<u><i>2. Reduce pollutants, including the use of pesticides and chemical fertilizers, to the extent feasible, and identify alternatives that minimize risks to human health and the environment.</i></u> <u><i>3. When providing services and facilities, protect and enhance the environment and public health and safety for all residents of the region, regardless of social or economic status.</i></u> <i>Comments: Consider combining 2 and 3 Consider eliminating 2 ~ especially the section “including the use of pesticides and chemical fertilizers</i>
	All	<i>Comment: Add environmental element to eliminate duplication, overlap, and conflicts.</i>
Element D-F: Rural Land Uses and Development Patterns	1.	Preserving rural character function and enhancing the natural environment. a. Preserve the character function of identified rural areas by protecting and enhancing the natural environment, open space and recreational opportunities, and scenic and historic areas; supporting small-scale farming and forestry uses; and permitting low-density residential living and cluster development maintained by rural levels of service. Support Rural Communities as locations for a mix of housing types, rural levels of service, cultural activities, and employment that serves the needs of rural areas <i>at a size and scale that is compatible with the long-term character function and productivity of these lands.</i>
	All	<i>Comment: Add working land uses, eco-tourism, and locally grown food. Where?</i>
	4b.	The County's Comprehensive Plan policies shall promote clustering residential development and other techniques to protect and enhance significant open spaces, natural resources, and critical areas for more efficient effective use of the land. Clustering should not increase residential housing units in the overall area designated as rural, consistent with designated rural densities. Development clusters shall be designed, scaled and sited in a manner consistent with rural character and the provision of rural levels of service.
Element E-G. Countywide Strategies for Open Space Preservation, Resource Preservation, and Critical Areas, Air Quality, and Water Quality/Quantity	Intro	...local significance. <i>This will enhance the quality of countywide air and water resources.</i> Change to: ...local significance. <i>This will enhance the quality of countywide water and soil resources, climate, and air.</i>
	4c.	<i>The County and Cities should develop and implement a program to retrofit infrastructure that was developed prior to the implementation of best practices in surface and storm water management programs.</i> <i>Comment: Tie to availability of funds</i>
Element F-H.	1a.	Inter-jurisdictional discussion, information exchange, and coordination of proposals shall be initiated as early

Contiguous, Compatible, and Orderly Development		and expeditiously as possible by the responsible agencies <i>to aid in smooth transition of governance.</i>
	1c.	The Kitsap Regional Coordinating Council may establish or designate on-going technical committee(s) comprised of representatives from utilities and service providers to investigate long-range regional needs for various facilities and services, including but not limited to those for transportation, sewer and storm drainage, availability and delivery of potable water, solid waste, broadband, parks and recreation, <i>community agriculture</i> and open space.
	1d.	The Countywide Planning Policies will further the implementation of Vision <i>2020 2040</i> and <i>Destination 2030 Transportation 2040</i> as adopted by the Puget Sound Regional Council.
	4.	<i>Comment: More information requested about intention of section Community Design & Development</i>
	4a.	The built environment should provide aesthetic qualities and a sense of place for the community. <i>Comment: Too subjective. Local decision.</i>
	4c.	<i>Encourage development that reflects the unique local qualities and provides an economic benefit to the community.</i>
	4f.	<i>Design schools, institutions and public facilities to be compatible with the surrounding community character and needs.</i>
Element G-I. Siting Public Capital Facilities of a Countywide or Statewide Nature	2.	<i>Location of capital and public facilities:</i> <i>a. If the primary population served by the facility is urban, the facility should be located in a City or UGA.</i> <i>Comment: Which facilities? Utilities are typically regional in nature.</i>
Element H-J. Transportation	2g.	Kitsap Transit shall review and comment on In cases of substantial residential, or commercial, or mixed use development proposals that are subject to SEPA, Kitsap Transit shall review and comment on development proposals to facilitate convenient use and operation of appropriate transit services. <i>Comment: Further define review threshold. Zoning and comprehensive plans should be reviewed.</i>
Element I-K. Affordable Housing	1b.	Recognizing the percentage share of the existing and forecasted countywide population <i>and housing stock</i> and the distribution of existing below market rate housing <i>below 120% countywide median</i> , the County and the Cities should develop strategies to equitably disperse projected countywide below market rate <i>affordable</i> housing needs throughout Kitsap County in the Urban Growth Areas and, where they are specifically found to be appropriate in consideration of existing development patterns and densities, in designated Rural Communities. <i>Comment: Include concept of City / County coordinated approach</i> <i>Or Consider that once UGA's are incorporated, County will be unable to provide low income housing</i>
	3b.	Below market rate housing strategies should include: i. preservation, rehabilitation and redevelopment of existing neighborhoods as appropriate,

		including programs to rehabilitate and <i>energy retro-fit</i> substandard housing;
Element J-L. Countywide Economic Development	2.	The role of government agencies in assuring coordinated, consistent efforts to promote economic vitality and equity throughout Kitsap County: <i>Comment: Add “Buy local contracts and services”.</i>
Element N-P. Roles and Responsibilities	4.	SPECIAL DISTRICTS are governmental subdivisions of the county that are usually established to provide a defined scope of services. Special districts shall: <i>Comment: Add Kitsap County Health District? (Cris Craig comment)</i>



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Executive Board Meeting

July 6, 2010

Draft Meeting Summary

1. Call to Order: Chair Steve Bauer called the Kitsap Regional Coordinating Council Executive Board to order at 9:38 a.m. (*Attendance noted at end*)
2. Citizen Comments: *None.*
3. Consent Agenda:
 - a. Approve Minutes of June 1, 2010 Board Meeting
 - b. Community Development Block Grant Program:
Approve Citizen Advisory Board Members
 - c. Affordable Housing for All Grant Program:
Appoint Application Review Committee Member

Motion: (Maupin) and second (Garrido) to approve the Consent Agenda, as presented. *Motion carried unanimously.*
4. From the Chair: Proposed Washington State National Maritime Heritage Area Allyson Brooks, Director, WA Dept. of Archeology & Historic Preservation made a short presentation, with the following key points:
 - The WA Dept. of Archeology & Historic Preservation has been working on the designation of Washington State as a National Maritime Heritage Area for the past year.
 - Washington would be the first National Heritage Area (NHA) devoted to the maritime, with the Heritage Area boundary extending ¼ mile inland along the entire length of Washington State's saltwater coastline.
 - Designation as an NHA offers leverage to smaller heritage organizations and enhances tourism. Specifically, NHA's can access Federal Funds for tourism in the amount of approximately \$900,000 per year, as well accessing technical support from the Forest Department, if required. Funds and support are not mandatory, but can be accessed at the discretion of the managing agency.
 - The NHA Program is locally initiated, and will be managed in Washington by the Washington Trust for Historic Preservation.
 - NHA's are designated by Congress. Local support of the designation must be illustrated to be eligible.
 - A steering committee, to including the Association of Washington Cities (AWC), Washington State Association of Counties (WSAC) and the Ports Association, etc, will be brought together by the Washington Trust for Historic Preservation once the designation is approved.

Motion: (Garrido) and second (Franz) to authorize the Chair to write a letter in support of Washington State's designation as a National Maritime Heritage Area. *Motion carried unanimously.*

5. From the Executive Committee: Recommendation for First Quarter Budget Amendment

Mary McClure, Executive Director of KRCC, described proposed amendments to the 2010 Budget (as shown in the Board Packet) with additional carryover funds available for 2010 and additional work in both 2009 and 2010 performed outside of the adopted Work Program. The Executive Committee has been tracking necessary additional work items in 2010, primarily related to potential grant applications and funding, and recommends compensation for same. Chair Steve Bauer made particular comment about compensation recommended for 2009: that the KRCC Executive Committee believes it is reasonable and fair to compensate McClure Consulting for significant work items during 2009 as indicated in the Board Packet, but that other, smaller work items are not.

Motion: (Brackett) and second (Coppola) to approve the amended budget for 2010, as presented. *Motion carried unanimously.*

6. Ferry Service: Follow-up to Report from Citizens' Meeting

As directed by the Executive Board at their June meeting, a letter to Gov. Gregoire stating the Board's support of the Ferry Community Partnership's planned 2011 Legislative Priorities has been prepared for signature. Recognizing Ferry Advisory Committees' statutory position as appointed by local government to advise the WA State Ferry system on service and user issues, the legislative priorities defined by the Ferry Community Partnership have been reviewed by Kitsap FAC Chairs for consistency with their experience and perspectives.

7. Work Program Report

a. OFDA ~ KCCDC Report:

At their June 30 meeting, the Board of the Olympic Finance Development Authority (OFDA) formally considered the transfer of assets and finance of the Kitsap County Community Development Corporation (KCCDC). The OFDA Board moved that their Executive Director undertake due diligence and writing a transition plan. A further report on the outcomes of that plan will be given at the September KRCC Executive Board Meeting.

b. Revenue Sharing / UGA Program:

The Revenue Sharing Negotiating Teams for Port Orchard and Kitsap County met last to review the cost of providing various public works services within the (test annexation case) Bethel Corridor. At their next meeting, they will discuss service costs and possible cost sharing for law enforcement services. The Bethel test annexation case is continuing, collecting information about service costs and possible cost sharing strategies for developed and undeveloped residential and commercial annexation "types;" this will be translated into a set of Guiding Principles for Annexation Service and Revenue Sharing. The Guiding Principles draft will be circulated to all jurisdictions through the Countywide Revenue Sharing Committee.

Points of Discussion:

- This work has pointed out benefits of regionalizing some of the services government provides.
- Data from the Central Kitsap Annexation Study, undertaken several years ago, will be used in the next stage of this work, but was too specific to Central Kitsap to be used for this initial phase.

c. City / County Roles

Several areas for potential cost saving through shared service delivery have been identified by the KRCC Executive Committee and subsequently discussed among KRCC staff committees. Planning Directors are considering regionalizing inspections, and Public Works Directors have reviewed a number of different areas for shared service delivery, including the 311 Open Line. Expanding the 311 "Open Line," which has been developed by Kitsap County, could offer residents countywide better response time, while lowering operational costs. There is interest from the Public Works

Directors because of the positive day-to-day impacts the service could create. Each City currently has a different system for answering, responding to, and tracking Public Works-related calls. The concept of a shared 311 Open Line, that would work as it does currently for Kitsap County, could offer better customer service than current individual systems.

Bud Harris and Doug Bear, Kitsap County Information Services, explained the philosophy and details of the 311 service at the County:

- The 311 system is used nationwide by large and small government jurisdictions.
- The bulk of Public Works calls are service calls, which is well-suited for this kind of system.
- The 311 number has been set-aside for this use in Kitsap, but is not being used throughout Kitsap County. Instead, callers to the Kitsap County Open Line currently dial a seven digit no.
- Kitsap County receives 117,000 calls per year on the Open Line = 600 calls per day.
- Kitsap County has created a procedural tool to enable administrative assistants, rather than “subject experts,” to answer many of the questions that citizens have: 80% of calls are resolved by the trained administrative assistants that answer the calls.
- Administrative assistants rely on the procedural tool, rather than experience, to answer each caller’s questions.
- Calls are documented through case management software, so that complete call records are created and call trends can be addressed.
- Calls for Public Works, Community Development, and Commissioners’ Departments are directed through the Open Line system.
- The software used is cost-effective and can be bought incrementally.

The opportunity for expanding the system countywide was also discussed specifically:

- A Countywide Program would be similar to the 911 concept.
- Using the 311 number Countywide may have some operational challenges.
- If the system were expanded countywide, it would be most practical for Kitsap County to provide service to the Cities on a contractual basis.
- Each individual jurisdiction’s procedures would be captured in a data-base format to be used when calls are answered.

There was some Board interest in exploring the Countywide 311 Open Line concept further; especially to identify the level of potential cost saving the system could offer. Kitsap County Information Services anticipate reporting back to the KRCC Board this autumn with a clearer idea of how a countywide Open Line could work. A pilot project with interested jurisdictions could then be considered.

d. Transportation Update:

The Kitsap Regional Council has been approached by Berk Associates, on behalf of the Washington State Transportation Commission (WTC), to sponsor one of five Statewide Listening Sessions scheduled for this September. WTC will use the feedback they receive to update the Washington State Transportation Plan. It was originally anticipated by WTC that the Kitsap Listening Session would be the “ferry-focused session”, but ferry communities in the north will be attending the Everett Listening Session and other transportation interests on the Kitsap Peninsula need to be addressed as well. KRCC’s role in the Listening Session will be to publicize the event to government agencies, Ferry Advisory Committees, and other transportation interest groups. It is not yet known who from the Transportation Commission will attend, or what the role of the State Legislators would be.

Points of Discussion:

- A place for citizens and an understanding of the anticipated outcomes will be essential to the success of this process.

- It is important that this opportunity for input be of value to all those involved.

WTC has also requested that Metropolitan Planning Organizations (MPO) and Rural Transportation Planning Organizations (RTPO) statewide provide them with lists of regionally significant transportation projects by this September, in turn requested by the State Legislature, possibly as part of planning for a 2011 transportation revenues package. As agreed at the June KRCC Executive Board meeting, the KRCC Transportation Policy Board (TransPOL) will address the Peninsula Regional Transportation Planning Organization's (PRTPO) request for a list of Kitsap projects, at their July 15 meeting.

e. Funding Update:

At the July 15 KRCC TransPOL meeting, there will be discussion of additional Federal Funding available from the 2011-13 Cycle, plus an update on two projects already funded through previous Federal Funding Cycles; Winslow Way and Southworth Drive Bridge. Member agencies are requested to submit ahead of the meeting any emerging needs for transportation funds. Also, the PSRC call for projects for the Economic Development District Federally Funded Public Works Program will be this September.

7. Citizen Comments: *None.*

8. Member Agency Comments: *None.*

9. Adjourn: 11:03 a.m.

Meeting Participants:

Steve Bauer, Kitsap County	Kim Brackett, City of Bainbridge Island
Lary Coppola, City of Port Orchard	Tom Danaher, Naval Base Kitsap *
Becky Erickson, City of Poulsbo	Hilary Franz, City of Bainbridge Island
Charlotte Garrido, Kitsap County	Bill Mahan, Port of Bremerton
Will Maupin, City of Bremerton	Dale Rudolph, City of Poulsbo *
Greg Wheeler, City of Bremerton *	Roger Zabinski, Port of Bremerton *

* Alternate

Executive Management by McClure Consulting LLC:

Mary McClure, Executive Manager	Vicky Clarke, Project Coordination
Kirsten Jewell, Project Coordination	

Board Members Not in Attendance:

Kelly Baze, Port Gamble S'Klallam Tribe *	Josh Brown, Kitsap County
Jim Colebank, City of Port Orchard *	Leonard Forsman, Suquamish Tribe
Kirsten Hytopoulos, City of Bainbridge Island *	Patty Lent, City of Bremerton
Mark Olson, Naval Base Kitsap	Carolyn Powers, City of Port Orchard
Rob Purser, Suquamish Tribe *	Dianne Robinson, City of Bremerton
Jeromy Sullivan, Port Gamble S'Klallam Tribe	

* Alternate

Others in Attendance:

Linda Berry-Maraist, Poulsbo City Council	Allyson Brooks, WA DAHP [†]
Cris Craig, Kitsap County Health District	Aaron Cole, WA DAHP [†]
Doug Bear, Kitsap County	Bud Harris, Kitsap County
Vivian Henderson, KAPO	Larry Keeton, Kitsap County
Rocky Piro, PSRC	Chuck Shank, KAPO
Bill Stewart, KEDA	Bonnie Tufts, CDBG
Mike Walton, KCCDC	

[†] Washington State Department of Archeology and Historic Preservation



KRCC Board Packet: September 2010 Page 21 of 46
Department of Personnel
And
Human Services

Bert H. Furuta
Director

BLOCK GRANT PROGRAM DIVISION

To: Kitsap Regional Coordinating Council
From: Shannon Bauman, Kitsap County Block Grant Program Planner
Subject: 2011-2015 Consolidated Plan - Draft for Public Comment
Date: August 6, 2010

In compliance with HUD regulations, the Consolidated Plan is adopted and submitted every five years. Kitsap County and the City of Bremerton entitlement grant programs, consisting of Community Block Grant (CDBG) and HOME Investment Partnership (HOME) funds, implement this plan. The current plan will end December 31, 2010.

Kitsap County and the City of Bremerton Block Grant Programs began a joint planning process in late 2009 to update the Consolidated Plan. The plan includes a Community Needs Assessment, Housing Analysis and Strategic Plan. The planning process involved the assessment of current housing and population needs through the analysis of available data; public meetings; and online survey; and consultations with service providers and key stakeholders.

The Draft 2011-2015 Consolidated Plan will be available for your review on September 10th. The document can be found on the County web site at:
http://www.kitsapgov.com/hr/block_grant_program/block_grant_program.htm (scroll down and click on *DRAFT 2011-2015 Consolidated Plan*).

A notice of availability will be published in the Kitsap Newspaper Group, the Kitsap Sun and posted on the County and City web sites. This will begin a 30-day public comment period. Notice of availability will also be emailed to all interested parties.

A public hearing will be held at the Nov. 2nd KRCC meeting, as well as at a regular meeting of the Bremerton City Council, for adoption. The plan will be submitted to HUD on Nov. 15th for final approval before taking affect Jan. 1, 2011.

If you have any questions or concerns please feel free to contact me by email at sbauman@co.kitsap.wa.us or by phone at 337-7272.

Board Action Requested: None – For Information Only

BLOCK GRANT PROGRAM DIVISION:
Bonnie Tufts, Block Grant Manager
Phone: (360) 337-4606 – Fax: (360) 337-4609
Location & Mailing Address: 345 6th Street Suite 400, Bremerton WA 98337

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3c. Affordable Housing for All Grant Program (2060) Cycle 8 (2011): Application Review Committee Appointment

September 7, 2010

Each year the Kitsap Continuum of Care Coalition recommends four appointments for the Application Review Committee (ARC). The Executive Board makes the appointments.

Cycle 8 (2011) Application Review Committee:

Three of the Application Review Committee Members for the 2011 Cycle have already been appointed by the Executive Board:

Joanne Tews, Executive Director, Helpline House (Bainbridge Island)
Patti Petersen, Executive Director, Bremerton Foodline
Danie Perez, WA Dept. of Social & Health Services (DSHS) Bremerton
Community Service Office

The Continuum of Care Coalition is recommending the fourth appointment to the Application Review Committee for Cycle 8 (2011) of the Affordable Housing for All Grant Program:

Denise Agee
Program Manager
Women & Children's Shelter
Society of St. Vincent de Paul, Our Lady Star of the Sea

Board Action Requested: Appoint Denise Agee to the Application Review Committee for Cycle 8 (2011) of the Affordable Housing for All Grant Program, as recommended by the Kitsap Continuum of Care Coalition.



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5a. Olympic Finance Development Authority (OFDA) & Kitsap County Community Development Corporation

September 7, 2010

Bill Stewart

Board Member, OFDA

Executive Director, Kitsap Economic Development Alliance

August 9, 2010 OFDA Board Action: OFDA's Executive Director-under-contract [Patty Grossman] conducted due diligence on the KCCDC program, and recommended transfer of the KCCDC program into the Olympic Finance Development Authority:

- Transfer of assets
- Responsibility for on-going management of outstanding loans (7 loans, approximately \$110,000)
- Responsibility for re-lending existing funds (approximately \$21,000)

The OFDA Board approved this recommendation and directed Ms. Grossman to work with KCCDC President Mike Walton to accomplish the transfer, pending endorsement from the Kitsap Regional Coordinating Council Executive Board at its meeting September 7, 2010.

Action Requested: Endorse the Olympic Finance Development Authority's acquisition of the Kitsap County Community Development Corporation, with annual reports to the Kitsap Regional Coordinating Council re: loan activity within Kitsap County.

The KCCDC portfolio will be the first tangible program within the Olympic Finance Development Authority. Efforts are underway to develop a broad portfolio of loan opportunities, including:

- WA State Coastal Development Loan Fund (Request for Proposals in progress)
- Request to federal delegation to seek opportunities for fund capitalization
- USDA Micro-loan Fund
- ARRA Energy Funding
- Dept. of Energy
- Industrial Revenue Bonds
- SBA 504 Certification
- CDBG Set-aside for economic development
- Joint application by Mason, Jefferson, Clallam Counties to HUD Consolidated Plan
- WSDOT for loans for transportation alternatives
- Gates Foundation
- Uniform Limited Offerings through WA State Attorney General's Office
- FDIC Bank closures
- Zino (non-profit angel funding)
- Other foundations & grants



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5d. Building the Legislative Agenda: 2011 Legislative Issues: Contact Efforts (July 28, 30, & Aug. 16) *September 7, 2010*

KRCC Member Agencies

- ✓ Kitsap County*
- ✓ City of Bainbridge Island
- ✓ City of Bremerton*
- ✓ City of Port Orchard
- ✓ City of Poulsbo*
- ✓ Port of Bremerton

Kitsap Agencies/Organizations

- ✓ Kitsap County Health District*
- ✓ Kitsap Community Resources*
- ✓ Kitsap County Association of Realtors**
- ✓ Kitsap Transit
- ✓ Kitsap Public Utilities District
- ✓ Kitsap Regional Libraries
- ✓ Kitsap County Home Builders Association

Other Interests

- ✓ Mason County*
- ✓ Washington Environmental Council*
- ✓ Washington Conservation Voters*
- ✓ Washington State Association of Fire Chiefs*
- ✓ Association of Washington Cities**
- ✓ Puget Sound Regional Council
- ✓ Washington State Association of Counties
- ✓ Washington Association of County Officials
- ✓ Washington Education Association
- ✓ Washington Transit Association
- ✓ Washington Fire Commissioners Association
- ✓ Building Industry Association of Washington
- ✓ Transportation Choices Coalition
- ✓ Futurewise

✓ Made contact

*Information attached

**Information not yet available

Kitsap County

- Draft 2011 legislative objectives are attached. *Note*: subject to change.

Bremerton City Council

- Endorse KRCC's 2010 legislative priorities (*attached*) at their July 28th Study Session.
- Want to limit allowable concentration of sex offenders residing in one jurisdiction at any given time.

Poulsbo City Council

- Street utility authority
- Tax increment financing
- Support for AWC's "City Flexibility Package" (when it is updated)

Poulsbo City Council & Mayor also discussed financing strategies, including:

- Main Street Grant
- Local Infrastructure Financing Tool (LIFT)
- Local Revitalization Financing
- Community Solar Project

Kitsap County Health District

- Maintain Public Health funding
 - Retain non-categorical funding
 - Sustain 5930 funding (funded from the Tobacco Control Account that is exhausted 7/1/11)
- Support efforts of WSAC and others to provide counties with more funding tools
- Eliminate costly or unfunded programs with requirements that do not further public health protections
 - On-site inspector certification
 - Land fill inspector certification
 - Other issues as identified
- Promote Public Health policies important to us that will have a minimal impact on our resources
 - Prescription drug take-back programs
 - Increase immunization rates (tighten exemption criteria)

Kitsap Community Resources

- Carry forward 'Community Safety Net' priority from KRCC's 2010 legislative agenda.
- Preserve current level of state funding for the WA State Housing Trust Fund.

Mason County

- The **Belfair Bypass** project is needed for congestion relief; safety; regional freight mobility; SKIA development; and facilitation of future growth in population, jobs and housing. It is currently funded for completion of environmental work. We are seeking funding for completion of design, right of way acquisition and construction. This project was rated as the top priority in the Bremerton Economic Development Study (BEDS). It has broad regional support. Partners include: Port of Bremerton, City of Bremerton, Mason County, North Mason School District, Overton & Associates, & WSDOT.

Washington Environmental Council

- **Municipal Stormwater Funding:** For the third year in a row, a coalition of interests (local government, environmental groups, labor, fisherman, etc) is seeking to obtain significant new resources to help cities and counties meet municipal stormwater obligations and for the retrofit of existing infrastructure to reduce polluted stormwater runoff. This effort is about creating jobs, relieving financial pressure on local governments, and cleaning up Puget Sound and other polluted waterways. Each year, millions of gallons of petroleum end up in our water through storm runoff, a serious threat to our health and the environment. For the last two years, a coalition has supported a fee or tax on polluters (largely petroleum refineries) to fund shovel-ready, local projects to stop stormwater contamination. Although a bill has not yet passed, last year the legislature responded by appropriating over \$50 million for stormwater project grants for local governments. This year, Governor Gregoire has signaled that Puget Sound funding is one of her top priorities, and real opportunity exists for a strong push to obtain a permanent revenue source.

Washington Conservation Voters

- Concur with Washington Environmental Council's statement on municipal stormwater funding. (*see above*)

Washington State Association of Fire Chiefs

- Official agenda attached; comment in addition:
"KRCC should have a Public Safety Section for the KRCC legislative agenda. There are so many cross-cutting ... Public Safety issues regarding Law Enforcement, Fire Protection/Service, EMS and Emergency Management that are missing from the KRCC agenda."



KITSAP COUNTY BOARD OF COMMISSIONERS

Efficient, accessible and effective county services

Stephen Bauer
DISTRICT 1

Charlotte Garrido
DISTRICT 2

Josh Brown
DISTRICT 3

Nancy Buonanno
Grennan
County Administrator

KITSAP COUNTY LEGISLATIVE OBJECTIVES 2011 LEGISLATIVE SESSION

Principles

- No new unfunded mandates to local governments, including the effect of budget cuts
- New funding options for local governments
- No earmarks/no non-supplanting language attached to funding for local governments
- New innovation and energy efficiency incentives for local governments

Funding

- Create a predictable and sustainable source of funding for ferry operations and capital needs, including one or more new 144-car ferries
- Fund SR 3 expansion in Gorst via additional lanes or a new bypass bridge
- Approve capital funding for the Kingston Village Green project
- Restore mental health treatment state beds, preserve allocation of county beds in state facilities and eliminate surcharges to counties
- Support WSAC objective to secure additional local revenues and flexibility, in areas such as enhancement districts, road funds, utility tax and expanded franchise authority

Economic Development/Government Efficiencies

- Require consideration of a county's ability to pay in binding interest arbitration decisions*
- Assist counties and cities by encouraging expanded annexation territories for city services consistent with Boundary Review Board criteria, such as through a temporary state sales tax contribution to cities*
- Expand local infrastructure financing programs to unincorporated and newly annexed areas of counties
- Relief from forest compensating tax applied to acquisition of private timberlands by county
- Allowance of public operation and maintenance of large on-site septic systems in rural areas
- Add an indexing clause to the latecomers agreement compensation requirements for infrastructure investment



2010 Washington Fire Chiefs “Top 5 Legislative Goals”

#1: Simple majority elections (50% plus 1) for EMS (Emergency Medical Services) Levies and Benefit Charge elections.

Note: This may necessitate the filing of separate bills for simple majority EMS Levy elections, as well as the Benefit Charge to be a simple majority election (and re-authorization).

#2: Work towards Mandatory Residential Sprinkler Systems in New Construction, and eliminating all barriers regarding voluntary installation.

#3: Provide cities joining Regional Fire Authorities with the same property tax incentive they receive when annexing into a fire district.

#4: Wild Land Fire Issues, including “no man’s land” responses and adoption of the International Wildland Urban Interface Code (W.U.I.).

#5: CBRNE/Funded Regional Hazardous Materials Teams.

The following are additional items receiving requests from across the State for consideration:

- **Modify RCW 19.27 allowing Fire Districts and RFA’s the authority to assume the responsibility for inspections and investigations within their jurisdiction (i.e. taking the authority away from Counties or the State).**
- **Provide greater authority in the area of Emergency Management for Fire Districts and Regional Fire Authorities.**
- **Remove State Sales tax on Major Fire Department Capital Purchases (i.e. engines and aid cars), or allow for some form of a rebate of sales tax.**
- **Funding issues, such as providing additional funding sources for fire districts and RFA’s; trying to increase EMS levies above the current maximum of 50 cents per \$1000 of assessed valuation; providing simple majority elections for bond issues (which would require a Constitutional amendment); and providing utility tax/fee capability for fire districts and RFA’s related to EMS (similar to that available to municipalities).**
- **Mandating radio repeaters for use by emergency responders inside buildings > 10,000 square feet.**
- **Clean up EMT and/or paramedic testing via the National registry due to the large number of failures and retests occurring.**



The Kitsap Regional Coordinating Council's 2010 Legislative Agenda

Transportation

- ★ Marine Transportation System Sustainability
- ★ High Capacity Transportation District:
State Requirements to Form
Bus Rapid Transit/Business Access & Passenger Ferry Future
Waive Requirements **or** Fund @ \$1 million
- ★ Share State Highway R-O-W
For Vehicles & Non-Motorized
- ★ Belfair Bypass: Restore Funding

Revenue Options for Local Governments

- ★ Support AWC Agenda:
 - Street Utility Option
 - City Flexibility Package
 - Municipal Storm water Funding
- ★ Utility Tax Option in Unincorporated Areas
- ★ Ease Annexations:
1 year "bump" from State portion of sales tax

Protect Social Service "Safety Net"

- ★ Emergency & Low Income Housing
- ★ General Assistance Unemployable Benefits
 - ★ Public Health Funding
- ★ Planning for People Leaving State Care
(e.g. corrections, mental health, foster care)

Kitsap Higher Education

- ★ Allow More Baccalaureate Degrees @
Olympic College through WA State University

Approved: December 1, 2009

Revenue Options for Local Governments

<p>★ Support AWC Agenda</p>	<p>Street Utility Option City Flexibility Package Municipal Storm water Funding</p>	<p>Contact: 360-649-2101 <i>Councilman Ed Stern</i> <i>City of Poulsbo. AWC Board</i></p>
<p>★ Ease Annexations</p>	<p>Sales tax 1 year “bump”: Extend King Co.’s special sales tax allocation from WA State (½ City; ½ County) to all counties & cities. <i>Note: Revenue from WA State portion of existing tax, not new taxes</i></p>	<p>Contact: 360-337-4667 <i>Commissioner Josh Brown</i> <i>Kitsap County</i></p>
<p>★ County Utility Tax Option</p>	<p>Allow counties to levy utility taxes in unincorporated areas.</p>	<p>Contact: 360-337-4418 <i>Commissioner Steve Bauer</i> <i>Kitsap County</i></p>

Protect Social Service “Safety Net”

<p>★ Emergency & Low Income Housing</p>	<p>Preserve WA State programs at current levels (THOR, Housing Trust Fund) for emergency/transitional housing.</p>	<p>Contact: 360-473-2028 <i>Coordinator Terry Schroeder</i> <i>Kitsap Continuum of Care Coalition</i></p>
<p>★ General Assistance Unemployable Benefits</p>		
<p>★ Planning for People Leaving State Care (e.g. corrections, mental health, foster care)</p>	<p>Going into homelessness</p>	
<p>★ Public Health Funding</p>	<p>Preserve \$40 million for State/local elements of Public Health System, including mental health beds & county beds in state facilities.</p>	<p>Contact: 360-337-5287 <i>Deputy Director Scott Daniels</i> <i>Kitsap County Health District</i></p>

Transportation

<p>★ Marine Transportation System Sustainability</p> <ul style="list-style-type: none"> ✓ Long-term Funding Solution for WSF @ current service level ✓ Conserve local/regional funding capacity for future p-o-f service. 		<p>Contact: 360-337-7097 <i>Commissioner Charlotte Garrido</i> <i>Kitsap County</i></p>
<p>★ High Capacity Transportation District Formation</p>	<p>Waiver State requirements or Support with \$1 million</p>	<p>Contact: 360-478-6230 <i>Executive Director Dick Hayes</i> <i>Kitsap Transit</i></p>
<p>★ Share State Highway R-O-W</p>	<p>Vehicles/Non-Motorized</p>	
<p>★ Belfair Bypass: Restore Funding</p>	<p>\$15 million for R-O-W & Final Engineering</p>	<p>Contact: 360-340-2500 <i>Commissioner Bill Mahan</i> <i>Port of Bremerton</i></p>

Kitsap Higher Education

Authorize more baccalaureate degrees at Olympic College through WA State University.

Contact: 360-337-7097
Commissioner Charlotte Garrido
Kitsap County

Approved: December 1, 2009

Revised Recommendations: July 2010

- Recommendations to KRCC *revised by KRCC TransTAC.*
- Recommendations to individual jurisdictions *prioritized by the Citizen Activists of KRCC Ad Hoc Committee.*

This agenda item is a report, with discussion among the TransPOL at its meeting on October 21, 2010.

**5e-i. Non-Motorized: Looking for Linkage:
Recommendations to the KRCC Transportation Policy Committee**

Trails, bikeways, and walkways are a compelling concept, combining environmentally friendly transportation, the possibility of reduced traffic congestion, recreation and tourism benefits, neighborliness, the pleasure of being outdoors, and just having fun. Today, though, public policy recognizes a more profound imperative for non-motorized transportation ~ increasing physical activity in a nation where one third of adults are clinically obese and another third clinically overweight. [Center for Disease Prevention & Control, June 2008] The result of this public health trend shows in the chronic health afflictions that obesity presents, including the diabetes epidemic afflicting 8% of American adults and twice as many more that are pre-diabetic. American children are increasingly, and heartbreakingly, at risk as well, with the prevalence of childhood obesity having tripled over the last twenty years. Not surprisingly, children who are overweight or obese are more likely to be obese as adults. [National Survey of Children's Health 2003, Health Resources and Services Administration and the Centers for Disease Control and Prevention's (CDC) National Center for Health Statistics.]

The single greatest preventive behavior is widely understood to be lifelong physical activity ~ at a minimum, regular walking. The ideal translation for people of all ages is **Active Transportation** (vs. vehicular transport). And, people whose physical activity is part of their daily lives (*i.e.* going somewhere vs. exercising) are generally more likely to maintain the behavior over time. Thus, providing bicycle and pedestrian transportation facilities that connect people with where they want to go ~ within their communities and between communities/centers ~ is a timely public health strategy. According to the Kitsap Health District's Executive Director Dr. Scott Lindquist: "Having more bike and walking paths ... is proven to reduce the biggest health threat that exists today ~ obesity."

Walkers, bicyclists, and public policy (in the form of engineering standards) require facilities that are safe. Bike lanes and walkways must be continuous, with a sense (for the user) of adequate distance/ separation from speeding vehicles. Our collective (un)willingness to prioritize and fund a system of bike/pedestrian facilities appears to be a chicken and egg problem, where the cost per mile is decried because too few people use them, while too few people use them because they are inadequate and incomplete. National statistics tell the story ~

- 9.2% of trips are by bike or foot.
- 13.2% of traffic fatalities are bicyclists or pedestrians.
- 1.2% of federal transportation funds construct bicycle & walking facilities.

This is now recognized at the federal level. The US Dept. of Transportation recently issued policy guidelines calling for walking and bicycling to be given the same priority as other transportation modes. The set of policy recommendations includes the collection of data on walking and bicycling trips and setting of local mode share targets. Success will ultimately depend on transportation agencies and their policy officials embracing, funding, and implementing this policy. (See Section 3, pg 80-81 for detail.)

At the Puget Sound regional level, Multi-County Planning Policies supporting *Vision 2040* were adopted in 2008 with a new emphasis on state and local government's responsibility to plan and build communities and transportation systems that support human health and well-being; the regional policies clearly connect the dots between physical health, physical activity, and systems of bicycle/pedestrian facilities.

Following are recommendations towards what we can do now in Kitsap.



**Recommendations for the Next Cycle of Federal Funding
Through the KRCC-Managed Countywide Process**
*From the Trail Proponents of the Ad Hoc Trails Committee
& reviewed by the KRCC TransTAC*

July 15, 2010

1. Funding

National trend is to more non-motorized facilities. Increased expenditures are expected. Direct a larger share of this federal funding to non-motorized facilities. Funding source applies to federal standard facilities.

Specifically, double the non-motorized awards from the required minimum federal set-aside, beginning with the upcoming (2011 or 2012) federal funding cycle.

The expected order of magnitude of this action:

Funding Cycle	STP Allocation	Non-Motorized Allocation	Actual Non-Motorized Amount Awarded	Non-Motorized project average: \$217,000
2006/7	\$3.91m	\$630,000	\$819,000	STP project average: \$580,000
2008/10	\$8.21m	\$1.07m	\$1.07m	
2011/13	\$4.5m	\$710,000	\$790,000	

2. Expanded criteria: Best use of available funds suggests more in-depth criteria or “considerations” to describe and evaluate potential non-motorized projects, including:

- Requirement that projects be adopted as part of a jurisdiction’s formal plan (e.g. Bicycle Plan, Comprehensive Plan). In addition, demonstrate current community support.
- Does the project support the Regional Spine System?
- Connectivity: Does segment contribute to or fill a gap in a system?
- Does the project connect centers and activity areas:
 - Within communities *i.e.* local neighborhoods and functions such as school, activity centers ~ employment, shopping, dining, etc. (*highest priority*)
 - Center to Center within Kitsap (*higher priority*)
 - Across county lines (*lower priority in the near-term*)
- Potential number of users (possibly related to proximate zoning density)
- Safety (including topographic elements)
- Financial feasibility, including extent & source(s) of funding, incl. volunteer labor
- Availability of land
- Anticipated use: transportation
- Does the project contribute to achieving the target mode shares?
[in future cycles, if and when such metrics are developed]
- Demonstrate project feasibility: design, environmental permitting, R-O-W impediments, etc.



3. Funding Priorities

- a. In the future, these federal funds should be used for land acquisition and construction of non-motorized projects (vs. project planning); thus, the cost of planning represents local agencies' commitment to the trail project/system.
Prioritize construction/R-O-W higher than pre-engineering, but recognize that these funds may be the only way to afford to get projects to shovel-ready.
- b. First priority should be given to constructing Safe Routes to School including shoulders and sidewalks (as distinguished from the WA State Funding Program of that name), a critical part of enabling children's increased activity levels. In addition to the criteria above (*see #2*), projects to be funded should demonstrate collaboration among school districts, community planning organizations, and sponsoring jurisdictions to identify schools with the highest likelihood of non-motorized usage. Recognize that jurisdictions may need to engage school districts.
- c. Second priority in the upcoming cycle should be given to developing a Regional Bicycle/Pedestrian Spine System Plan throughout Kitsap County, if it has not already been funded through other sources [specifically, the Federal Transportation Enhancements Program in 2010]. *More detail about the envisioned Regional Spine System in # 4 below.*
- d. Third priority should be given to construction projects that meet the criteria in #2 above.
Note: The Mosquito Fleet Trail is a popular concept that captures Kitsap's historic character and charm. It has evolved from 57 to 100+ miles over the past 9 years. However, at this point it requires validation and refinement through the Regional System Planning process described below in terms of construction feasibility and community support.

4. Planning for the Regional Bicycle/Pedestrian Spine System should include the following:

- a. Interactive planning with County and Cities to integrate all adopted Non-Motorized Plans.
- b. Innovative public process for "vetting" the Non-Motorized Plan and Regional Spine System that relies upon the KRCC Non-Motorized Ad Hoc Committee as a nucleus for bringing grass roots dialogue into the work at an early stage, building on the successful experience of volunteer-led efforts.
- c. Inventory existing road shoulders throughout Kitsap County for non-motorized facilities, recognizing that road shoulders of even a relatively narrow width are better than no road shoulders at all. (West Sound Cycle Club is apparently leading a volunteer effort in this regard.)
- d. Refinement of the Mosquito Fleet Trail (*as described in #3d above*), with the assumption that much of the existing MFT would be incorporated into a Regional Spine System. Specifically:
 - Expand to include Silverdale & Central Kitsap ~ major Kitsap population centers.
 - Consider separated facilities. *Note: To date, the Mosquito Fleet Trail is largely a system of paved shoulders, but recent enthusiasm in North Kitsap for the off-road Heritage Park connector suggests the popularity of more separated facilities.*
 - Explore the Cities' adoption of the Mosquito Fleet Trail segments within their boundaries so that full system can be visibly shown in brochures, on websites, et al.
- e. Collaboration with Peninsula Regional Transportation Planning Organization's Regional Trails Plan that intends to "look beyond the Peninsula RTPO boundaries for potential gaps and



connections with neighboring counties to... provide a trail systems blueprint.” The PRTPO and the Puget Sound Regional Council may be resources to develop mapping of regional trail systems throughout their respective service areas. This coordination is already happening through the PRTPO.

5. Setting Non-Motorized Goals

Begin in 2011 to collaborate through the Kitsap Regional Coordinating Council’s Transportation Committees [Policy Advisory and Technical Advisory] to develop feasible methods to collect data about walking and bicycling trips (in line with the US DOT recently-issued policy statement) and to set local mode share targets. [*Note: Puget Sound Regional Council may be a resource.*]



**Recommendations for Jurisdictions
For Planning & Developing Trails throughout Kitsap County
In priority order of timeliness & importance**

*From the Trail Proponents of the Ad Hoc Trails Committee
& reviewed by the KRCC TransTAC*

July 15, 2010

1. Support the Community Volunteers who are the backbone of trail development (particularly off-road, separated, and soft-surface trails)
 - a. Adapt inevitably-bureaucratic practices to be user-friendly, especially in the area of communication and red tape. Avoid giving trail volunteers the run-around between departments and agencies. Designate a go-to staff person with anticipated longevity for volunteers' connect point.
 - b. Use staff to assist volunteers in locating trails (particularly in light of environmental requirements and on-site approval).
 - c. Adapt trail construction standards & methods to volunteers' capabilities.
 - d. Provide funding for materials for volunteer-built trails.
 - e. Standardize and streamline processes. *For example:* permitting processes for low-impact, volunteer-built trails; templates for agreements.
 - f. Recognize, respect, and support citizens' impatience and desire for results. "Opportunity approaches" (*e.g.* "waiting to pave the road section until the larger road improvement is done") may be cost-effective, but ask for each project: is the cost savings really worth the delay in functionality?

2. Vigorously promote safety for non-motorized travelers.
 - a. Re-think on-road bike routes and pedestrian walkways *i.e.* traffic volume/speed *vs.* level of users' experienced and actual separation / danger. Use current best practices.
 - b. Educate drivers/bicyclists/pedestrians/transportation planners about bicycle & pedestrian safety issues (*e.g.* brochures, signage, media coverage).
 - c. Fill gaps in the bikeway system, so that riders aren't required to move from a designated lane to no-lane and back again. Discontinuities are dangerous transition points.
 - d. Identify latent opportunities to integrate non-motorized routes with lower speed traffic. Typically, these require only modest expense. Examples:
 - The slight narrowing of the traffic lane on Big Valley Road (re-striping).
 - Improved signage to identify bike routes. In particular, signage to direct cyclists to safe(r) routes.
 - Where pedestrians are not in sight of vehicles, use physical demarcation along fog lines to minimize likelihood of cars' wandering.

3. Promote Legislation for 2011 that specifically protects property owners and local governments, *e.g.* an expansion of the Recreational Users Act.



4. **New!** Emphasize to the WA Transportation Commission the importance of non-motorized facilities on WSDOT routes. (during update of WA Transportation Plan). *Advocacy emphasis:* Paved shoulders are for bikes as well as vehicle pull-out.
 - ⇒ This is a significant issue, since most of Kitsap's main roads are WSDOT highways. Most Kitsap trail systems run into this tension at some point (*e.g.* Clear Creek Trail, Sinclair Inlet Trail, Bainbridge Island SR 305). Liability and the cost of building to State and federal standards are typically at issue. While there is some flexibility possible (particularly with respect to phasing trail projects), it is best determined on a case-by-case basis and appreciated as a deviation.
5. Develop Regional Spine System using new criteria.
6. Foster the use of innovative construction techniques for off-road trails and walkways, such as Low Impact Development and the use of grass-gravel or grass-crete
7. Don't relinquish R-O-W and Road Ends without evaluating their possible use for trails.
8. Improve accessibility for bicyclists and pedestrians to transit. Recognize that *every bus rider is a pedestrian* and possibly a bicyclist. With this perspective, focus on providing the amenities and connectivity that will enhance (and thus encourage) transit ridership from the pavement up. Examples:
 - a. Provide [more] bike racks/lockers @ key transit stops and sub-stations *and* on busses. While exploring ways to increase the bicycle carrying capacity of each bus, note that racks & lockers on terra firma are quite different functionally than racks on the bus that require lifting the bike in a quick time frame.
 - b. Expand the number of covered bus stops from existing 15% of signed stops bus shelters.
 - c. Park & Ride lots (with bike lockers) should be located on the regional spine, with a vision for expansion over time.
 - d. Evaluate bus stop locations throughout the system for safe bike and pedestrian access.
 - e. In the engineering of Bus Rapid Transit (BRT) or Business Access Transit (BAT) facilities along major corridors, pay particular attention to connectivity of bicycle lanes and pedestrian walkways at the intersections.

Recommendations of lesser timeliness:

9. Begin analyzing ridership statistics for bicycles on the ferries. Note that 25% of Kitsap's workers commute outside the County, many by ferry. The majority of ferry system users (WA State Ferries & passenger vessels) are pedestrians and/or bicyclists. Collaborate with bicycle advocacy groups & Kitsap's Ferry Advisory Committees.
10. Seek opportunities to leverage funding / multi-party financing *e.g.* install fiber optic conduit on trail alignments and share the construction cost.
11. Foster partnerships with non-profit organizations to help in the negotiation / holding of license agreements with private property owners.
12. Stay current with evolving use of easements/exactions during land development. Consider tax breaks for easements, similar to wetlands model.
13. Subject every trail plan to a value engineering process to evaluate construction feasibility, cost, alternate routes, sequence, and phasing.





Kitsap Regional Coordinating Council

5e-ii. 2011/13 Federal Funding Cycle:

Use of Add't'l & Re-Distributed Funds & Contingency List Projects
Recommendations from TransPOL on July 15, 2010
September 7, 2010

Available Funding Re-Cap:

New Federal Funds: \$741,418
Re-Distribution:
 Wing Point Way \$866,000
 Lake Flora \$350,000
\$1,957,418

→ Project Detail on Next Page

Jurisdiction	Project Name	Amount Requested	2010 Funding	Future Contingency List (ranked)	Notes
Bainbridge Island	Rockaway Beach Rd Stabilization			\$900,000 #1	
Bremerton	Armin Jahr Elementary School: Safe Route to School	\$215,600	\$215,600		
Port Orchard	Tremont Widening: Additional R-O-W funds	\$500,000	\$250,000	\$250,000 #2	
Kitsap Transit	Bremerton Trans Center: Bike/Walkways	\$135,000			
Kitsap County	Southworth Drive Bridge: Reconstruction	\$350,000	\$250,000	\$100,000 #3	
Poulsbo	Fjord Drive Slide Repair: Reconstruction	\$500,000	\$475,543		
Kitsap Transit	Annapolis Ferry Dock & Parking Lot: ADA access & uplands	\$340,000		\$340,000 #4	
Kitsap Transit	Poulsbo Park & Ride at SR 305/SR 3: Remaining R-O-W costs	\$400,000	\$400,000		
Port of Bremerton	Cross-SKIA Connector (Phase 2) 30% Design: Next 4,400 ft segment	\$ 366,275	\$366,275		
Port Orchard	Cedar Sidewalks (non-motorized)	\$400,000			Added after 7/15 TransPOL meeting
Totals:		\$2,806,875	\$1,957,418	\$1,590,000	

Based on higher-than-estimated FFY 2010 allocations from federal government; no rural or non-motorized set-asides were applied, based on past practice for “off-year” distributions and since (1) the region has more than met these two federal requirements and (2) there are approved contingency lists in place for each countywide forum for use of funds.



Kitsap Regional Coordinating Council

5e-ii (cont'd): Re-Programmed Transportation
 Projects in Kitsap, As Recommended by the
 KRCC TransPOL to the
 Executive Board for Approval
Further project detail

Action Requested: Approve Recommended Projects for funding through the PSRC Re-Programming Process			
Project Sponsor & Name of Project	Project Description	Amount Rec'd	Project Category
Bremerton: Armin Jahr Elementary School, Safe Routes to School	Project will construct sidewalks adjacent to Armin Jahr Elementary School. The Limits of the Project are 31st Street from Stewart Road to Robin Avenue; and McClain Avenue from 31st Street to Sheridan Avenue.	\$215,600	Preliminary engineering and construction
Port Orchard: Tremont Widening Additional ROW Funds	Plans, Specifications, Right of Way Acquisition for widening Tremont St. from 2 lanes to 4 lanes. Project will also include concrete sidewalks on both sides, curb & gutter, necessary drainage improvements, street lighting enhancements, and intersection improvements. Additionally, two roundabouts will be installed at South Kitsap Dr and at Pottery Ave.	\$250,000	Right of way negotiations
Kitsap County: Southworth Drive Bridge	Project will replace an existing 30-foot wide pre-cast concrete bridge with a pre-cast concrete girder bridge. This will provide for (2) 12-foot lanes, (2) 5-foot bike lanes, and (2) 5-foot sidewalks. The existing bridge has a sufficiency rating of 36.14, which is structurally deficient.	\$250,000	Construction
Poulsbo: Fjord Drive Slide Repair	Project objective is to stabilize embankment on the west side of Fjord Drive. The project is located in the vicinity of the Fjord/Ryen intersection. The project is approximately 200 feet long	\$475,543	Construction
Kitsap Transit: Poulsbo Park and Ride at SR 305/SR 3	Right of Way funding for the final transfer of title & deed for the future regional Park & Ride project, for approximately 250 surface parking stalls, serving Bainbridge Island Ferry commuters at the junction of SR3 and SR305. All funds will be used for right of way phase expenses.	\$400,000	Right of way
Port of Bremerton: Cross-SKIA Connector Phase 2	Project is the 30 % design of Phase 2, a 4,400 foot segment beginning at Old Clifton Road and terminating on Port's SE property boundary. Design efforts will include: finalizing the Corridor Plan, 30% design, including tie-in to Old Clifton Road (roundabout), & environmental permitting (NEPA). Roadway improvements include two travel lanes, pervious shoulders, stormwater bio-swales, stormwater culverts, a single pervious asphalt bi-directional multi-use path, and wildlife fencing.	\$366,275	30% design
Total Re-Programming Funds			\$1,957,418



**Available funds
to PSRC Region:
\$19,839,000**

Kitsap Regional Coordinating Council

F.Y.I. Federal Enhancement Projects: Kitsap Applications for Funding

September 7, 2010

Jurisdiction	Project Name	Project Type	Phase	Amount Requested
Port Orchard	Mosquito Fleet Trail on Bay Street Phase 1	Bicycle & Pedestrian Facilities Safety Activity for Bicyclists & Pedestrians	R-O-W Acquisition Construction	\$323,796 \$425,000 = \$748,796
Poulsbo	Liberty Bay Waterfront Trail	Bicycle & Pedestrian Facilities	Design	\$250,000
Kitsap County	Fairgrounds Road I/S @ Central Valley Road:	Bicycle & Pedestrian Facilities	Design	\$200,000
Kitsap County	Kitsap Regional Trail Plan	Safety Activity for Bicyclists & Pedestrians Bicycle & Pedestrian Facilities	Planning	\$250,000
Bainbridge Island	North Madison Non-Motorized Improvements Phase 2	Bicycle & Pedestrian Facilities	Design Construction	\$305,000 \$1,710,000 = \$2,015,000

Projects will be scored and ranked competitively with projects from throughout the region. There is no geographic set-aside nor allocation. Further point of clarification from PSRC: Any given phase of a project must be fully obligated (for example Preliminary Engineering) within the two year deadline; however, if there are multiple phases awarded Enhancement funds, only the first phase is subject to the two year deadline. This protocol ensures that the project is moving forward within the two year timeframe, but provides flexibility for multi-phased projects. Please note, however, that this clarification applies to WSDOT's deadline requirement only; the Regional Project Evaluation Criteria still places greater emphasis on projects that are "ready to go."



Kitsap Regional Coordinating Council

5e-iii: Transportation Enhancement Projects in Kitsap, As Recommended to the PSRC Transportation Policy Board
September 7, 2010

Project Sponsor & Name of Project	Project Description	Amount Rec'd	Project Category	Score (of 100)
Kitsap County: Kitsap Regional Trail Plan	Project will prepare a coordinated, comprehensive County Trail Plan in Kitsap County. The plan would consolidate the county's Parks and Open Space Plan, Non-Motorized Trail Plan, Bicycle Plan, as well as coordinate the trails planning for the incorporated cities and adjacent counties. Plan to include the following minimum elements: <ul style="list-style-type: none"> • Comprehensive list of trail classifications with specific standards for each. • Development of trail & non-motorized level of service targets. • Inventory & map of all existing trail facilities & classifications. • Map of proposed facilities & classifications. • Matrix of funding opportunities & development options for each trail classification. • Prioritization of trail projects. Implementation plan & schedule consistent with other proposed County activities (roads, parks, etc.) 	\$250,000	Facilities for Bicyclists & Pedestrians	94
City of Poulsbo: Liberty Bay Waterfront Trail	Project will complete Phase I of The Liberty Bay Waterfront Project. Proposed trail will connect to existing trail system in Legion Park at the south end and will connect to existing trail behind Liberty Bay Auto Center at the north end (approximately 1,800 linear feet). Includes development of Construction Plans & Engineering Estimate and delivery of all necessary permits including NEPA and Shoreline Permit.	\$250,000	Facilities for Bicyclists & Pedestrians	90
Bicycle Alliance of Washington: Active Communities Go by Bike AKA "Go by Bike"	Project will: <ol style="list-style-type: none"> 1) conduct bicycle safety education program for parents with children attending Auburn and North Kitsap school districts 2) train staff for college-level bicycle training at Pierce College, Olympic College, UW Bothell, and Bellevue College. 	\$290,520	Safety & Educational Activities for Pedestrians & Bicyclists	90
First Project on the Regional Contingency List				
Port of Kingston: Passenger Only Ferry Terminal Facilities	Funded portion of project will achieve Planning & PE to: <ol style="list-style-type: none"> 1) replace temporary POFF ferry terminal structure 2) design & install bicycle storage system 	\$85,000	Facilities for Bicyclists & Pedestrians	82

Kitsap Regional Coordinating Council



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Commissioner Steve Bauer
Kitsap County

Vice-Chair
Mayor Patty Lent
City of Bremerton

Commissioner Josh Brown
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Kitsap County

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Council Member Kim Brackett
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5e-iv. Washington State Transportation Commission Request for Regional Priority Projects

September 7, 2010

This May, the Washington State Transportation Commission (WSTC) was directed by the WA State Legislature to compile a list of regional priority transportation projects from each Regional Transportation and Metropolitan Planning Organization (RTPO & MPO), including the Peninsula RTPO and the Puget Sound Regional Council (PSRC). To date, the exact reason for the Legislature's request is not clear.

The following direction has been received from the WSTC:

- ✓ Regional project lists are needed by the WSTC in September for October/November review.
- ✓ Each Region may submit up to 20 projects.
- ✓ Projects can include those located on state highways, county roads and city streets; and also can be multi-modal projects such as port, transit, rail and/or air. Project types should be mobility improvement, safety, preservation, maintenance, etc.
- ✓ The following information will be needed for each project submitted:
 - Project Name & Description
 - Project status & timeline
 - Project funding needed
 - Project category (road or multi-modal) & type
 - Statutory policy goals – which statutory policy goal the project addresses: mobility, safety, preservation or economic vitality
- ✓ WSTC review will focus on emerging statewide themes and consistency of need across modes (example: transit funding is needed by a majority of regions; preservation is top priority for all regions; etc.).
- ✓ WSTC recommendations will be drawn from identified themes as well as the priorities identified by each region, and subsequent analysis (example: recommendations may be offered on topics such as: formulaic vs. competitive and/or spread out vs. focused investment approaches; funding splits by rural/urban or by mode; priority investment areas; etc.).

At their June meeting, the KRCC Executive Board referred the WSTC's request to the KRCC TransPOL, who met on July 15. A summary of Kitsap's input to the PRTPO and PSRC regional project lists and staff recommendations for next steps are shown on the following page.

Kitsap's work is complete!

PRTPO Regional Project List: Kitsap Projects

PRTPO process:	Projects were submitted to the PRTPO by each County in July. A final project list will be approved by the PRTPO's technical and policy boards for final submittal to the WSTC in October.
Kitsap process to identify projects:	Initial project list drafted by County Public Works staff for discussion at KRCC TransPOL's July meeting. Subsequent request made to countywide senior transportation staff for further project submittals.
Kitsap's submitted projects:	<ul style="list-style-type: none"> ✓ Hood Canal Bridge Holding Lanes ✓ Additional lane needed at the Bremerton Treatment Plant (<i>this is the first project of the Gorst improvements, as per Bremerton Economic Development Study [BEDS]</i>)

Kitsap's work is in progress!

PSRC Regional Project List: Kitsap Projects

PSRC process:	It is anticipated that the PSRC's RPEC (Regional Project Evaluation Committee) will review each County's project list at their September 24 meeting and make recommendations about a final PSRC list, which could contain up to 40 projects. <i>The RPEC Committee is made up of senior staff from PSRC member organizations. Kitsap's RPEC reps. are Mary McClure, Greg Cioc & Mike Mecham.</i>	
Kitsap Process to identify projects:	Projects put forward by KRCC's member agencies' transportation staff, and compiled by County Public Works staff.	
Kitsap's initial list of projects:	<i>All Projects benefit all of Kitsap:</i>	
<i>North Kitsap</i>	SR305	Bus Rapid Transit, Agate Pass Bridge
		Multi-modal Corridor Improvements (Transit, auto, bike, pedestrian)
		Left Hand Turn Lanes / Intersection Improvements
		Agate Pass Bridge Intersection ~ extended turn lane
		Agate Pass Bridge Replacement
	SR104	Kingston Circulation improvements/ Kingston Ferry Holding Lane
SR104/SR3	Hood Canal Bridge Holding Lanes construction & SR3 widening to 4/5 lanes	
SR104/SR307	Multi-modal Corridor Improvements (Transit, auto, bike, pedestrian)	
<i>Central Kitsap</i>	Silverdale Way	Corridor congestion improvements
	Bucklin Hill Rd	Corridor congestion improvements
<i>Central/South Kitsap</i>	SR3/SR304	Sinclair Inlet Bridge Study
		Gorst congestion and interchange improvements
<i>South Kitsap</i>	Bethel Rd	Corridor congestion improvements
	SR16	HOV lanes
<i>Kitsap (countywide)</i>	Integrated Countywide Transportation Plan	
	Ferries ~ Remain a high priority for Kitsap	
<i>Non-motorized projects</i>	SR305	Sound to Olympics trail – Bainbridge Island
		Sound to Olympics trail – Poulsbo/KC
	Sinclair Inlet Trail – Port Orchard to Bremerton	

Staff Recommendation: Refer to KRCC's TransPOL the initial list of regionally significant Kitsap project for submittal to the PSRC, to reduce the list to 5-7 projects via a teleconference before September 24.

5f - i. Low-Income Housing Grants Changes and Coordinated Grant Program

September 7, 2010

Total funds to Kitsap annually (approx): Kitsap CDBG/HOME: \$1.6M AHFA (2060): \$250,000 HHAA (2163/2331): \$850,000
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1. Low Income Housing Grant Programs Changes

Overall shifts in Federal and State funding for Low-Income and Homeless Programs:

- Required streamlining & coordination for increased efficiency
- De-categorization of funding streams
- Reduction in number of contracts for reduced administration/overhead
- Reporting through Homeless Management Information System (HMIS)
- Focus on client outcomes as primary performance measure

Key pieces soon to affect Low-Income Housing Grant Programs in Kitsap:

- Service Delivery ~ State & Federal mandates are coming that will require coordinated entry and assessment for clients receiving services. **The Kitsap Homeless Housing & Services Delivery Study is underway, with results due October 31. Implementation of Recommendations: 2011 – 2012.**
- Funding Delivery ~ WA Commerce is proposing a Consolidated Homeless Grant Program (CHG), which will combine various state homeless programs’ funding, increasing local control of the money, expanding allowable uses, and changing reporting requirements. This new CHG does NOT include the Homeless Housing or Affordable Housing Grant Programs. **Grant Program Manager engaged in WA Commerce stakeholder discussions re: how program will be administered and managed in Kitsap. Decision for KRCC Board: Early 2011.**

2. Coordinated Grant Application Process

Housing Funding Leadership Group and Kitsap Grant Program Managers are working to increase coordination and efficiency between grant programs. The Bremerton City Council Planning Committee has already approved moving forward with this concept. **Request for KRCC Executive Board approval to proceed with developing new approach to application process.**



Requested Board Action: To approve the concept of a Coordinated Grant application process, including the Bremerton and Kitsap CDBG/HOME Programs, the Homeless Housing Grant Program, and the Affordable Housing for All Grant Program, and to direct the Grant Program Managers to develop Guiding Principles to bring back to the Executive Board for approval.



**For
Your
Information**





Kitsap Regional Coordinating Council

September 7, 2010

Meeting changes & additions noted in **bold** and ★

COMMITTEE MEETING SCHEDULE: 2010
Call 360-377- 4900 for further details

<p>Executive Board Retreat: Tentatively: October 29</p>	<p>Fall legislative Dinner: Date to be confirmed</p>	<p>★ Washington State Transportation Commission: Statewide Listening Session: ★ September 30, 9:00 a.m. to 12 noon, NDGC</p>																											
<p>Executive Board Meetings Norm Dicks Government Center Main Meeting Chambers 8:00 – 11:00 a.m. October 5 November 2 December 7</p>	<p>Executive Committee KCCHA Silverdale Conference Room 9:00 – 11:00 a.m. September 14 October 12 November 9 December 14</p>	<p>Transportation Policy & Transportation Technical Advisory Committees (Joint) Kitsap Transit Conference Room 1:00 – 4:30 p.m. October 21</p>																											
<p>Planning Directors Forum Suquamish Admin Building 9:00 a.m. – 1:00 p.m. September 23 November 18</p>	<p>Public Works Group Kitsap Transit Conference Room 2:00 – 4:00 p.m. September 16 December 16</p>	<p>Revenue Sharing Review Team <i>No meetings currently scheduled</i></p>																											
<p>Kit~Net Policy Advisory Group Bremerton City Council Meeting Room Norm Dicks Government Center ★ 8:30 a.m. – 10:30 a.m. ★ ★ September 9 ★</p>	<p>Teleconference calls among Kitsap reps to PSRC Policy Boards & Staff Committees:</p> <table border="1" data-bbox="682 1101 1955 1291"> <thead> <tr> <th></th> <th><i>Sept</i></th> <th><i>Oct</i></th> <th><i>Nov</i></th> <th><i>Dec</i></th> </tr> </thead> <tbody> <tr> <td>Executive Board</td> <td>20th @ 9:00 am</td> <td>12th @ 3:30pm</td> <td>29th @ 9:00 am</td> <td>n/a</td> </tr> <tr> <td>Transportation</td> <td>7th @ 2:30pm</td> <td>25th @ 9:00am</td> <td>1st @ 3:30 pm</td> <td>7th @ 3:30 pm</td> </tr> <tr> <td>Growth Management</td> <td>★ 7th @ 4:15pm ★</td> <td>n/a</td> <td>1st @ 1:30 pm</td> <td>n/a</td> </tr> <tr> <td>Economic Development</td> <td>n/a</td> <td>n/a</td> <td>1st @ 9:30 am</td> <td>n/a</td> </tr> </tbody> </table> <p><i>Telcon's will be approximately 30 minutes. Reminders & call in details will be circulated one week prior to each call. PSRC Meeting Agendas are distributed by PSRC staff to Board members, alternates, & interested parties, the Thursday before each Board Meeting.</i></p>					<i>Sept</i>	<i>Oct</i>	<i>Nov</i>	<i>Dec</i>	Executive Board	20 th @ 9:00 am	12 th @ 3:30pm	29 th @ 9:00 am	n/a	Transportation	7 th @ 2:30pm	25 th @ 9:00am	1 st @ 3:30 pm	7 th @ 3:30 pm	Growth Management	★ 7th @ 4:15pm ★	n/a	1 st @ 1:30 pm	n/a	Economic Development	n/a	n/a	1 st @ 9:30 am	n/a
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Economic Development	n/a	n/a	1 st @ 9:30 am	n/a																									

From: The Kitsap Sun ~ August 26, 2010
& The Seattle Times ~ August 27, 2010

Port Gamble development plan may violate state law, tribe says

BY DEREK SHEPPARD
Kitsap Sun

LITTLE BOSTON, Kitsap County – The Port Gamble S’Klallam Tribe is calling into question the legality of a proposal that would redevelop the historic mill town of Port Gamble and set aside thousands of acres of North Kitsap timberland.

The tribe argues that the proposed North Kitsap Legacy Partnership would permanently harm Port Gamble Bay and may not be legal under the state law that directs growth to urban areas. The tribe favors alternatives that would put the development elsewhere.

“We don’t agree with the legality of some of the things they’re proposing,” Chairman Jeromy Sullivan said.

Kitsap County and the Pope Resources subsidiary that owns Port Gamble are near an agreement on a framework for a development plan.

The legacy project would give the county 7,000 acres for conservation and a trail network. In exchange, Pope and subsidiary Olympic Property Group (OPG) would get the right to cluster development on 1,000 acres in and near the Port Gamble town site.

The plan could help the town become economically viable and would preserve open space by

avoiding the breakup of those 7,000 acres into 20-acre residential lots, according to the company.

S’Klallam officials don’t object to setting aside the timberland. But they do object to the nature of the proposed development for the town, as well as overwater construction the tribe fears could permanently close shellfishing in the bay.

“It’s all subject to GMA challenge,” S’Klallam economic-development director Noel Higa said, referring to the Growth Management Act, which aims to concentrate development in urban areas and reduce sprawl.

“They’re inviting lawsuits,” he said. “We’re not dreaming them up.”

OPG President John Rose said his company plans eventually to pull out of Kitsap and hoped that the legacy partnership would be a lasting benefit to the county.

“We’re open to ideas,” he said. “Everything is on the table as far as Pope is concerned.”

A protracted fight isn’t an option, he said. If the tribe wants to buy the mill site, “it’s for sale today,” he said.

Earlier this month, the S’Klallam and Suquamish tribes sent the county a letter detailing objections to the partnership on GMA and other grounds. County planners responded to each con-

cern; both the letter and the response can be found at www.nklp.org.

The tribe questions whether crafting development regulations for one company, which they say is what the legacy partnership involves, is legal.

Kitsap County Commissioner Steve Bauer said he’s aware of the tribe’s concerns and promised that OPG and the county will represent their constituents’ interests independently.

Efforts have been made to keep the tribe informed as the project progressed, he added, and everything is open and public, with documents being posted online.

Similar projects between governments and single developers have occurred elsewhere in the state, Bauer said.

He argued that a partnership with OPG to cluster the development, and avoid the scattered development of the 7,000 acres in 20-acre parcels, better protects the environment and gives the county certainty over how a huge portion of North Kitsap will be developed.

Sullivan said the tribe is primarily concerned with making sure cleanup of Port Gamble Bay continues and that it remains open for shellfishing, a treaty right and important subsistence, economic and cultural activity



for the S’Klallam and other tribes.

OPG has filed applications to build a dock, and the S’Klallam has filed objections in that instance, as well.

The worry is that development of a dock or marina would permanently close the bay to shellfishing, as happened at another OPG development in Port Ludlow.

“I don’t want that to be on my watch,” Sullivan said.

Bauer agreed that protecting the bay should be a priority. “That ought to be our test,” he said.

Just how that might happen remains an open question.

The tribe supports looking into locating the development on OPG property near Kingston or Hansville, rather than Port Gamble.



FOR IMMEDIATE RELEASE

Contact:

Reema Griffith

Executive Director, Washington State Transportation Commission

P.O. Box 47308; Olympia, WA 98504-7308

Phone: 360-705-7070

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Olympia, WA - August 16, 2010 - The Washington State Transportation Commission is holding five listening sessions across the state to gather comments from the public on the draft 20-year Washington Transportation Plan - WTP 2030. The information gathered at these sessions will help shape the final plan that will be submitted to the Governor and Legislature in January, 2011. WTP 2030 identifies long-term transportation funding and service needs, and system wide challenges along with recommended solutions and approaches aimed at moving our transportation network into the future.

This plan is a system starting in 2011 and going out to 2030. Commissioner Carol Moser, Chairman. It is important that we gather information from every corner of the state so this plan can address and truly represent the long-term needs of all. WTP transportation challenges vary widely, between urban and rural areas, and by geographic location in the state. Input from a variety of perspectives is needed to frame the choices we make on how we travel, what we invest in and how we pay for those investments.

Listening session locations and dates are:

- Vancouver: September 9, 9am 5 12pm, WSDOT SW Region, 11018 NE 51st Circle
- Yakima: September 14, 9am 5 12pm, Harman Center, 101 North 65th Avenue
- Spokane: September 23, 1pm 5 4pm, Downtown Spokane Library, 906 W. Main Avenue
- Everett: September 29, 9am 5 12pm, Everett Transit Station, 3201 Smith Avenue, 4th Floor
- Bremerton: September 30, 9am 5 12pm, Norm Dicks Government Center, 345 6th Street

The plan is expected to be finalized in December 2010 and the Commission will then submit it to the Governor and the 2011 Legislature.

The public can view the draft plan at: <http://wstc.wa.gov/WTP/default.htm>. We have an online input tool that gives citizens the opportunity to comment on transportation issues and priorities. Comments will also be accepted by e-mail wtp2030@wstc.wa.gov or by mail at: P.O. Box 47308, Olympia, WA 98504-7308 through October 15, 2010. Additional information about the plan can be found on the WTP 2030 blog: <http://wtp2030.wordpress.com>.

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Kitsap Regional Coordinating Council

Chair
Commissioner Steve Bauer
Kitsap County

Vice-Chair
Mayor Patty Lent
City of Bremerton

Commissioner Josh Brown
Commissioner Charlotte Garrido
Kitsap County

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Council Member Kim Brackett
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Tom Danaher, PAO *
Naval Base Kitsap **

Mary McClure
Executive Management
McClure Consulting LLC

* Alternate
** Ex Officio Member
*** Associate Member

P.O. Box 1934
Kingston, WA 98346
360-377-4900 (voice)
360-297-7762 (fax)
www.KitsapRegionalCouncil.org

Office of the Governor
416 Sid Snyder Ave SW, Suite 200
PO Box 40002
Olympia, WA 98504-0002

July 6, 2010

Dear Governor Gregoire:

The Kitsap Regional Coordinating Council supports the work of the Ferry Community Partnership. Ferries are integral to the economic survival and growth of Kitsap, all of Washington's ferry-served communities, and Washington State. We endorse the Ferry Community Partnership's goals for the 2011 Legislative Session:

1. Achieve stable, long-term funding:

- Fund the maintenance needed to improve vessel reliability. WSF has been tasked by the Legislature to develop a maintenance plan that reduces vessel out-of-service time and breakdowns. Given the significant service losses experienced over recent years, particularly at Bremerton, it is important that a maintenance plan be found. The current year-by-year funding inhibits effective long range planning while increasing cost.
- Ferry Riders and communities should not be burdened with fuel or fare cost increases until thorough studies have been made and the steps outlined in ESHB 3209 have been addressed and reviewed. This includes issues related to operating costs.

2. Build two 144-car ferries as soon as possible:

- The top ferry capital funding priority is the construction of two 144-car ferries after the third 64-car ferry is built. Under the current budget, a fourth 64-car ferry will be built unless 144-car ferry funding can be found. The 64-car ferry construction program sufficed as a rapid response to replacing the de-commissioned steel electric ferries, but will not meet needs elsewhere.

We recognize that the development of long term funding strategies and discussions regarding the preservation of marine service and equipment will evolve during the 2011 Legislative Budget Session. We look forward to participating in and supporting effective solutions.

Sincerely,

Kitsap County Commissioner Steve Bauer
Chair, Kitsap Regional Coordinating Council (KRCC)

Bremerton Mayor Patty Lent
Vice Chair, KRCC

cc: Kitsap's Legislative Caucus
KRCC Executive Board
Kitsap Ferry Advisory Committees
Ferry Community Partnership



July 27, 2010

The Honorable Christine Gregoire
Office of the Governor
P.O. Box 40002
Olympia, WA 98504-0002

Dear Governor Gregoire:

You recently received a letter from the Kitsap Regional Coordinating Council which expressed their endorsement of the Ferry Community Partnership's goals for the 2011 Legislative Session. The Washington State Ferries serves a vital transportation role in the central Puget Sound region. As an essential element to implementing the region's transportation plan, Transportation 2040, the Puget Sound Regional Council shares the goals of establishing a stable and sustainable funding base, and that the construction of two 144-car ferries proceed as the next priority reflected in the WSF long-range plan.

I am writing today to join the Kitsap Regional Coordinating Council in encouraging yourself and Legislative leadership to develop long-term funding strategies to preserve Washington State ferry service and equipment. We look forward to working with you and the Legislature to advance our common interests in this area.

Sincerely,

A handwritten signature in black ink that reads "Bob Drewel".

Bob Drewel
Executive Director

cc: Mayor Patty Lent, City of Bremerton
Paula Hammond, Transportation Secretary
David Moseley, Ferries Division Assistant Secretary
Teresa Berntsen, Governor's Executive Policy Advisor
Mary McClure, Executive Director, Kitsap Regional Coordinating Council



2010 KRCC Executive Board Retreat Schedule Matrix

Please **X** out any times that you are **not available**, and send back either by email or fax (360.297.7762). Any notes about your availability, such as “after 11:30 only” or “I’m already in Bremerton until 10am” are appreciated. We will do our best to accommodate everyone’s schedules.

	9am	10	11	12	1pm	2	3	4	Notes
Tues Oct 12					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Weds Oct. 13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Thurs Oct. 14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Fri Oct. 15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Mon Oct. 18	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Tues Oct. 19			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Weds Oct. 20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Mon Oct. 25	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Tues Oct. 26	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Weds Oct. 27	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Thurs Oct. 28	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Fri Oct. 29	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Your name: _____

Questions? Please call Myrna Knode @ 360-377-4900.

Thank you! We'll let you know as soon as we have a date and time pinned down.