



Kitsap Regional Coordinating Council

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Transportation Policy Committee Meeting (TransPOL)

Norm Dicks Gov't Center Council Conference Room

Thursday, February 9, 2012

2:30 – 4:30 p.m.

Draft AGENDA

*ESTIMATED
TIME*

1. Federal STP Funding:

a. Current (2011-2013) Cycle: Project Tracking

10 MINS

b. Upcoming Cycle (2013-2014)

70 MINS

- i. TPB Recommendations: Report from TPB Members
- ii. Schedule & Timeline: Countywide & Regional Competition *
- iii. Kitsap Countywide Process:
 - Approve Non-Motorized Recommendations *
 - Preservation Set-Aside: Preservation Overview *
- iv. Regional Competition
 - Competition Overview
 - Possible Kitsap Projects

2. 2012 Non STP Grant Funding Overview *

10 MINS

3. PSRC Regional Bicycle Network

5 MINS

4. Colman Dock Reconstruction Scoping: Concerns from Kitsap

25 MINS

5. Next Meeting:

Thursday, March 8

Bremerton (Exact Location TBA)

POL & TAC: 2:30 to 4:30 p.m.

NDGC or
Kitsap Transit?
Preference?

* Materials Included in Packet



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Council Members not yet seated
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Transportation Policy Committee January 12, 2012 Meeting Summary

Participants:

	<i>TransPOL</i>	<i>TransTAC</i>
Kitsap County	Josh Brown Robert Gelder	Greg Cioc Dennis Oost
Bremerton	Jim McDonald Nick Wofford	Katy Allen
Bainbridge Island	Debbi Lester Steven Bonkowski	Lance Newkirk
Poulsbo	Linda Berry-Maraist Becky Erickson	Andre Kasiniak
Port Orchard	Jim Colebank	Mark Dorsey
Port of Bremerton		Fred Salisbury
Port of Kingston	Pete DeBoer	
Kitsap Transit		Wendy Clark-Getzin
WSDOT		George Kovich
Suquamish Tribe		Tom Curley
PSRC		Larry Burris
Kitsap Regional Council	Mary McClure	Vicky Clarke
<i>Not in Attendance</i>	WSF	Port Gamble S'Klallam Tribe
<i>Others In Attendance</i>	Don Willott	Bainbridge Island Non-Motorized Transportation Committee, PSRC BPAC

1. Connecting Washington

a. Kitsap Corridor Overview

On January 6, 2012, North Kitsap transportation stakeholders met to discuss project priorities on North Kitsap corridors. A report from that meeting was included in the January 12 TransPOL meeting packet. The group agreed that in North Kitsap County, the following issues on WSDOT highways are critical:

- SR 104 Re-alignment in downtown Kingston
- SR 305: Safety Improvements @ Intersections/turn lanes

In particular: Suquamish Way
Replace Agate Pass Bridge
Long term plan for multi-modal corridor development

- SR 3 Northbound Climbing Lanes @ Hood Canal Bridge

A group will be convened by Commissioner Gelder to work on the Suquamish Way intersection and SR305 safety improvements.

b. Kitsap Project Priority List Revisited

The Kitsap Priority Project List, along with lists from all other counties in WA State, now appears on a live website. The Statewide Priority List will be used as background information to the Legislature as they consider a revenue package during this session. Included in the POL meeting packet was the list as originally submitted to PSRC, plus two additional projects that were recommended for addition to the Kitsap Priority List during the January 6 North Kitsap Transportation meeting:

- SR 305: Safety Improvements @ Intersections/turn lanes. In particular: Suquamish Way
- Operating Revenue for the Port of Kingston Passenger Ferry (\$500,000 over 5 years)

The cost of the two projects would come from the countywide preservation and maintenance set-aside. A list of WSDOT projects has not yet been released. Any Kitsap projects that appear on that list will be removed from the Kitsap list and those additional funds added to the preservation and maintenance set-aside.

c. Connecting Washington Policy Recommendations

The Connecting Washington recommendations were sent to the Legislature in early January. The TransPOL requested a briefing from Commissioner Garrido, who was part of the Connecting Washington Task Force. The briefing should include feedback about how local jurisdictions and the KRCC can be of use during this Legislative Session, especially in light of these policy recommendations. A financially sustainable transportation system is one of KRCCs legislative priorities for 2012. The TransPOL agreed to keep abreast of transportation issues as the legislative session moves forward.

2. Federal Funding

a. Process Overview

Mary McClure provided an overview how the STP federal funding - which comes through the PSRC to Kitsap every two to three years - is distributed through the KRCC. The countywide and non-motorized policies, developed by the KRCC TransPOL, are available on the KRCC website. All TransPOL members should be familiar with the policies as the KRCC Transportation Committees move into the 2013-14 Cycle, during the first quarter of 2012.

b. PSRC Project Selection Task Force Recommendation

On January 12, the PSRC Transportation Policy Board (TPB) reviewed a set of policy recommendations for the use of 2013-14 federal funding. No action was taken regarding the policy recommendations. At the request of the TPB, PSRC staff will bring back more information regarding preservation and maintenance to the group at their February meeting.

The policy recommendations include the recommendation for a 25% preservation and maintenance set-aside to be distributed by each countywide forum (KRCC in Kitsap). The policy recommendation reflects focus in T2040 around preservation and maintenance needs and the effects of decreased revenue locally on road conditions. PSRC TPB members voiced concern over “rewarding” jurisdictions that have not kept up with road preservation, and would like to see an incentive-based program for the use of these funds. The TransTAC began discussing potential Kitsap policies and procedures for distribution of funds at their January 12 meeting. Conversation to date has focused on only funding overlay, chip and seal and deep digging projects. This would mean that culverts, bridges and sidewalks - which are all expensive projects – would not be eligible for the funds. *More to follow.*

c. Revised Non-Motorized Recommendations

The TransPOL reviewed the revised set of policy recommendations included in the POL meeting packet. The revisions are based on discussion among the TransPOL during fall of 2011. The TransPOL were supportive of the policy changes, and asked if there were an appropriate place to reference Complete Streets. Small text edits (for clarification) suggested by the TransTAC will be made by KRCC staff and the TransPOL will review the policies one final time in February.



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Federal Funding Cycle 2013 – 2014 Overview

February 9, 2012

Federal Surface Transportation (STP) funding comes through the Puget Sound Regional Council (PSRC) for distribution to the PSRC Region (Kitsap, King, Pierce and Snohomish Counties) every two / three years.

Estimated Funding Breakdown

13.5% local
matching funds
required

Countywide Process:

Total to Kitsap Countywide	\$9.89m	PSRC estimates for this Cycle are less conservative than previous Cycles; thus, expect lower mid-Cycle distributions.
Capacity, Safety, Environmental Retrofit Preservation Projects	\$7m	Rural set-aside \$500,000+/- Urbanized Areas \$6.5m+/-
Non-motorized Projects	\$1m+	
Preservation Projects	\$1.8m	Whether this set-aside will be part of the PSRC program is currently being discussed through PSRC committees and Trans Policy Board (TPB).

The KRCC Transportation Committees will develop recommendations for project funding for KRCC Executive Board action June 26.

Regional Competition:

Four-County Competition	\$35m +/-	Opportunity to submit up to 6 projects from Kitsap. Projects must be within or connect Regionally Designated Centers (Silverdale, Bremerton & SKIA). Projects are scored by PSRC staff and recommended to TPB by Regional Project Evaluation Committee
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KRCC Transportation Committees will develop recommendations for up to 6 project submittals to the Regional Competition for KRCC Executive Board action March 27.



❖ Possible extended meeting

Kitsap Regional Coordinating Council

Transportation Committees Work-flow: First & Second Quarter 2012

February 9, 2012

	Federal Funding Cycle 2013 - 2014		CW Multi-Modal Plan	Other
	Countywide	(6) Regional Competition		
TransTAC Feb 2	Discuss Preservation & Maintenance Policy		Work products, as per the Phase 1 timeline, will be developed during 1 st & 2 nd quarter for review during 3 rd quarter.	
TransPOL Feb 9	Finalize Non-Motorized Policies. Update from TAC on Preservation & Maintenance	Discuss Possible Projects		Overview: PSRC Regional Bicycle Network
TPB Feb 9	Approve 2013-2014 Cycle Policy Revisions			
PSRC - Early March	★ Call for Projects ★			
❖ TransTAC March 1	Review Countywide Application Form Develop Preservation & Maintenance Set-Aside Policy	Discuss Projects		Planning Session: PSRC Regional Bicycle Network
TransPOL March 8	Finalize & Recommend to KRCC Board: Form & Preservation Set-Aside Policy	<i>Project Presentations & Recommend</i> List of Projects		
KRCC Board March 27	Briefing Federal Funding Cycle			
	Action: Non-Motorized & Preservation & Maintenance Policies	Approve List of Projects		
March 27	★ Countywide Project Application Forms due to KRCC ★			
❖ TransTAC April 5	Discuss Project Applications	Project presentations Q's for sponsors (packaging input)		
❖ TransPOL April 12	Discuss Project Applications			
❖ TransTAC April 26	Project Presentations			
PSRC staff May/committees – June		<i>Project Presentations & Project Recommendations</i>		
❖ TransPOL May 10	Project Presentations			
KRCC Board May 22	More Briefing on Federal Funding Cycle			
❖ TransTAC June 7	Develop Recommended List of Projects			
❖ TransPOL June 14	Finalize & Recommend Project List to KRCC Board			
KRCC Board June 26	Approve Project List			
TPB July 12	Approve Countywide Project List	Approve Regional Projects		



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Reviewed by TransPOL
December & January
Seeking final approval
this meeting

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Local Guidelines for Non-Motorized Projects *Final Draft: February 9, 2012*

At this time, 10% of the federal countywide allocation of federal STP funding is set-aside [as per regional/Puget Sound Regional Council policy] to distribute among eligible non-motorized projects, with a 13.5% local project match required.

During 2010, the Kitsap Regional Coordinating Council undertook an extensive review of non-motorized needs and priorities in Kitsap County. Findings were published in the report *Looking for Linkage* and included policy recommendations on the use of non-motorized federal funding beginning with the 2013-14 cycle. During 2011, the KRCC Transportation Policy Committee reviewed and updated Kitsap's policy goals for Non-Motorized funding, as follows:

- (1) Reaffirmed the criteria originally developed in 2004 (the first cycle that the Countywide Forums had responsibility for distributing these funds), that candidate projects should:
 - Be high priority to the sponsoring jurisdictions
 - Meet federal eligibility criteria (*i.e.* focus on bike/pedestrian transportation rather than recreation)
 - Not be disproportionately burdened by federal administrative costs
 - Produce visible results
 - Contribute to Kitsap's regional transportation system
- (2) Support projects that address identified countywide policy goals, over other projects:
 - Safe walking/biking routes to schools, including elementary, middle, and high schools
 - Completion of the 70+ mile countywide Mosquito Fleet Trail (including City segments)
- (3) Acknowledge that Kitsap County, in collaboration with the Cities, is in the process of developing a Countywide Non-Motorized Spine System. Once adopted, these countywide policy goals will again be reviewed and potentially revised to include that Spine System.
- (4) Favor right-of-way (ROW) acquisition and PS&E / construction project-segments over planning, in general.
- (5) Approach Non-Motorized funding in the same manner as the overall Countywide Allotment of federal funds – using Kitsap's successful “conveyor belt” approach (below). Project prioritization will take into account:

- Project “readiness” or constructability (particularly with respect to permitting and environmental documentation)
- “Keeping projects moving” *i.e.* funding a single phase at a time, so that multiple projects throughout the county can proceed.
- Jurisdictional equity is balanced over time, through a review of projects funded.
- Projects “in the queue” can be re-positioned based on actual conditions over time.

(6) Evaluate potential non-motorized projects by a set of additional “considerations”, 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? [in future cycles, if and when the Regional Spine System is adopted as a countywide policy goal]
- 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
- 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.

Beyond the 10% federal funds non-motorized set-aside, consider non-motorized projects alongside all other STP projects submitted for the general Countywide Allotment of federal funds. General project selection criteria will be used for project prioritization, in addition to the non-motorized policy guidelines described herein.

Status of Recommendations on the 2012 Policy Framework

Kelly McGourty, PSRC

The Regional Project Evaluation Committee (RPEC) met on Friday, January 27th and reached consensus on certain parameters guiding how each countywide group will conduct the competition for the preservation set-aside. These parameters are attached, and will be discussed with the Task Force. RPEC and the Transportation Operators Committee (TOC) also discussed the Innovations concept, and their recommendations will be discussed at the Task Force meeting.

SUMMARY OF APPROACH FOR PRESERVATION SET-ASIDE

(designed to address concerns regarding level of effort, fairness, etc.)

- Applicants will be asked to provide information on their expenditures on preservation over the last several years, as well as the condition of their roads. Each countywide process will establish standards on preservation level of effort to help ensure fairness between jurisdictions.
- The focus for this set-aside will be “roadway preservation” - other preservation activities (such as signal replacement, retaining walls, etc.) will not be excluded from applying, but given the relatively small amount of funds available and since this is the first time applying this set-aside, the primary focus of the funds will be on roadway preservation. A regional threshold of eligible preservation activities is not proposed to be established (e.g., chip seals vs. overlays vs. reconstruction).
- Applicants will be expected to describe how they are optimizing the pavement life cycle, with a resulting minimum useful life of 7 years. Funds may best be used on roads at certain conditions which result in the most efficient preservation, to be determined within each countywide process.
- These funds must be used on federal functionally classified roadways, but all other appropriate federal requirements must also be met (such as ADA requirements, design standards, etc.). It is important that all applicants understand these requirements and estimate their total project cost and funding need accordingly. In addition, the expectation of FHWA is that these projects will be contracted out; there is a high bar for justifying the use of local agency force.
- Each countywide process will establish evaluation criteria, but each process will follow PSRC’s Policy Framework and apply the policy focus of support for centers and the corridors that serve them (broadened to include locally designated centers for each countywide process). Potential criteria include level of matching funds, innovations/incentives, and roadway classification (including traffic data, transit use, freight use, lifeline route, pressure on the system, etc.), among others.
- PSRC will coordinate with WSDOT on the review of the program proposal and the specifics of each countywide process to ensure eligibility and approval in advance by FHWA.



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Non-STP Transportation Grant Funding Opportunities

February 9, 2012

Project calls are up-coming for three significant grant programs that award funding for transportation and public works projects:

- **WSDOT Safe Routes to Schools**
 - Call for Projects: January 24
 - Project Applications: May 4
 - Visit: <http://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/CallForProjects>
 - No match required, but preference to projects with match available
 - Safe Routes to School Overview Webinar: March 1, 1:00 - 3:00
 - Program Overview: increase the number of children walking and biking to school where it is safe, and if it's not safe, work to make it safer. Program supports pedestrian and bicycle safety projects such as walking to school buses, sidewalks, bike lanes, pedestrian safety education, bicycle safety skills classes, crossing guards, speed feedback signs and traffic safety cameras. Eligible Safe Routes projects are those within two-miles of primary and middle schools (grades K-8), and that address engineering solutions, educational and encouragement programs, and law enforcement efforts.
- **U.S. Economic Development Administration (EDA) Grant**
 - Call for Projects: Early March
 - Project Applications: Early April
 - Visit: <http://www.psrc.org/econdev/publicworks>
 - Program Overview: PSRC Economic Development District ranks local public works projects based on their economic development impact, and then sends those non-binding recommendations to the EDA.
- **TIGER IV Grant**
 - Call for projects: January 31
 - Pre-Applications: February 20. Final Applications: March 19
 - Available: \$500 million Nationwide
 - Visit: <http://www.federalregister.gov/a/2012-01996>.
 - US DOT will give priority to projects that have a significant impact on desirable long-term outcomes for the Nation, a metropolitan area, or a region. The following types of long-term outcomes will be given priority: State of Good Repair; Economic Competitiveness; Livability; Environmental Sustainability; Safety; Job Creation and Near-Term Economic Activity. Secondary Selection Criteria: Innovation and Partnership.
 - Successful projects are large (\$10 million +) with 20% match requirement.