



# Kitsap Regional Coordinating Council

**TAC Meeting**  
 December 8, 2011  
 1:00 to 2:15 p.m.  
 NDGC, Mayors Conference Room

1. Multi-Modal Transportation Plan: Share Your Resources ~ *see Collaboration Forum*
2. PSRC Regional Bicycle Network: 2012 Planning Event in Kitsap.
3. Potential Training: Integrating Health into Municipal & Regional Transportation Planning

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 Mayor Patty Lent  
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 Commissioner Josh Brown  
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Mary McClure  
 Executive Management  
 McClure Consulting LLC

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

P.O. Box 1934  
 Kingston, WA98346  
 360-377-4900 (voice)  
 360-297-7762 (fax)  
[www.KitsapRegionalCouncil.org](http://www.KitsapRegionalCouncil.org)

## Joint Transportation Committees Meeting Norm Dicks Gov't Center Mayors Conference Room

Thursday, December 8, 2011  
 2:30 – 4:30 p.m.

AGENDA	ESTIMATED TIME
<b>1. KRCC Transportation Program: 2011 Accomplishments</b>	<b>5 MINS</b>
<b>2. Kitsap Corridor Overview: Review 2010 Document &amp; Next Steps *</b> See attached <i>summary notes from June 3 North Kitsap meeting</i> , along with the <i>Kitsap Corridors Report (we will bring bound copies to the meeting)</i> which came out of the series of North, Central and South Kitsap Corridor meetings in early 2010. January 6, 2012 meeting scheduled for NK policy discussion.	<b>30 MINS</b>
<b>3. Kitsap Countywide Transportation Plan Phase I Assessment: *</b> Should Phase I of Plan include a Countywide Survey?	<b>30 MINS</b>
<b>4. MAP 21 &amp; PSRC 2012 Cycle *</b>	<b>10 MINS</b>
<b>5. Kitsap County Non-Motorized Planning Update</b> <i>Vicky Clarke</i>	<b>10 MINS</b>
<b>6. Finalize KRCC Non-Motorized Recommendations *</b> See attached October 27 and November 10 meeting summaries to review the conversation so far.	<b>30 MINS</b>
<b>7. 2012 Meetings:</b> Location to be Determined TAC: 12:00 to 2:00 p.m. POL & TAC: 2:30 to 4:30 p.m. January 12      February 9      March 8 April 5          May 10          June 14 July 12          ---              September 13 October 11      November 8      December 13	<b>FYI</b>



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## North Kitsap Transportation Planning Meeting #2

June 3, 2010

### Summary Notes

#### Participants:

Kitsap County	Steve Bauer	Greg Cioc **
Bainbridge Island	Kim Brackett *	Chris Hammer
Poulsbo	Linda Berry Maraist *	Andre Kasiniak **
	Becky Erickson	
Port of Kingston	Pete DeBoer	Tom Coultas
PSRC	Kelly McGourty	
State Legislature	Rep. Christine Rolfes	
Kitsap Regional Council	Mary McClure	Vicky Clarke
	Myrna Knode	

\* TransPol \*\* TransTAC

#### TransPOL/TAC Jurisdictions not in attendance:

Navy Region NW Suquamish Tribe Port Gamble S'Klallam Tribe Kitsap Transit

#### 1. Background

Meeting called to continue discussion started at a January meeting of the same group, to review whether each of North Kitsap's jurisdictions Long Range Plans are in alignment and to identify any discrepancies. The January meeting was also focused on understanding the PSRC's Transportation project list. *Refer to follow up document from January North Kitsap & Central, South Transportation meeting "Kitsap County Major Corridor & Multi-Modal Improvements Thru 2040" (6 01 10 Kitsap T2040 projects.pdf), which was revised ahead of this meeting, for more information.*

#### 2. Current Transportation System

##### *Ferries*

- Ferry ridership is highest on Bainbridge & Kingston when comparing all Kitsap routes. Data shows a reduction in ridership on all of Kitsap's WSF routes. This could be due to the economic downturn.
- Passenger fare rates can make driving around via the Tacoma Narrows Bridge a more economic option. The State Legislature has asked WSF to look at alternatives to raising car fares to fund the system ~ this could have affected the direction to WSF in 2009 to not price in favor of foot passengers.
- Ferry capacity is not anticipated to increase in the foreseeable future.

##### *Highways*

- WSDOT 2009 traffic figures show a slight reduction in highway traffic on a number of Kitsap's key highways over the past four years (2006-2009).
- Traffic numbers are significantly higher in South Kitsap. However, it is important to consider highway capacity to compare accurately (LOS).
- WSDOT is prioritizing their improvements on safety issues and road preservation projects.

***Transit:***

- Currently, most of Kitsap's Transportation 2040 projects are transit focused.
- Kitsap Transit's organizational focus appears to be Park & Rides. Transit Board looking to work on a strategic long term plan, and believe route analysis is needed.
- Kitsap's level of density is too low for effective transit service to rival other counties.
- Transit does not receive State operating costs.
- BRT development has a significant amount of funding not accessible for other transportation improvements.
- PSRC estimates an increase of transit use to the 30 year planning horizon, but the majority of that increase will come from the Eastside.

***Action:***

- More up to date ferry rider-ship figures available from Kris Overby, Senior Modeler at PSRC. 206-464-6661.
- Greg Cioc to provide LOS figures on Kitsap's highways.
- Look at projected traffic volumes ~ all Comprehensive Plans include 20 year projections.
- WA Dept of Employment holds geographical job figures.

**2. North Kitsap's Centers**

***Poulsbo:***

- City is expanding. Increased housing, shopping and employment opportunities ~ 6,087 jobs to date.

***Bainbridge Island:***

- Island's Land Use and Transportation Policies moving toward TOD's and sustainable development.
- Island's population is decreasing.

***Kingston ~ Passenger only Ferry (POF):***

- Service starting in October, 2010, with return fare set at \$14/15.
- Hope to attract around 200 riders per day.
- User groups forming to identify riders from Kitsap, Jefferson and surrounding region.
- Use of North Kitsap - Seattle vanpools has expanded since previous Kingston POF.
- Eastside transit connections are not set up to coordinate with Kitsap Ferry traffic.

***SR 305***

- Contrary to perception that most SR 305 traffic is ferry traffic, traffic counts show that most SR 305 traffic is intra-island traffic. 35% or less of Poulsbo SR 305 traffic is ferry traffic.
- As part of Bainbridge Island's first Comprehensive Plan, City Council adopted policy of *no capacity improvements on SR 305*. This remains the desire of the majority of the Council. A mid-1990's study recommended that specific improvements such as turn lanes were needed, but are yet to be implemented or planned for.
- Rep. Rolfes: "I would prefer to see turn lanes than BRT on SR 305."

### 3. North Kitsap's Key Projects

- Several key projects were identified and agreed upon by the group:
  - ***Hood Canal Holding Lanes***
    - Any new development in Port Gamble will be affected by congestion issues.
    - Project should be looked at in next 10 years.
  - ***Kingston Ferry Holding Lane***
    - New development in Kingston choked by congestion
  - ***305 Left Hand Turn Lanes / Intersection Improvements***
    - Safety issue
  - ***Agate Pass Bridge Intersection ~ extended turn lane***
    - Multi-jurisdictional issue ~ With Navy, Kitsap County, Suquamish input it may be possible work with Senator Patty Murray's office.
    - Reviewing previous work on proposed improvements would be helpful.
    - What about the rural character of road? Will additional turn lanes affect that designation?
  - ***Agate Pass Bridge Replacement***
    - Project need is inevitable, but time-line not known. Plan needed.
    - Capacity of new Bridge yet to be determined by any of stakeholders
- Ferries also remain a top priority for the region.

#### *Action:*

- Consider re-framing Kitsap's T2040 priorities: Condense transit projects into one bullet, include ferries and road projects identified above.
- Review Studies:
  - SR 305 Corridor 1994
  - SR 305 Corridor 2004
  - BRT Study
  - 104 Holding Lanes (documents presumed destroyed, but someone may have a copy)

### 4. Funding & Planning: Next Steps

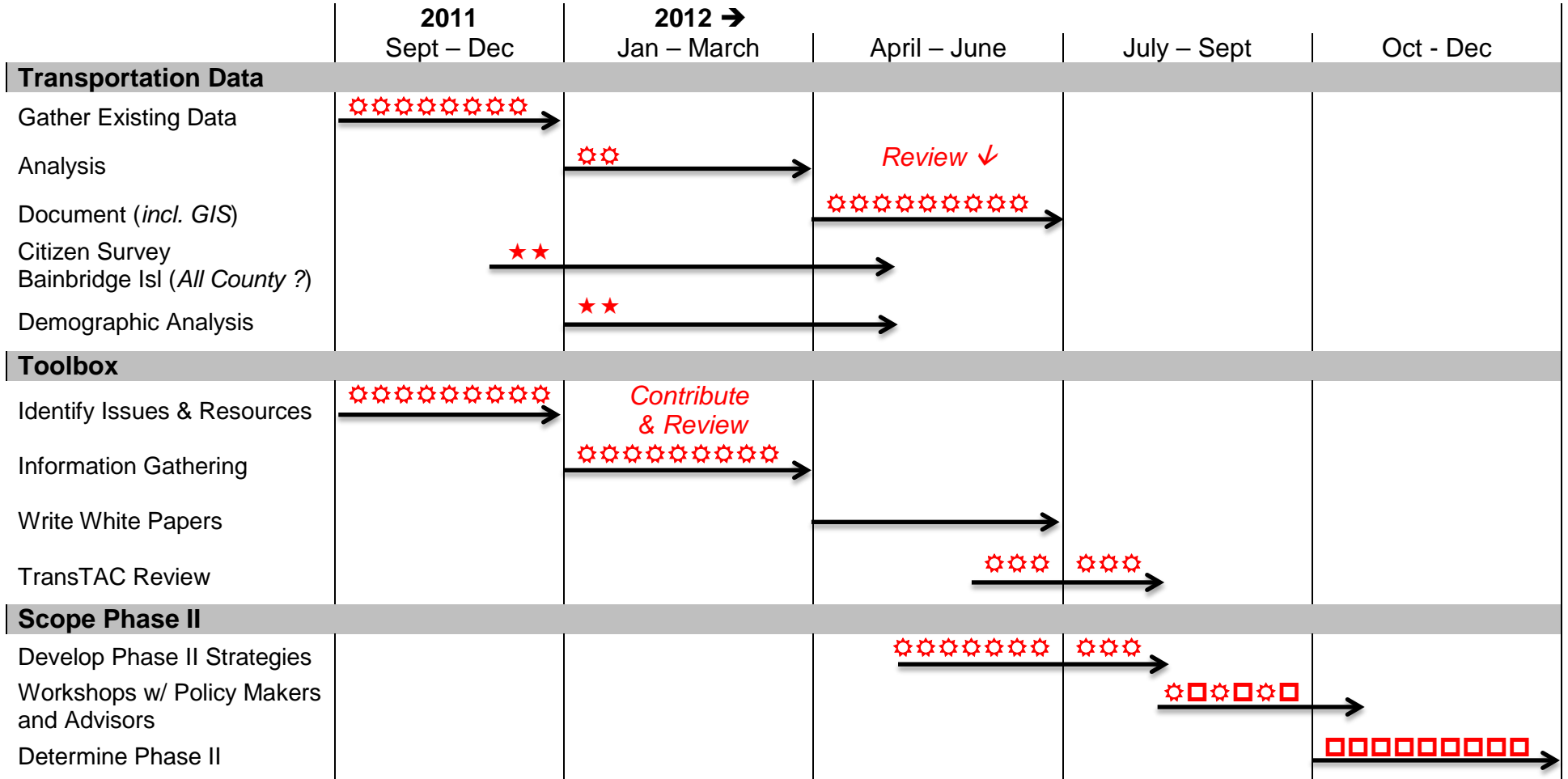
- *Timeline and approach (realizing that multi-jurisdictional coordination is powerful), to be established to:* Identify three projects before start of 2011 Legislative Session for State Transportation funding through 2011 Gas Tax Package. Identification and support of projects needed on local level.
- *What can PSRC do to help Kitsap?*
  - PSRC is beginning work on Congestion Management Program (CMP) (Robin Mayhew is primary contact). Kitsap could be used as a pilot project since no other counties are working in a similar coordinated manner.



# Kitsap Regional Coordinating Council

## 6d-ii. Countywide Multi-Modal Transportation Plan: Phase I Assessment *Timeline*

★	= Kitsap Transit
⚙️	= TransTAC
◻️	= TransPOL



<b>11 White Paper Topics:</b>		<i>↓3 Topics below will include Planning Director input</i>	
Level of Service req's/ methods (all modes)	CTR Strategies	Parking & Other TDM Strategies	
Consistent Road Standards w/i UGA's	System Performance Standards	Park & Ride Strategies	
Local Funding Strategies e.g. impact fees, parking fees, business taxes	PSRC Transportation 2040	Density Strategies on Corridors	
Collaboration with School Districts	What is Multi-Modal? How Do We Integrate All Modes?		

## Summary of MAP-21

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MAP-21 consolidates numerous FHWA programs into five core programs. The new program structure is as follows. The accompanying graphic illustrates which SAFETEA-LU formula programs were consolidated into these new core programs.

### **National Highway Performance Program (NHPP): ~\$20.6 billion**

This program focuses on repairing and improving an expanded National Highway System (NHS). The NHS is expanded from ~160,000 miles to ~220,000 miles. States are required to develop asset management plans and as a part of these plans establish performance targets for the condition of roads and bridges and the performance of the system. In addition, the program includes provisions to hold states accountable for the repair of Interstate pavement and NHS bridges by requiring that they spend a certain amount of funding on the repair of those facilities if they fall below minimum standards established by USDOT.

### **Transportation Mobility Program (TMP): ~\$10.4 billion**

This program replaces the existing Surface Transportation Program (STP) and allows states and regions to invest flexible dollars in a broad set of highways, transit projects, freight rail projects, and bicycle and pedestrian projects, as well as other activities like travel demand management. Fifty percent of these funds are suballocated to areas in the state based on their population. While this percentage is lower than the current 62.5 percent, the absolute amount of funding to be suballocated will remain the same due to an increase in program size.

### **Highway Safety Improvement Program (HSIP): - \$2.5 billion**

This program provides funding to states to improve safety for all road users on all public roads. A road user is defined as both motorists and non-motorized users. States are required to collect extensive data on crashes and create a database containing information on safety issues for all public roads including identification of hazard locations. (8% of all funds in this program are set-aside for data collection.) States must also develop a strategic highway safety plan using the data collected. If states do not develop a strategic highway safety plan within a year using a process approved by USDOT, they are required to spend additional funding on safety projects. States are also required to develop performance targets on fatalities and serious injuries.

### **Congestion Mitigation Air Quality Program (CMAQ): ~\$3.3 billion**

In the CMAQ program there are two pots of funding – one that funds typical CMAQ projects and another “reserved” fund.

**CMAQ pot.** Funds are provided to states and tier I Metropolitan Planning Organizations (MPOs) to address the impacts of the transportation system on national ambient air quality standards. In states with non-attainment or maintenance areas, 50 percent of the funds are suballocated to tier I MPOs based on the area's status with national ambient air quality standards. Funds cannot be used to construct new travel lanes except for HOV or HOT lanes. USDOT is required to develop performance measures for air quality and congestion reduction. Tier I MPOs that receive funds under this program are required to develop a performance plan that outlines baseline conditions, targets for each of the performance measures developed by USDOT, and a description of projects to be funded, including how those projects will help meet the targets.

**“Reserved” pot.** This pot of funding is equal to the amount of funds provided for the Transportation Enhancements set-aside in FY09. Eligible activities under this pot include the following: transportation enhancements, safe routes to school, recreational trails, environmental mitigation, and certain types of road projects (including street redesigns and HOV lanes). States are allowed to use these funds for CMAQ projects (the first pot) if they build up an unspent balance of a year and a half worth of funds.

## **National Freight Program: ~\$2 billion**

USDOT is directed to establish a primary freight network consisting of 27,000 miles of key freight corridors. States can use funds for highway projects that improve freight movement with a focus on the primary freight network and key rural freight corridors. A state may use up to 5 percent of funds for rail or maritime projects subject to certain conditions. USDOT must also develop a National Freight Strategic Plan, which will analyze performance and conditions on the primary freight network, identify bottlenecks, estimate future freight volumes and identify best practices for mitigating impacts of freight movement on communities. USDOT shall publish a Freight Condition and Performance Report on a biennial basis. States must establish performance targets and report on progress every two years.

## **Other key components**

**TIFIA program - \$1 billion.** MAP-21 expands the TIFIA program from \$122 million to \$1 billion and modifies the program from a competitive application process to a rolling application process. Provisions have been added that allow for applicants to enter into master credit agreements to provide funding for a suite of projects at once. In addition, there are modifications that make it easier for public transportation agencies with dedicated revenue sources to apply for TIFIA loans.

**Planning and Performance.** MAP-21 creates performance measures for conditions on the National Highway System (NHS), NHS performance, safety, freight, congestion mitigation and air quality. As part of the development of the plan, states and large MPOs shall analyze the baseline

conditions for the performance measures and establish performance targets for each performance measure. The plan must include the future performance of their transportation system with regards to these performance measures including whether or not they will achieve their performance targets. Large MPOs may undertake scenario planning as a part of the development of their long-range plans. Smaller MPOs are required to develop long-range plans and USDOT will establish rules that provide for the standards they must meet regarding the performance measures required for the larger MPOs.

Statewide transportation improvement programs (STIPs) and metropolitan transportation improvement programs (TIPs) must include performance measures and targets used in assessing the existing and future performance of the transportation system. A system performance report must include progress toward achieving state performance targets.

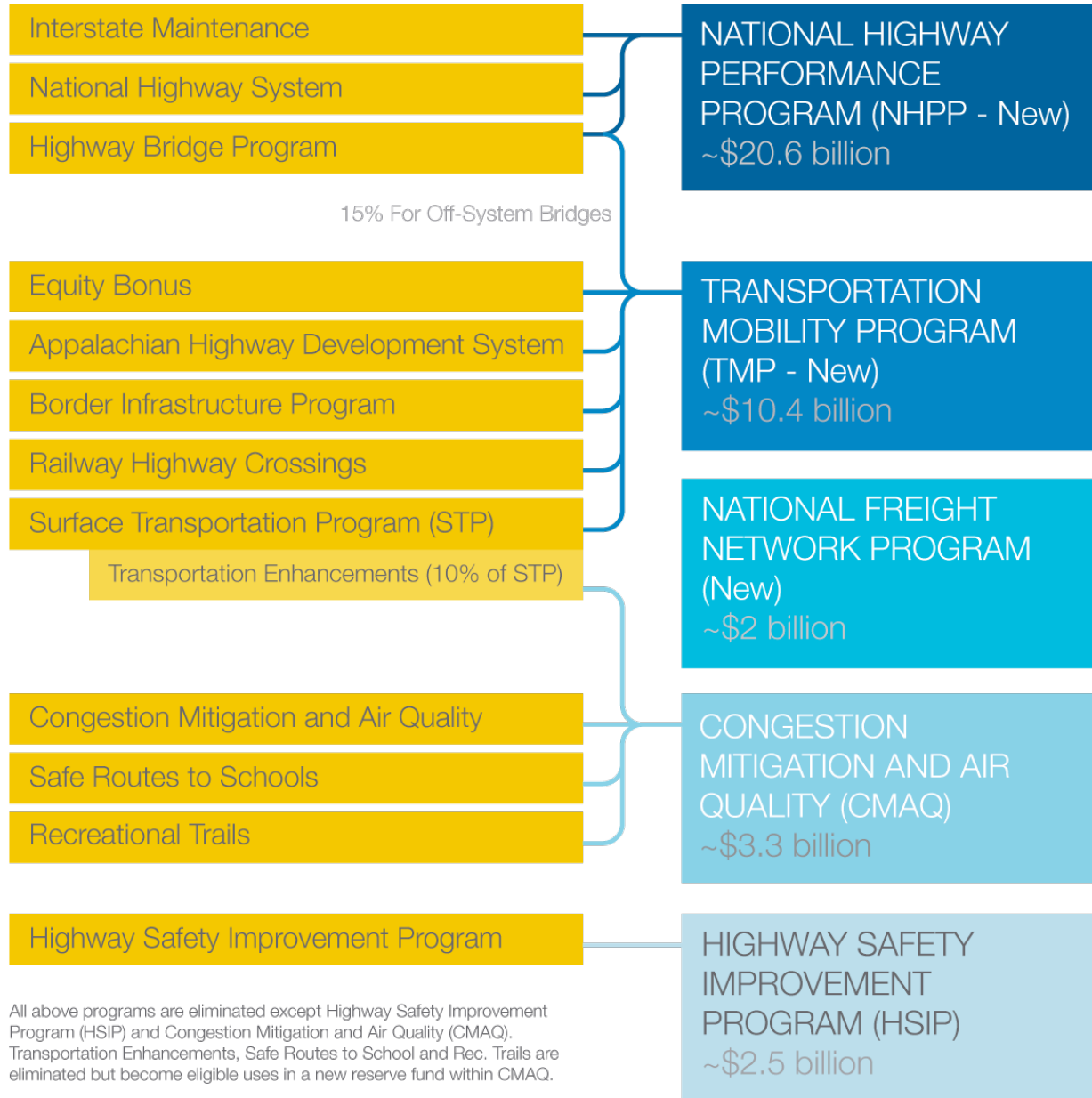
**Project Delivery.** MAP-21 includes numerous provisions intended to accelerate project delivery. Most of these provisions relate to administrative actions to be taken by USDOT. There are also provisions that relate to expanding the types of projects that can be undertaken through a categorical exclusion (a more limited environmental review). In addition, it allows for the earlier acquisition of right-of-way.

## Restructuring of Core Highway Programs Under the Senate's MAP-21 Transportation Reauthorization Proposal



Current Formula Programs

MAP-21 Core Program Structure



All above programs are eliminated except Highway Safety Improvement Program (HSIP) and Congestion Mitigation and Air Quality (CMAQ). Transportation Enhancements, Safe Routes to School and Rec. Trails are eliminated but become eligible uses in a new reserve fund within CMAQ.



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## Joint Transportation Committees

October 27, 2011

### Meeting Summary

#### Participants:

Kitsap County	Josh Brown**	Greg Cioc* Jim Rogers
Bremerton	Carol Arends** Nick Wofford** Jim McDonald**	Tom Knuckey* Gunnar Fridriksson* Alan Lobdell
Bainbridge Island	Debbi Lester** Kim Brackett**	Lance Newkirk*
Poulsbo	Linda Berry-Maraist**	Andre Kasiniak*
Port Orchard	Carolyn Powers**	Mark Dorsey*
Port of Bremerton		Fred Salisbury*
Kitsap Transit		Wendy Clark-Getzin*
WSDOT	Charles Prestrud**	George Kovich*
PSRC		Larry Burris*
Kitsap Regional Council	Mary McClure	Vicky Clarke
Others in Attendance	Don Willott	
Not in Attendance	Suquamish Tribe WSF	Port Gamble S'Klallam Tribe

\*\* POL \*TAC

#### **1. Countywide Multi-Modal Transportation Plan: Phase I**

Mary McClure presented a Phase I Project timeline, listing each of the individual elements of this phase, its timing, and those responsible for the work. Based on concerns raised during the September TAC meeting, the schedule places as little time commitment on jurisdictional staff, whose primary role during this phase will be reviewing content generated by KRCC staff. For instance, TAC members will need to review all of the transportation data pertaining to their jurisdiction as assembled by the KRCC-hired transportation planner. At this meeting, both TAC and POL representatives for each jurisdiction affirmed their commitment to the project and their desire to do the work to the best of their abilities, recognizing work-load. Jurisdictional staff resources / commitment will be reviewed in spring of 2012, and if challenges seem likely, work will be re-structured to accommodate them. While the timeline completes Phase I by the end of 2012, there is the ability, within the grant limitations, to extend the work through mid-2013, if needed. TransPOL members acknowledged that while staff and finances are already stretched, it is unlikely that 2013 will see a trend-shift; thus, completing the work as soon as possible is most practical.

## 2. **Federal Funding:**

### a. **Project Tracking**

Almost all of Kitsap's 2011-2013 Cycle Federally Funded projects have been obligated, except those recent projects funded in July 2011. The few not-yet-obligated projects are awaiting WSDOT approval (final step before obligation). PSRC's new project tracking rules have improved regional performance.

### b. **Kitsap Funding Process: Recommendation from TransTAC**

Mary McClure reported that the TransTAC reviewed and discussed the Kitsap Federal Funding Process at their September meeting, and made the following comments:

- Unanimous support for the existing process.
- A more elaborate funding process could be less transparent and not necessarily yield better results.
- TAC forum to be used more consistently to formulate recommendations for POL.
- Current project application should be revised, possibly to include a checklist (similar to that of Snohomish County) ~ noting that a checklist can be used in a similar way to scoring.
- In the absence of a formal scoring process, there should at least be consensus / support for the recommendations throughout the County.

It was noted that there are several key items to address in regard to the Funding Process:

- Countywide Process:
  - Review Project Application Form
  - Recognize Change (April 2006) from "Cycling" to:
    - Approximating 50 / 50 (City / County)
    - KT & Port projects to be identified as part of City and County "share"
- Public Involvement:
  - Notification to PSRC mailing lists
- Non-Motorized Enhancements Process:
  - Review Project Application Form
  - Reflect changes in policy goals

#### Points of Discussion:

- Consider changing 50 / 50 split as more annexations occur.
- How does rural set-aside funding fit with this 50 / 50 split?

### c. **Non-Motorized Recommendations**

The 2010 KRCC report, *Looking for Linkage*, included policy recommendations specific to use of non-motorized STP funds. With a Federal Funding Cycle anticipated in 2012, further discussion of the recommendations and policy decisions seem appropriate at this time.

#### **Funding: Increase / Double Non-Motorized Set-Aside:**

##### Points of Discussion:

- Transit Projects could be considered non-motorized.
- The federal non-motorized set-aside is for projects that create solely non-motorized facilities. Most STP projects include non-motorized elements – these project elements are not currently considered as part of that "set-aside" *e.g.* 22% of Kitsap County construction budget is for non-motorized facilities. What is the actual proportion of funds being directed to non-motorized based on a breakdown that considers project elements?
- Federalizing small projects is not cost effective due to extensive federal requirements. Would a requirement to use 20% of Kitsap's STP funds on non-motorized projects lead to the federalization of projects that may not be "worth it"?
- A 20% non-motorized "goal", with a 10% non-motorized minimum, could be a good middle-ground.

**Funding: Focus Federal Funds on Construction & Land Acquisition:**

Points of Discussion:

- Asking local jurisdictions to fund planning will slow projects down; however, all jurisdictions have *some* money and commitment to plan locally is an important test.

**Regional Spine System:**

The recommendations support the concept of a regional spine system in Kitsap. Kitsap County has recently hired a staff person, Dennis Oost, to work on identifying a regional spine system in Kitsap County’s updated Non-Motorized Transportation Plan. Bill Zupancic is also working on this project. Both staff members are under the supervision of Eric Baker in the Commissioners’ office. Current non-motorized focus: approval of the North Kitsap Trails Association’s North Kitsap String of Pearls Trails System, adoption of which is anticipated this December. Adoption of the Countywide Trail Plan is expected in December 2012.

**Setting Priorities: Safe Routes to Schools:**

Points of Discussion:

- State SRTS funds cap at 8<sup>th</sup> grade. We should consider junior high and high schools too – these school ages may actually be more likely to use non-motorized transportation to travel to and from school.
- Cohesive routes to schools are often an inter-jurisdictional issue – some schools are located in one jurisdiction, with a large portion of school population living in a neighboring jurisdiction.

Next Steps:

- Further discussion and agreement on recommendations at November 10 POL meeting.
- Review of actual use of funds (motorized vs. non-motorized) of last federal funding cycle to be brought to POL at November 10 meeting.

**3. Washington Transportation Commission Project List**

Countywide groups have been tasked by PSRC to revise the Countywide Priority Projects Lists that were developed late 2010, as an illustrative list of potential projects that could be funded during the 2012 Legislative Session. This work will be done concurrent with the work of the Connecting Washington Task Force (created by the Governor), which is working to identify potential revenue sources.

The countywide forums’ lists are local needs lists. Separate state, transit and stormwater lists will be prepared but have not yet been released. The local list should include projects over the next 10 years and should total (in Kitsap) \$68.3m to \$136.7m. Kitsap could choose to set-aside a % of the total for preservation and maintenance projects, as Pierce County is doing (60 – 40%).

KRCC / PSRC Process Schedule: Key Dates

- November 10: Finalize List & Recommend to KRCC Board
- November 22: KRCC Board Action
- December: PSRC Policy Board Action (Trans & Exec Boards)

Next Steps:

- November 10 POL meeting: Refine list to target \$ amount  
Agree upon preservation and maintenance set-aside, if any [*Note: how to distribute such a set-aside can be determined at a later point.*]

**4. 2012 Work Program: Monthly Meetings**

- Track federally-funded projects
- Federal funding cycle
- Countywide Multi-Modal Trans Plan: Phase I Assessment
- Proposed Meeting Schedule: 2<sup>nd</sup> Thursdays  
TAC: 12:00 to 2:00 p.m. POL & TAC 2:30 to 4:30 p.m.



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Not in Attendance	Suquamish Tribe WSF	Port Gamble S'Klallam Tribe

\*\* POL \*TAC

#### 1. Federal Funding: Non-Motorized Recommendations from Looking for Linkage

- Expanded Criteria: Regional Spine & Mosquito Fleet Trail**  
*Discussion:* Commissioner Brown reported that Kitsap County will adopt the North Kitsap String of Pearls as part of the Kitsap County Regional Spine System by the end of 2011. Planning for the Central and South Kitsap portions of the spine will be completed by the end of 2012.  
*Outcome:* The group agreed to retain the MFT as a funding priority because the Regional Spine will only exist in North Kitsap in 2012. Safe Routes to Schools will also remain a priority for funding.
- Prioritizing Funding Construction & ROW Acquisition over Jurisdictional Planning & Design**  
*Discussion:* All jurisdictions have construction projects that could be put forward for the next federal funding cycle  
*Outcome:* ---
- Increase Non-Motorized Set-Aside**  
*Discussion:* Of 2011-2013 Federal Funds (+/- \$8m), 23% was spent on the creation (planning, design and construction) of non-motorized facilities. This includes *all* funded projects, not just entirely non-motorized projects funded through the 10% non-motorized set-aside.  
*Outcome:* The group agreed to keep the non-motorized funding requirement at 10%, acknowledging that additional non-motorized projects *could* be funded through the general STP funds.

- **50 / 50 Cycling**

**Discussion:** It was agreed in 2006 to move away from the County & Transit / City “cycling” between funding cycles. This change was not implemented in the 2011-2013 Cycle in 2009, but this transition needs to be made.

**Outcome:** The next Federal Funding Cycle will be a “transition” cycle, where it would have been a County & Transit Cycle.

## **2. Priority Project List for WA State Legislature**

The Kitsap Priority Project List to date totals much more than \$68m and \$136m requested by the State legislature, for a potential revenue package in the 2012 session. The TransPOL discussed the current list.

### **Points of Discussion:**

- Consider re-termining / breaking down the 104 Climbing Lanes project.
- Staff at WSF has commented that they would like ferries mentioned on the Kitsap list.
- Consider using the Kitsap T2040 list for this list.
- Preservation and maintenance set-aside: During their discussion on November 10, the TransTAC agreed that a preservation and maintenance set-aside of 20% would be sufficient. This set-aside, while much lower than other Counties’ (40-50%), recognizes that much of Kitsap’s road infrastructure is on State highways, and that specific local projects funded through the list process will free up local funds to complete preservation and maintenance projects.

At the end of this meeting, the project list remained unchanged. Further work with the TransTAC is required to finalize this list by the Nov 22 Board meeting, for approval by the board and submission to PSRC staff (to forward to the State).