



# Kitsap Regional Coordinating Council

## Joint Transportation Committees

*December 10, 2009  
2:00 p.m. to 5:00 p.m.*

### AGENDA

1. 2010 Work Program *Mary McClure*
2. WSF LOS *Ray Deardorf*
3. Follow Up Request: Downtown Port Orchard  
Designation as Regional Growth Center *Mary McClure*  
*Mark Dorsey*
4. Countywide Planning Policies:  
Centers & Transit LOS *Dick Hayes*  
*Mary McClure*
5. Re-programming STP(R) Federal Funds *Greg Cioc*
6. PSRC Ad Hoc Committee Report: *Larry Burris*  
Federal Funding Project Accountability *Mary McClure*  
Strategy: Tracking Federally-Funded Projects

**Note:** Report & Recommendations from the Ad Hoc Trails  
Committee will be presented & discussed at the January  
Transportation meeting.



# Kitsap Regional Coordinating Council

## 2010 Transportation Work Program

Quarterly Meetings 1:00 – 5:00 p.m.	January 21 April 15	July 15 October 21
--	------------------------	-----------------------

### ★ Kitsap Countywide Transportation Plan

#### 1. Corridor Reviews (Gather & Integrate):

Existing & Projected Travel Demand  
Level of Service (County, City, Transit, WSDOT, WSF)  
Existing Facilities & Service (including Transit, Ferries)  
Planned Facilities & Service  
Projected Cost, Funding, Source

Map-Based  
Game Changing *What If's*

#### 2. Arterial System: Update (Map)

Identify City ↔ County Linkages  
Possible Discontinuities

### ★ Federal Funding

1. Tracking Awarded Projects
2. Identifying Competitive Regional Projects
3. Identifying Non-Motorized Priorities

## Element C: Centers of Growth

Centers are intended to be compact and centralized working, shopping and/or activity areas linked to other Centers by transit. Centers and their boundaries are intended to be locally determined by the County and the Cities where a community-wide focal point can be provided, significant population and/or employment growth can be located, and the increased use of transit, walking and bicycling can be supported. Designated Centers are intended to define the pattern of future residential and commercial/ industrial growth and incorporate opportunities for parks, civic and public space development in Kitsap County. (See Appendix F for listing of Kitsap Designated Centers.)

### Policies for Centers of Growth (C):

1. In decisions relating to population growth and resource allocation supporting growth, Centers have a high priority.

2. The Kitsap Countywide Planning Policies encourage the development of centers according to the following typology:

The Puget Sound Regional Council has defined several types of **Regional** Centers within Urban Growth Areas in the four-county planning region, with planning guidelines (**Vision 2040**), **Appendix 4**).

a. Regional ~~Centers of~~ Growth Centers:

i. Metropolitan Centers ~~Bremerton including the Bremerton Naval complex.~~ "~~Metropolitan Centers~~ ... function as anchors within the region for a high density mix of business, residential, public, cultural and recreational uses, and day and night activity. They are characterized by their historic role as the central business districts of the major cities within the central Puget Sound region, providing services for and easily accessible to a population well beyond their city limits. Metro Centers may also serve national or international roles." (**Vision 2040**)

ii. Urban Centers ~~Silverdale Urban Core. In Kitsap County, Urban Centers~~ are areas with the comprehensive planning to support a wide range of commercial, housing, and cultural choices. All areas of the Urban Center are serviced by transit throughout the day and much of the area is within walking or bicycling distance. Significant in-fill opportunities exist with the highest residential, commercial, and employment densities expected. (**Vision 2040**)

b. 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 incompatible uses. To preserve and maximize 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." (**Vision 2040**)

**3. c. The following are other types of centers within Kitsap County:**

- i. Town or City Centers are usually the existing downtown core of a city or Urban Growth Area. There is an abundant mix of shopping, service, employment, and cultural opportunities. Multifamily housing may be intermixed and single family housing may be within walking or bicycling distance. Infill should include mixed use and higher densities surrounding the Town Center.
- ii. 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, 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.
- iii. Activity and Employment Centers are areas of concentrated employment and are a magnet for significant numbers of people usually during daytime hours because of business and/or manufacturing activities. They may be located outside of Urban Growth Areas, consistent with the Growth Management Act. Industrial and business parks and Navy employment centers are in this category. Within Urban Growth Areas, the opportunity to include a proportional residential element should be determined on a case-by-case basis, considering the unique geography and economics of the area.
- iv. Transportation Hubs are locations of regional inter-modal connection that may be located outside of Urban Growth Areas. Examples are ferry terminals, the Bremerton National Airport, or certain transit stations.

**3. Recognizing that communities evolve over time, a jurisdiction may request of the Kitsap Regional Coordinating Council an initial designation or a change in center status. This request shall be considered and a decision made during the next Countywide Planning Policies amendment cycle. A change in center status may require action by the Puget Sound Regional Council.**

**4. 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)**

- Current or programmed transportation resources  
(including roads, ferries, transit, airports, bicycle, pedestrian)
- Balance of 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

# **Kitsap Transit's Input to the Countywide Planning Policies (CPP)**

- 1. Request a greater focus on and commitment to higher density**
  - Specifically including Transit Oriented Developments**
  - On transit-intensive corridors, on or very near proposed Bus Rapid Transit (BRT) routes**
  - and in the existing centers on these routes, at BRT station sites**
- 2. This is not a new policy, but a clarification and refinement of the current CPP policies on centers and transit**
- 3. It is consistent with Kitsap Transit's Vision 2040 plan and hopefully will lead to further dialog between Kitsap Transit/KRCC and the local planning agencies, after the CPPs are finalized.**



# Kitsap Regional Coordinating Council



## Kitsap Projects Unobligated Federal Funds

*Past Due STP and CMAQ Funds defined as unobligated by the sponsor's estimated obligation date*

	Project Sponsor	Name	Amount	Status	Action
1	Bainbridge Island	Winslow Way / SR-305 Improvements	(Total: \$2,538,490)	90% plans complete. Expect NEPA during September & obligate <b>early Oct 2009</b>	No action required
2	Bremerton	SR-303 Corridor 11th Street at Warren Avenue	\$222,048	Working on appraisals and ROW plan; prospectus to WSDOT this week (07/09/09). Obligate <b>Q1 2010</b>	No action required
3	Kitsap County	Mosquito Fleet Trail, Gunderson to Cowling Creek	\$324,000	Desire to re-program to a nearby MFT segment: Indianola Rd to NK Heritage Park.[STP(R) project]	KRCC Board approval required
4	Kitsap County	Division Avenue Safe Route to Schools (Suquamish Way to Columbia St)	\$250,000	In design. Construction in 2011. Will need schedule extension because storm water facilities are part of another project.	Refer to PSRC's PPAC (Project Progress and Accountability)

Continues...



# Kitsap Regional Coordinating Council

## Kitsap Projects Unobligated Federal Funds

*Past Due STP and CMAQ Funds defined as unobligated by the sponsor's estimated obligation date*

	<b>Project Sponsor</b>	<b>Name</b>	<b>Amount</b>	<b>Status</b>	<b>Action</b>
5	Kitsap Transit	Olhava Park and Ride	\$585,000	Projects will be obligated by the FTA by <b>September 25th, 2009</b> , the end of the federal fiscal year.	No action required
6	Kitsap Transit	Bremerton Transportation Center	\$295,659		
7	Port Orchard	Port Orchard Boulevard	\$13,500	All funds are part of Bay Street Seawall Project. 95% PS&E submitted to State. Construction early 2010. Obligate <b>before end of 2009</b> .	No action required
8	Port Orchard	Bay Street Seawall	\$52,779		
9	Port Orchard	Tremont Street Widening (SR-16 to Port Orchard Boulevard)	\$267,924	ROW plan undergoing revision. Obligate by <b>January 2010</b> .	No action required



# Kitsap Regional Coordinating Council

## Tracking Federal Funding: Re-programming STP(R) Federal Funds

Mosquito Fleet Trail Gunderson to Cowling Creek  \$324,000	De-Program —————→ Re-Program	Re-Program: Near-by MFT Segment: Indianola Road to NK Heritage Park
		Kitsap Transit 3 Park & Ride Improvements

PSRC Rural Program:  Division Avenue Safe Route to School Suquamish  \$250,000	<i>2012</i> Construction in <del>2011</del> . Schedule extension. Storm water is part of another project.	January PPAC Review. ↓ January TransPOL discussion.
--	---	---



# Project Tracking Improvements

## Ad Hoc Project Tracking Committee Recommendations

TransTAC /TransPOL Committees  
December 10, 2009



# Background

# Why Are Changes Needed?

- Projects not progressing as scheduled are holding up significant amounts of PSRC funds.
- This situation results in lower than expected obligation levels and risks not only the loss of federal funds within the region but future increases to federal allocations.
- Current project tracking policies have been ineffective at reducing the number of projects behind schedule which would allow obligation levels to increase.
- Given the “ARRA Experience,” it is clear that more stringent guidelines are effective and acceptable.

## BACKGROUND

### AD HOC COMMITTEE RECOMMENDATIONS

- Project Selection
- Obligation
- Time Extensions
- Description Changes
- Contingency Lists
- Monitoring
- Current Projects

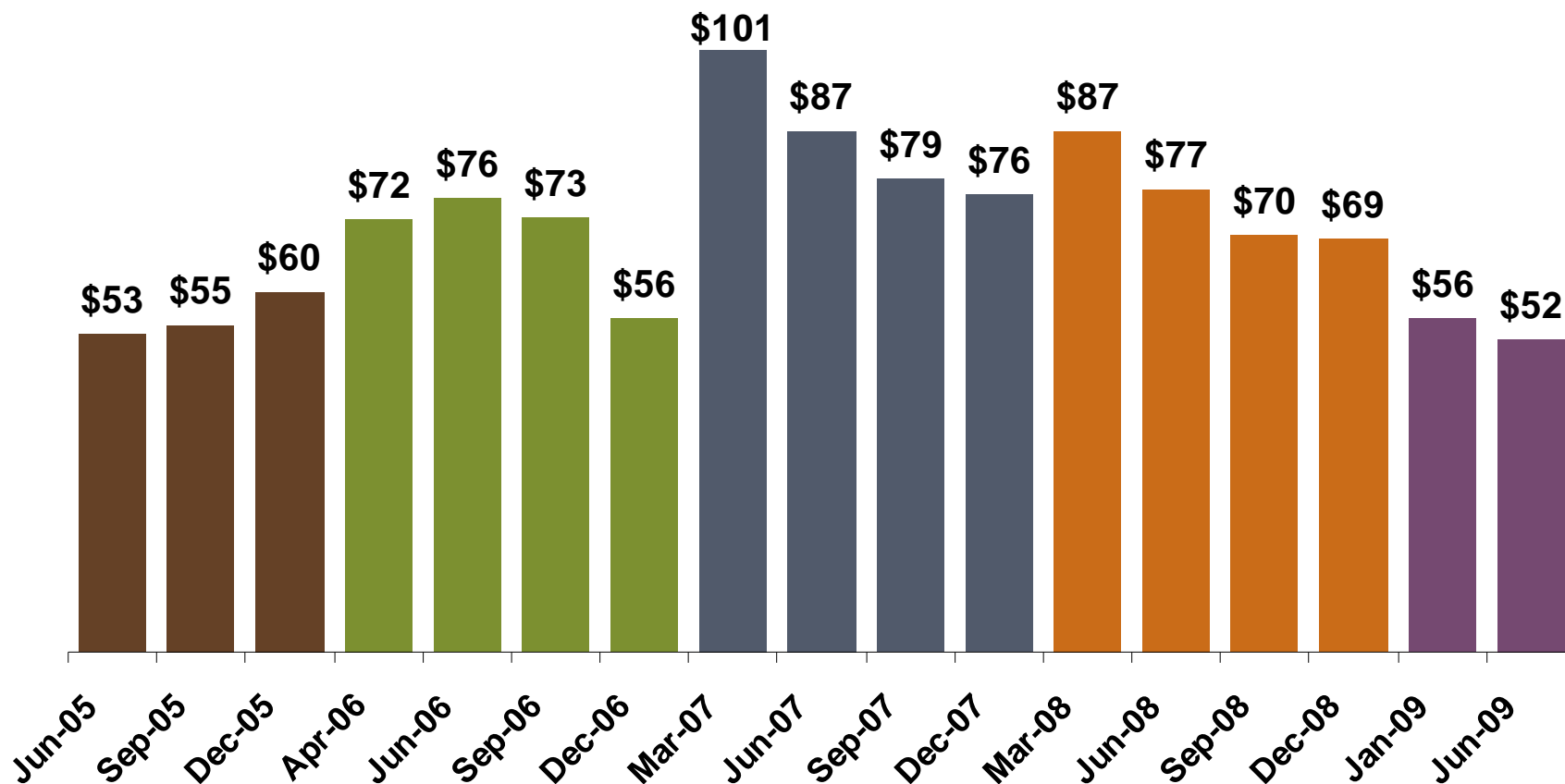
## SUMMARY

## NEXT STEPS

# Why Are Changes Needed?

## Quarterly Comparisons

PSRC funds past due - in millions





# Ad Hoc Recommendations

# Desired Outcomes

## Efficient use of PSRC funds:

- Projects are delivered in timely manner
- Cost of delays will be minimized
- Traveling public benefits from investment at earliest point possible
- Transportation investments help create jobs and stimulate regional economy

### BACKGROUND

### AD HOC COMMITTEE RECOMMENDATIONS

- Project Selection
- Obligation
- Time Extensions
- Description Changes
- Contingency Lists
- Monitoring
- Current Projects

### SUMMARY

### NEXT STEPS

# Project Selection

## Careful Selection Supports Project Delivery

- Identify & select the best projects and deliver them ASAP
- Conduct competition every two years
- Select projects that demonstrate a commitment to deliver on schedule
  - Satisfactory financial plan
  - Project delivery plan with milestones and delivery dates
- Award levels should fully fund projects or phases

### BACKGROUND

### AD HOC COMMITTEE RECOMMENDATIONS

- **Project Selection**
- Obligation
- Time Extensions
- Description Changes
- Contingency Lists
- Monitoring
- Current Projects

### SUMMARY

### NEXT STEPS

# Obligation Policies

- Sponsors must designate which year funds will obligate (one of the 2 years included in each 2-year selection cycle)
- Planning and Design phases must obligate in the year designated (no grace period)
- Right-of-Way and Construction phases will be given a single one-year grace period
- Funds failing to obligate per policy must be returned for redistribution

## BACKGROUND

## AD HOC COMMITTEE RECOMMENDATIONS

- Project Selection
- **Obligation**
- Time Extensions
- Description Changes
- Contingency Lists
- Monitoring
- Current Projects

## SUMMARY

## NEXT STEPS

# Time Extensions

- No extension will be considered unless the cause of delay is **clearly** beyond the control of a project sponsor
- Examples not considered justified:
  - Staff turnover, shifting priorities, insufficient funding, clerical errors, lack of CA status, road classifications, waiting for permits, underestimating NEPA requirements, etc.
- Even when justified, extensions will not be approved unless delays can be mitigated within a short time period and by a date certain

## BACKGROUND

## AD HOC COMMITTEE RECOMMENDATIONS

- Project Selection
- Obligation
- **Time Extensions**
- Description Changes
- Contingency Lists
- Monitoring
- Current Projects

## SUMMARY

## NEXT STEPS

# Project Description Changes

- Funds are awarded to projects with the expectation they will be delivered as originally described and scheduled
  - Extensive public review and comment
  - Included in regional air quality analysis based upon original scope and limits
- Any changes must be consistent with project's original scope, purpose, intent, and/or utility

## BACKGROUND

## AD HOC COMMITTEE RECOMMENDATIONS

- Project Selection
- Obligation
- Time Extensions
- **Description Changes**
- Contingency Lists
- Monitoring
- Current Projects

## SUMMARY

## NEXT STEPS

# Prioritized Contingency Lists

- Each project evaluation committee develops a prioritized list of projects that only need additional funds to begin
- Returned funds or additional new funds will be used to fund contingency projects
- Contingency projects must provide updated financial plans and delivery schedules before funds are awarded
- Funds must obligate before the next selection process starts – no grace periods

## BACKGROUND

### AD HOC COMMITTEE RECOMMENDATIONS

- Project Selection
- Obligation
- Time Extensions
- Description Changes
- **Contingency Lists**
- Monitoring
- Current Projects

## SUMMARY

## NEXT STEPS

# Project Monitoring



## BACKGROUND

## AD HOC COMMITTEE RECOMMENDATIONS

- Project Selection
- Obligation
- Time Extensions
- Description Changes
- Contingency Lists
- **Monitoring**
- Current Projects

## SUMMARY

## NEXT STEPS

- Sponsors submit **quarterly reports** that compare completed milestones with project schedules
- PSRC staff reviews to determine which projects are on schedule vs. delayed
- Delayed projects will be referred to appropriate project evaluation committee
- Project Evaluation Committees will review, monitor, and assist as possible

# Regional Project Performance Reports

- PSRC staff will summarize and circulate enhanced **project performance reports**
  - The status of all projects will be reported with an emphasis of those projects failing to meet scheduled milestones
- Provided to PRSC policy boards, elected officials, staffs of project sponsors to ensure all parties are kept fully informed

## BACKGROUND

## AD HOC COMMITTEE RECOMMENDATIONS

- Project Selection
- Obligation
- Time Extensions
- Description Changes
- Contingency Lists
- **Monitoring**
- Current Projects

## SUMMARY

## NEXT STEPS

# Current Projects

- What happens to project on current past due list?
  - All projects will be given until the 2011 Call for Projects to obligate funds
  - Failure to do so will result in the loss of funds so they can be made available in the 2011 competition
- What about 2009 project awards and prior projects not yet past due?
  - The new policies will apply to all 2009 awards and other current funds

## BACKGROUND

## AD HOC COMMITTEE RECOMMENDATIONS

- Project Selection
- Obligation
- Time Extensions
- Description Changes
- Contingency Lists
- Monitoring
- **Current Projects**

## SUMMARY

## NEXT STEPS



# Summary / Next Steps

# In Summary

## What's Changing?

- PSRC funds must be obligated within specific time frames or will be returned
- No grace periods given to Planning or Design phases
- More proactive approach to monitoring with quarterly reports and assistance from project evaluation committees
- Specific mechanism for “recycling” unused funds
- More effective reporting to interested parties
- Past performance will become a consideration in future project selection exercises

### BACKGROUND

### AD HOC COMMITTEE RECOMMENDATIONS

- Project Selection
- Obligation
- Time Extensions
- Description Changes
- Contingency Lists
- Monitoring
- Current Projects

### SUMMARY

### NEXT STEPS

# Next Steps

- Make presentations to each county project evaluation committee for comment & suggestion
- Consult with WSDOT
- Finalize recommendations & report back to RPEC
- Submit for adoption to PSRC Policy Boards in Spring 2010

## BACKGROUND

## AD HOC COMMITTEE RECOMMENDATIONS

- Project Selection
- Obligation
- Time Extensions
- Description Changes
- Contingency Lists
- Monitoring
- Current Projects

## SUMMARY

## NEXT STEPS