



# Kitsap Regional Coordinating Council

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

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

## Special Transportation Policy Committee Meeting Kitsap Priority Projects List November 29, 2011 Meeting Summary

### Participants:

	<b>TransPOL</b>	<b>TransTAC</b>
Kitsap County	Josh Brown	Greg Cioc
Bremerton	Carol Arends Nick Wofford	Alan Lobdell Gunnar Fridriksson
Bainbridge Island	Kim Brackett Debbi Lester	
Poulsbo	Linda Berry-Maraist	Andre Kasiniak
Port Orchard	Carolyn Powers	Mark Dorsey
Port of Bremerton	Roger Zabinski	
Kitsap Transit		Wendy Clark-Getzin
WSDOT		George Kovich
Kitsap Regional Council	Mary McClure	Vicky Clarke
Not in Attendance	Suquamish Tribe WSF	Port Gamble S'Klallam Tribe PSRC

Each county in the State (through MPO / RTPOs) was requested by the WA State Legislature this fall to develop an illustrative list of transportation project needs in the next 10 years. The list may be used to demonstrate the benefits of a funding package to voters/legislators in 2012.

The Kitsap list was developed with the KRCC TransPOL and TAC over the past three months. Several key refinements were made in order to finalize the list after the last TransPOL meeting (11/10). This was done through a series of conference calls and one-on-one phone calls with the TransTAC between 11/14 and 11/18.

At their November 22 meeting, the KRCC Executive Board “remanded” the priority list of projects demonstrating local benefit / need to the TransPOL for further review and possible revision. The two concerns are:

1. Primary: lack of geographic equity or balance on List \$1B
2. Secondary: confusion over the descriptor for the Kitsap Transit “Operating funds in a restoration amount dating back to 2007 sales tax revenue levels (\$181 deficit to fill).”

Ahead of the meeting, Kitsap Transit staff clarified that they calculated the \$181m deficit from 2007 through 2022. See revised description.

### Points of Discussion:

- Local projects have never been funded through a State transportation package, so it is difficult to know how this will “play out” *i.e.* whether actual projects would be funded or whether this list would be used as a starting point for prioritization locally, based on a formula amount decided by the State.

- Just 7% of the projects on the list were in North Kitsap, but geographic equity cannot just be based on how one single list looks. It is a matter of reviewing previous funding sources and cycles too.
- During 2010, North Kitsap transportation stakeholders came together to discuss solutions for the North Kitsap transportation network, including the SR305 corridor. At that time, the Kitsap Transit SR305 transit study was still underway. Summary notes from the second of two NK corridor meetings are attached to this document.
- The need for a multi-modal solution for SR305, and for corridor studies to always consider multi-modal in the future, has been discussed several times by the KRCC TransPOL.
- Stakeholder consensus on the SR305 corridor is needed. Stakeholders should also discuss roles and responsibilities. Strong support is needed on Bainbridge.
- Focus on North Kitsap priorities is needed. That does not only include SR305, but the Agate Pass and Hood Canal bridges and SR104 in Kingston. Changes on one corridor will affect the others: view solutions as a network rather than independent corridor solutions. For example, much local investment has been made in finding integrated solutions for the Gorst network.
- The Hood Canal bridge hold lanes project originally on the list for \$20m was scaled down to \$5m and the project scope reduced. The project now only includes a north-bound truck climbing lane on SR3, which would be used as a holding lane when the bridge is closed. Further project design is needed on the part of WSDOT, and with less urgency and more work to be done, staff believe placing that project on the \$2b list is appropriate.
- The KRCC Multi-Modal Transportation Plan Phase I Assessment will include a survey of Bainbridge Island residents re: SR305 improvements, and will also analyze previous corridor studies and solutions for SR305.
- Focusing on key countywide priorities and speaking with unanimous support can be useful in seeking funds for large projects both at PSRC and with the State.
- A set of countywide priority improvements on State routes should be developed.

**Motion:** (Brown) and second (Zabinski) to take \$1m from the preservation and maintenance set-aside on the \$1B list and include the SR305 Multi-Modal Study on the \$1B funding list, and to develop a set of State Highway priorities in 2012. *Motion carried unanimously.*