



DRAFT TransTAC Meeting Agenda

Thursday, January 14, 2021 | 1:00-3:00 PM | Remote Meeting:

- Link to participate in the video conference and view the screen share: <https://zoom.us/j/938664782>
- Phone in via cellphone (1-touch dial): +17207072699,,938664782#,,#
- Phone in on a landline: Dial 720-707-2699 and enter the Meeting ID: 938-664-782#

Topic	Documents
<p>A. Welcome and Old Business <i>Objective: Maintain the business and operations of KRCC.</i></p> <ul style="list-style-type: none"> • Introductions • Review proposed 2021 TransTAC/TransPOL Meeting Plan • Approve 11/12/20 TransTAC Meeting Summary 	<ul style="list-style-type: none"> - 2021 meeting calendar (pg 3) - Proposed 2021 TransTAC/TransPOL Meeting Plan (pg 4) - 11/12/20 TransTAC Meeting Summary (pg 6)
<p>B. Updates to Countywide Planning Policies <i>Objective: Coordinate with the CPP consultant and Land Use Technical Advisory Committee on the transportation related updates to the CPPs.</i></p> <ul style="list-style-type: none"> • Reminder of process and timeline (LDC) • Provide feedback on draft update to Element C: Countywide Centers (LDC and TransTAC) • Discussion: <ul style="list-style-type: none"> ○ How can the proposed Countywide Centers support Kitsap’s Countywide Competition? ○ Does the proposed Countywide Centers balance clarity with flexibility? • <i>Element H: Transportation to be discussed at March 11 TransTAC meeting</i> 	<ul style="list-style-type: none"> - CPP Memo from LDC (pg 11) - Draft CPP Element C: Centers (pg 12-24)
<p>C. Regional Project Evaluation Committee and other PSRC Updates <i>Objective: Share updates on recent regional planning related developments at Puget Sound Regional Council.</i></p> <ul style="list-style-type: none"> • RPEC and other PSRC Boards/Committees updates • Regional Transportation Plan updates • Other updates from PSRC • Project Check-ins watchlist projects (<i>as needed</i>) 	<ul style="list-style-type: none"> - Monthly PSRC Update (pg 25)
<p>D. Inventory of Local Transportation Funding Tools <i>Objective: Respond to KRCC TransPOL’s request to conduct an inventory of local transportation funding tools in order to evaluate use of local funding tools in Kitsap.</i></p> <ul style="list-style-type: none"> • Review inventory and complete matrix as needed 	<ul style="list-style-type: none"> - Kitsap Local Funding Mechanisms Inventory (link)
<p>E. Corridor Updates <i>Objective: Share updates on cross jurisdictional corridor projects.</i></p> <ul style="list-style-type: none"> • SR 305, SR 16/Gorst, SR 104, SR 303, others 	
<p>F. Solutions and Support <i>Objective: Support fellow TransTAC members in troubleshooting current challenges.</i></p>	

<ul style="list-style-type: none"> • Discussion of challenges faced by individual jurisdictions and potential solutions from TransTAC members 	
<p>G. Announcements and Next Steps <i>Objective: Ensure follow up on proposed ideas and tasks.</i></p> <ul style="list-style-type: none"> • Review action items • Next TransPOL meeting on Thursday, February 18; Agenda topics: <ul style="list-style-type: none"> ○ Provide feedback on draft CPPs ○ Discussion on Regional and Countywide Competition Policies and Criteria ○ Discussion on inventory of current local transportation funding mechanisms • Announcements 	<p>Link to Annual Transportation Project Status Report (link)</p>
<p>Adjourn</p>	



2021 Meeting Schedule

Draft v.1/5/21

		January	February	March	April	May	June	July	August	September	October	November	December
Executive	Board* 1 st Tues. 10:15AM-12:15PM Norm Dicks Gov. Center		Feb. 2 Board Meeting			May 4 Board Meeting	June 1 Board Meeting			Sept. 7 Board Meeting (in-person)		Nov. 2 Board Meeting (in-person)	Dec. 7 Board Meeting (in-person)
	Executive Committee 3 rd Tues. 11:00AM-1:00PM	Jan. 19 Executive Committee Meeting	Feb. 16 Executive Committee Meeting	March 16 Executive Committee Meeting	April 20 Executive Committee Meeting	May 18 Executive Committee Meeting	June 15 Executive Committee Meeting		Aug. 17 Executive Committee Meeting	Sept. 21 Executive Committee Meeting	Oct. 19 Executive Committee Meeting	Nov. 16 Executive Committee Meeting	Dec. 21 Executive Committee Meeting
Transportation	TransPOL* 3 rd Thurs. 3:00-4:30PM		Feb. 18 TransPOL Meeting			May 20 TransPOL Meeting				Sept. 16 TransPOL Meeting		Nov. 18 TransPOL Meeting	
	TransTAC 2 nd Thurs. 1:00-3:00PM	January 14 TransTAC Meeting		March 11 TransTAC Meeting							Oct. 14 TransTAC Meeting		Dec. 9 TransTAC Meeting
Land Use	PlanPOL* 3 rd Tues. 1:30-3:00PM	Jan. 19 PlanPOL Meeting		March 16 PlanPOL Meeting		May 18 PlanPOL Meeting					Oct. 21 PlanPOL Meeting		
	LUTAC 2 nd Thurs. 9:30-11:30AM	Jan. 14 LUTAC Meeting	Feb. 11 LUTAC Meeting	March 11 LUTAC Meeting	April 8 LUTAC Meeting	May 13 LUTAC Meeting				Sept. 9 LUTAC Meeting			

*Open to the public. To participate in virtual meetings, join via Zoom: <https://zoom.us/j/938664782> or call 720-707-2699 and use Meeting ID: 938-664-782#

Other Dates

Board Retreat:

Legislative Reception:



DRAFT Proposed Transportation Technical Advisory Committee (TransTAC) and Transportation Policy Committee (TransPOL) 2021 Meeting Plans

TransTAC meetings are on the second Thursday of the month, quarterly from 1:00-3:00pm.
 TransPOL meetings are on the third Thursday of the month, quarterly from 3:00-4:30pm.
 Meetings will be held virtually through at least June and at Kitsap Transit, Bremerton thereafter.

January 14 TransTAC	February 18 TransPOL	March 11 TransTAC	May 20 TransPOL
<p>New Business:</p> <ul style="list-style-type: none"> Legislative updates Provide feedback on draft CPPs (eg. Countywide Centers and Transportation Elements) Discuss updates to policies and criteria for the Countywide Competition Discuss PSRC Regional Transportation Plan updates 	<p>New Business:</p> <ul style="list-style-type: none"> Legislative updates Provide feedback on draft CPPs (eg. Countywide Centers and Transportation Elements) Discuss transportation funding opportunities outside of the FHWA competitions: Local Strategy* Discuss updates to policies and criteria for the Countywide Competition Discuss PSRC Regional Transportation Plan updates 	<p>New Business:</p> <ul style="list-style-type: none"> Legislative updates Discuss updates to policies and criteria for the Countywide Competition Discuss PSRC Regional Transportation Plan updates Support TransPOL discussions on new transportation funding streams 	<p>New Business:</p> <ul style="list-style-type: none"> Discuss transportation funding opportunities outside of the FHWA competitions: Countywide Strategy* Discuss updates to policies and criteria for the Countywide Competition Discuss PSRC Regional Transportation Plan updates Briefing on Rural Town Centers and Corridors (RTCC) competition
<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> Welcome and Old Business RPEC and other PSRC updates Solutions and Support Corridor Updates Announcements and Next Steps 	<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> Welcome and Old Business PSRC Transportation Policy Board Updates Corridor Updates Announcements and Next Steps 	<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> Welcome and Old Business RPEC and other PSRC updates Solutions and Support Corridor Updates Announcements and Next Steps 	<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> Welcome and Old Business PSRC Transportation Policy Board Updates Corridor Updates Announcements and Next Steps

September 16 TransPOL	October 14 TransTAC	November 18 TransPOL	December 9 TransTAC
<p>New Business:</p> <ul style="list-style-type: none"> • Discuss transportation funding opportunities outside of the FHWA competitions: State Strategy* • Discuss updates to policies and criteria for the Countywide Competition • Discuss PSRC Regional Transportation Plan updates • Rural Town Centers and Corridors project report out 	<p>New Business:</p> <ul style="list-style-type: none"> • Rural Town Centers and Corridors project report out • Update from PSRC on 2022 project selection process • Hear update on/review Policy Framework Elements and discuss recommendations to RPEC • Review TransTAC/TransPOL competition debriefs and discuss updates to policies and criteria for the Countywide Competition • Review draft 2022 Transportation Work Plan 	<p>New Business:</p> <ul style="list-style-type: none"> • Discuss transportation funding opportunities outside of the FHWA competitions: Federal Strategy* • Discuss updates to policies and criteria for the Countywide Competition • Discuss PSRC Regional Transportation Plan updates • Review draft 2022 Transportation Work Plan 	<p>New Business:</p> <ul style="list-style-type: none"> • Discuss Regional projects for the next funding cycle • Review draft competition calendar • Develop Transportation Project Status Update for KRCC Board
<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> • Welcome and Old Business • PSRC Transportation Policy Board Updates • Corridor Updates • Announcements and Next Steps 	<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> • Welcome and Old Business • RPEC and other PSRC updates • Solutions and Support • Corridor Updates • Announcements and Next Steps 	<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> • Welcome and Old Business • PSRC Transportation Policy Board Updates • Corridor Updates • Announcements and Next Steps 	<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> • Welcome and Old Business • RPEC and other PSRC updates • Solutions and Support • Corridor Updates • Announcements and Next Steps

***TransPOL's Transportation Funding Strategy Meeting Topics**

February 18 TransPOL	May 20 TransPOL	September 16 TransPOL	November 18 TransPOL
<p>Local Strategy:</p> <ul style="list-style-type: none"> • Conduct an inventory of current funding mechanisms used and discuss gaps 	<p>Countywide Strategy:</p> <ul style="list-style-type: none"> • Consider a Countywide Transportation Benefit District • Create a Countywide list of potential projects 	<p>State Strategy:</p> <ul style="list-style-type: none"> • Discuss using the West Sound Alliance approach to advocate for Kitsap in a future Washington State transportation package 	<p>Federal Strategy:</p> <ul style="list-style-type: none"> • Discuss involvement in a federal infrastructure bill



Transportation Technical Advisory Committee (TransTAC)

DRAFT Meeting Summary

November 12, 2020 | 12:30 – 2:30 PM

Remote: Zoom Meeting

Actions	Person Responsible
Upload the 9/10/20 TransTAC meeting summary to the KRCC website.	KRCC Staff
Provide feedback on which of the items in the Countywide Planning Policies (CPPs) that are not required by GMA or PSRC should be kept or removed from the CPPs. Feedback can be included in the right-hand column of the crosswalk document and provided to KRCC staff by December 11.	TransTAC members
Send feedback on the methodologies for maintenance and preservation data collection to Gary Simonson to help inform the survey he is developing to collect maintenance and preservation cost data from jurisdictions.	TransTAC members
Complete the Annual Transportation Project Progress Report for the KRCC Board to review.	Project sponsors

A. Welcome and Administration

Mishu Pham-Whipple, facilitator of the KRCC Transportation Technical Advisory Committee (TransTAC), welcomed the group and reviewed the meeting’s agenda (see Attachment A for a list of participants). Mishu introduced several guests: Kizz Prusia, KRCC; Kelly McGourty and Gary Simonson, Puget Sound Regional Council (PSRC); Clay White, LDC; and Alicia McIntire, Parametrix. Following introductions, TransTAC reviewed and approved the September 10, 2020 TransTAC meeting summary.

B. Briefing on Updates to Countywide Planning Policies

Mishu introduced the Countywide Planning Policies (CPPs) briefing by reminding the group KRCC is responsible for updating Countywide Planning Policies by the end of 2021. TransTAC is involved in the process because the CPPs have components related to transportation. The Countywide Centers relate to the funding received through the Countywide Competition and the Element H: Transportation of the CPPs contains 6 pages of policy language. Kizz Prusia, KRCC Land Use Coordination Lead, then introduced Clay White from LDC, the consultant hired by KRCC to lead the CPP update process.

Clay shared a presentation intended to serve as an introduction to the CPP process, identify TransTAC’s role in the update process, and gather preliminary feedback on some of the transportation policies within the CPPs. The purpose of the CPPs is to provide a countywide framework for City/County coordination and ensure City and County comprehensive plans are consistent with each other where there are shared goals. He noted, the CPP update process is driven by the deadline to complete and ratify the update by the end of 2021. The CPP update process has five main goals:

- 1) Growth Management Act (GMA) consistency
- 2) PSRC VISION 2050 consistency
- 3) PSRC Regional Centers Framework consistency (Element C)
- 4) Refresh document formatting
- 5) Add definitions of key terms

[View the presentation slides linked here.](#)

Clay noted that the CPP update process is intended to be an update and not a re-write. He then outlined the role of the LUTAC/TransTAC, PlanPOL/TransPOL committees and the Executive Board in the process:

- LUTAC/TransTAC:
 - Provide feedback and direction on the project charter and draft policy recommendations.
 - Assist with the engagement of elected officials throughout the process. Limit “policy surprises” as the process moves forward.
- PlanPOL/TransPOL:
 - Guide the development of the new and revised CPPs based upon direction and parameters set by elected officials.
- KCC Executive Board:
 - Provide feedback and direction on the draft policy recommendations.
 - Provide a final recommendation to Kitsap County.

He explained the policy gap analysis was complete, and the next phase is to prepare draft policy changes for consideration. Alicia McIntire, Parametrix reviewed the policies with direct and indirect impacts on transportation and asked for initial feedback from TransTAC. TransTAC provided the following comments regarding the policies:

- General: Mark Dorsey, Port Orchard, shared that climate change was a contentious topic during the last update and cautioned to be prepared for similar conversations in the future.
- DP-Action-5: David Forte, Kitsap County, asked whether the reference to concurrency is for state or local highways. Alicia responded that the policy deals with both. David and Diane Lenius, Poulsbo, expressed concern that the policy could be interpreted that Cities and Counties need to meet multimodal levels of service connecting to highways. They agreed it will be important to track the conversations PSRC has with the Legislature regarding concurrency.
- MPP-T-31: Stefani Lillie, Kitsap Transit, noted the competing interests the agency faces when it comes to disaster planning and fleet electrification since back up diesel vehicles are necessary to provide service during a disaster.
- MPP-T-33 and MPP-T-23: David was interested in providing specificity and intentionality to these policies since transportation technologies ultimately rely on infrastructure and require careful planning. Clay reminded the group that some of the policies could be framed as “should do” rather than “shall do”.
- Diane asked Stefani what the time frame was for Kitsap Transit’s Long Range Plan update. Stefani responded that the update is planned to be completed by the end of 2021 but may be delayed due to COVID-19. She does not anticipate significant changes to existing plans for High Capacity Transit. Alignment with Kitsap Transit’s Long Range Plan will be important when updating the CPPs.

Clay and Alicia recommended any further feedback on the policies be channeled through KRCC staff. The ask of TransTAC now is to review the crosswalk document, which was prepared by KRCC staff at the direction of the Executive Committee, and provide feedback on which of the items in the CPPs are not required by GMA or PSRC should be kept or removed from the CPPs. Feedback can be included in the right-hand column of the crosswalk and provided to KRCC staff by December 11. Any conflicting recommendations will be elevated to the policy level for discussion.

Kizz clarified the crosswalk document is different from the Gap Analysis document, which was not distributed to TransTAC and is primarily focused on VISION 2050 relative to the current CPPs. The crosswalk document will be reviewed by all KRCC Committees and inform the 2021 KRCC Work

Program. He also clarified that a policy framed as “should” means an intention without being bound to implement that policy while “shall” is a binding commitment.

Mark expressed concern that staff may not have the capacity to complete the request to provide feedback on the crosswalk document. KRCC staff committed to redistributing the crosswalk with flags marking the priority items for TransTAC members to provide feedback on. Clay shared that TransTAC will have more opportunities to provide feedback on the draft policies, including at the January TransTAC meeting, but that gathering early feedback now would help the LDC team prepare CPP discussions in 2021.

C. Regional Project Evaluation Committee (RPEC) and other PSRC Updates

Kelly McGourty, PSRC, shared the Project Selection Task Force will convene in February 2021. She joined the meeting to hear feedback from TransTAC on discussion topics that have been discussed at RPEC and may make their way to the Project Selection Task Force for consideration. She described the topics below and received the following comments:

- **Making the Regional Competition exclusively for Congestion Mitigation and Air Quality (CMAQ) funds**
 - The proposal from King County would streamline their internal review process for Surface Transportation Program (STP) projects, which is complex due to the number of jurisdictions within King County.
 - An unintended consequence of this policy would be that transit agencies and other large project sponsors would be more competitive and dominate the competition.
 - The policy change would mean Kitsap would not be eligible to compete in the Regional Competition since Kitsap is not eligible for CMAQ funds and not receive the Kitsap Set-Aside, both of which would be detrimental to Kitsap.
 - Perhaps King County can adjust its internal project vetting process since there may not be support from other countywide groups for this policy.
 - There was an agreement to not support this proposed policy.

- **Eliminating the cap on the number of applications each countywide group could submit into the Regional Competition**
 - The proposal from King County would streamline their internal review process for Regional projects, which is complex due to the number of jurisdictions within King County.
 - The number of slots may not be a significant issue given that King County receives 12 project slots and typically fills the 12 from 18-20 potential projects.
 - The dynamics of the Regional Competition could shift significantly if application caps were removed. King County could overwhelm the competition with the number of projects it puts forward or the characteristics of the contingency list, for example.
 - There was an agreement to not support this proposed policy.

- **Where approx. \$15 million in Highway Infrastructure Program (HIP) Funds are directed: Funding the West Seattle Bridge or the current contingency list**
 - HIP dollars are unique funds that are not usually part of STP and CMAQ processes, so the distribution of these funds does not necessarily follow the standard process of distributing funds to the contingency list.
 - The City of Seattle is expected to propose to the Transportation Policy Board to direct funds to the West Seattle Bridge for emergency repairs.
 - There was an agreement to not support using the HIP funds for the West Seattle Bridge because distributing funds on the contingency list was considered more equitable.

The Regional Project Evaluation Committee (RPEC) met on October 23 and will meet next on December 4.

D. Presentation on Local Maintenance and Preservation Expenditure Estimates for the 2022 Regional Transportation Plan

Mishu introduced Gary Simonson, PSRC, by sharing that work to update the Regional Transportation Plan (RTP) by 2022 is underway. The plan, updated every 4 years, outlines the objectives and actions for the Region to meet its mobility needs. Gary's presentation is on one piece of the RTP's Financial Strategy, which is the draft methodologies for maintenance and preservation costs data collection.

To view the presentation slides, visit the [KRCC TransTAC webpage](#).

Gary requested TransTAC members send feedback on the methodologies to him to help inform the survey he is developing to collect maintenance and preservation cost data from jurisdictions.

E. Corridor Updates

This item was postponed to a future meeting.

F. Solutions and Support

This item was postponed to a future meeting.

G. Announcements and Next Steps

Mishu reminded project sponsors to complete the [Annual Transportation Project Progress Report](#) for the KRCC Board to review. The KRCC Legislative Reception is on the evening of November 12 and is free and open to the public. The next TransPOL meeting is on Thursday, November 19 and the next TransTAC meeting is on Thursday, January 14.

H. Adjourn

Attachment A: TransTAC Meeting Participants

Member Name	Member Affiliation (alphabetical)
Chris Wierzbicki	Bainbridge Island
Shane Weber	Bremerton
David Forte	Kitsap County
Jeff Shea	Kitsap County
Joe Rutan	Kitsap County
Steffani Lillie	Kitsap Transit
Sara Oliveira	Naval Base Kitsap
Fred Salisbury	Port of Bremerton
Mark Dorsey	Port Orchard
Diane Lenius	Poulsbo
Dennis Engel	WSDOT
Clay White	LDC
Alicia McIntire	Parametrix
Gary Simonson	PSRC
Kelly McGourty	PSRC
Mishu Pham-Whipple	KRCC
Vivian Ericson	KRCC
Kizz Prusia	KRCC

To: Kizz Prusia, Kitsap Regional Coordinating Council
Sophie Glass, Kitsap Regional Coordinating Council
KRCC - TransTAC

From: Clay White, LDC, Inc.

Date: January 5th, 2021

RE: Materials for January 14th, 2021 TransTAC meeting

We look forward to our continued review of the Draft Countywide Planning Policy (CPP) revisions with the TransTAC on January 14th. In advance of the meeting, we have prepared a revised set of CPPs for your consideration. To make the review process as easy and possible and limit the number of materials, we are just providing the changes within the CPP document. If you find it is easier to review in the table format we previously provided, just let me know.

In addition, this draft includes proposed changes to the CPPs in response to the matrix that Kizz and Sophie provided you. As you may remember, the matrix they prepared was a result of a request from the Executive Committee. The request is that the LUTAC and TransTAC review existing policies to ensure they are being implemented. Where existing policies are not being implemented, we can propose to let them remain, alter them, or remove them (if they are not required under GMA or to implement PSRC policies). You now have one consolidated document to work from.

The overall project remains on schedule. This update is still a work in progress, but we are making great progress! Please note that the LUTAC will be meeting earlier in the day on the 14th. They are focusing on the document as a whole and proposed policy changes. We are focusing our TransTAC review on item related to transportation consistent with our meeting in November.

To keep things on track, we have set the following goals for the January 14th meeting:

- ✓ Provide high level overview of current modifications to Elements A-F. This will include an overview of policy modifications that were made in response to comments from LUTAC members.
- ✓ Provide a more detailed review of initial policy recommendations for Elements G-N (high level overview provided below) including Transportation policies. We look forward to receiving comments at the meeting. In addition, written comments may be provided by January 29th. I understand this is a quick turnaround, but we will need time to review and incorporate those comments into the revised document.

If you have any questions, please contact me anytime!

Element C
Centers of Growth (C)

Insert Photo Here

Element C: Centers of Growth (C)

Overview and Purpose:

Centers are the hallmark of Puget Sound Regional Council’s (PSRC) Regional Growth Framework. The region’s growth strategy identifies Centers as an integral feature for accommodating residential and employment growth. Centers guide regional growth allocations, advance local planning, inform transit service planning, and represent priority areas for PSRC’s federal transportation funding. Growth in Centers has significant regional benefits, including supporting multi-modal transportation options, compact growth, and housing choices near jobs, climate goals, and access to opportunity. As important focal points for investment and development, Centers represent a crucial opportunity to support equitable access to affordable housing, services, schools, health, quality transit service, and employment, as well as to build on the community assets currently present within centers.

Centers serve multiple and equally important purposes. First, the designation of Centers in the Kitsap Countywide Planning Policies demonstrates consistency with the multi-county planning policies adopted by PSRC. Further, within the Regional Geographies established by PSRC, it establishes a countywide planning policy to direct growth to all types of Centers, thereby implementing the regional center framework policies. Finally, by directing growth to Centers, Kitsap County will prioritize infrastructure investment to support growth and urban levels of development in Centers.

~~Centers are intended to be compact and centralized working, shopping and/or activity areas linked to other Centers by transit and non-motorized facilities. [See H-Transportation: 5-6] 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.)~~

Types of Centers:

There are a variety of Center types and subtypes as defined in the March 22, 2018, Regional Centers Framework Update adopted by the Puget Sound Regional Council and are as follows:

- Regional Growth Centers (RGC)
 - Metro Growth Center
 - Urban Growth Center
- Manufacturing/Industrial Centers (MIC)
 - Industrial Growth Center
 - Industrial Employment Center
- Countywide Centers (CC)
 - Countywide Growth Center
 - Countywide Industrial Center
- Local Centers (LC)
- Military Installations (MI)

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

Commented [CW59]: 1/14/21 – Comment received to remove footnotes for this draft – footnotes have been removed.

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- [o Major Installations](#)
- [o Smaller Military Installation](#)

The policies in this chapter are solely focused Centers of Growth. This includes outlining the purpose of different Center designations and how they are officially designated, utilized to accommodate population and employment growth, and the relationship between Centers designations and transportation funding.

Commented [CW60]: 1/14/21 – addition of policy introduction

Policies for Centers of Growth (C):

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

C-2. Centers are focal points of growth within Kitsap County and areas where public investment is directed. Centers shall:

- [• Promote housing opportunities in close proximity or easy access to employment.](#)
- [• Support development of a multimodal transportation system which reduces the dependence on automobiles:](#)
- [• Maximize the benefit of public investment in infrastructure and services.](#)

~~C-32. The Kitsap Countywide Planning Policies~~Growth in Kitsap County encourage the development of Centers according to should be prioritized in Centers, consistent with the Regional Growth Strategy and the following typology:

a. Regional Growth Centers:
Regional Growth Centers are locations of more compact, pedestrian-oriented development with a mix of housing, jobs, retail, services, and other destinations. Centers receive a significant share of the region’s population and employment growth compared with other parts of the urban areas while providing improved access and mobility – especially for walking, biking, and transit.

There are two types of Regional Growth Centers:

- i. Metro Growth Center – These Centers have a primary regional role, with dense existing housing and jobs, transit service and are planning for significant growth and will continue to serve as major transit hubs for the region. These Centers also provide regional services and serve as major civic and cultural centers.
- ii. Urban Growth Center – These Centers have an important regional role, with dense existing jobs and housing, transit service and planning for significant growth. These Centers may represent areas where major investments – such as high capacity transit – offer new opportunities for growth.

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- i. 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 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. Manufacturing/Industrial Centers:

Manufacturing/Industrial Centers preserve lands for family-wage jobs in basic industries and trade and provide areas where employment may grow in the future. Manufacturing/Industrial Centers form a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue, and offers higher than average wages.

There are two types of Manufacturing/Industrial Centers:

- i. Industrial Growth Center: These regional clusters of industrial lands have significant value to the region and the potential for job growth. These large areas of industrial land serve the region with international employers, industrial infrastructure, concentrations of industrial jobs, and evidence of long-term potential. The intent of this designation is to continue the growth of industrial employment and preserve the region’s industrial land base for long-term growth and retention. Jurisdictions and transit agencies should aim to serve with public transit.
- ii. Industrial Employment Center: These Centers are highly active industrial areas with significant existing jobs, core industrial activity, evidence of long-term demand, and regional role. They have a legacy of industrial employment and represent important long-term industrial areas, such as deep-water ports and major manufacturing. The intent of this designation is to, at a minimum, preserve existing industrial jobs and land use and to continue to grow industrial employment in these Centers where possible. Jurisdictions and transit agencies should aim to serve with transit.

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

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transportation system, is very important to the success of manufacturing/industrial centers." (Vision 2040)

c. Countywide Centers:

There are two types of Countywide Centers – Growth Centers and Industrial Centers:

- i. Countywide Growth Centers serve important roles as places for concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment.
- ii. Countywide Industrial Centers serve as important local industrial areas. These areas support living wage jobs and serve a key role in the county's manufacturing/industrial economy.

d. Local Centers:

Local Centers are central places that support communities. These places range from neighborhood centers to active crossroads and play an important role in the region. Local centers help define community character and usually provide local gathering places and community hubs; they also can be suitable for additional growth and focal points for services.

e. Military Installations:

Military Installations are a vital part of the region, home to thousands of personnel and jobs, and a major contributor to the region's economy. While military installations are not subject to local, regional, or state plans and regulations, Kitsap local governments and Tribes recognize the relationship between regional growth patterns and military installations, and the importance of how military employment and personnel affect all aspects of regional planning.

Major Military installations are designated by the PSRC; smaller military installations may be recognized by KRCC as a type of countywide center or equivalent. As of 2007, Naval Base Kitsap – Bangor and Naval Base Kitsap – Bremerton is designated as Major Military Installations. As of 2017, two Kitsap County military bases met the criteria as a Smaller Military Installation, Naval Base Kitsap – Jackson Park and Naval Base Kitsap – Keyport.

b. 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

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~~designation represents a commitment to planning for Center development, with a planned mix of housing, commercial, service, 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.i. 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.~~

C-4 Center designations shall be consistent with the Puget Sound Regional Council's Regional Centers Framework dated March 22, 2018, and the following policies:

a. Designation of Centers General Policies

i. Regional Centers must be designated by Puget Sound Regional Council and included in the Kitsap Countywide Planning Policies. Countywide Centers are designated by the Kitsap Regional Coordinating Council (KRCC) and included in the Kitsap Countywide Planning Policies. Local Centers are designated in local jurisdictions' comprehensive plan. Military Installations are recognized by PSRC and KRCC.

ii. Officially recognized Regional and Countywide Centers by PSRC and KRCC are identified and categorized in Appendix F. Candidate Centers (regional and countywide) may also be designated in Appendix F.

iii. Centers must be identified in the local jurisdiction's comprehensive plan with specific information about the type of Center and the specific geographic boundaries. The Comprehensive Plan shall include policies aimed at focusing growth within the Center consistent with the applicable criteria established by PSRC and the Kitsap Countywide Planning Policies. Center boundaries may expand or reconfigure over time but shall continue to meet the minimum criteria as set forth by PSRC Regional Centers Framework and Kitsap Countywide Planning Policies. Failure of a local jurisdiction's comprehensive plan to maintain a centers designation will result in its removal from Appendix F.

Commented [CW61]: 1/14/21 – A question was raised about why centers must be designated in the local comprehensive plan prior to coming to the KRCC. I tend to agree. Seems like a lot of work upfront with no assurance of approval. Could we modify so there is an application process but the comp plan amendments would occur after KRCC approval?

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- iv. The KRCC’s land use technical advisory committee (LUTAC) shall review the requests for the Center and Candidate Center designation and supporting technical memorandum/documentation and provide a recommendation to the KRCC on the proposed designations.
- v. Every January 3rd (or first weekday) of a year preceding the PSRC transportation funding cycle, the KRCC shall invite jurisdictions to submit requests for designation of Centers or Candidate Centers. Initial requests for a Center or Candidate Center shall be processed as an amendment to the Countywide Planning Policies. KRCC shall establish procedures and timelines ensuring the amendment process is conducted within 180 days from the initial request invitation.

b. Regional Growth Centers and MIC Designation

The designation of Regional Growth Centers (RGC) and Manufacturing/Industrial Centers (MIC) is made by Puget Sound Regional Council. However, prior to designation by PSRC, an RGC or MIC must be designated as a Candidate Regional Center in the Kitsap Countywide Planning Policies and local comprehensive plan.

- i. Jurisdictions seeking regional designation must follow the application designation process and criteria as set forth by PSRC in the Regional Centers Framework and Designation Procedures.
- ii. Prior to seeking RGC or MIC designation by PSRC, the Center shall be designated as a Candidate RGC or MIC in the Countywide Planning Policies. Each jurisdiction seeking initial designation of a Candidate RGC or MIC shall provide the KRCC with a technical memorandum containing the following information:
 - Map;
 - Discussion on how the Candidate RGC/MIC meets or is planned to meet the eligibility criteria as a new RGC or MIC as defined by PSRC. At a minimum, the following should be addressed:
 - Commitment as a local priority through investment as a livable center;
 - Intent for subarea planning that meets regional requirements;
 - General analysis of infrastructure and utility capacity or planned capacity;
 - General analysis existing land uses or planned mix of land uses;
 - General environmental review that the center is appropriate for dense development;
 - Planned or existing transit services;
 - Current count of activity units and planned activity units (activity units means the sum of population and jobs units per gross acre as defined by PSRC; calculation of activity units shall be completed by PSRC or other accepted methodology as set forth in the technical memorandum);
 - Land capacity evaluation.
 - Demonstrated mix of uses.
 - Information of available transit services;

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- [Evidence the candidate center is priority for growth and infrastructure investment;](#)
- [Intent for subarea planning.](#)

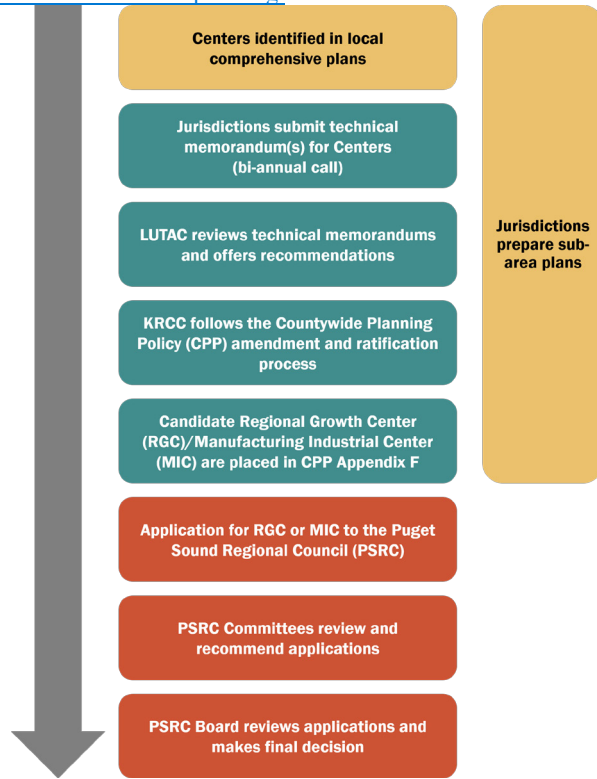


Figure 1: RGC/MIC Center Process

c. Countywide Growth and Industrial Center and Candidate Designation

Pursuant to the Regional Centers Framework, Countywide Centers are designated in the local comprehensive plan and by KRCC through the Kitsap Countywide Planning Policies. The Regional Centers Framework includes criteria for the designation of Countywide Centers; the KRCC must find that Countywide Centers meet this criterion prior to recognition in the countywide planning policies.

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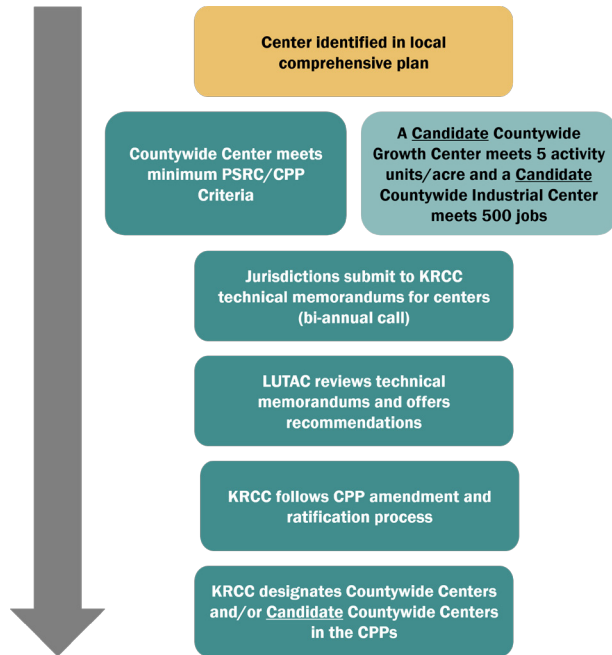


Figure 2: Countywide Center and Candidate Center Designation Process

- i. Each jurisdiction seeking to designate a Countywide Center shall provide the KRCC with a technical memorandum demonstrating that the proposed Center:
 - Meets the basic standards as established in the Regional Centers Framework for designating countywide centers;
 - Is characterized and boundaries defined in the local Comprehensive Plan with supportive policies;
 - For growth countywide centers, the current count of at least 10 activity units (activity units mean the sum of population and jobs units per gross acre as defined by PSRC; calculation of activity units shall be completed by PSRC or other accepted methodology as set forth in the technical memorandum);
 - For the countywide industrial center, current county of at least 1,000 existing jobs and/or at least 500 acres of industrial land;
 - A mix of uses (does not apply to countywide industrial center);
 - Information of available multi-modal transportation serving the center.
- ii. Candidate Countywide Centers may be requested for inclusion in the Kitsap Countywide Planning Policies and shall provide the KRCC with a technical memorandum demonstrating that the Candidate Countywide Center:
 - Is identified in a local comprehensive plan;

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- Meets the basic criteria of a Countywide Center in the Regional Centers Framework or has planning place to meet basic criteria;
- For Growth Countywide Centers, has a minimum of 5 activity units and demonstration there is capacity and planning for additional growth; (activity units mean the sum of population and jobs units per gross acre as defined by PSRC; calculation of activity units shall be completed by PSRC or other accepted methodology as set forth in the technical memorandum).
- For Countywide Industrial Centers, has a minimum of 500 jobs with planned capacity for at least 1,000 jobs.

d. Conversion of Candidate Centers

Conversion of a Candidate Center to a full Center shall be processed as follows:

- i. Conversion of a Candidate Center to full Center can occur at any time;
- ii. Demonstration through a technical memorandum that the Candidate Center now meets the full requirement(s) of the Center (RGC, MIC or Countywide) as set forth in PSRC's Regional Centers Framework and the Kitsap Countywide Policies;
- iii. Recommendation of LUTAC to the KRCC Board;
- iv. The KRCC Board will consider the request for candidate center conversion within 90 days of LUTAC's review and recommendation. The requesting jurisdiction shall present to the KRCC Board the candidate center and outline the technical memorandum to demonstrate that the candidate center now meets full center status;
- v. Upon a **majority vote by the KRCC** to change the candidate status to full center status on Appendix F, the conversion shall be complete, and no further amendment or ratification process is necessary.

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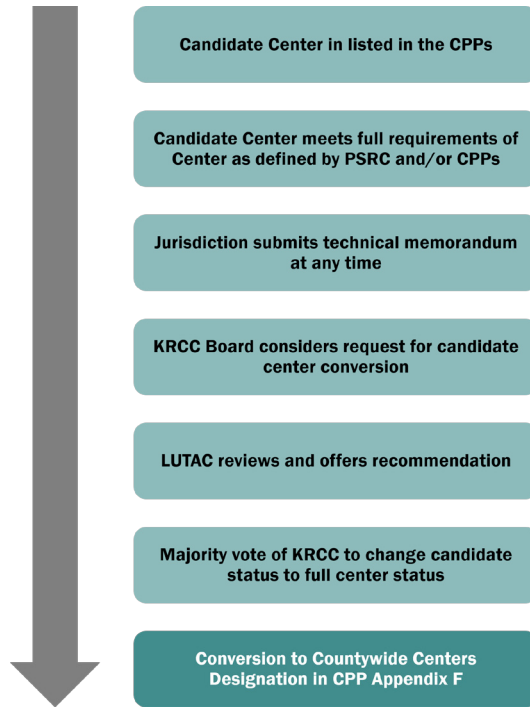


Figure 3: Conversion of Candidate Center to Full Center

e. Local Centers

PSRC’s local centers designation and criteria allow for local consideration of the unique characteristics of neighborhood centers and important crossroads of the Kitsap Peninsula. Local Centers are designated in local comprehensive plans and shall be consistent with the following:

- i. Be located within a city ~~or~~, unincorporated urban growth area, or rural community;
- ii. Local comprehensive plans include the local center boundaries, supportive policies, and evidence the area is a priority of investment – such as planning efforts or infrastructure.

f. Military Installations (MI)

Major Military Installations (MMI) are identified by PSRC and are defined as installations with more than 5,000 enlisted and service personnel. Smaller Military Installations (SMI) criteria are specified by RCW 36.70A.530 and identifies them as federal military installations, other than a reserve center, that employs 100 or more full-time personnel. There are two identified SMIs – Naval Base Kitsap Jackson Park and Naval Base Kitsap Keyport. All military installations are identified on Appendix F.

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The two SMIs-All Military Installations (both MII and SMI) in Kitsap County shall be considered countywide centers, as allowed by PSRC’s Centers Framework, in order to ensure:

- i. Freight routing and mobility into and between the recognized military installations;
- ii. Accessibility and connectivity to transportation corridors;
- iii. Safety, accessibility, and mobility conditions where freight and passenger transportation systems interact.

The identification of SMI- Military Installations as countywide centers shall not be used as justification or support urban levels of densities if the MI is not located within an urban growth area.

Any Military Installation (MII or SMI) that meets the personnel criteria as defined above shall be considered a countywide center and may request inclusion in Appendix F following the same procedures for candidate countywide centers as described in Section 4.a.v. above.

g. Prioritization of funding for centers

Federal, state, regional, and countywide transportation and economic development funds should be prioritized to regionally designated centers as well as transportation system linkages between regional growth centers. Subregional funding, especially countywide and local funds can also be prioritized to local centers.

~~C-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.~~

~~C-4. In addition to meeting the applicable criteria above, a request for Center designation or a change in Center status should address the following: (See Appendix G)~~

- ~~a. Current or programmed transportation~~

Commented [CW62]: 1/14/21 – Comment received that this new policy was worded strangely. This new policy tries to provide a simple way of breaking down several MPPs into CPP language. No changes have been proposed but open to suggestions.

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- ~~resources (including roads, ferries, transit, airports, bicycle, pedestrian)~~
- ~~b. Balance of living wage employment opportunities with residential~~
- ~~e. Proximity and connectivity among jobs, housing, retail services~~
- ~~d. Types and density of residential uses~~
- ~~e. Inclusion of affordable housing~~
- ~~f. Provision of community gathering space, parks, and cultural opportunities~~
- ~~g. Impacts to ecological functions.~~

Living wage is the minimum hourly wage needed by a sole provider working full time (2080 hours per year) to cover the costs of food, shelter, clothing, and other basic necessities for their family. The assumption is that living wages vary across communities, based on differences in the cost of living and size of household. [Sources: Economic Policy Institute & KEDA]

Living Wage: Living Wage Calculator for Kitsap County, Pennsylvania State University: <https://livingwage.mit.edu/>
Minimum Wage: WA State Dept of Labor & Industries: <http://www.lni.wa.gov/>



**PUGET SOUND REGIONAL COUNCIL (PSRC) UPDATES FOR THE
KITSAP REGIONAL COORDINATING COUNCIL (KRCC)**



PSRC BOARDS v.1/5/21

Executive Board

Date of Next Meeting: **January 28, 2021** • 10:00-11:30 AM

Topics from Meeting: **December 3, 2021** (packet posted [here](#)):

- Consent Agenda:
 - Minutes of meeting held 10/22/20
 - Vouchers 9/30/20-11/16/20
 - Contract authority for engagement platform
 - Contract authority for consultant services for Regional Household Travel Survey Program
 - Contract authorization for purchasing of commercial vehicle data
 - Contract authority for consultant services for the Regional Transportation Plan
- Discussion: COVID-19 Aviation Downturns Impacts to Local Businesses

Contact: Sheila Rogers - srogers@psrc.org; **KRCC Members:** Commissioner Garrido, Mayor Erickson, Commissioner Strakeljahn, Mayor Wheeler, Mayor Putaansuu; Alternates: Commissioner Gelder, Commissioner Bozeman, Councilmember Ashby, Mayor Schneider, Councilmember Gorman, Commissioner Gary Anderson

Transportation Policy Board (TPB)

Date of Next Meeting: **January 14, 2021** • 9:30 – 11:30 AM

Topics from **December 10, 2020** Meeting (agenda posted [here](#)):

- Consent: Approve Minutes of TPB Meeting held 11/12/20; Recommend Certification of Regional Center Subarea Plans for Kirkland-Totem Lake RGC, Kent-Downtown RGC, and Kent MIC
- Discussion:
 - Passenger Only Ferry Study Update
 - Regional Transportation Plan data Visualization
 - Project Tracking Report
 - Upcoming PSRC Funding Opportunities
- Information: 2021 Transportation Policy Board Meeting Schedule; 2021 Transit Integration Report

Contact: Casey Moreau - cmoreau@psrc.org
KRCC Members: Mayor Erickson, Councilmember Ashby, Commissioner Gelder, Councilmember Mills, Mayor Wheeler; Alternates: Commissioner Garrido, Councilmember Pollock, Director Clauson, Commissioner Bozeman, Councilmember Gorman

Growth Management Policy Board (GMPB)

Date of Next Meeting: **February 4, 2021** • 10:00 AM – 12:00 PM

Topics from **January 7, 2021** Meeting: (packet posted [here](#)):

- Consent: Approve Minutes of GMPB Meeting held 11/19/2020
- Action: Recommend Certification of Regional Center Subarea Plans for Tukwila's Southcenter Regional Growth Center and North Tukwila MIC
- Action: Recommend Black Diamond Conditional Certification Extension
- Discussion: VISION 2050 Implementation: Growth Target Guidance; Puget Sound Recovery
- Information: 2021 Growth Management Policy Board Schedule

Contact: Kristin Mitchell – kmitchell@psrc.org
KRCC Members and Affiliates: Commissioner Wolfe, Councilmember Pollock, Mayor Wheeler, Director Purser; Alternates: Commissioner Garrido, Mayor Putaansuu, Councilmember Gorman, Tom Ostrom, Andrea Spencer

Economic Development District Board

Date of Next Meeting: **February 3, 2021** • 1:00 – 3:00 PM

Topics from **December 2, 2020** Meeting: (packet posted [here](#)):

- Consent Agenda: Approve minutes of meeting held 10/7/2020
- Discussion: Regional Strategy Equity Update
- Action: 2021 Economic Development District Focus Areas & Legislative Priorities

Contact: Mikayla Svob - msvob@psrc.org
KRCC Members and Affiliates: Commissioner Garrido, Councilmember Stern, Commissioner Strakeljahn, Chairman Forsman, Mayor Wheeler, John Powers; Alternates: Commissioner Wolfe, Councilmember Mills, Commissioner Bozeman, Councilmember Cucciardi, Councilmember Gorman, Commissioner Anderson

Operations Committee (OC)

Date of Next Meeting: **January 28, 2021** • 9:00 – 9:50 AM

Topics from **December 3, 2020** Meeting1 (packet posted [here](#)):

- Consent: Approve Minutes of Meeting held 10/22/20, Vouchers 9/20/20-11/16/20
- Action: Approve contract authority for engagement platform, contract authorization for purchasing of commercial vehicle data, contract authority for consultant services for the Regional Transportation Plan
- Information/Discussion: Proposed FY2022-23 Budget and Work Program Assumptions and Financial Policies, Monthly Budget Progress Report; Contract Status Report; Completed Contracts; Grant Status Report, 2021 Executive Board and Operations Committee Meeting Schedule

Contact: Casey Moreau - cmoreau@psrc.org; **KRCC Members:** Mayor Erickson; Alternates: Commissioner Gelder



**PUGET SOUND REGIONAL COUNCIL (PSRC) UPDATES FOR THE
KITSAP REGIONAL COORDINATING COUNCIL (KRCC)**



PSRC COMMITTEES v.1/5/21

<p><u>Regional Staff Committee (RSC)</u> Date of Next Meeting: January 21, 2021 • 9:30 AM – 11:30 AM Topics from November 5, 2020 Meeting: (packet posted here):</p> <ul style="list-style-type: none"> • Discussion: Regional Housing Needs Assessment, Regional Transportation Plan Outreach, VISION 20550 Regional Growth Strategy <p>Contact: Ben Bakkenta- bbakkenta@psrc.org KRCC Affiliates: Eric Baker, Nick Bond, Ed Coviello, Andrea Spencer, Karla Boughton; Alternates: Jeff Rimack, Heather Wright</p>	<p><u>Regional FTA Caucus</u> Date of Next Meeting: February 10, 2021 • 10:30 AM – 12:00 PM Topics from December 9, 2020 Meeting: (packet posted here):</p> <ul style="list-style-type: none"> • Action: Approval of 10/14/20 meeting summary • Discussion: 2020 Project Selection Process for FTA Funding • Discussion: Transit Agency Contracted Services Agreements <p>Contact: Sarah Gutschow - sgutschow@psrc.org KRCC Affiliates: Steffani Lillie; Alternate: Jeff Davidson</p>
<p><u>Bicycle/Pedestrian Advisory Committee (BPAC)</u> Date of Next Meeting: March 9, 2021 • 10:00 AM – 12:00 PM (January meeting canceled) Topics from November 10, 2020 Meeting: (agenda posted here):</p> <ul style="list-style-type: none"> • Action: Approval of Meeting Summary 9/8/20 • Discussion: Bicycle and Pedestrian Facility and Count Data Inventories; 2022 Regional Transportation Plan Bicycle and Pedestrian Facility Typology and Access to Transit • Roundtable: Announcements of Bicycle/Pedestrian Activities <p>Contact: Sarah Gutschow - sgutschow@psrc.org KRCC Affiliates: David Forte, Chris Dimmitt, Megan Moore, Chris Wierzbicki; Alternates: Melissa Mohr, Andrea Archer-Parson; Anthony Burgess</p>	<p><u>Regional Project Evaluation Committee</u> Date of Next Meeting: January 22, 2021 • 9:30 – 11:00 AM Topics from December 4, 2020 Meeting: (agenda posted here):</p> <ul style="list-style-type: none"> • Action: Approval of 11/12/20 meeting summary • Transportation Policy Board Debrief • Discussion: Appoint new RPEC Chair and Vice Chair • Action: Upcoming Funding Opportunities • Discussion: 2022 Project Selection Process Revision Proposals <p>Contact: Kelly McGourty - kmcgourty@psrc.org KRCC Affiliates: David Forte, Steffani Lillie, Fred Salisbury, Shane Weber, Mark Dorsey Alternates: Jeff Shea, Arne Bakker, Jeff Davidson, Ned Lever, Chris Dimmitt, Diane Linius</p>
<p><u>Transportation Operators Committee (TOC)</u> Date of Next Meeting: February 24, 2021 • 10:00 AM– 12:00 PM Topics from December 2, 2020 Meeting: (packet posted here):</p> <ul style="list-style-type: none"> • Action: Approval of 10/28/20 meeting summary • Discussion: 2022 Regional Transportation Plan Potential Transit Network Revisions and Uncertainty; Regional Transit Safety Performance Targets; Regional Transit Asset Management Performance Targets; FTA Project Tracking Status; Puget Sound Passenger Only Ferry Study Update; Transit Agency Roundtable • Information: 2021 Planned Meeting Topics and Calendar <p>Contact: Gil Cerise - gcerise@psrc.org; KRCC Affiliates: Steffani Lillie; Alternate: Ed Coviello</p>	<p><u>Regional Traffic Operations Committee (RTOC)</u> Date of Next Meeting: March 4, 2021 • 9:30 – 11:00 AM Topics from January 7, 2021 Meeting (agenda posted here):</p> <ul style="list-style-type: none"> • Presentation: Bellevue’s Transportation System and the COVID-19 Era • Discussion: Incorporating ITS into the 2022 Regional Transportation Plan • Discussion: Level of Detail in ITS Layer for Visualization Tool <p>Contact: Gary Simonson - gsimonson@psrc.org KRCC Affiliates: Jeff Shea, Andrea Archer Parsons, Steffani Lillie; Alternates: Shane Weber</p>