



DRAFT TransTAC Meeting Agenda

Thursday, March 11, 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 • Approve 11/12/20 TransTAC Meeting Summary 	<ul style="list-style-type: none"> - 2021 meeting calendar (pg 3) - 1/14/21 TransTAC Meeting Summary (pg 4)
<p>B. Updates to Countywide Planning Policies <i>Objective: Finalize feedback on the updates to the transportation related CPPs.</i></p> <ul style="list-style-type: none"> • Reminder of process and timeline • Staff report out on updates to Element G: Capital Facilities and Element H: Transportation • Collect final input on CPP updates 	<ul style="list-style-type: none"> - Draft CPP Updates (pg 9-22)
<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 	<ul style="list-style-type: none"> - Monthly PSRC Update (pg 23)
<p>D. Countywide Competition Scoping Discussion <i>Objective: Begin preparations for the 2022 Countywide Competition cycle by identifying topics requiring further discussion.</i></p> <ul style="list-style-type: none"> • Review TransTAC’s debrief of the 2020 Countywide Competition • Identify potential Countywide Competition policy and criteria updates of interest for future discussion 	<ul style="list-style-type: none"> - 7/9/20 TransTAC meeting summary (pg. 25) - 2020 Kitsap Call for Projects (link)
<p>E. Supporting TransPOL’s Discussions on Transportation Funding Streams <i>Objective: Support TransPOL’s future discussions on coordinated transportation funding strategies.</i></p> <ul style="list-style-type: none"> • Discuss what information would be helpful to TransPOL for their May 20 discussion on developing a Countywide transportation funding strategy 	
<p>F. Legislative Updates <i>Objective: Stay current on transportation related legislation and other topics of interest.</i></p> <ul style="list-style-type: none"> • Report out on legislative updates 	
<p>G. 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>H. 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>I. 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, May 20 • Next TransTAC meeting on Thursday, October 14 • Announcements 	<p>- Proposed 2021 TransTAC/TransPOL Meeting Plan (pg 28)</p>
<p>Adjourn</p>	



2021 Meeting Schedule

Draft v.2/17/21

		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	March 4 Board Retreat (1:00-4:00PM)	April 6 Study Session (1:00-3:00PM)	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
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: March 4, 1:00-4:00 PM

Legislative Reception:



Transportation Technical Advisory Committee (TransTAC)
DRAFT Meeting Summary

January 14, 2021 | 1:00 – 3:00 PM

Remote: Zoom Meeting

Actions	Person Responsible
Send any suggestions for the draft Countywide Planning Policies language to Clay White by January 29.	TransTAC members
Review and complete the local funding mechanisms inventory matrix.	TransTAC members

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; Clay White, LDC; Alicia McIntire, Parametrix; and Kalon Thomas, PSRC. Mishu shared that Vivian Ericson will be transitioning off KRCC to focus on other project manager duties within Triangle Associates. Following introductions and administrative updates, TransTAC reviewed the 2021 TransTAC/TransPOL Meeting Plan and approved the November 11, 2020 TransTAC meeting summary.

TransTAC discussed funding distribution scenarios that might occur if a federal infrastructure plan passes through congress based on what occurred in past years. Mishu stated that legislative updates is a planned agenda item for the March TransTAC meeting.

B. Updates to Countywide Planning Policies

Mishu reminded the group that KRCC is responsible for updating Countywide Planning Policies (CPPs) by the end of 2021. At the November 11, 2020 meeting, TransTAC provided initial feedback on draft update language for Elements A-F of the CPPs to Clay and Alicia. Mishu shared that Clay and Alicia would collect feedback from TransTAC on draft update language that intersects with transportation in Elements G-N in a similar fashion.

Prior to reviewing Elements G-N, TransTAC discussed the incorporation of their feedback to Element C: Centers of Growth. The Countywide Centers relate to the funding received through the Countywide Competition. A draft of Element C that began to address TransTAC feedback was sent in advance of the January 14 meeting. David Forte, Kitsap County, noted that certain recommendations from Kitsap County were not yet incorporated and recommended that C.4.g be eliminated. Clay acknowledged that responses to some comments received had not been incorporated into the draft sent to TransTAC yet but that it was a priority to complete. Clay offered to meet with TransTAC members offline to discuss proposed edits to the CPPs.

Clay shared a presentation that reviewed the CPP project schedule, provided a high-level overview of proposed changes to Elements A-F, and provided an opportunity for TransTAC to review draft language in Elements G-N. In the upcoming months:

- LUTAC will continue to review draft policies at monthly committee meetings (January 14, February 11, and March 11)
- TransTAC will review updated draft policies at their March 11 meeting.
- PlanPOL will provide recommendations at their January 19 and March 16 meetings.
- LUTAC will provide any remaining revisions to the draft policies in April.

- The Executive Board will review the draft policies at their May 4 Board meeting and hold a public hearing at their June 1 Board meeting to provide formal recommendations.

Clay and Alicia reviewed the policies with direct and indirect impacts on transportation in Elements G-N and asked for initial feedback from TransTAC. TransTAC provided the following comments regarding the draft policies:

- General: When referring to transportation modes within the draft policies, it is better to use language that refers to multimodal transportation and only refer to a specific mode of transportation when specificity is needed.
- CF-1. Identification of needed capital facilities: The draft policy update removes CF-1. There were no objections to removing the policy.
- CF-3. Establishing a process and review criteria for the siting of facilities that are of a countywide or statewide nature: The draft policy updates intend to make the policy less directive. TransTAC members noted that zoning can change over time so it may be beneficial for the language to be less prescriptive and instead emphasize the importance of coordinating capital facilities with transportation to support those facilities. TransTAC members noted the need to provide a definition of “public facilities” since parks are considered public facilities but serve different functions and have distinct siting criteria than buildings and sewers, for example.
- CF-4. Air transportation facilities in Kitsap County: The draft policy update removes CF-4. There were no objections to the removal of CF-4.
- CF-5. Transportation facilities and services of statewide significance: CF-5 is a new policy that reflects existing Growth Management Act (GMA) law. TransTAC members did not see value in duplicating existing law language within the draft policies but did recommend that the entire title of the law be copied into the policy to accurately represent the policy.
- T-1. Strategies to optimize and manage the safe use of transportation facilities and services: Alicia noted that there are discussions on whether fish passage should be in transportation or within Element E, which regards environmental considerations. TransTAC suggested the fish passage language be moved to a different section. There was a recommendation to add specificity to “redundancy needs.” Regarding the language in T-1-f, David Forte noted that resiliency is as important as redundancy. It was also suggested to replace the word “goal” with “aim to achieve [zero deaths]” in section T-1-b.
- T-3. Environmental and human health impacts of transportation policies: TransTAC members suggested the language may be grammatically incorrect. TransTAC members suggested that human health be a separate policy. TransTAC members shared concerns that the statement on electric vehicle charging stations may be interpreted as the government being responsible for providing charging stations.
- T-4. Planning guidelines to support transit and pedestrian travel appropriate to each type of urban and rural development or re-development: TransTAC members asked for language clarifying “access to opportunities” in T-4-a.
- T-6. Freight Transportation: TransTAC members suggested that the word “trade” should be replaced with a word that encompasses the movement of freight. TransTAC members noted that there are two designated freight routes in Kitsap County. TransTAC members suggested that the language needs to include other corridors beyond the military freight routes.
- T-7. Transportation relationships with the Puget Sound Regional Council and the Peninsula Regional Transportation Planning Organization: The draft policies remove T-7-c. TransTAC members supported revisions that do not prevent or require the involvement of a third party. TransTAC members further shared that the Transportation Improvement Program (TIP) for Kitsap County is not part of the regional TIP and recommended the removal of T-7-d.
- T-8. Identification of needed transportation related facilities and services within Kitsap County: TransTAC members supported the removal of T-8.

- T-10. Coordinated and consistent level of service (LOS) standards: TransTAC members suggested describing who “they” is in T-10-f. TransTAC members agreed that correcting capacity deficiencies resulting from growth outside their jurisdictions was an issue faced by jurisdictions. TransTAC members were unsure if the statement in T-10-f would resolve the underlying issue. TransTAC members shared that a limitation in implementing T-10-f would be that jurisdictions do not have authority over WSDOT.
- ED-2. The role of government agencies in assuring coordinated and consistent efforts to promote economic vitality and equity throughout Kitsap County: TransTAC members had no comments on the proposed revisions to ED-2.
- RR-1. Roles and Responsibilities: TransTAC members had no comments on the proposed revisions to RR-1.

**C. Regional Project Evaluation Committee (RPEC) and other PSRC Updates
RPEC and other PSRC Boards/Committees updates.**

David Forte shared that PSRC is beginning the rebalancing process and that members should evaluate whether they have transportation projects on the contingency list that are still eligible should funding become available. Transportation Alternatives Program (TAP) funds are also expected to become available and will utilize the same project contingency list to distribute awards. The City of Seattle’s request for emergency funding for the West Seattle Bridge was resolved by the City of Seattle agreeing to use their proportion of Highway Infrastructure Program (HIP) funding for the West Seattle Bridge and reallocating grant funding previously awarded. This means other jurisdictions will still receive their original proportion of HIP funding.

Check-ins for Watchlist Projects.

Kalon Thomas, PSRC, shared the watchlist projects list. The National STEM school from Kitsap County is on the watchlist due to the project having the same deadline for various phases. David Forte, Kitsap County, shared that the project is on track. TransTAC members saw value in having project check-ins as part of TransTAC meetings. Kalon Thomas said he is also available to talk to TransTAC members individually about their projects.

D. Inventory of Local Transportation Funding Tools

Mishu shared that TransPOL discussed focusing on actionable strategies to obtain transportation funding at the Local, Countywide, State, and Federal levels in 2021. At the February 18 TransPOL meeting, members plan to review an inventory of current local funding mechanisms to inform their local strategy. TransTAC discussed the transportation funding mechanisms matrix and noted that grant funding is a major and diverse source of funding. Mishu suggested that grant funding sources and other additional funding sources should be consolidated within the matrix where possible. TransTAC members shared that calculating the percent of their jurisdiction’s Transportation Improvement Plan (TIP) funded by impact fees is challenging to calculate because the TIP is a jurisdiction’s planned projects over a six-year span while the impact fees are one-time fee collected on new developments. They suggested providing the dollar amount of the impact fee instead. TransTAC members pointed out that the Transportation Benefit Districts rely on two sources of funding, local transportation specific sales taxes or car tabs, and that this should be reflected in the matrix. TransTAC members shared that general sales tax is an additional funding source, but that this varies from year to year.

TransTAC members are asked to update the table as necessary prior to the next KRCC TransPOL meeting.

E. Corridor Updates

TransTAC members provided the following corridor updates:

- SR-16/Gorst: The Gorst Coalition is working with WSDOT to refine the project list. Mishu shared that the draft Coalition MOU is in its final review cycle. Bremerton’s City Council has reviewed

earlier versions of the MOU since they are planning to be the fiscal agent for the Gorst Coalition. The Gorst Coalition Executive Committee meeting is on January 15.

- SR-305: Diane Lenius and Josh Ranes shared that work continues on Johnson Road and SR-305. Work will continue aggressively through the winter and there will be traffic impacts starting the week of January 18.
- SR-104: This item was postponed to a future meeting.
- SR-303: 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

The next KRCC TransPOL meeting is on Thursday, February 18. The next KRCC TransTAC meeting is on Thursday, March 11.

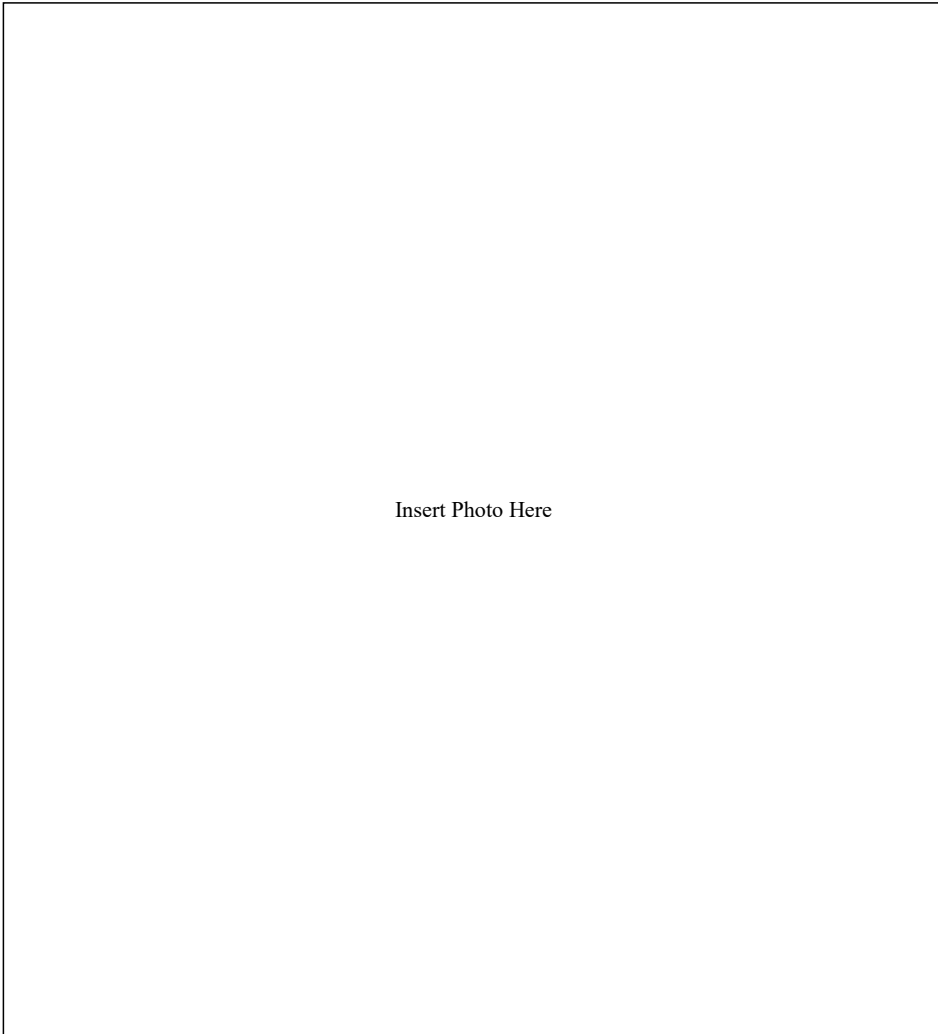
H. Adjourn

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
Anna Whalen	Naval Base Kitsap
Sara Oliveira	Naval Base Kitsap
Fred Salisbury	Port of Bremerton
Mark Dorsey	Port Orchard
Diane Lenius	Poulsbo
Josh Ranes	Poulsbo
Dennis Engel	WSDOT
Clay White	LDC
Alicia McIntire	Parametrix
Kalon Thomas	PSRC
Mishu Pham-Whipple	KRCC
Vivian Ericson	KRCC
Kizz Prusia	KRCC

[Table of Contents](#)

**Element G.
Siting Public Capital Facilities**



Element G. Siting Public Capital Facilities (CF)

The Growth Management Act requires local governments to inventory existing capital facilities owned by public entities, to identify locations and to determine capacities to meet future demand for growth without decreasing levels of service. The Washington State Office of Financial Management is responsible for identifying and maintaining a list of essential state public facilities that are required or likely to be built within the next six years as required by the Growth Management Act. Counties and cities are also required to coordinate the siting of countywide and statewide capital facilities to mitigate potential adverse impacts from the location and development of these facilities.

The policies in this chapter are focused on areas where coordination is necessary for the siting of capital facilities of a countywide or statewide nature and transportation facilities and services of statewide significance. This chapter also provides policies regarding the need for identification and proper location of all public facilities.

Policies for Siting Public Capital Facilities (CF):

CF-1. Identification of needed capital facilities:

- a. The County and the Cities shall each inventory their existing capital facilities and identify needed facility expansion and construction and provide that data to the Kitsap Regional Coordinating Council.
- b. ~~The Kitsap Regional Coordinating Council shall develop and maintain a list of public capital facilities needed to serve Kitsap County as a whole, based upon the County and Cities' Comprehensive Plans, the Countywide Coordinated Water System Plan, and other appropriate system plans. These include, but are not limited to, solid and hazardous waste handling facilities and disposal sites, water and wastewater treatment facilities, regional water supply inter-tie facilities, education institutions, airports, local correctional facilities, in-patient facilities including hospitals and regional park and recreation facilities, and government buildings that serve Kitsap County as a whole, including those essential public facilities as defined in RCW 36.70A.200.~~

CF-2. Location of capital and public facilities:

- a. If the primary population served by the facility is urban, the facility should be located in a City or Urban Growth Area, where feasible.
- ~~a-b. Any siting work for state facilities should reflect current state law.~~
- c. ~~Certain public capital and public facilities such as schools and libraries that generate substantial travel demand should be located should be located first in Designated Centers~~

52

Kitsap Countywide Planning Policies
Element G. Capital Facilities

Commented [CW35]: 3/1/21 This chapter has been reviewed by LUTAC but since the last review, we have worked this through TransTAC. Policy changes reflect those comments received from that group.

In addition, LUTAC previously and rightfully noted that this chapter was very confusing.

GMA only requires that CPPs cover "(c) Policies for siting public capital facilities of a countywide or statewide nature, including transportation facilities of statewide significance as defined in RCW [47.06.140](#);"

The above requirements are met with the policies proposed.

However, policies over time have intermixed this requirement with siting requirements for all capital and public facilities and essential public facilities.

While there are some policy changes in this chapter (that we have mostly gone over), these changes will hopefully address the confusion that was created with the current terminology.

[Table of Contents](#)

~~or, if not feasible to do so,~~ along or near major transportation corridors and existing public transportation routes.

- b. ~~Public facilities shall not be located in designated resources lands, critical areas, or other areas where siting of such facilities would be incompatible. areas where the siting of such facilities would be incompatible with requirements to protect designated resource lands, critical area regulations, or other areas where the siting of such facilities would be incompatible.~~

Commented [CW36]: This was one of the criteria under for CF-3 (now CF-5). This seemed like a much more appropriate place to put it.

Commented [CW37]: This was also under C-3 (Now CF-5 previously)

~~CF-4 Some regionally significant public capital facilities, such as those for waste handling, may be more appropriately located outside of Urban Growth Areas due to exceptional bulk or potentially dangerous or objectionable characteristics. Public facilities located beyond Urban Growth Areas should be self-contained or be served by urban governmental services in a manner that will not promote sprawl. Utility and service considerations must be incorporated into site planning and development.~~

CF-53. Establishing a process and review criteria for the siting of facilities that are of a countywide or statewide nature:

- a. When ~~essential public facility as defined in RCW 36.70A.200 is~~ facilities that are of a countywide or statewide nature ~~are~~ proposed in Kitsap County, and its location has not been evaluated through a regional siting process pursuant to WAC 365-196-550 (3) (d), the Kitsap Regional Coordinating Council shall appoint a Facility Analysis and Site Evaluation Advisory Committee composed of citizen members selected by the member jurisdictions to represent a broad range of interest groups to evaluate proposed public facility siting and provide a recommendation to the city or county where facility is being proposed. At a minimum, this evaluation shall consider:
- i. The impacts created by existing facilities;
 - ii. The potential for reshaping the economy, the environment and community character;
 - iii. The development of specific siting criteria for the proposed project, giving priority consideration to siting within Designated Centers;
 - iv. The identification, analysis and ranking of potential project sites;
 - v. Measures to first minimize and second mitigate potential physical impacts including, but not limited to, those relating to land use, transportation, utilities, noise, odor and public safety;
 - vi. Measures to first minimize and second mitigate potential fiscal impacts.

[Table of Contents](#)

~~CF-6~~ Uses shall adhere to local health district or state agency rules regarding commercial and industrial use of on-site sewage systems.

~~CF-7~~ The multiple use of corridors for major utilities, trails and transportation rights-of-way is encouraged.

~~CF-8~~ County and City comprehensive plans and development regulations shall not preclude the siting of essential public facilities.

~~Public facilities shall not be located in designated resource lands, critical areas, or other areas where the siting of such facilities would be incompatible.~~

~~CF-9~~4. Air transportation facilities in Kitsap County:

- b. The ~~Counties~~ County and the Cities shall recognize the importance of airports as essential public facilities and the preservation of access to the air transportation system.
- c. The County and the Cities shall ensure the safety of the community and airport users through compatible land use planning adjacent to airports, minimizing noise impacts, and coordination of the airport with ground access. Examples would include not encouraging or supporting higher residential densities, schools, or hospitals near airports or airport approach corridors.
- d. The County and the Cities should clearly communicate the decision-making authority associated with development of new and modifications to existing air transportation facilities, including the role of federal, state, county and local regulators.
- e. The County and Cities should establish and implement procedures for public engagement associated with the development of new airports or changes or expansions to existing airports, as mandated through existing federal and state laws.
- f. Changes to air transportation facilities should align with the Port of Bremerton’s adopted master plan.
- e.g. The County and Cities are encouraged to coordinate when updates to regulations are being considered to implement airport safety requirements that could impact another jurisdiction.
- d. ~~The County and the Cities shall plan for heliports throughout Kitsap County for emergency use.~~

CF-10 Transportation facilities and services of statewide significance

Commented [CW38]: These four items were previously under CF-3 (now 5 but seemed better as stand alone polices or that they should be moved.
The last sentence was moved under CF-2

Commented [CW39]: 3/1/21
New policy c. is being proposed based upon comment received. The intent is to ensure jurisdictions coordinate well on airport regulations. Especially on safety zones that could overlap jurisdictions.

[Table of Contents](#)

- a. ~~When a transportation facility or service project meeting the requirements of RCW 47.06.140 is proposed, impacted jurisdictions should coordinate together in consultation with the Washington State Department of Transportation. — Jurisdictions, transit agencies, and the Washington State Department of Transportation impacted by transportation facilities or services of statewide significance as defined in RCW 47.06.140 should cooperate in the planning, maintenance, and improvements of the facilities.~~

Element H.
Transportation

Insert Photo Here

Element H. Transportation (T)

The Growth Management Act requires that transportation planning be coordinated with the land use elements of local comprehensive plans as well as among local and state jurisdictions. ~~The Growth Management Act further requires that transportation planning be coordinated with the land use elements of local comprehensive plans.~~ In addition, transportation policies should be consistent with the policies contained within Puget Sound Regional Councils (PSRC) Transportation and Vision plans. Coordination of land use and transportation plans ~~will allow~~ allows Kitsap County and ~~the Kitsap, the c~~ Cities to meet three inter-related transportation goals:

- ~~Serve Designated Centers to R~~educe sprawl, conserve land and make ~~more~~ efficient use of infrastructure,
- Preserve ~~the natural environment, including water and air quality and, potentially, climate~~ air and water quality, the natural environment, and address impacts contributing to climate change.
- Provide a balanced system for the efficient, clean, safe movement of people, goods and services ~~among Designated Centers~~ within Kitsap County and the larger Puget Sound region.

The intent of the following policies is to define appropriate methods and strategies to achieve these goals through inter-regional and intra-regional coordination among transportation and land use planning agencies.

For the purpose of this Policy, the following transportation facilities are of countywide significance:

- a. state and federal highways;
- b. ~~major~~ principal arterials;
- c. public transit facilities and services;
- d. non-motorized facilities ~~connecting designated centers~~ which provide regional transportation connections;
- e. marine transportation facilities (ferries, shipping);
- f. airports ~~and heliports~~ (passenger and/or freight);
- g. rail facilities (passenger and/or freight)

The following facilities and system components should be included in the multi-modal network:

- a. roads, including major highways, arterials and collectors;
- b. public transit, including bus, rail, and park & ride lots;
- c. non-motorized facilities;
- d. vehicle and public or private passenger only ferries;
- e. airports;
- f. parking facilities that support the multi-modal network;
- g. facilities related to implementation of transportation demand management strategies;
- h. intelligent transportation systems (ITS).

Policies for Transportation (T):

Commented [CW40]: 3/1/21 While LUTAC had reviewed initial Transportation policy changes being considered, the policies have changed based upon comments from TranTac and Trans Pol.

It is anticipated that we will take this back to TransTAC for final review in March.

[Table of Contents](#)

T-1. Strategies to optimize and manage the safe use of transportation facilities and services:

- a. The County and the Cities shall each emphasize the maintenance and preservation of their existing transportation network.
- b. Through the regular update of the Transportation Element of their Comprehensive Plan, the County and the Cities should each identify Level of Service (LOS) and prioritize operational and safety deficiencies, with the goal of ~~substantially reducing~~achieving zero deaths and serious injuries.
- c. The County and the Cities should utilize Transportation System Management strategies such as parking restrictions, traffic signal coordination, transit queue jumps (traffic signal modification equipment that allows busses to move ahead of other vehicles), ramp metering, ~~striping~~development of non-motorized transportation facilities, traffic calming devices, and real time sensor adjustments for traffic signals.
- d. The County and the Cities should develop and implement access management regulations that provide standards for driveway spacing and delineation and encourage the joint use of access points where practical.
- e. The County and the Cities ~~shall~~should actively seek opportunities to share facilities, expertise, and transportation resources, such as multiple use park & ride/parking lots or shared traffic signal maintenance responsibility.
Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery
- e.f. Jurisdictions and agencies should consider emergency management and disaster preparation as part of their transportation planning, including redundaney resiliency needs.

T-2. Reducing the rate of growth in auto traffic, including the number of vehicle trips, the number of miles traveled, and the length of vehicle trips taken, for both commute and non-commute trips:

- a. ~~The County and the Cities~~Jurisdictions and agencies shall provide both infra-structure and policy incentives to increase the use of non- SOV modes of travel.
 - i. The range of infrastructure incentives to encourage the use of non-SOV modes of travel could include the following:
 - Provide public transit, including preferential treatments for transit, such as queue by-pass lanes (dedicated bus lanes that allow for transit queue jumps), traffic signal modifications, and safe, transit stops.

[Table of Contents](#)

- Provide integrated transfer points to facilitate seamless trips between transit and other modes of travel, particularly at ferry terminals, including park & ride lots, bike storage facilities, carpool/vanpool and transit advantages to ease ingress/ egress, with proximity to actual connection points, and innovative transit-oriented development.
 - Provide ~~non-recreational~~ bicycle and pedestrian facilities, including safe neighborhood walking and biking routes to school.
 - During the development of all state, ~~county, and city~~ highway capacity improvement projects, consider the ~~market demand~~ for non-SOV travel and the addition of High Occupancy Vehicle (HOV) lanes, park & ride lots, and appropriate infrastructure for both bicycling and walking.
- ii. The range of policy incentives to encourage the use of non-SOV modes of travel could include, but is not limited to the following:
- Increased emphasis on the Commute Trip Reduction Program already in place (including ridesharing incentives), with Kitsap Transit designated as the lead agency, including program promotion and monitoring.
 - Managed parking demand at ferry terminals, employment, and retail centers to discourage SOV use through privileged parking for HOV users, fee structure and parking space allocations.
 - Encouraging telecommuting, flexible and compressed work schedules, and home-based businesses as a viable work alternative.
 - Encouraging the shift of work and non-work trips to off-peak travel hours.
 - Congestion pricing.
 - Auto-restricted zones.
 - Promotion of driver awareness through educational efforts.

[Table of Contents](#)

- b. The County and the Cities shall develop ~~standards for Complete Street standardss~~ that address bicycle and pedestrian facilities for development of new streets and reconstruction of existing streets as appropriate, consistent with State law.
- c. In Designated Centers, the jurisdictions should complete missing vehicular and non-motorized links ~~between key arterials to accommodate pedestrian and bicycle facilities~~, without compromising safety standards.
- d. The County and the Cities shall develop bicycle and pedestrian plans, which should be coordinated across jurisdictional boundaries with particular consideration to providing safe routes for children to walk and to bike to school.
- e. Kitsap Transit shall review and comment on development proposals where appropriate, to facilitate convenient use and operation of appropriate transit services.

Vision 2050 and Transportation 2050 emphasize Complete Streets, which ensure that transportation facilities serve all users and all ages and abilities. By designing and operating Complete Streets, local jurisdictions provide pedestrians, bicyclists, motorists, and transit riders with safer travel and can avoid expensive retrofits, encourage physical activity and help create walkable communities. There is no singular design prescription for Complete Streets; each one is unique and responds to its community context.

T-3. Environmental [and human health](#) impacts of transportation policies:

- a. Transportation improvements shall be located and constructed to discourage/minimize adverse impacts on water quality, [human health, safety,](#) and other environmental features.
- b. The County, the Cities, and Kitsap Transit ~~shall should consider programming~~ capital improvements and transportation facilities ~~that designed to promote~~ [human health and](#) alleviate and mitigate impacts on air quality, greenhouse gas emissions and energy consumption, such as: high-occupancy vehicle lanes; public transit; vanpool/ carpool facilities; electric and other low emission vehicles including buses; [charging stations for all types of electric vehicle,](#) bicycle and pedestrian facilities, ~~and that are designed for functional transportation,~~ [shared mobility options, and partnerships with the private sector.](#)
- c. The County and the Cities shall ensure environmental protection, water quality, and conformance with ESA requirements through best management practices throughout the life of the transportation facilities, ~~including:~~
 - ~~i. Facility design, and in particular low impact development strategies for the collection and treatment of storm water and surface run-off.~~
 - ~~ii. Avoiding construction during the rainy season.~~
 - ~~iii. Regular and routine maintenance of systems.~~
- d. The County, the Cities, and Kitsap Transit should support Puget Sound Clean Air Agency public education about anti-pollution measures.

[Table of Contents](#)

T-4. Recognizing that the County and the Cities each encompass a range of development and density patterns, each jurisdiction shall designate its Centers consistent with the criteria set forth in Element C of the Countywide Planning Policies. The following policies relate to planning guidelines to support transit and pedestrian travel appropriate to each type of urban and rural development or re-development:

- a. The County and the Cities shall each prepare development strategies for their Designated Centers that encourage focused mixed use development and mixed type housing to achieve densities and development patterns that support multi-modal transportation. [Transportation plans and programs should serve all users, address access to employment and education opportunities, and recognize and minimize negative impacts to people of color, people with low-incomes, and people with special transportation needs.](#)
- b. In Urban Growth Areas, comprehensive plans should promote pedestrian- and transit- oriented development that includes access to alternative transportation and, in the interest of safety and convenience, includes features, such as lighting, pedestrian buffers, sidewalks, and access enhancements for physically challenged individuals.
- c. Rural Communities shall accommodate appropriate pedestrian/bicycle connections and transit service and facilities consistent with rural levels of service in order to minimize vehicle trips.

T-5. Transportation linkages between designated local and regional Centers:

- a. Regional corridors shall be designated for automobile, freight, transit, HOV facilities, rail, marine, bicycle, and pedestrian travel between [designated Centers](#) as part of the countywide transportation plan.
- b. The transportation system linking Designated Centers within the county shall be transit- oriented and pedestrian and bicycle friendly.

T-6. Freight transportation:

- a. [The freight system in Kitsap County should be developed, expanded, and maintained to support the efficient and reliable movement of goods for local, regional, and international trade/commerce.](#)
- ~~a. Preferred routes for the movement of freight shall be identified as part of the countywide transportation plan.~~
- b. The County and the Cities shall work to ensure that compatible land uses are applied along designated freight corridors; including, but not limited to, corridors for air, rail, road and marine traffic.
- c. The County and the Cities shall use appropriate roadway standards for designated freight corridors.

T-7. Transportation relationships with the Puget Sound Regional Council and the Peninsula Regional Transportation Planning Organization:

- a. The Countywide Planning Policies should ~~support adopted~~ be compatible with regional and state plans and policies.
- b. The County and the Cities ~~shall~~ should actively participate in the Puget Sound Regional Council and the Peninsula Regional Transportation Planning Organization (RTPO) to assure that transportation planning in the two regions is consistent and accurately reflects local needs related to identified regional system components.
- ~~e. The Kitsap Regional Coordinating Council shall serve as the point of coordination to assure Puget Sound Regional Council and Peninsula RTPO planning programs are consistent and mutually beneficial to jurisdictions within Kitsap County.~~
- ~~d.c. The Transportation Improvement Program (TIP) for Kitsap County shall continue to be a part of the regional TIP adopted by the Puget Sound Regional Council. Local review, comment and recommendations shall be coordinated through the Kitsap Regional Coordinating Council.~~

~~**T-8. Identification of needed transportation related facilities and services within Kitsap County:**~~

- ~~a. The Puget Sound Regional Council and the Peninsula RTPO shall identify regional system components and related improvements within Kitsap County with the concurrence of the Kitsap Regional Coordinating Council. =~~
- ~~b. A countywide transportation plan developed by the Kitsap Regional Coordinating Council shall be prepared pursuant to the Growth Management Act to identify countywide transportation facility and service needs. A technical committee including transit and local, regional, and state transportation providers shall be used in this process. =~~

T-9. Coordination of intra-county transportation planning efforts:

- a. The Puget Sound Regional Council reviews Cities' and the County's Comprehensive plans for consistency of land use and transportation elements.
- b. The County and the Cities shall address compatibility between land use and transportation facilities by:
 - i. Not using new road improvements to justify land use intensification.
 - ii. Managing access on new transportation facilities outside Urban Growth Areas.
 - iii. Allowing phased development of improvements including acquiring right of way.

[Table of Contents](#)

- iv. Using comprehensive plans and development regulations to ensure that development does not create demands exceeding the capacity of the transportation system, such as: density limits in areas outside of Urban Growth Areas; concurrency management and adequate public facility regulation; integrated multi-modal and non-motorized networks.
- c. The County and the Cities shall work together in a coordinated, iterative process to periodically reassess whether regional land use and transportation goals can realistically be met. If transportation adequacy and concurrency cannot be met, the following actions should be considered:
 - i. Adjust land use and/or level of service (LOS) standards and consider adopting multi-modal solutions.
 - ii. Make full use of all feasible local option transportation revenues authorized but not yet implemented.
 - iii. Work with Washington State Department of Transportation (~~including Washington State Ferries~~), Kitsap Transit, and the private sector to seek additional State transportation revenues, state and federal grants for infrastructure improvements, and local options to make system improvements necessary to accommodate projected population growth.
- d. Adjacent jurisdictions in Kitsap County shall ~~develop consistent~~coordinate when assigning street classifications ~~system~~ and developing street standards.
- e. Kitsap Regional Coordinating Council may establish a process for evaluating development impacts including those that may affect neighboring jurisdictions within the county.
- f. The Kitsap Regional Coordinating Council ~~shall function~~should work together to ensure that transportation planning, system management and improvements at local, regional, and state levels are coordinated, complementary, and consistent with adopted comprehensive land use plans.

T-10. Coordinated and consistent level of service (LOS) standards:

- a. The County and the Cities should develop comparable level of service standards among the County, Cities and the State of Washington for identified regional system components.
- b. The County and the Cities shall adopt roadway LOS standards. Urban growth management agreements shall designate level of service standards. Jurisdictions may should also expand LOS standards to address multimodal concurrency, including non-motorized modes of transportation.
- c. The County and the Cities shall adopt transit LOS in the form of "Service Standards" adopted by the Kitsap Transit Board of Commissioners. The standards

[Table of Contents](#)

- shall consider both frequency of service and bus capacity.
- d. Consistent with State law, the County and Cities shall recognize the Level of Service Standards for Highways of Statewide Significance, including principal arterial ferry routes, that have been adopted by the Washington State Department of Transportation, in their respective Comprehensive Plans.
 - e. For State highways and facilities of regional significance, ~~including the Southworth ferry route,~~ the County and the Cities shall include the Level of Service Standards adopted for these routes by the Puget Sound Regional Council, the Peninsula RTPO, and the Washington State Department of Transportation, in their respective Comprehensive Plans.
 - f. On highways and streets which are subject to concurrency requirements, the County and the Cities shall each identify capacity deficiencies and either address them in terms of identified funding, adjustment to the LOS standard (when set by the local agency), on a temporary basis, or placing restrictions on development, which could include modifications to permit applications, denial of permit applications, or a temporary moratorium on development.
 - g. On highways and streets which are subject to concurrency requirements, new development should not cause LOS to degrade to a level lower than the adopted standard, consistent with State law.



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



PSRC BOARDS v.3/2/21

Executive Board

Date of Next Meeting: **March 25, 2021** • 10:00 - 11:30 AM

Topics from Meeting: **February 25, 2021** (packet posted [here](#)):

- Consent:
 - Minutes of meeting held 1/28/21; Vouchers 1/22/21-2/16/21
 - Adopt Routine Amendment to the 2021-2024 TIP
 - Approved Consolidated Grant Competition Regional Rankings
- Discussion:
 - Draft FY2022-2023 Biennial Budget and Work Program
 - Regional Transportation Plan Update
 - Regional Equity Strategy Update

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: **March 11, 2021** • 9:30 – 11:30 AM

Topics from **February 11, 2021** Meeting (agenda posted [here](#)):

- Consent: Approve Minutes of TPB Meeting held 1/14/21; Routine Amendment to the 2021-2024 TIP
- Discussion:
 - Draft FY2022-2023 Biennial Budget and Work Program
 - Regional Transportation Plan Financial Strategy
 - State of the System
- Action: Consolidated Grant Competition Regional Rankings

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: **April 1, 2021** • 10:00 AM – 12:00 PM

Topics from **March 4, 2021** Meeting: (packet posted [here](#)):

- Consent: Approve Minutes of GMPB Meeting held 2/4/21
- Discussion and Breakout Groups: Regional Housing Strategy: Needs Assessment Key Findings and Next Steps

Regional Industry Employment Discussion

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: **May 5, 2021** • 1:00 – 3:00 PM

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

- Consent: Approve minutes of meeting held 12/2/20
- Discussion:
 - Proposed FY2022-2023 Biennial Budget and Work Program
 - WA Economic Development Association 2021 Focus
 - PSRC Regional Housing Needs Assessment and Next Steps
 - Regional Industry Employment Discussion
- Action: Ratify Executive Committee for the 2021-2022 Term

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, Councilmember Cucciardi, Councilmember Gorman, Commissioner Anderson

Operations Committee (OC)

Date of Next Meeting: **March 25, 2021** • 9:00 – 9:50 AM

Topics from **February 25, 2021** Meeting (packet posted [here](#)):

- Consent: Approve Minutes of Meeting held 1/28/21; Vouchers 1/22/21-2/16/21
- Audit Exit Conference: FY2020 Audit Results for PSRC and Central Puget Sound Economic Development District
- Information/Discussion: PSRC 2020 Base Pay Market Study; Monthly Budget Progress Report; Contract Status Report; Completed Contracts; Grant Status Report

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.3/2/21

Regional Staff Committee (RSC)

Date of Next Meeting: **March 18, 2021** • 9:30 – 11:30 AM
Topics from **February 18, 2021** Meeting: (packet posted [here](#)):

- Discussion:
 - Plan Review Manual Update Project
 - Draft Biennial Budget and Work Program for FY2022-2023
 - Regional Transportation Plan: 2021 Schedule
 - Regional Housing Strategy – Actions and Tools

Contact: Ben Bakkenta- bbakkenta@psrc.org

KRCC Affiliates: Eric Baker, Nick Bond, Andrea Spencer, Karla Boughton; Alternates: Jeff Rimack, Heather Wright

Regional FTA Caucus

Date of Next Meeting: **March 10, 2021** • 10:30 AM – 12:00 PM
Topics from **February 10, 2021** Meeting: (packet posted [here](#)):

- Action: Approval of 12/9/20 meeting summary
- Action: Kitsap Transit and King County Metro Redistribution Requests
- Action: Recommendation on Minimum Floor Adjustment Process 2021 and 2022
- Discussion:
 - PSRC’s 2021 FTA Annual Adjustments Process
 - CRRSAA Act Regional Funding Distributions

Contact: Sarah Gutschow - sgutschow@psrc.org

KRCC Affiliates: Steffani Lillie; Alternate: Jeff Davidson

Bicycle/Pedestrian Advisory Committee (BPAC)

Date of Next Meeting: **May 11, 2021** • 10:00 AM – 12:00 PM
Topics from **March 9, 2021** Meeting: (agenda posted [here](#)):

- Action: Approval of Meeting Summary 11/10/20
- Discussion:
 - Comments to WSDOT on Biking Prohibitions
 - State of the System – Bicycle and Pedestrian Facilities
 - 2022 RTP Active Transportation Key Messages
- Roundtable: Announcements of Bicycle/Pedestrian Activities

Contact: Sarah Gutschow - sgutschow@psrc.org

KRCC Affiliates: David Forte, Chris Dimmitt, Megan Moore, Chris Wierzbicki; Alternates: Melissa Mohr, Andrea Archer-Parson; Anthony Burgess

Regional Project Evaluation Committee

Date of Next Meeting: **March 26, 2021** • 9:30 – 11:00 AM
Topics from **February 26, 2021** Meeting: (agenda posted [here](#)):

- Action: 2022 Project Selection Process Streamlining Proposals
- Transportation Policy Board Debrief
- Discussion:
 - 2021 Delivery, TIP Rebalancing and Contingency Funding Process
 - Regional Transportation Plan Reminders
 - Project Selection Task Force

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 Lenius

Transportation Operators Committee (TOC)

Date of Next Meeting: **April 28, 2021** • 10:00 – 12:00 PM
Topics from **February 24, 2021** Meeting: (packet posted [here](#)):

- Action: Approval of 1/27/21 meeting summary
- Action: Kitsap Transit and King County Metro Redistribution Requests
- Discussion:
 - CRRSSA Act Regional Funding Distributions
 - Regional Transportation Plan – Access to Transit
 - Regional Transportation Plan – Financial Strategy
 - PSRC Transit Plan Checklist
 - Update on Transit-related Performance Measures
 - Transit Agency Roundtable
- Information: 2021 Planned Meeting Topics

Contact: Gil Cerise - gcerise@psrc.org;

KRCC Affiliates: Steffani Lillie; Alternate: Ed Coviello

Regional Traffic Operations Committee (RTOC)

Date of Next Meeting: **May 6, 2021** • 9:30 – 11:00 AM
Topics from **March 4, 2021** Meeting (agenda posted [here](#)):

- Discussion: Incorporating ITS into the 2022 Regional Transportation Plan

Contact: Gary Simonson - gsimonson@psrc.org

KRCC Affiliates: Jeff Shea, Andrea Archer Parsons, Steffani Lillie; Alternates: Shane Weber



Kitsap Regional Coordinating Council

Transportation Technical Advisory Committee (TransTAC)

DRAFT Meeting Summary

July 9, 2020 | 12:30 – 2:30 PM

Remote: Zoom Meeting

Actions	Person Responsible
Distribute the draft 2021 Transportation Work Program and draft TransTAC Work Plan for TransTAC's review and feedback. Note the proposed new time of TransTAC meetings in 2021 from 1-3pm.	KRCC Staff
Invite Kelly McGourty, PSRC to September 10 TransTAC meeting to debrief Regional Competition.	KRCC Staff

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 Vivian Ericson as the new Coordination Lead for KRCC and notified the team that Vivian will be involved on in communications related to Board meetings.

B. Regional Project Evaluation Committee and other PSRC Updates

The last RPEC meeting took place on June 26. Topics at the last RPEC meeting included discussions on the project selection process, project delivery, and a Regional Transportation Plan Update. TransTAC members on RPEC reported that RPEC and PSRC TransPOL are considering extending the timeline of the Regional Competition by starting the competition earlier in the year. Mishu reported that Ryan Thompto, PSRC, has taken a position in Chicago. Updates from PSRC will be postponed to the next meeting.

C. Regional and Countywide Competition Debrief

Mishu facilitated a debrief of the Regional and Countywide competitions. TransTAC provided the following comments regarding lessons learned in the 2020 Regional Competition:

- There was general agreement with TransPOL's commentary that projects score well when they can demonstrate Partnerships and can demonstrate congestion alleviation by serving a large population.
- Air quality scoring is a huge determinant to Kitsap projects since the scale of Kitsap projects are not as large as other Regional projects being submitted.
- The Kingston project demonstrated partnerships but still didn't score well since WSDOT can't definitively state that their funding is secure, which is a detriment by PSRC's standards.
- Projects will only do well in the Regional Competition if it is a major project for the whole Puget Sound region.
 - To have WSDOT be a more competitive application partner, PSRC and WSDOT will need to coordinate on how to better identify financial readiness, perhaps implementing a different type of approval system with the legislature.
- TransTAC should invest in coordination conversations prior to the application process.
- TransTAC should consider an internal KRCC application screening process in order to identify Regional projects earlier and have presentations to TransPOL sooner.
- Regional presentations within KRCC should be conducted first and separately from Countywide presentations so that discussion on Regional projects can happen sooner.
- RPEC members should work with the PSRC Project Selection Task Force on the issues of:

- “proportionality” of projects, noting that although Kitsap projects are small, the proportionality of their benefits are in line with larger projects.
- A comprehensive cost/benefit ratio scoring criteria (with flexibility for expensive projects with special circumstances).

TransTAC recommended inviting Kelly McGourty, PSRC, to the September TransTAC meeting to have a group debrief of the Regional Competition. TransTAC provided the following comments regarding lessons learned in the 2020 Countywide Competition:

- Utilizing the “pair wise” evaluation methodology discussed in TransPOL’s debrief would be challenging for this competition. It works better with a smaller number of projects.
- Make sure that the criteria in the Call for Projects is in line with how the projects are compared against each other in reality.
- Clarify and/or reformat the description of each criteria and what constitutes high/medium/low scoring to provide consistency yet leave room for flexibility.
- Consider limiting the number of applications each jurisdiction can submit. There are implications on the time required of TransTAC to evaluate the projects and the ratio of available funding versus requests.
- Consider having a discussion on a contingency list prior to the Project Selection Workshop.
- Have a more formal process to address/defend project scores.
- Consider request limits given the requirement to balance funding by year. Have the application deadline sooner so TransTAC can review the preliminary scores in advance of the Project Selection Workshop.

D. Corridor Updates

TransTAC members provided the following corridor updates

- SR 305: Diane Lenius noted that there is an urgency to move the SR 305 project forward and obligate WSDOT funds before any funding that was allocated becomes unavailable.
- SR 16/Gorst: David Forte shared that the Gorst Corridor Committee is in the process of defining the project area and scope. has received comments from WSDOT on a draft. The Port of Bremerton is moving forward on the development of a Gorst Coalition and coordinating with Representative Kilmer’s office.
- SR 104: David shared that a meeting is being set-up to discuss the Lindvog Holding Study and receive a report from a consultant.
- SR 303: Shane Weber shared that there is an online open house for the 303 Corridor Project. The public outreach effort to date has been successful in engaging Bremerton residents. After comments are collected, efforts will shift to phasing and implementation.

E. Solutions and Support

TransTAC members raised no items for discussion.

F. Announcements and Next Steps

TransTAC members shared the following announcements:

- Steffani Lillie shared that the online open house for the SR 16 Park and Ride Alternatives Analysis is live until July 22nd.
- Andrzej Kasiniak will be leaving his position as Director of Engineering at the City of Poulsbo after many years with the City. He thanked the group for the time they have had together and shared that he plans to be active within the Poulsbo community.

The two remaining TransTAC meetings in 2020 are on Thursday, September 10 and Thursday, November 12. Mishu will send out a proposed 2021 Transportation Program in advance of the September 10 meeting

for TransTAC review, as well as an outline for the 2021 TransTAC Work Plan. She will also invite Kelly McGourty, PSRC, to the September 10 meeting.

The next TransPOL meeting will be Thursday, August 20.

G. Adjourn. The meeting adjourned at 1:58 pm.

Attachment A: TransTAC Meeting Participants

Member Name	Member Affiliation (alphabetical)
Chris Wierzbicki	Bainbridge Island
Shane Weber	Bremerton
David Forte	Kitsap County
Andrew Nelson	Kitsap County
Jeff Shea	Kitsap County
Steffani Lillie	Kitsap Transit
Fred Salisbury	Port of Bremerton
Diane Lenius	Poulsbo
Andrzej Kasiniak	Poulsbo
Mishu Pham-Whipple	KRCC
Vivian Ericson	KRCC



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) 	<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* 	<p>New Business:</p> <ul style="list-style-type: none"> • Legislative updates • Final review of draft CPPs • 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