



Kitsap Regional Coordinating Council (KRCC)  
Transportation Technical Advisory Committee (TransTAC) Meeting Summary  
September 12, 2019 / Kitsap Transit, Bremerton  
v. 9/24/19

**Decisions and Actions**

Decisions	
<ul style="list-style-type: none"> <li>No decisions were made at TransTAC</li> </ul>	
Actions	Person Responsible
Work with the Executive Committee to determine how best to coordinate on land use and transportation considerations associated with Comprehensive Plan and Transportation Plan updates on staff and policy levels.	KRCC staff
Provide the link to the KRCC Reference Manual which contains the 8 Year Land Use Timeline in the meeting follow up.	KRCC staff

**A. Welcome & Old Business**

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).

- June 13, 2019 TransTAC meeting summary: Mishu noted that the summary was posted on the KRCC website following its distribution to the committee.
- 2019 TransTAC Work Plan: Bryan Dias, WSDOT, will present at the next meeting on the upcoming funding cycles. TransTAC will also develop a draft list of regional transportation projects for the next funding cycle.

**B. Regional Project Evaluation Committee and other Puget Sound Regional Council (PSRC) Updates**

Updates from PSRC regarding Project Tracking and 2020-2022 rebalancing; Project Delivery Working Group update; upcoming progress reporting; and VISION 2050:

Mitch Koch, PSRC, provided the following updates regarding project tracking for the 2020-2022 transportation projects.

- There were \$33 million in extensions (40% of Federal Highway Administration (FHWA) funds programmed in 2019) resulting in a \$43 million total gap.
- The Project Delivery Working Group (PDWG) has been discussing new strategies to fill the gap including:
  - Advancing funds from later years
  - Exchanging federal funds for local funds between phases or stages of a project, or between projects within the same agency
  - Immediately funding ready-to-go projects from the current adopted contingency lists
  - Increasing federal share of awarded projects
- There were \$23 million in supplemental funding actions, including \$1.3 million in hardship funding for Port Orchard.
- All 2019 projects that did not receive extensions have obligated their funds.
- The Final Delivery Target was \$86.8 million, and the region delivered \$102.3 million.
  - Over-delivery is a result of:

- buffer created from supplemental funding action
  - projects that received an extension delivering before the August 1<sup>st</sup> State delivery deadline
  - WSDOT allowing additional 2020 programmed projects advanced to 2019 in order to meet the State delivery deadline
- PSRC is still working to finalize 2020-2022 rebalancing, which should be complete before RPEC's next meeting.

Mitch also provided the following updates regarding the Project Delivery Working Group (PDWG).

- The PDWG has been working over the past few months to find ways to reduce the need for annual rebalancing of the Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Improvement Program (CMAQ) project delivery (project obligation). They explored strategies to improve project delivery and made recommendations related to:
  - Education and monitoring
  - Timing of PSRC deadlines
  - Extension policies
  - Project selection
- At the September 4, 2019 meeting, the PDWG narrowed down the list of recommendations, which will be discussed at the September RPEC meeting and acted on at the October RPEC meeting.

Mitch shared that the October Amendment is the last Transportation Improvement Program (TIP) amendment of the calendar year. TIP applications are due September 13<sup>th</sup>. TranSTAC members had the following comments related to TIP amendments.

- The first come, first serve model to advance projects provides the most flexibility for project sponsors and is preferred.
- At the last Project Delivery Working Group meeting, the most controversial issue was the proposal to shorten the obligation extension deadline. Ultimately, the PDWG opposed the proposal but is considering establishing criteria to allow exceptions and require early identification of projects risks in order to be eligible for an extension. Getting an extension will be a more burdensome process that requires an interactive process with PSRC to work to resolve project risks and requires Transportation Policy Board approval.
- Depending on the nature of the project, some projects are just more difficult to know the timing of when they are going to be able to be delivered.
- Accurately predicting project delivery timelines is becoming increasingly difficult, which is problematic when working within prescribed deadlines.
- There are unintended consequences associated with reordering the sequence for which millions of dollars' worth of projects are implemented as well as with moving the obligation deadlines.
- If project sponsors are honest about the risks associated with their projects, PSRC can better manage funding.

As a reminder, Mitch also shared that upcoming progress reporting requests will be distributed in October.

Lastly, Mitch provided the following updates regarding VISION 2050.

- The draft VISION 2050 Plan is now available for public review.
- PSRC invites feedback on the plan, including the region's multicounty planning policies and actions, as well as the Regional Growth Strategy.
- The public comment period is from July 19, 2019 - September 16, 2019.
- The Growth Management Policy Board held a public hearing on September 5<sup>th</sup>.

Preservation and Maintenance presentation:

Gary Simonson, PSRC, provided a presentation on PSRC's work to improve the collection and analysis of maintenance and preservation data. He shared that having better data allows for better communication of needs to the legislature, and therefore better investments. TransTAC members had the following comments responding to the presentation.

- Small jurisdictions tend to not have the staff capacity to apply for funding for road preservation even if a need is identified and there are funding sources available.
- Small jurisdictions tend to not have the financial resources to keep up with road maintenance needs, even after the needs are identified through costly analysis. The data is not valuable if there are not resources to apply that data.
- Small jurisdictions tend to not have the resources to collect significant amounts of data on road maintenance needs and tend to use a basic road maintenance classification of red, yellow, and green.
- Jurisdictions could utilize economies of scale by collectively having a road maintenance analysis conducted. However, the data from these analyses is typically only valid for three years.
- Transit Agencies do not typically measure the pavement quality of their property.
- Jurisdictions prioritize pavement preservation differently so coordinating on a collective analysis may be difficult.
- A costly data analysis is not realistic for small jurisdictions to conduct.

[View presentation here.](#) (link)

**C. PSRC Transportation Competition Coordination: Policy Framework Elements**

Update on preparations for 2020 Project Selection Process from PSRC:

Mitch Koch, PSRC, provided the following milestones for the 2020 Project Selection process:

- September – December 2019 – Project Selection Taskforce Develops the Policy Framework
- January 2020 – Policy Framework Adoption
- February 2020– Call for Projects
- July 2020– Project Recommendations to PSRC Boards
- August – October 2020 – Development of 2021-2024 TIP & Public Comment
- October 2020 – January 2021 – TIP Adoption and Federal, State Approval

Mitch provided the following updates for the Rural Town Centers & Corridor (RTCC) Program:

- The PSRC Transportation Policy Board approved the recommended projects for the RTCC Program.
- Projects in Kitsap County that were recommended for funding include the Poulsbo Complete Streets Plan and Kitsap County's SR 104 realignment project in Kingston. These two projects were the highest scoring projects in the competition.

Hear from Regional Project Evaluation Committee (RPEC) members on status of discussions around the Policy Framework Elements:

RPEC members from the Kitsap delegation reported that:

- Project readiness has been discussed as a potential scoring criteria but there is uncertainty regarding whether raise it again, as “project readiness” is difficult to define and develop a criteria around.
- The City of Bellevue representatives were interested in moving all CMAQ money to the regional fund and all STP money to the countywide fund.
- There was discussion around whether Preservation Set Aside projects should be used to balance by year since they are theoretically easier to deliver. However, these projects tend to have just as many extensions as normal projects. Therefore, they do not expect further discussion on this topic.

Discuss recommendations to RPEC on the Policy Framework Elements:

TransTAC had no further recommendations on the Policy Framework Elements, as the current framework has proven beneficial to Kitsap jurisdictions.

**D. Operations Coordination: ADA Transition Plans**

This item was postponed to a future meeting.

**E. Corridor Updates**

This item was postponed to a future meeting.

**F. Solutions and Support**

Report out on jurisdiction Transportation Plan updates:

TransTAC members shared that some Cities are beginning discussions on the next Comprehensive Plan updates, which includes updates to functional plans for water, sewer, and stormwater, as well as transportation. They noted that this cycles’ Comprehensive Plan updates will be more significant than the last cycle due to the increased population projections and Urban Growth Area changes, which did not previously occur due to the economic crash. They emphasized the importance of communicating the level of effort and funding required for the next Comprehensive Plan update to the policy level. TransTAC recommended coordination with the land use committees to discuss what resources are needed for Transportation Plan and Comprehensive Plan updates.

KRCC staff will work with the Executive Committee to determine how best to coordinate on land use and transportation considerations associated with Comprehensive Plan and Transportation Plan updates on staff and policy levels. KRCC Staff will also provide the link to the KRCC Reference Manual which contains the 8 Year Land Use Timeline in the meeting follow up.

PSRC Bicycle Pedestrian Advisory Committee (BPAC):

Although KRCC is the designated appointing body for BPAC members and alternates representing Other Cities and Towns in Kitsap County, KRCC does not need to play a role in the non-voting member approval process. TransTAC members on BPAC requested the guidance from TransTAC on the non-voting BPAC membership. BPAC members shared that PSRC has reorganized BPAC committee membership from a previously ad-hoc committee to a more formalize committee. In the process to formalize the committee, there has been discussion on how to have non-voting members. BPAC developed criteria for non-voting members and had a nomination process for non-voting members. For the Kitsap delegation, two nominations were made, both of which were Bainbridge Island residents. Nominees must have an endorsement from current BPAC members to act as a non-voting member and, although BPAC members are not required to endorse any nominees, TransTAC members valued the volunteerism of the nominees and recommended endorsing one of the nominees. Some TransTAC members offered to personally meet with the incoming non-voting BPAC member to onboard them. At the

next the next BPAC meeting, the committee will vote on endorsing non-voting members. BPAC members are responsible for coordinating to confirm their endorsements.

**G. Announcements and Next Steps**

- The next TransPOL meeting will be held on Thursday, October 17. Agenda items include reviewing the annual Transportation Project Status Report, hearing updates on the Project Selection Task Force, and a preliminary discussion on the draft list of regional projects.
- The next TransTAC meeting will be held on Thursday, December 12. Agenda items include a report out on ADA Transition Plans, a WSDOT presentation on grant cycles, and preliminary planning for the next funding cycle.

Attachment A: TransTAC Meeting Participants

Member Name	Member Affiliation (alphabetical)
Chris Wierzbicki	Bainbridge Island
Shane Weber	Bremerton
Jeff Shea	Kitsap County
David Forte	Kitsap County
Steffani Lillie	Kitsap Transit
Fred Salisbury	Port of Bremerton
Diane Lenius	Poulsbo
Michael Bateman	Poulsbo
Dennis Engel	WSDOT
Mishu Pham-Whipple	KRCC Staff
Gary Simonson	Puget Sound Regional Council
Pavithra Parthasarathi	Puget Sound Regional Council
Mitch Koch	Puget Sound Regional Council
Catherine Kato	Puget Sound Regional Council