



Draft TransTAC Meeting Agenda

September 12, 2019 | 12:30 – 2:30 PM

Kitsap Transit 3rd Floor Conference Room, 60 Washington Ave. Bremerton

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"> • Review 6/13/19 TransTAC meeting summary (distributed on 6/19/19)* • Review 2019 TransTAC Work Plan* 	<ul style="list-style-type: none"> ○ 6/19/19 TransTAC meeting summary (pg 3) ○ 2019 TransTAC Work Plan (pg 7)
<p>B. 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"> • Updates from PSRC: <ul style="list-style-type: none"> ○ Project Tracking: 2020-2022 rebalancing, Project Delivery Working Group update, upcoming progress reporting ○ Preservation and Maintenance presentation, Gary Simonson ○ VISION 2050 update • RPEC and other updates 	
<p>C. PSRC Transportation Competition Coordination: Policy Framework Elements <i>Objective: To improve coordination with PSRC and the efficiency of the project selection process and use of funds.</i></p> <ul style="list-style-type: none"> • Update on preparations for 2020 project selection process from PSRC • Hear from Regional Project Evaluation Committee members on status of discussions around the Policy Framework Elements* • Review TransTAC and TransPOL debriefs from previous funding cycle* • Discuss recommendations to RPEC on the Policy Framework Elements 	<ul style="list-style-type: none"> ○ 6/14/18 TransTAC meeting summary (pg 8) ○ 6/21/19 TransPOL meeting summary (pg 10) ○ 2020 Key Policy Framework Elements (pg 12)
<p>D. Operations Coordination: ADA Transition Plans <i>Objective: To share best practices, approaches, and milestones, as jurisdictions implement their own transition plans.</i></p> <ul style="list-style-type: none"> • Report out on ADA Transition Plans* • Discuss best practices, approaches, and milestones 	<ul style="list-style-type: none"> ○ City of Bremerton ADA Transition Plan (link) ○ WSDOT ADA Transition Plan (link) ○ Others?
<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"> • Report out on jurisdiction Transportation Plan updates • 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"> • Next TransPOL meeting: Thurs, October 17* • Next TransTAC meeting: Thurs, December 12 <ul style="list-style-type: none"> ○ Develop list of regional projects, WSDOT presentation on grant cycles, transportation project status update for KRCC Board 	<ul style="list-style-type: none"> ○ 2019 TransPOL Work Plan (pg 22)
<p>Adjourn</p>	



Kitsap Regional Coordinating Council

Draft 2019 Meeting Schedule

Draft v.8-21-19

		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	Jan. 1 (cancelled)	Feb. 5 Board Meeting	March 5 Board Meeting	April 2 Board Meeting	May 7 Board Meeting	June 4 Board Meeting	July 2 (cancelled)		Sept. 3 Board Meeting	Oct. 1 Board Meeting	Nov. 5 Board Meeting	Dec 3 Board Meeting
	Executive Committee 3 rd Tues. 11:00AM-1:00PM Kitsap Transit	Jan. 15 Executive Committee Meeting	Feb. 19 Executive Committee Meeting	March 19 Executive Committee Meeting	April 16 Executive Committee Meeting	May 21 Executive Committee Meeting	June 18 (rescheduled)	July 2 Executive Committee Meeting (10:15AM-12:15PM)	Aug. 20 Executive Committee Meeting	Sept. 17 Executive Committee Meeting	Oct. 15 Executive Committee Meeting	Nov. 19 Executive Committee Meeting	Dec. 17 Executive Committee Meeting
	Affordable* Housing Task Force Various	Jan. 8 10:15AM-12:15PM Norm Dicks Gov. Center		March 21 10:15AM-12:15PM Kitsap Transit		May 16 10:15AM-12:15PM Kitsap Transit		July 18 10:15AM-12:15PM Kitsap Transit		Sept. 19 10:15AM-12:15PM Kitsap Transit			
Transportation	TransPOL* 3 rd Thurs. 3:15-4:45PM Kitsap Transit				April 18 TransPOL Meeting			July 18 TransPOL Meeting			Oct. 17 TransPOL Meeting		
	TransTAC 2 nd Thurs. 12:30-2:30PM Kitsap Transit			March 14 TransTAC Meeting			June 13 TransTAC Meeting			Sept. 12 TransTAC Meeting			Dec. 12 TransTAC Meeting
Land Use	PlanPOL* 3 rd Tues. 1:30-3:00PM Kitsap Transit		Feb. 21 PlanPOL Meeting			May 21 PlanPOL Meeting	June 18 (cancelled)		Aug. 20 (cancelled)		Oct. 15 PlanPOL Meeting		Dec. 17 PlanPOL Meeting
	LUTAC 2 nd Thurs. 9:30-11:30AM Poulsbo City Hall	Jan. 10 LUTAC Meeting		March 14 LUTAC Meeting		May 9 LUTAC Meeting		July 11 LUTAC Meeting		Sept. 17 LUTAC Meeting (Tuesday)		Nov. 14 LUTAC Meeting	

*Open to the public

Other Dates

Board Retreat: Friday, October 25, 2019

Legislative Reception: Thurs, November 14, 2019



Kitsap Regional Coordinating Council

Kitsap Regional Coordinating Council (KRCC)
Transportation Technical Advisory Committee (TransTAC) Meeting Summary
June 13, 2019 / Kitsap Transit, Bremerton
v. 6/18/19

Decisions and Actions

Decisions	
<ul style="list-style-type: none"> When a Kitsap jurisdiction is approached by a private bike share company, TransTAC will convene to discuss a coordinated approach to implementation of bike share. Table discussion on alternative bike share models. Table discussion on e-bike traffic law coordination. 	
Actions	Person Responsible
1. Follow up with the County and Poulsbo regarding a Regional Pavement Contract.	Chris Dimmit, Bremerton
2. Track bike share news in Seattle and beyond.	KRCC staff and TransTAC
3. Follow up with jurisdictions as needed to compile the desired information related to their traffic modeling projects.	David Forte, Kitsap County
4. Distribute the RTCC schedule to TransTAC.	KRCC staff

A. Welcome & Old Business

Mishu Pham-Whipple, facilitator of the KRCC Transportation Technical Advisory Committee (TransTAC), led a round of introductions (see Attachment A for a list of participants).

- Review the 2019 KRCC meeting calendar: TransTAC reviewed updates to the 2019 KRCC meeting calendar regarding the cancelled July 2 Board meeting and the postponed Board Retreat.
- March 14, 2019 TransTAC meeting summary: Mishu noted that the summary was posted on the KRCC website following its distribution to the committee.

B. Maintenance Coordination: Regional Pavement Contract

Chris Dimmitt, City of Bremerton, shared that the City is seeking potential partners to enter into a regional pavement contract with Mason County that would allow partners to take advantage of economies of scale for chip seal pavement maintenance. Diane Lenius, City of Poulsbo, and David Forte, Kitsap County, expressed interest in the partnership, as many of their projects tend to be too small to yield cost effective prices for road maintenance. Mark Dorsey, City of Port Orchard, noted that the City has an Interlocal Agreement with the County that would support partnering on chip seal projects if the County entered the partnership. However, Barry Loveless, City of Bainbridge Island, noted that Bainbridge's distance from Mason County may make a partnership unrealistic. Chris will follow up with contacts at the County and Poulsbo to discuss the details of a partnership.

C. Operations Coordination: Bike Share and E-Bikes

TransTAC discussed the challenges related to private bike share programs, which include vandalism of bicycles, theft and use by homeless populations, topography for riders, poor bicycle infrastructure, and improperly placed bicycles and related safety concerns. Although bike share programs may be desirable in certain areas of Kitsap, such as downtown Poulsbo, it

is unlikely that Kitsap jurisdictions will be approached by private bike share companies in the near future. TransTAC agreed that when a jurisdiction is approached by a private bike share company, they will convene to discuss a coordinated approach to implementing bike share. KRCC staff and TransTAC members should track bike share news in Seattle and beyond. TransTAC did not want to explore alternative, bottom-up approaches to bike share programs, as they have not heard a strong desire from their communities to do so.

TransTAC also discussed the issue of inconsistent local traffic laws associated with e-bikes. Although there are state-wide e-bike traffic laws for each of the three classes of e-bikes, some jurisdictions have more specific traffic laws, which may lead to confusion for bicyclists coming across inconsistent traffic laws across jurisdictions. TransTAC noted that it can be difficult to enforce traffic laws on bicyclists because of the low amount of bike infrastructure in Kitsap. The lack of bike infrastructure and mixed modes of traffic also result in safety. Even with potential issues related to enforcement and safety, TransTAC recommended tabling the discussion around coordinating on e-bike traffic laws since they are unclear on the what the specific issues are at this time. They also pointed to the rapid pace of e-bike and traffic technology development as a reason to hold off on further coordination on e-bike traffic laws.

D. Information Sharing: Traffic Modeling Projects

Members exchanged information regarding their use of consultants and modeling programs. David Forte shared that the County will be evaluating their current traffic model in the fall of this year. Diane Lenius noted that Poulsbo will be updating their model when they update their transportation plan. Mark Dorsey shared that Port Orchard will need to update their traffic model once the Tremont project is complete.

Although TransTAC previously agreed that conducting an inventory of the current traffic modeling projects in Kitsap would be helpful to inform a conversation around potential joint modeling opportunities in the future, TransTAC members felt that the information on jurisdictions' modeling projects was most beneficial to the County since they share a boundary with all of the jurisdictions. As such, David will follow up with jurisdictions as needed to compile the desired information related to their traffic modeling projects.

E. Regional Project Evaluation Committee and other PSRC updates

Mark Dorsey shared that Port Orchard was awarded \$1.3 million requested from PSRC to fund the Tremont project shortfall. PSRC's TransPOL committee voted 12-4 in favor of awarding the funding. PSRC's TransPOL determined that awarding funding was an exception to PSRC policy in funding shortfalls, and that this would not set a precedent. A hardship policy is likely to be established at PSRC in the Fall to address situations like Port Orchard's. Diane noted that she was impressed with the jurisdictions' understanding of the financial challenges that small jurisdictions face. Contrary to Mayor Putaansuu's proposal presented to the KRCC Board regarding Port Orchard withholding competition in the next two Countywide Competitions, Port Orchard is eligible to compete for that funding.

David shared that the County and City of Poulsbo will present their Rural Town Centers and Corridors (RTCC) projects to the RTCC Project Advisory Committee on June 19. The Transportation Policy Board will develop a recommendation in July and provide their

recommendation to the PSRC Executive Board in September. KRCC staff will distribute the RTCC schedule to TransTAC following the meeting.

Mitch Koch, PSRC, shared a thank you to TransTAC on behalf of Jean Kim at PSRC for providing bicycle and pedestrian data. The data is being used to develop consistency assessments for the region and will help with future efforts related to the Active Transportation Work Plan.

F. Corridor Updates

TransTAC provided the following updates regarding corridor committees:

- SR 305: Barry and Diane shared that the project is \$20 million over budget because the original project did not include the Suquamish roundabout, preliminary engineering, or right of way considerations. The Suquamish roundabout is under negotiation but will make a big difference in mobility on the corridor once complete.
- SR 16/Gorst: No updates.
- SR 104: David shared that the Port of Kingston is finalizing the contract for the feasibility study for the ferry holding area.
- TransTAC also coordinated on speakers for the tour associated with the Transportation Commission Meeting on June 18.

G. Solutions and Support

No updates.

H. Announcements and Next Steps

The following announcements were made by TransTAC members and guests:

- Chris shared that WSDOT awarded Bremerton \$1.5 million for the Warren Avenue bridge pedestrian path widening.
- Mark shared that:
 - The Bay Street Pedestrian Pathway ribbon cutting is on June 14. The pathway includes ADA beach access.
 - Tremont will be closed June 24-26 for paving. He expects a ribbon cutting on Tremont to occur in early August.
 - The Public Works Board has funding available for the first time in years and encouraged members to apply.
 - Port Orchard's water shortage is not city-wide but has caused the city to place a moratorium on new construction in the McCormick Woods area.
- Diane shared that:
 - The City is looking for bids on work for Bend Hill Road.
 - The City also recently implemented a new software to manage public works administration that is affordable and user friendly.
- The next TransPOL meeting will be on Thursday, July 18. Agenda items include recruitment of Project Selection Taskforce members, a potential PSRC data inventory, and a potential update on the passenger-only ferry study conducted by PSRC.
- The next TransTAC meeting will be on Thursday, September 12. Agenda items include a report out on ADA Transition Plans and preliminary planning for the next funding cycle.

Attachment A: TransTAC Meeting Participants

Member Name	Member Affiliation (alphabetical)
Barry Loveless	Bainbridge Island
Chris Dimmitt	Bremerton
David Forte	Kitsap County
Fred Salisbury	Port of Bremerton
Mark Dorsey	Port Orchard
Mike Pleasants	Port Orchard
Diane Lenius	Poulsbo
Dennis Engel	WSDOT
Mishu Pham-Whipple	KRCC Staff
Mitch Koch	Puget Sound Regional Council



Kitsap Regional Coordinating Council

Transportation Technical Advisory Committee (TransTAC) 2019 Meeting Work Plan

TransTAC meetings are on the second Thursday of the month, quarterly from 12:30-2:30pm at Kitsap Transit, Bremerton.

March 14	June 13	September 12	December 12
<ul style="list-style-type: none"> Welcome and Old Business* Review 2019 TransTAC Work Plan WSDOT Project Delivery Share information on jurisdictions' traffic modeling projects (ie. software used, use of consultants, funding, lessons learned, etc.) Develop content for a 2-page reference document on best practices for obtaining, spending, and managing federal transportation dollars (institutional memory for staff turnover) Legislative updates RPEC and other PSRC updates* Round robin: solutions and support* Corridor Updates* Announcements and next steps* 	<ul style="list-style-type: none"> Welcome and Old Business* Discuss opportunities for collaboration in relation to bike share and e-bikes/scooters (KRCC staff may develop white papers) Discuss the opportunity for a regional pavement contract (economies of scale for common maintenance) RPEC and other PSRC updates* Round robin: solutions and support* Corridor Updates* Announcements and next steps* 	<ul style="list-style-type: none"> Welcome and Old Business* Review past/current suggestions related to the project selection process for PSRC's Project Selection Taskforce consideration and conduct preliminary planning for the next cycle Report out on ADA Transition Plans (best practices, approaches, milestones) RPEC and other PSRC updates* Round robin: solutions and support* Corridor Updates* Announcements and next steps* 	<ul style="list-style-type: none"> Welcome and Old Business* Develop a draft list of regional projects for the next funding cycle WSDOT presentation on grant cycles Full transportation project status update RPEC and other PSRC updates* Round robin: solutions and support* Corridor Updates* Announcements and next steps*

TransPOL meetings: April 18, July 18, October 17

*Standing agenda item v.6-6-19



Kitsap Regional Coordinating Council

Kitsap Regional Coordinating Council (KRCC)
 Transportation Technical Advisory Committee (TransTAC) Meeting Summary
 June 14, 2018 // Kitsap Transit, Bremerton

Decisions and Actions

Decisions	
<i>No decisions were made at this meeting.</i>	
Actions	Person Responsible
1. Add Shane Weber to the TransTAC contact list.	KRCC staff
2. Update the location of TransTAC meetings on the KRCC 2018 Meeting schedule.	KRCC staff
3. Provide TransTAC's Countywide Competition talking points to TransPOL before their next meeting.	KRCC staff

A. Welcome & Approval of Draft March 8 Meeting Summary

Sophie Glass, facilitator of the KRCC Transportation Technical Advisory Committee (TransTAC), led introductions (see Attachment A for a list of participants).

B. 2018 Regional Competition Debrief

TransTAC reflected on Bremerton's success in the Regional Competition and made the following comments:

- Bremerton received \$3.6 million, which is more than the amount they would have received for geographic equity.
- The award freed up money in the Countywide Competition for other projects.
- Kitsap jurisdictions supported Bremerton's project.
- Part of the application's success is attributed to Bremerton debriefing the scoring criteria with the Puget Sound Regional Council (PSRC) earlier in the year, coordinating with Kitsap Transit, and using Bainbridge Island's application for the project that received funding in the last cycle as a reference.
- In the past, different strategies to put forward Regional Projects have been pursued. In previous funding cycles, Kitsap jurisdictions have filled all Regional Project slots but at the cost of proposal quality. In other funding cycles, Kitsap jurisdictions have filled some Regional Project slots but have only had some receive funding. Perhaps in the future, Kitsap jurisdictions should collaborate more on which projects to submit to the Regional Competition since typically only one is chosen.

C. 2018 Countywide Competition Debrief

TransTAC members reflected on the Countywide Competition and Project Selection Workshop and made the following comments:

- Not having a common definition of geographic equity was an issue at the Project Selection Workshop. Geography equity could be measured by jurisdictional population, jurisdictional lane miles, or other variables.

- A more quantitative scoring method would always have some level of subjectivity and would require significantly more work to develop.
- TransTAC is not in a position to make recommendations at this point, knowing that the rules of the competition will change in the next cycle.
- Distributing Countywide Competition funds could be done either through a countywide impact analysis or a jurisdictional analysis. TransPOL should discuss these options.

Below are the discussion points from TransTAC for TransPOL regarding the next Countywide Competition, acknowledging that PSRC Boards will determine the overall policies for the 2020 Countywide Competition.

- TransTAC would like to discuss the relationship between merit and geographic equity, and their applicability in the project selection process.
 - TransTAC would like to see projects that have the greatest benefit to Kitsap as a whole. TransTAC would like to discuss the various components of project merit (e.g. countywide significance, GMA compatibility, suites of projects, corridor-focus, etc.)
- TransTAC would like to discuss geographic equity. As part of this, population and past award data needs to be scrubbed and agreed upon.

D. Work Plan for Remainder of 2018

TransTAC members proposed using the remaining meeting in 2018 to share updates, discuss projects of interest, begin to discuss the Countywide Competition talking points (noted above), and review population data.

E. Corridor Updates

- SR 305: No updates.
- SR 16/Gorst: Executive meetings and Technical Advisory Group meetings are scheduled.
- SR 104: There is discussion of changing the priorities that came out of the SR 104 working group. The Port of Kingston expressed interest in operating a holding lot, which could help bring in other sources of funding.

F. Announcements and Next Steps

- The next TransPOL meeting will be on June 21, 2018.



**Kitsap Regional Coordinating Council (KRCC)
Draft Transportation Policy Committee (TransPOL) Meeting Summary**

June 21, 2018 Meeting | 3:15-4:45 PM | Kitsap Transit, Bremerton

Decisions		
TransPOL approved the draft May 31, 2018 TransPOL meeting summary as final.		
Actions	Who	Status
Post the 5/31/18 TransPOL meeting summary to the KRCC website.	KRCC staff	Done
Send TransPOL the Regional Competition project scoring and final results.	KRCC staff	Done
Send TransPOL overviews of other Countywide Competition processes.	KRCC staff	Done
Change the time for the 9/20 TransPOL meeting to 1:30-3:00 PM; cancel the 12/20 TransPOL meeting; cancel the August 9 TransTAC meeting.	KRCC staff	Done

A. WELCOME AND APPROVAL OF DRAFT MAY 2018 MEETING SUMMARY

Betsy Daniels, KRCC Director, welcomed participants to the meeting (see Attachment A for a list of TransPOL members and observers). TransPOL approved the draft 5/31/2018 meeting summary as final. It was proposed to cancel the August 9 TransTAC meeting; move the September 20 TransPOL meeting to 1:30 to 3:00 PM, and cancel the December 20 TransPOL meeting.

B. 2018 REGIONAL COMPETITION PROJECT SELECTION DEBRIEF

TransPOL reviewed the outcomes of the 2018 Regional Competition for Federal Highway Administration (FHWA) funds. TransPOL and TransTAC members summarized some best practices from this past competition to repeat in future years.

- Meet with PSRC ahead of the Regional Competition to review scoring criteria.
- Use data whenever possible to illustrate issues or impacts.
- Partner with other agencies or jurisdictions to show countywide benefits.
- Show solidarity for the top Kitsap project at the Regional Project Evaluation Committee (RPEC) Project Selection Workshop.
- Demonstrate support for a Regional Center with data and graphics.
- Use relevant graphics and photos that support why the project is important.
- Be prepared to scale or phase the project when going into the RPEC workshop.
- Submit multiple projects to the Regional Competition since the contingency list has received considerable funding in the recent past.

TransPOL members shared the following recommendations for the Puget Sound Regional Council (PSRC) Project Selection Taskforce to consider for the 2020 Regional Competition:

- Maintain Kitsap’s set-aside.
- Military Centers should count as a type of “Regional Center.”
- Keep the scoring method for “Project Readiness” since the new scoring approach supported Kitsap’s projects.
- Remove the preservation set-aside, or create special policies for jurisdictions that can impose car tab fees for preservation work.
- Consider only having Countywide Competitions, rather than a Regional Competition *and* Countywide Competitions.

- Address the unintended consequences of needing to fully fund project phases (e.g. dividing up construction projects into smaller segments).

C. 2018 KITSAP COUNTYWIDE COMPETITION PROJECT SELECTION DEBRIEF

Ahead of the TransPOL meeting, TransTAC provided the following discussion points for TransPOL regarding the Countywide Competition:

- TransTAC would like to discuss the relationship between merit and geographic equity, and their applicability in the project selection process.
 - TransTAC would like to see projects that have the greatest benefit to Kitsap as a whole. TransTAC would like to discuss the various components of project merit (e.g. countywide significance, Growth Management Act (GMA) compatibility, suites of projects, corridor-focus, etc.)
- TransTAC would like to discuss geographic equity. As part of this, population and past award data needs to be scrubbed and agreed upon.
- If possible, mirror the Countywide Competition application after the Regional Competition application to reduce the amount of work it takes for jurisdictions to apply to both competitions.

TransPOL members recommended that they and TransTAC review the following issues ahead of the 2020 Countywide Competition:

- Evaluate numerically scoring projects versus ranking them using “high, medium, and low.”
- Define geographic equity and determine how to measure it. Learn how Snohomish, King, and Pierce Counties take geographic equity into consideration in their competitions.
- Conduct tabletop exercises to identify projects that potentially have countywide significance (e.g. projects that alleviate the most congestion outside of state highways). Then, consider creating a criterion for “countywide significance.”

D. 2018 Q3 AND Q4 WORK PLAN

During the September TransPOL meeting, TransPOL members will identify data needs related to projects of countywide significance, as well as data needs associated with geographic equity. TransTAC will then work on acquiring this data. In 2019, TransPOL and TransTAC can conduct tabletop exercises to identify projects of countywide significance.

E. CORRIDOR UPDATES

- **SR 305:** The committee is working on the Type, Size, Location (TSL) study.
- **SR 16/Gorst:** There will be one more stakeholder meeting and one more Executive Committee meeting. The WSDOT survey yielded approximately 1000 responses from Kitsap. WSDOT will analyze how the responses align with the Corridor Sketch Initiative work.
- **SR 104:** There will be a committee meeting on July 5.

F. ANNOUNCEMENTS AND NEXT STEPS

The next TransPOL meeting will be on September 20 from 3:15 – 4:45 PM.

F. PUBLIC COMMENTS

There were no public comments.

2020 PROJECT SELECTION PROCESS

KEY POLICY FRAMEWORK ELEMENTS

The Project Selection Task Force will be convened later in 2019, formed from volunteers from each of PSRC's four boards. The Task Force will review and make recommendations to the Transportation Policy Board on the following topics. The Regional Project Evaluation Committee, the Regional FTA Caucus and the countywide forums will be asked to provide feedback prior to the Task Force convening.

ADMINISTRATIVE DETAILS

Funding years to program

Description:

Two years of funding will be distributed -- FFY 2023, 2024. Per direction from the Federal Highway and Transit Administrations (FHWA, FTA) PSRC will continue to build and maintain a full 4-year TIP (2021-2024).

Funding Estimates

Description:

Funding estimates will be determined by the Project Selection Task Force, in coordination with WSDOT, FHWA and FTA. Note that these funds extend beyond the FAST Act. **Refer to Attachment 1 for additional information.**

Policy Focus

Description:

The current policy focus for the project selection process is support for centers and the corridors that serve them. As a reminder, this is currently implemented in the following manner:

- FHWA Regional competition - centers are defined as regionally designated growth and manufacturing/industrial centers.
- FHWA Countywide competitions and FTA Earned Share distribution - centers are defined as regionally designated growth and manufacturing/industrial centers, centers as designated through countywide processes, town centers, and other locally identified centers. The definition of locally identified centers is expanded to include military facilities.
- FTA Regional Competition - centers are defined as regionally designated growth centers and manufacturing/industrial centers, centers as designated through countywide processes, town centers, and other locally identified centers.

Please note: VISION 2050 is anticipated to be adopted in spring 2020, after the 2020 project selection process has begun. As such, the current VISION 2040 policies as they relate to PSRC funding are expected to be utilized.

Contingency Lists

Description:

Prioritized lists of contingency projects are adopted for all competitions, should additional funds become available in the off-cycle years. Given the current procedures for balancing funds by year, contingency projects are generally awarded funds from the last year of the TIP.

Number of regional applications

Description:

The structure for the FHWA regional competition has been to set a limit of 36 total applications, as follows:

- 12 from King County; 6 each from Kitsap, Pierce, and Snohomish Counties; 2 each from the three regional agencies (Puget Sound Clean Air Agency, WSDOT and Sound Transit)

The number of applications submitted for the FHWA countywide competitions is determined by each countywide forum. The number of total applications for the FTA regional competition has been unlimited in prior cycles.

Split of Funds Between Regional / Countywide / Earned Share Processes

Description:

Historically, once the set-asides are taken off the top of the combined pot of funds, the split between the FHWA regional and countywide competitions is set at 50%. For the last several cycles, this has resulted in a total of 33% to the regional competition and 67% to the countywide competitions.

The split between the FTA regional competition and earned share distribution has historically been based on the funding formula and the percentage of funds coming to the region based on regional attributes vs. transit operating characteristics. In general, this split has been approximately 14%/86%.

Funding Limits

Description:

The 2018 project selection process for the first time set a limit on funding requests as part of the FHWA regional competition, at 50% of the annual amount available by source. No limits have been set on the maximum amount requested in FTA regional competitions, and the four countywide processes have varied in setting limits on either funding or application limits. **Refer to Attachment 2 for additional information.**

Pre-Determined Amounts by Source in FHWA Competition(s)

Description:

Since 2016, the amounts by funding source have been pre-determined for the FHWA regional and countywide competitions. This provides greater certainty to applicants within each process as to the amount of funds available by source, particularly given the inclusion of cost-effectiveness in the CMAQ criteria. The percentage amounts for the regional competition are 60% CMAQ, 40% STP.

SET-ASIDES

Preservation Set-Aside

Description:

The preservation set-aside has been in place since 2012, at varying levels over the last several cycles. The 2018 preservation set-aside was approved at the following levels: for FHWA, the set-aside was 20% of STP funds, with the 5% delta from the original set-aside amount distributed among the four counties for their regular competitions. For FTA, the set-aside was 45% of the regional portion of the FTA funds. The set-aside is a fixed amount taken from the regional portion of the STE UZA funds and distributed to transit agencies in the STE UZA using the earned share distribution formula. [Refer to Attachment 3 for additional information.](#)

Bicycle / Pedestrian Set-Aside

Description:

The bicycle/pedestrian set-aside has been in place since 1993, and has been retained over the years at 10% of the total estimated FHWA funds, distributed in the countywide processes. [Information will be provided at the July 2019 meeting, including data on project awards and types of investments.](#)

Rural Town Centers & Corridors Program

Description:

The RTCC Program has been in place since 2003, and the set-aside – taken from the regional portion of funding – has increased over time from the original amount of \$2 million to \$5 million in 2018. This competition is conducted in the year following the regular project selection process.

Kitsap Distribution Methodology

Description:

The procedure to distribute the Kitsap Countywide population share from the total STP funds available, before any other set-asides, has been in place since 1995. The rationale behind this methodology has been that Kitsap County agencies are not eligible to receive CMAQ funds, due to the boundaries of the region's air quality maintenance areas, so the application of their population share is only to STP funds rather than the total pot of funds. This distribution methodology helps to balance that differential. [Refer to Attachment 4 for additional information.](#)

Minimum Floor Adjustment

Description:

Since 2003, transit agencies in the Seattle-Tacoma-Everett Urbanized Area (STE UZA) that earn less than 1% of the total of the earned share portion of funds have received a minimum floor adjustment to bring the earned share amounts for these agencies up to the 1% amount. The adjustment is taken from the regional portion of the funds within the STE UZA and applied to these agencies for their earned share distribution. The rationale for this adjustment is to facilitate future planning for these agencies by allowing them to rely on a certain amount of FTA funding each year as a safety net for a basic level of investment. Since 2016, this amount was capped at the amount identified from the final 2015 FTA allocations. In 2018, the additional provision of considering the full range of transit operations and ownership of assets when conducting the calculation was included.

PSRC Work Program

Description:

FHWA and FTA funds have been used to assist in funding PSRC's work program since 1993 and 2004, respectively. Since 2016, the amounts approved have been \$1 million of STP funds and \$1.25 million of FTA funds per year.

PROJECT EVALUATION CRITERIA

The project evaluation criteria for PSRC funding competitions include the following components:

- Support for centers (including housing and employment)
- Safety, mobility and accessibility (for persons and freight)
- Populations served (including health and equity)
- Emissions reduction
- Project readiness

Since 2016, cost effectiveness has been included for projects requesting CMAQ funds in the FHWA competitions. This feature aligned with federal guidance on the CMAQ program, to select projects achieving the most cost effective emission reductions. In 2018, the Project Selection Task Force directed staff to enhance safety and equity in the criteria to be more explicit. In addition, given that programming is now two to three years into the future, the project readiness criterion was moved to be more of a risk/feasibility analysis and reduced to 5 points.

Attachment 1: Funding Estimates to Actuals

	Process	Fiscal Year	Basis of Estimate	STP			CMAQ		
				Estimate	Actual	Delta	Estimate	Actual	Delta
MAP-21	2012	2013	Average of 2010-2011 amounts, due to uncertainty; MAP-21 not yet passed	51.8	49.7	-2.1	27.0	26.7	-0.3
MAP-21	2012	2014		51.8	48.8	-3.0	27.0	26.6	-0.4
MAP-21/FAST	2014	2015	2013 amounts	49.7	46.2	-3.5	26.7	25.8	-0.9
FAST	2014	2016		49.7	50.9	1.2	26.7	26.4	-0.3
FAST	2014	2017		49.7	51.7	2.0	26.7	25.9	-0.8
FAST	2016	2018	2013 amounts, given uncertainty due to timing of FAST Act vs. process decisions	49.7	52.5	2.8	26.7	26.3	-0.4
FAST	2016	2019		49.7	59.0	9.3	26.7	29.2	2.5
FAST	2016	2020		49.7	tbd		26.7	tbd	
tbd	2018	2021	2017 amounts, given the uncertainty beyond the FAST Act	51.7	tbd		25.9	tbd	
tbd	2018	2022		51.7	tbd		25.9	tbd	
tbd	2020	2023							
tbd	2020	2024							

PSRC Comments:

The delta between the estimates used and the actual allocations each year has been fairly close, with the exception of 2019 when the amounts, particularly for STP, increased substantially. PSRC will confer with our federal and state partners for more information on the outlook for 2020 and beyond.

Attachment 2: FUNDING LIMITS

The process to set the funding caps in the 2018 process by funding source was based on a review of funding awards over time, including average awards as well as minimums and maximums. The caps were set at 50% of the available amount of funds by year, by source: in the 2018 process that was equal to \$4.76 million for STP and \$7.14 million for CMAQ.

For comparison, in 2016 the average award for all FHWA funds was \$1,742,823. In 2018, the average award decreased slightly to \$1,689,362. The following tables show the average, minimum and maximum amounts of funding awarded in the regional and countywide forums in 2016 and 2018.

Average Award

Forum	2016	2018
Regional	\$ 4,483,333	\$ 4,118,462
Countywides	\$ 1,339,806	\$ 1,299,506

Minimum Award

Forum	2016	2018
Regional	\$ 865,000	\$ 3,546,500
Countywides	\$ 60,000	\$ 170,000

Maximum Award

Forum	2016	2018
Regional	\$ 13,000,000	\$ 7,125,000
Countywides	\$ 6,955,729	\$ 4,729,600

The following table shows the average awards by funding type from the 2016 and 2018 regional project selection processes.

Average Regional Forum Award by Fund Type

Fund Type	2016	2018
CMAQ	\$ 5,764,286	\$ 4,756,667
STP	\$ 3,362,500	\$ 3,571,429

The table below shows the number of extensions by award amount. Data is not yet available to analyze the impact funding limits may have on project delivery because the funding limits were first incorporated into the 2018 project selection process which awarded 2021 and 2022 federal funds.

Extensions by Award Amount

Award Amount	2015	2016	2017	2018	2019	Total
< 1mil	12	18	N/A	5	12	47
1mil - 5mil	14	10	N/A	3	11	38
> 5mil	1	2	N/A	1	0	4

Attachment 3: PRESERVATION SET-ASIDE

The following information is provided on the FHWA preservation set-aside, including information from the Regional Transportation Plan, the regional guidelines established for the set-aside, and amounts awarded to various project types over time.

Regional Transportation Plan

The current RTP identifies a backlog of preservation for city & county roads of approximately \$8.7 billion. Annual expenditures required for maintenance are approximately \$248 million. As a comparison, the PSRC FHWA preservation set-aside is approximately \$10 million per year.

Regional Guiding Principles for the Preservation Set-Aside

- Applicants will be asked to provide information on their expenditures on preservation over the last several years, as well as the condition of their roads. Each countywide process will establish standards on preservation level of effort to help ensure fairness between jurisdictions.
- The focus for this set-aside will be “roadway preservation” - other preservation activities (such as signal replacement, retaining walls, etc.) will not be excluded from applying, but given the relatively small amount of funds available and since this is the first time applying this set-aside, the primary focus of the funds will be on roadway preservation. A regional threshold of eligible preservation activities is not proposed to be established (e.g., chip seals vs. overlays vs. reconstruction).
- Applicants will be expected to describe how they are optimizing the pavement life cycle, with a resulting minimum useful life of 7 years. Funds may best be used on roads at certain conditions which result in the most efficient preservation, to be determined within each countywide process.
- These funds must be used on federal functionally classified roadways, but all other appropriate federal requirements must also be met (such as ADA requirements, design standards, etc.). It is important that all applicants understand these requirements and estimate their total project cost and funding need accordingly. In addition, the expectation of FHWA is that these projects will be contracted out; there is a high bar for justifying the use of local agency force.
- Each countywide process will establish evaluation criteria, but each process will follow PSRC’s Policy Framework and apply the policy focus of support for centers and the corridors that serve them (broadened to include locally designated centers for each countywide process). Potential criteria include level of matching funds, innovations/incentives, and roadway classification (including traffic data, transit use, freight use, lifeline route, pressure on the system, etc.), among others.
- PSRC will coordinate with WSDOT on the review of the program proposal and the specifics of each countywide process to ensure eligibility and approval in advance by FHWA.

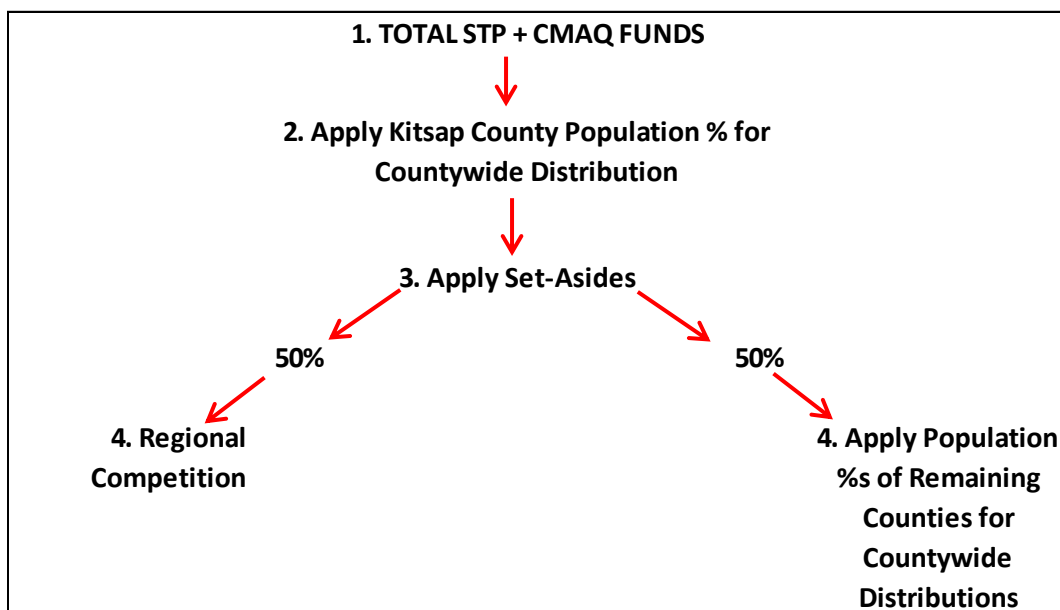
Awarded Project Data

Information will be provided at the meeting on preservation projects, from awards data, types of investments, delays, etc.

Attachment 4: KITSAP COUNTY DISTRIBUTION

PSRC's FHWA funds have been historically split between a regional competition and the four countywide processes. The estimated funds for the project selection process are combined (STP and CMAQ), and the percentage split between the regional and countywide processes is applied after the set-aside amounts were taken off the top.

Since 1995, it has been the practice to take Kitsap County's population share from the total combined estimate, *before* the set-asides; the methodology for the other three counties is to apply their population share *after* the set-asides. This is illustrated in the graph below.



The rationale for this distribution methodology has been as follows:

- King, Pierce and Snohomish Counties are eligible to compete for both STP and CMAQ funds, and their population percentages are applied to the larger combined total of both funding sources at Point 4 in the above chart
- Kitsap County jurisdictions are only eligible to compete for STP funds, so if the same methodology were used their population percentage would be applied to a smaller total amount. By applying Kitsap County's population percentage to the total amount of estimated STP funds, rather than the amount available after the set-asides, an increase in the amount of funds available for distribution in the Kitsap countywide process is provided.

Please note: this topic is only related to CMAQ in that Kitsap County is not within one of the region's maintenance areas for the national air quality standards – there is no requirement that the projects awarded to Kitsap County with STP funds meet CMAQ eligibility, but air quality is still a criterion for all projects per adopted regional policy.

Supplemental Data

- The set-aside methodology has provided on average an increase of approximately \$1.5 million per year for the Kitsap Countywide process
- For example, in the 2018 process, the Kitsap Countywide distribution was \$3.4 million per year
 - Without the current methodology, this amount would have been \$2.0 million per year
 - For comparative purposes, the shares for the other three counties ranged from \$6m to \$16m per year.



Transportation Policy Committee (TransPOL) 2019 Meeting Work Plan

TransPOL meetings are on the third Thursday of the month in April, July, and October from 3:15-4:45pm at Kitsap Transit, Bremerton.

April 18	July 18	Oct. 17
<ul style="list-style-type: none"> • Welcome and Old Business* • PSRC’s Rural Town Centers and Corridors update <ul style="list-style-type: none"> ○ Report outs on projects submitted for screening. • PSRC Transportation Policy Board updates* • Corridor Updates* • Announcements and next steps* 	<ul style="list-style-type: none"> • Welcome and Old Business* • Recruit Project Selection Taskforce members (PSRC to recruit in August) • Potential PSRC data inventory/conditions on (a) ITS; (b) corridor congestion; (c) freight; (d) special needs transportation; (e) bike/ped; (f) performance based planning; (g) financial strategy • Potential Update on Passenger Only Ferry Study (pending funding) • PSRC Transportation Policy Board updates* • Corridor Updates* • Announcements and next steps* 	<ul style="list-style-type: none"> • Welcome and Old Business* • Develop a draft list of regional projects for the next funding cycle • Full transportation project status update • Project Selection Taskforce Updates • PSRC Transportation Policy Board updates* • Corridor Updates* • Announcements and next steps*

*Standing agenda item

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