



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