



Draft TransPOL Meeting Agenda
Thursday, February 18, 2021 | 3:00-4:30 PM

This is an online meeting due to the COVID-19 pandemic and Governor Inslee’s “Stay Home, Stay Healthy” Proclamation.

To participate:

- Link to participate in the video conference and view the screen share: <https://zoom.us/j/938664782>. If you are joining by video, please add your affiliation after your name.
 - To participate by phone only: Dial 720-707-2699 and enter the Meeting ID: 938-664-782#
-

Meeting Purpose: To receive a briefing on the CPP update process, continue the discussion of supporting large regional transportation projects in Kitsap, hear about additional transportation funds available, and prepare for discussions around the 2022 Federal transportation competition process.

A. Welcome and Business (5 min)

Objective: Maintain the business and operations of KRCC.

- For reference: [2021 KRCC calendar](#) (pg. 3)
- For reference: [2021 TransTAC and TransPOL Meeting Plan](#) (pg. 4)
- Approve draft [November 19, 2020 meeting summary](#) (pg. 6) **(Vote)**

B. Provide Feedback on Draft Countywide Planning Policies (CPPs) Updates (20 min)

Objective: Stay up to date on the CPP update process and provide high level guidance.

- KRCC staff briefing on CPP update process, timeline, and edits received to date
- TransPOL feedback on [draft Element G: Capital Facilities and Element H: Transportation Elements \(does not include TransTAC feedback\)](#) (pg. 10-22)

C. Updates on Transportation Funds Available (15 min)

Objective: Stay current with transportation funds available to Kitsap jurisdictions.

- PSRC briefing on incoming transportation funds:
 - Highway Infrastructure Program (HIP)
 - Transportation Alternatives Program (TAP)
 - Additional FHWA through rebalancing process
 - For reference: [PSRC Transportation Funding Recommendations Presentation](#) (link)

D. Updates 2022 Federal Transportation Competition Process (10 min)

Objective: Stay current on policy discussions related to the Federal transportation competition process.

- Update on Project Selection Task Force meetings

E. Supporting Large Regional Projects in Kitsap (15 min)

Objective: Discuss how to fund regionally significant projects outside of the PSRC Competitions.

- Review problem statement and TransPOL approach to address issue during 2021 meetings
- Review [inventory of local transportation funding mechanisms](#) (pg. 23)
- Discuss desired areas of coordination or shared learning

F. Legislative Updates (5 min)

Objective: Stay current with transportation and other relevant legislative activities.

- Report out on relevant legislative activities from session that began on January 11, 2021

G. PSRC Transportation Policy Board Updates (5 min)

Objective: Stay current with PSRC transportation activities.

- Report out on the latest Transportation Policy Board meeting and other relevant [PSRC updates](#) (pg. 24)

H. Corridor Updates (5 min)

Objective: Share updates on corridor projects.

- SR 305, SR 16/Gorst, SR 104, SR 307

I. Announcements and Next Steps (5 min)

Objective: Ensure follow up on proposed ideas and tasks.

- Announcements from TransPOL
- Review action items
- Next TransPOL meeting on Thursday, May 20

J. Public Comments (5 min)

K. Adjourn



2021 Meeting Schedule

Draft v.1/5/21

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

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

Other Dates

Board Retreat:

Legislative Reception:



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

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

January 14 TransTAC	February 18 TransPOL	March 11 TransTAC	May 20 TransPOL
<p>New Business:</p> <ul style="list-style-type: none"> Legislative updates Provide feedback on draft CPPs (eg. Countywide Centers and Transportation Elements) 	<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



Kitsap Regional Coordinating Council (KRCC)
DRAFT Transportation Policy Committee (TransPOL) Meeting Summary
 November 19, 2020 Meeting | 3:15-4:45 PM | Remote Meeting
 v. 12-22-20

Decisions		
<ul style="list-style-type: none"> No decisions were made by TransPOL. 		
Actions	Who	Status
Upload the 8/20/20 meeting summary to the KRCC website.	KRCC staff	Complete
Send recommended Project Selection Task Force discussion topics to Kelly McGourty.	TransPOL members	Ongoing
Update the 2021 TransPOL meeting plan.	KRCC staff	Ongoing

A. WELCOME AND REVIEW OF DRAFT AUGUST 20, 2020 MEETING SUMMARY

Sophie Glass, KRCC Program Director, welcomed participants to the virtual meeting (see Attachment A for a list of TransPOL members and observers). TransPOL approved the August 20 meeting summary with no edits. KRCC staff will post the summary to the KRCC website.

B. GENERAL PSRC UPDATES

Regional Transportation Plan update.

Kelly McGourty, Puget Sound Regional Council (PSRC), provided a briefing on the Regional Transportation Plan (RTP) update process, convening of the Project Selection Taskforce, and potential project selection criteria updates. She noted work to update the Regional Transportation Plan by 2022 is underway. The plan, updated every 4 years, outlines the objectives and actions for the Puget Sound Region to meet its mobility needs. The current RTP from 2018 developed a new Integrated Regional Transit Network. The 2022 RTP builds on the previous plan, plans for growth out to 2050, and improves data analysis to support local planning. The Plan, based on VISION 2050, is a transit-focused strategy with the following key policy areas: Access to Transit, Forward Thinking, Local Agency Needs, Safety, Equity, and Climate.

TransPOL had the following questions and comments:

- Commissioner McClure: Does the bicycle analysis of the plan update include coordination with the Cascade Bicycle Club?
 - Kelly: Yes, they are involved and sit on the PSRC’s Transportation Policy Board and Bicycle and Pedestrian Advisory Committee.
- Mayor Erickson: What is the Regional Transportation Plan’s (RTP) definition of equity? She requested a map with demographic data of people of color in Puget Sound communities overlaid with relative wealth data of the Puget Sound Region. She emphasized the importance of funding equity.
 - Kelly shared that PSRC uses an equity lens by evaluating metrics related to race, income age, English proficiency, and ability. PSRC will also convene a Community Advisory Group to recommend how equity is integrated into the RTP.

Project Selection Task Force and Project Selection Criteria updates.

Kelly McGourty, PSRC, shared the Project Selection Task Force will convene in February 2021 to prepare for the next FHWA funding cycle. The Task Force reviews key policy issues and administrative procedures for PSRC’s project selection process, which distributes approximately \$260 million per year in federal funds. Members are volunteers from PSRC’s four Boards. In the past the time commitment for the group has been four meetings but given feedback received after the last funding cycle, the Task Force will meet

earlier in the process and have more meetings. She flagged two potential discussion topics that may make their way to the Project Selection Task Force for consideration: (1) making the Regional Competition exclusively for Congestion Mitigation and Air Quality (CMAQ) funds and (2) eliminating the cap on the number of applications each countywide group can submit to the Regional Competition.

Councilmember Ashby and Mayor Erickson, long-time participants on the Task Force, emphasized the importance of Kitsap participating on the Task Force and retaining the Kitsap Set Aside. They shared the expectation of a robust discussion related to equity in the next year. The call for projects for the next funding cycle is anticipated to be released in February 2022. Kelly asked TransPOL members send recommended Task Force discussion topics to her.

Regional Passenger Only Ferry Study.

Lastly, Kelly shared the Regional Passenger Only Ferry Study is wrapping up and to expect a notification about the final report in mid-December. She confirmed PSRC and the Suquamish Tribe are in communication about one of the studied ferry routes.

C. COUNTYWIDE PLANNING POLICIES (CPPs) UPDATE BRIEFING

Sophie provided an overview of the Kitsap Countywide Planning Policies (CPPs) update process. KRCC is responsible for updating the CPPs by the end of 2021. TransTAC and TransPOL are involved in the process because the CPPs have components related to transportation. One component is that Countywide Centers are tied to the funding received through the Countywide Competition. The second is the Transportation Element (Element H), which includes policy language related to countywide transportation.

Sophie explained the CPP update process consists of two parallel tracks of CPP-related work. One being the consultant team working with LUTAC and PlanPOL to ensure the updates are in alignment with the Growth Management Act (GMA) and VISION 2050. The other work stream is KRCC providing feedback on which optional policies are still priorities for the organization. LUTAC is currently evaluating the first set of Elements (Chapters) based on consistency with VISION 2050 and with GMA. TransPOL will review the updated Transportation Element at their February meeting.

D. SUPPORTING LARGE REGIONAL PROJECTS IN KITSAP

Actionable strategies to obtain transportation funding outside of the PSRC Competitions.

Sophie opened the discussion by reminding TransPOL that at their last meeting, they reviewed research on various transportation funding mechanisms (tolling, impact fees, local sales tax, benefit district, and gas tax) and they expressed interest in continuing discussions on this topic. She asked TransPOL how they see themselves moving forward on actionable strategies for 2021. TransPOL made the following comments in response:

- Mayor Erickson emphasized the importance of jurisdictions making sure they are taking advantage of all the tools available to them, including impact fees. She would like to see an evaluation of which jurisdictions are utilizing which funding tools. One significant but unlikely solution would be to remove the concurrency and levels of service requirements for local jurisdictions.
- Councilmember Ashby noted all Kitsap jurisdictions have a Transportation Benefit District (TBD) except Poulsbo. She suggested exploring a Kitsap countywide TBD and the possibility of a sales tax. She also reminded the group that the topic of supporting large regional projects in Kitsap originated from Kitsap County's SR 104 project being too large for the Countywide Competition and too small for the Regional Competition. The Kitsap region was previously successful in obtaining funds from the Legislature through the West Sound Alliance (WSA) so Kitsap should consider using a similar approach to get the project in the next statewide transportation package. TransPOL

should be prepared and educated on which new funding mechanisms from the Legislature they could engage in.

- David Forte, Kitsap County, shared the County is in the process of conducting analyses to update its impact fees in early 2021.
- Mayor Wheeler suggested inviting experts in transportation funding to speak at future TransPOL meetings.

Sophie proposed the following 2021 meeting plan based on TransPOL's discussion:

- Meeting 1: Local Strategy
 - Conduct an inventory of current funding mechanisms used and discuss gaps
- Meeting 2: Countywide Strategy
 - Consider a Countywide Transportation Benefit District
 - Create a Countywide list of potential projects
- Meeting 3: State Strategy
 - Discuss using the West Sound Alliance approach to advocate for Kitsap in a future Washington State transportation package
- Meeting 4: Federal Strategy
 - Discuss involvement in a federal infrastructure bill

E. PSRC TRANSPORTATION POLICY BOARD UPDATES

Report out on the latest PSRC Transportation Policy Board meeting:

The last PSRC Transportation Policy Board meeting was on November 12 and the next meeting is on December 10. Agenda topics from the November 12 meeting included updates on the Regional Equity Strategy, Regional Transportation Plan Outreach, Specialized Transportation Services Outreach, Annual Transit Integration Report, and Project Selection Task Force Scoping.

F. CORRIDOR UPDATES

- **SR 305.** Construction on the roundabout retaining walls will happen in the next few weeks. The next Committee meeting is tentatively in January.
- **SR 16/Gorst.** The Gorst Coalition Executive Committee meets on November 20 to review the 2021 work plan and budget.
- **SR 104.** Short term actions are being identified for the working group to review within the next two months.

G. ANNOUNCEMENTS AND NEXT STEPS

The next TransPOL meeting will be on February 18, 2021.

H. PUBLIC COMMENTS

No public comments were made.

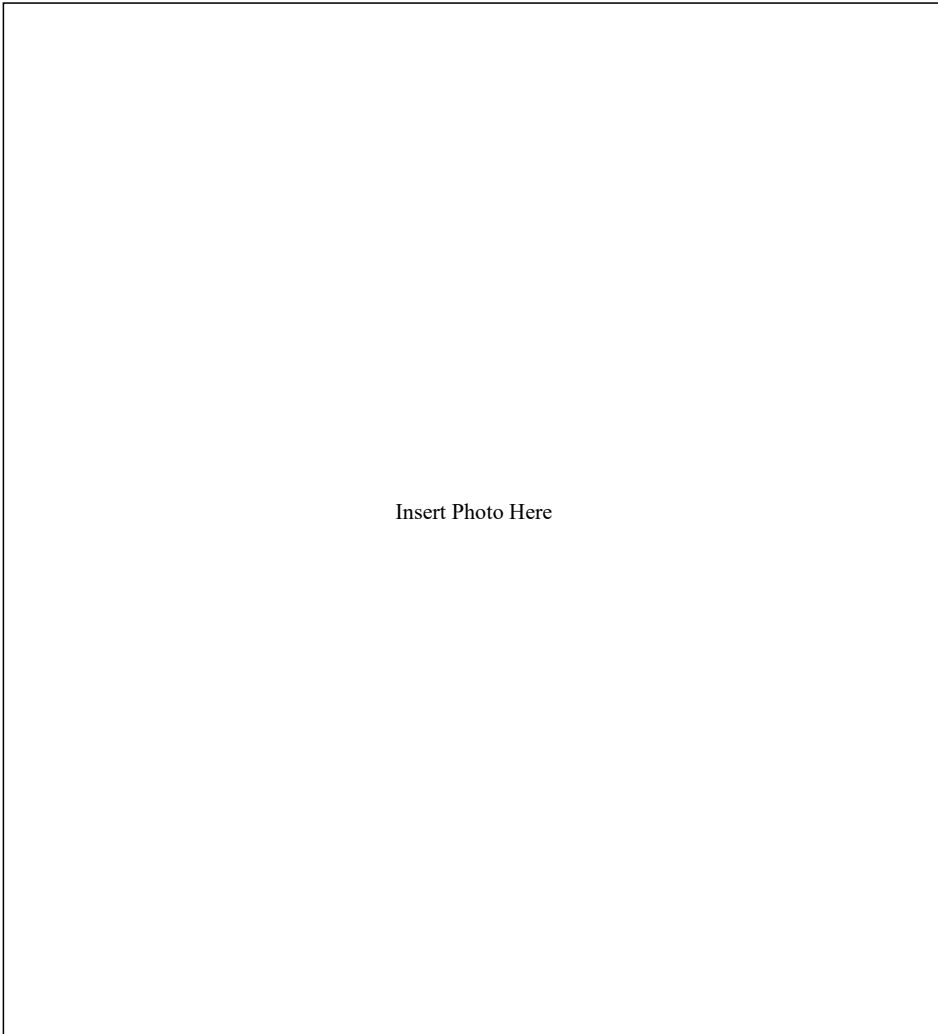
I. ADJOURN

Attachment A: Meeting Attendees

NAME	JURISDICTION (ALPHABETICAL)
TRANSPOL MEMBERS:	
Mayor Schneider	City of Bainbridge
Mayor Wheeler	City of Bremerton
Councilmember Ashby	City of Port Orchard
Mayor Erickson	City of Poulsbo
Commissioner McClure	Port of Kingston
Commissioner Grovnull	Port of Kingston
OBSERVERS:	
Chris Wierzbicki	Bainbridge Island
David Forte	Kitsap County
Steffani Lillie	Kitsap Transit
Fred Salisbury	Port of Bremerton
Mark Dorsey	Port Orchard
Kelly McGourty	Puget Sound Regional Council (PSRC)
Dennis Engel	Washington State Department of Transportation (WSDOT)
STAFF:	
Sophie Glass	KRCC Program Director
Mishu Pham-Whipple	KRCC Transportation Program Lead

[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.

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.

CF-3. Establishing a process and review criteria for the siting of facilities that are of a countywide or statewide nature:

- a. When essential public facilities, ~~as~~ as defined in [RCW 36.70A.200](#) ~~is-are~~ proposed in

Commented [CW100]: 2/3/21 – During discussions with LUTAC the conversation included both conversations about Capital Facilities and Essential Public Facilities. Policies on both are included within.

Do note that the policies are derived from the CPP requirements RCW 36.70A.210(3)(c) says “(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 current policies implement and seem to be consistent with the CPPs. Additional policies would go beyond what is necessarily required

Commented [CW101]: 1/14/21 – consider removing if this is not something you are doing or plan to do. If retained, this should be included on the annual work program and there should be a purpose outlined with what will be done with the information.

Commented [CW102R101]: 2/3/21 – proposing to retain policy based on comments received from LUTAC

Commented [CW103]: 1/14/21 – consider removing if this is not something you are doing or plan to do. If retained, this should be included on the annual work program and there should be a purpose outlined with what will be done with the information.

[Table of Contents](#)

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. 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.
- b. ~~Certain public capital facilities such as schools and libraries~~ that generate substantial travel demand should be located, should be located first in Designated Centers or, if not feasible to do so, along or near major transportation corridors and public transportation routes.
- c. Some 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.
- d. Uses shall adhere to local health district or state agency rules regarding commercial and industrial use of on-site sewage systems.
- e. The multiple use of corridors for major utilities, trails and transportation rights-of-way is encouraged.
- f. County and City comprehensive plans and development regulations shall not preclude the siting of essential public facilities.
- g. ~~Public facilities shall not be located in designated resource lands, critical areas, or other~~

Commented [CW104]: 2/3/21 – This is an existing policy. Comments were received about the appointment of a Committee and suggesting this policy should receive some attention. Given this is not a required change, I would suggest discussing this as a group to hear what specific changes you would like to see or no.

Commented [CW105]: 1/14/21 – this policy could really limit where schools are sited. Have the county amended zoning codes to reflect this policy? Suggested changes seem more implementable.

Commented [CW106R105]: 2/3/21 Policy changes made in response to comments.

[Table of Contents](#)

~~areas where the siting of such facilities would be incompatible.~~

CF-4. Air transportation facilities in Kitsap County:

- a. The Counties and the Cities shall recognize the importance of airports as essential public facilities and the preservation of access to the air transportation system.
- b. The County and the Cities shall ensure the safety of the community and airport users through compatible land use planning adjacent to airports 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.
- e. ~~The County and the Cities shall plan for heliports throughout Kitsap County for emergency use.~~

CF-5 Transportation facilities and services of statewide significance

- 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.~~

Commented [CW107]: Consider removing. Zoning and critical area regulations already outline where uses can go. "Areas where the siting of such facilities would be incompatible" is undefined. In addition, there could be times where a water line, for example, may impact a critical area or buffer.

Commented [CW108R107]: 2/3/21 – I believe that we should discuss this further. I received comments asking this to be retained and comments asking for modification. I just don't see a need for a policy here. If we retain it must be very specific because critical area regs are very different than designated resource lands. We can discuss further.

Commented [CW109]: 1/14/21 While the county and cities will certainly allow heliports as a use or incidental use, is this something you coordinate on? If not, I am not sure if a CPP is necessary.

Commented [CW110R109]: LUTAC suggested we receive comments from Bremerton about the need for this policy. Comments would be appreciated.

Commented [CW111]: GMA CPP requirements require joint policies for transportation facilities and services of statewide significance.

Commented [CW112R111]: 2/3/21 – modified language to spell out WSDOT. Comment suggested revised language.

Element H.
Transportation

Insert Photo Here

Element H. Transportation (T)

The Growth Management Act requires that transportation planning be coordinated 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 cCities to meet three inter-related transportation goals:

- ~~Serve Designated Centers~~ Focus on urban areas, including designated Centers to reduce sprawl, conserve land and make more efficient use of infrastructure,
- Preserve the natural environment, including water and air quality and, potentially, climate.
- 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;
- 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 transportation demand management;
- h. intelligent transportation systems (ITS).

Policies for Transportation (T):

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

Commented [CW113]: Substantial comments on the Transportation policies (most on existing policies) were provided by a TransTAC member. While some of the changes are reflected below, I believe that major changes, especially to existing policies, which is not a major focus of this update, should be reviewed by TransTAC so there is agreement on the language. I am simply hesitant to make major changes to existing policies without it moving through a consensus process. The policy changes are not related to consistency with the GMA or Vision 2050.

Commented [CW114]: 1/14/21 – Changes made to include PSRC and modified language regarding designated Centers so focus is on UGAs including designated Centers.

Commented [CW115]: 2/3/21 – Change made to remove designated centers here as they are mentioned in bullet one. Further, the rural area is part of the transportation system and should not be left out even if growth is focused in urban areas.

[Table of Contents](#)

- 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 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. ~~Jurisdictions should consider emergency management and disaster preparation as part of their transportation planning, including redundancy needs.~~

Commented [CW116]: 1/14/21. Language change is consistent with state policy regarding zero deaths. Implements Vision 2050 MPP-T-4.

Commented [CW117]: 2/3/21 – Response to comments

Commented [CW118]: 1/14/21. Additional policy language addresses emergency planning. Implements MPP-T-31.

Commented [CW119R118]: 2/3/21 – Language substituted to directly reflect MPP T-31 from Vision 2050.

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 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.
 - 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

[Table of Contents](#)

safe neighborhood walking and biking routes to school.

- During the development of all state, county, and city highway capacity improvement projects, consider the market 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 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.
- b. The County and the Cities shall develop standards for Complete Streets 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

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.

Commented [CW120]: 2/3/21 Comment received asking for the bullets below to be removed to keep the policy simpler. I added the language to make it clear that these are just examples and you are not limited to this.

[Table of Contents](#)

operation of appropriate transit services.

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 consider programming capital improvements and transportation facilities that alleviate and mitigate impacts on air quality, greenhouse gas emissions and energy consumption, and promote human health, 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 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.

Commented [CW121]: 1/14/21. Reinforces relationship between transportation system and human health. Implements MPP-T-5.

Commented [CW122]: 1/14/21. Reinforces relationship between transportation system and human health. Implements MPP-T-5.

Commented [CW123R122]: 2/3/21 – added safety per recommendation from LUTAC

Commented [CW124]: 1/14/21. Reinforces relationship between transportation system and human health. Implements MPP-T-5.

Commented [CW125]: 1/14/21. Adds language to further support electrification of the transportation system. Implements MPP-T-30.

Commented [CW126]: 1/14/21. Adds language to acknowledge shared mobility and partnerships with the private sector as options for reducing the environmental impacts of transportation. Implements MPP-T-33 and T-34.

Commented [CW127]: 1/14/21 Consider removing this portion of the policy. The policy already lists the goals and this gets very specific. Is the specificity really needed?

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 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,

Commented [CW128]: 1/14/21. Additional language addresses equity in transportation plans and programs. Addresses MPP-T-9, T-10, and T-11.

[Table of Contents](#)

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.
- ~~a-b.~~ Preferred routes for the movement of freight shall be identified as part of the countywide transportation plan.
- ~~b-c.~~ 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.
- ~~e-d.~~ The County and the Cities shall use appropriate roadway standards for designated freight corridors.

Commented [CW129]: 1/14/21. Clarifies the purpose of the freight system and the importance of its efficient functionality. Addresses MPP-T-25 and T-26.

Commented [CW130R129]: 2/3/21 suggested referencing the strategic highway and railway network programs. I can add those but hesitated to get that specific. It feels like the current policy would encompass support for these programs

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 regional and state plans and policies.
- b. The County and the Cities shall 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

Commented [CW131]: 1/14/21 – propose removing. Currently KRCC relies on KRCC Board member(s) who serve on the Peninsula RPTO and PSRC to be aware of this coordination.

Commented [CW132R131]: 2/3/21 – retaining policy based on comments from LUTAC.

[Table of Contents](#)

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.~~

Commented [CW133]: 1/14/21 – considering removing. PSRC and the Peninsula RPTO are respectively responsible for reaching out to Kitsap for their planning efforts (e.g. bicycle mobility plan, open space plan, etc.)

Commented [CW134]: 1/14/21 – consider removing. This perhaps was an old reference to Kitsap’s Multimodal Transportation Plan from approx. 2014? There is not current action on a countywide transportation plan.

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.
 - 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

Commented [CW135]: 2/3/21 Ferries are part of WSDOT. Change made per comment received.

[Table of Contents](#)

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 street classification system and 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 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 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. The County and the Cities should coordinate with WSDOT to comprehensively evaluate Level of Service performance on State highways to ensure they are not disproportionately held responsible for correcting capacity deficiencies resulting from growth outside their jurisdictions.

~~f.g.~~ On highways and streets which are subject to concurrency requirements, the County and the Cities shall each identify capacity deficiencies and either address

Commented [CW136]: 1/14/21. Adds language to recognize options for multi-modal concurrency. Responds to DP-Action-5 (Regional).

Commented [CW137R136]: 2/3/21 Replaced may with should in response to comment.

Commented [CW138]: 1/14/21. Added in response to comments received at 11/12 TransTAC meeting.

[Table of Contents](#)

them in terms of identified funding, adjust the LOS standard on a temporary basis, or place a temporary moratorium on development.

g.h. 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.

Local Strategies: Kitsap Local Transportation Funding Mechanisms Inventory

Background: At their 11/19/20 meeting, KRCC TransPOL discussed how to use their 2021 meetings to develop actionable strategies to obtain transportation funding outside of the PSRC competitions. They created a meeting plan that includes discussion topics for local, countywide, state, and federal strategies. To support TransPOL's discussion on the local strategies, TransTAC prepared a local transportation funding mechanisms inventory, focusing on the mechanisms that TransPOL previously expressed interest in.

		Jurisdiction								
		Bainbridge Island	Bremerton	Kitsap County	Kitsap Transit	Port Orchard	Port of Bremerton	Port of Kingston	Poulsbo	
Local Funding Mechanisms	Impact Fees (*include fee amount)	Yes, 2019-2020 rate: \$1687/ITE Trip	No	Yes, 2019-2020 rate: \$700/ITE Trip	N/A	Yes, Current: \$2,552/ITE Trip Pending: \$4,943/ITE/Trip	N/A	N/A	Yes, 2019-2020 rate: \$5,397/ITE Trip	Note: Jurisdictions must demonstrate a "rational nexus" between the fee and the impacts/benefits of new developments.
	Transportation Benefit District (Car tabs or transportation specific sales tax)	Car tabs	Car tabs	No	N/A	Car tabs	N/A	N/A	In Discussion	Note: Once a TBD is formed, the body has several funding sources available to them, the primary ones being vehicle license fees and sales taxes.
	Local Gas Tax	N/A	N/A	No	N/A	N/A	N/A	N/A	N/A	Note: Counties may impose a local gas tax of 10% of the state gas tax rate (\$49.4 per gallon in Washington), or \$0.49 per gallon. Revenues are shared with cities on a per capita basis and must be used for transportation purposes.
	Tolling	No	No	No	N/A	No	No	No	No	Note: Legislature has the authority to implement tolls.
Other funding mechanisms of interest:										*Fee amounts for Bainbridge, Kitsap County, and Poulsbo were obtained from this source: http://mrsc.org/getmedia/7b937ea4-f666-4b86-b21d-fd21f43115e3/b45impactFeeCompare.pdf.aspx
	Property Tax (Dedicated to Transportation)									
	SEPA Mitigation Fees									
	Real Estate Excise Tax (REET)									
	Misc Fees (Dedicated to Transportation)									



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



PSRC BOARDS v.2/10/21

Executive Board

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

Topics from Meeting: **January 28, 2020** (packet posted [here](#)):

- Consent:
 - Minutes of meeting held 12/3/20; Vouchers 11/23/20-1/19/21
 - Contract authority for Greenhouse Gas Emissions Inventories and Modeling Project
 - Adopt Routine Amendment to the 2021-2024 TIP
 - Approve Certification of Regional Center Subarea Plans for Kirkland-Totem Lake RGC and others
 - Authorize a Change in the Regional Transportation Plan Project Status for Pierce County's Canyon Road Freight Corridor Improvements
- New Business: Transportation Policy Board Funding Recommendations
- Discussion: Regional Transfer of Development Rights Programs and Open Space Conservation Tools

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: **March 4, 2021** • 10:00 AM – 12:00 PM

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

- Consent: Approve Minutes of GMPB Meeting held 1/7/21
- Action: Recommend Certification of Regional Center Subarea Plans for Tukwila's Southcenter Regional Growth Center and North Tukwila MIC
- Action: Recommend Black Diamond Conditional Certification Extension
- Discussion: VISION 2050 Implementation: Biennium Budget and Work Program, 2021 Legislative Overview, School Siting Briefing Paper Findings
- Information: 2021 Growth Management Policy Board Schedule

Contact: Kristin Mitchell – kmitchell@psrc.org

KRCC Members and Affiliates: Commissioner Wolfe, Councilmember Pollock, Mayor Wheeler, Director Purser; Alternates: Commissioner Garrido, Mayor Putaansuu, Councilmember Gorman, Tom Ostrom, Andrea Spencer

Economic Development District Board

Date of Next Meeting: **May 5, 2021** • 1:00 – 3:00 PM

Topics from **February 3, 2020** 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: **February 25, 2021** • 9:00 – 9:50 AM

Topics from **January 28, 2020** Meeting (packet posted [here](#)):

- Consent: Approve Minutes of Meeting held 12/3/20, Vouchers 11/23/20-1/19/21
- Action: Approve contract authority for Greenhouse Gas Emissions Inventories and Modeling Project
- Information/Discussion: Proposed FY2022-23 Budget and Work Program; New Employees Status Report, Monthly Budget Progress Report; Contract Status Report; Closed Contracts; Grant Status Report; 2021 Executive Board and Operations Committee Meeting Schedule

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



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



PSRC COMMITTEES v.2/10/21

Regional Staff Committee (RSC)

Date of Next Meeting: **February 18, 2021** • 9:30 – 11:30 AM
Topics from **January 21, 2021** Meeting: (packet posted [here](#)):

- Discussion:
 - Draft School Siting Briefing Paper and Next Steps
 - Draft Growth Target Guidance
 - Puget Sound Recovery
- Information: 2020 Transit Integration Report

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: **May 12, 2021** • 10:30 AM – 12:00 PM
Topics from **February 10, 2020** 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 for 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: **March 9, 2021** • 10:00 AM – 12:00 PM
(January meeting canceled)

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

- Action: Approval of Meeting Summary 9/8/20
- Discussion:
 - Bicycle and Pedestrian Facility and Count Data Inventories
 - 2022 Regional Transportation Plan Bicycle and Pedestrian Facility Typology and Access to Transit
- Roundtable: Announcements of Bicycle/Pedestrian Activities

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: **February 26, 2021** • 9:30 – 11:00 AM
Topics from **January 22, 2020** Meeting: (agenda posted [here](#)):

- Action: Approval of 12/4/20 meeting summary
- Transportation Policy Board Debrief
- Discussion:
 - Contingency Funding Process
 - 2021 Work Program
- Action: 2022 Project Selection Process Revision Proposals

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 Linus

Transportation Operators Committee (TOC)

Date of Next Meeting: **February 24, 2021** • 10:00 – 11:30 AM
Topics from **January 27, 2021** Meeting: (packet posted [here](#)):

- Action: Approval of 12/2/20 meeting summary
- Discussion:
 - Updates on CRRSAA Act Funding
 - Regional Transportation Plan – Transit Elements
 - PSRC Transit Plan Checklist
 - 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: **March 4, 2021** • 9:30 – 11:00 AM
Topics from **January 7, 2021** Meeting (agenda posted [here](#)):

- Presentation: Bellevue’s Transportation System and the COVID-19 Era
- Discussion:
 - Incorporating ITS into the 2022 Regional Transportation Plan
 - Level of Detail in ITS Layer for Visualization Tool

Contact: Gary Simonson - gsimonson@psrc.org

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