



Kitsap Regional Coordinating Council

TransPOL Meeting Agenda
Thursday, March 21, 2024 | 3:00-4:30 PM

To Participate:

Link to participate in the video conference and view the screen share:

<https://us06web.zoom.us/j/84741966697>

- If you are joining by video, please add your affiliation after your name.
- To participate by phone only: Dial 253-215-8782 and enter the webinar ID: 847 4196 6697.
- An in-person viewing option for *members of the public* will be provided at the Norm Dicks Government Center in Bremerton (345 6th Street, Bremerton, WA 98337). Contact Sophie Glass at sglass@kitsapregionalcouncil.org or 360-337-4960 for more details.

A. Welcome and Business

- Welcome
- Review and approve draft [January 18, 2023 TransPOL summary](#) (pg. 2)
- For reference: [2024 KRCC Transportation Program Meeting Plan](#) (pg. 6)

B. 2024 Countywide and Regional Competitions

- Discuss incorporating climate change in the ["Call for Projects Appendices"](#) (pg. 8)
- Review [2012-2022 regional and countywide competition funding](#) (pg. 13)
- Review [Competition Calendar](#) (pg. 18)

C. Presentations for Regional Transportation Competition Projects

- Presentations by project sponsors
 - Kitsap Transit
 - Port of Bremerton
- Questions and answers

D. Cross-Jurisdictional Transportation Issues

- Discuss areas of policy interest and outcomes of 2024 legislative session

E. Transportation Policy Board and Other PSRC Updates

- Report out on the latest Transportation Policy Board meeting.

F. Corridor Updates

- SR 305, SR 16/Gorst, SR 104 (including Hood Canal), SR 307

G. Announcements and Next Steps

- Announcements from TransPOL
- Review action items
- Next TransPOL meetings – 4/18 and 5/30 at the Port of Bremerton

H. Public Comments

I. Adjourn



Kitsap Regional Coordinating Council (KRCC)
Transportation Policy Committee (TransPOL) Meeting Summary
 January 18, 2024 Meeting | 3:00 – 4:30 PM | Remote Meeting
 v. 1/31/2024

Decisions		
<ul style="list-style-type: none"> TransPOL members decided to retain the criteria setting a maximum number of applications per jurisdiction. TransPOL members agreed to bring forward the 2024 Call for Projects with the criteria as an appendix to the KRCC Board. 		
Actions	Who	Status
Upload approved meeting summary to the KRCC website.	KRCC Staff	Complete
Clarify with PSRC if the countywide criteria is encouraged or required to align with PSRC’s regional criteria.	KRCC Staff	In Progress
Add Hood Canal to the agenda as a standing item in the Corridor Updates section	KRCC Staff	Complete

A. WELCOME AND OLD BUSINESS

Sophie Glass, KRCC Program Lead, welcomed participants to the KRCC Transportation Policy Committee (TransPOL) virtual meeting (see Attachment A for a list of TransPOL members and observers). TransPOL members approved their October 2023 meeting summary with one abstention Commissioner Rolfes. Sophie reviewed the agenda, topics of discussion, and purpose of the meeting.

B. PRESENTATION

Gary Simonson, Senior Transportation Planner at PSRC, presented on the Regional Safety Action Plan. The slides to this presentation are posted on the KRCC website for reference ([see pages 4-20](#)).

PSRC provided data on the transportation challenges the region is facing, specifically highlighting how traffic related deaths and serious injuries disproportionately impact people of color. Given these statistics, PSRC is developing a regional safety action plan and relying on the Safe System Approach as a guiding principle for the plan. The Safe System Approach is focused on preventing crashes and deaths and serious injuries when crashes do happen. USDOT, WSDOT and local agencies have already begun shifting from traditional road safety practices towards adopting this new approach. USDOT has established the Safe Streets and Roads for All (SS4A) grant program through the Bipartisan Infrastructure Law (BIL) which allocates five billion dollars years over five years. As a Metropolitan Planning Organization (MPO), PSRC is responsible for consolidating local jurisdiction applications for the region and to date has run two rounds of SS4A Safety Planning Awards. PSRC has selected a technical support consultant and will select by mid-late January an engagement consultant. Additionally, last June PSRC held its first Regional Safety summit with approximately 140 attendees.

PSRC defined regional safety action plans and shared an overview of their scope of work outline. Key next steps include:

1. Finalizing consultant selections and executing contracts by the end of January 2024.
2. Completing an initial public engagement in spring/summer 2024.
3. Completing the data analysis and state of the region report in summer 2024.

4. Drafting a plan with strategies completed in winter 2024/2025
5. Target final plan adoption in winter/spring 2025

C. 2024 COUNTY AND REGIONAL COMPETITIONS

Sophie shared an overview of PSRC's competition policy framework and the changes PSRC has made to the categories of safety, climate, and equity.

- **Safety:** The Transportation Policy Board agreed to update the safety criterion and language to align with the Safe System Approach and Federal Highway Administration (FHWA) safety countermeasures. The Transportation Policy Board agreed to require each agency to have or commit to developing a safety plan based on a Safe System Approach to be eligible to compete for PSRC funding. This is a broad commitment that will not be part of the scoring criteria. The Transportation Policy Board agreed on a hybrid scoring approach (2a) to take some points away from the center's criteria and double the points for safety in the application.
- **Climate:** The proposed changes regarding preventing any increases in road capacity did not go forward.
- **Equity:** The Transportation Policy Board agreed to incorporate Equity Advisory Committee (EAC) recommendations, specifically improving the current equity criterion and point values and embedding equity throughout the entire application.

TransPOL members discussed these changes. Regarding safety, TransPOL members posed the question of whether KRCC is required or encouraged to make changes to the county-wide competition scoring to align with the regional competition. TransPOL members expressed the importance of capacity projects for jurisdictions seeing rapid growth and discussed how to align capacity projects with air quality improvements.

TransPOL members continued their discussion by turning towards the Draft 2024 Call for Projects and Schedule. TransPOL members decided to retain the criteria setting a maximum number of applications per jurisdiction. TransPOL members discussed how to implement guidance from PSRC, specifically regarding the relative weights of competition criteria. Historically, KRCC has used a high, medium, low scoring system. PSRC is concerned KRCC's scoring system does not align with PSRC's changes to the weight attributed to categories in the new regional competition policy framework. Sophie shared that TransTAC members preferred to retain their high-medium-low evaluation approach. TransPOL members agreed and emphasized that their current scoring system has historically given more points to the safety category than the regional application. TransPOL members agreed with the TransTAC members' suggestion to make the criteria an appendix to allow more time for discussion.

TransPOL members discussed how the Safe System approach would coincide with the pre-existing safety plans at the Port of Bremerton and Kitsap Transit. Some TransPOL members expressed support for the Safe Systems Approach while others still had questions.

D. CROSS- JURISDICTIONAL TRANSPORTATION ISSUES

TransPOL members had no updates on areas of policy interests for the 2024 legislative session.

E. TRANSPORTATION POLICY BOARD AND OTHER PSRC UPDATES

Sophie reported on the latest Transportation Policy Board meeting.

F. CORRIDOR UPDATES

TransPOL members shared updates on the main corridors in Kitsap County. The Gorst Corridor is getting positive community responses, and the project is doing well. Commissioner Rolfes shared she has been working on mitigating congestion from the Hood Canal bridge. TransPOL members agreed to add Hood Canal as a standing item under Corridor Updates.

G. ANNOUNCEMENTS AND NEXT STEPS

TransPOL members added a meeting to their calendar on February 15th.

H. ADJOURN

The meeting was adjourned at 4:30 p.m.

Attachment A: Meeting Attendees

NAME	JURISDICTION
TRANSPOL MEMBERS:	
Council Member Schneider	City of Bainbridge
Mayor Wheeler	City of Bremerton
Mayor Putaansuu	City of Port Orchard
Mayor Erickson	City of Poulsbo
Commissioner Rolfes	Kitsap County
Council Member Coughlin	City of Bremerton
David Forte	Kitsap County
Steffani Lillie	Kitsap Transit
Commissioner Strakeljahn	Port of Bremerton
OBSERVERS:	
Gary Simonson	PSRC
STAFF:	
Sophie Glass	KRCC
Emilie Pilchowski	KRCC



Kitsap Regional Coordinating Council

Tentative 2024 Meeting Plan for Transportation Technical Advisory Committee (TransTAC) and Transportation Policy Committee (TransPOL)

DRAFT v. 3/14/2024

January 18th TransTAC Meeting	January 18th TransPOL Meeting	Feb. 8 th TransTAC Meeting	March 14 th TransTAC meeting	March 21 st TransPOL Meeting
Agenda Items: <ul style="list-style-type: none"> • Discuss Regional Projects • Review/Finalize Countywide Competition Materials • Update from PSRC re: Competition Policy Framework • Review the <u>updated 2024 Call for Projects</u> • Review the <u>draft 2024 Countywide Competition application</u> 	Agenda Items: <ul style="list-style-type: none"> • Regional Safety Action Plan presentation led by PSRC • Recommend Call for Projects 	Agenda Items: <ul style="list-style-type: none"> • Review initial Regional and Countywide Projects • Review updated criteria 	Agenda Items: <ul style="list-style-type: none"> • Presentations for Regional Projects • PSRC mini competition workshop • Discuss climate change as an “other consideration” 	Agenda Items: <ul style="list-style-type: none"> • Presentations for Regional Projects • Discuss climate change as an “other consideration”
April 4th TransTAC Meeting (Hybrid)	April 18th TransPOL Meeting (Hybrid)	May 9th TransTAC Meeting (Hybrid)	May 28 th TransTAC Meeting (Hybrid)	May 30 th TranPOL Meeting
Agenda Items: <ul style="list-style-type: none"> • Presentations of Countywide Competition Projects 	Agenda Items: <ul style="list-style-type: none"> • Presentation of Countywide Competition Projects 	CANCELED	Agenda Items: <ul style="list-style-type: none"> • Project Selection Workshop 	Agenda Items: <ul style="list-style-type: none"> • Recommend Countywide Projects for selection to Board



Kitsap Regional Coordinating Council

September 12th TransTAC Meeting	October 17th TransPOL Meeting	December 14th TransTAC Meeting
Agenda Items: <ul style="list-style-type: none">• Debrief 2024 competitions• 2025 transportation program work plan	Agenda Items: <ul style="list-style-type: none">• Debrief 2024 competitions• 2025 transportation program work plan	Agenda Items: <ul style="list-style-type: none">• <i>TBD</i>

APPENDIX D: CRITERIA

The objectives listed on the following pages are examples of possible ways of meeting the criteria; the list is not exhaustive. TransTAC will use qualitative metrics to determine how well each project proposal meets the criteria by selecting a “high,” “medium,” or “low” ranking. These rankings will not be converted into scores. The criteria are equally weighted.

The criteria below refer to “Equity Focus Areas (EFAs), which are areas that have concentrations of underserved communities above the regional average. Project sponsors will be asked to identify EFAs as part of their Countywide Competition application. Project sponsors should use PSRCs [Project Selection Resource Map](#) or [Transportation System Visualization Tool](#) to identify the Equity Focus Areas (EFAs) within their project’s location. Both tools allow sponsors to zoom to the area in which their project is located and identify EFAs in the area. When applicable, sponsors are also encouraged to identify areas of intersectionality across equity populations or areas with multiple EFAs (e.g., areas with a higher percentage of both people of color and people with low incomes). Five pairs of areas of intersection between different EFAs are provided as layers in the [Project Selection Resource Map](#).

In 2024, “Funding feasibility, requirements, and opportunities” will no longer be a criteria, and instead it will be a requirement.

CRITERIA	RELATIVE RANKING		
<p>A. Support for Centers of Growth & the corridors that serve them Project accomplishes one or more of the following objectives:</p> <ul style="list-style-type: none"> • Supports and/or connects Centers of Growth. • Helps to advance desired or planned public or private investment that support centers (e.g., housing, employment, redevelopment). • Supports mobility for people traveling to, from, and within Centers of Growth • Makes connections to existing or planned infrastructure • Fills a physical gap or provides an essential link in the system. • Supports multimodal transportation investments. • Addresses capacity and concurrency level of services for one or more modes of transportation. 	<p>High (project provides significant benefits to Centers of Growth)</p>	<p>Medium (project provides benefits to Centers of Growth)</p>	<p>Low (project provides minimal benefits to Centers of Growth)</p>

CRITERIA	RELATIVE RANKING		
<ul style="list-style-type: none"> Helps support a diversity of business types and sizes within the community. Expands access to high, middle, and/or living wage jobs. 			
<p>B. Cross-jurisdictional and coordination opportunities Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> Currently involves multiple jurisdictions, agencies, or projects. Provides opportunities for future coordination among jurisdictions, agencies, or projects. Benefits multiple jurisdictions, agencies, or projects. 	<p>High (at least two jurisdictions and agencies involved and some project coordination opportunities)</p>	<p>Medium (involves a single jurisdiction or agency and few opportunities for coordination)</p>	<p>Low (involves a single jurisdiction or agency and no opportunities for coordination)</p>
<p>C. Outreach and displacement Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> Shaped by feedback gathered using outreach strategies included in the Equitable Engagement Guidance. Addresses a demonstrated problem or need specifically identified by community members from Equity Focus Areas (EFAs), either from general or project specific outreach. Identifies the typology associated with the location of the project using PSRC's Housing Opportunities by Place tool. Identifies strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology. 	<p>High (project uses equitable engagement methods to get community feedback and significantly addresses displacement risks)</p>	<p>Medium (project uses typical engagement methods to get some community feedback and addresses displacement risks)</p>	<p>Low (project has minimal community engagement and minimally addresses displacement risks)</p>

CRITERIA	RELATIVE RANKING		
<p>D. Safety and security</p> <ul style="list-style-type: none"> Identifies and addresses a clearly demonstrated existing or future safety or security issue. Incorporates one or more of FHWA’s proven safety countermeasures, in particular those that address vulnerable users of the system, reduce reliance on enforcement and/or design for decreased speeds. Improves safety and/or addresses a specific safety issue being experienced by the identified Equity Focus Areas in the project area. Specifically implements the agency’s adopted safety policies. <p>Note: this criterion is considered an “other consideration” for preservation projects.</p>	<p>High (project provides significant safety and security benefits)</p>	<p>Medium (project provides safety and security benefits)</p>	<p>Low (project provides minimal safety and security benefits)</p>
<p>E. Climate change, air quality benefits, and emission reduction</p> <p>Project provides air quality benefits by:</p> <ul style="list-style-type: none"> Reducing congestion and improving circulation. Reducing delay, particularly of freight vehicles. Reducing single occupancy vehicle trips. Reducing vehicle miles traveled. Addressing vulnerable populations. Reducing pollutants with highest health risk including CO2, CO, PM2.5, NOx, VOC. Supporting non-motorized travel Improving engines or explores alternative fuel technologies. Being located in an area identified in the Washington Environmental Health Disparities map as a 7 or above for diesel pollution and disproportionate impacts, as 	<p>High (project provides significant air quality benefits)</p>	<p>Medium (project provides air quality benefits)</p>	<p>Low (project provides minimal air quality benefits)</p>

CRITERIA	RELATIVE RANKING		
<p>long as some estimated emission reduction is estimated to occur.</p> <p>Note: this criterion is not applicable for preservation projects.</p>			
<p>F. Multimodal elements and approach</p> <p>Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> • Provides non-motorized transportation benefits • Improves freight movement • Improves access to transit • Provides transportation demand management benefits • Serves more than one mode of transportation • Connects to or supports other local/regional multimodal projects • This project addresses existing disparities or gaps in the transportation system or services for the Identified EFAs 	<p>High (project provides significant multimodal benefits)</p>	<p>Medium (project provides multimodal benefits)</p>	<p>Low (project provides minimal multimodal benefits)</p>

(see the next page for other considerations)

APPENDIX E: DRAFT OTHER CONSIDERATIONS

Beyond the criteria identified above, there are other considerations that can be used to evaluate projects. These considerations are applied on a case-by-case basis.

- **Supports Innovation** — Project includes innovative elements such as design, funding, technology, or implementation approach.
- **Addresses an Emergency Need** — Project is the result of an emergent need stemming from infrastructure failure, natural disaster, or another unanticipated activity or event.
- **Geographic Equity** — Project helps to balance the distribution of funds throughout Kitsap County. Equity can be established over multiple funding cycles and across funding types.
- **Leverages Funding** — Project has received funding from other sources and is able to leverage countywide funds for a greater impact. Project would have to return other funding sources if countywide funding is not provided.
- **Public Support** — Project has significantly demonstrated public support. This could be documented in letters, attendance at public meetings/hearings, newspaper articles/editorials, or another format.
- **“Shovel Ready”** — Project is seeking funding for construction.
- ~~Climate Change~~

Safety/Capacity Benefits (for Preservation Projects only) - Project improves safety by meeting one or more of these objectives: improves a “high collision” intersection or corridor, reduces barriers to use, provides safe access, addresses vulnerable users and/or makes capacity enhancements that improve safety.



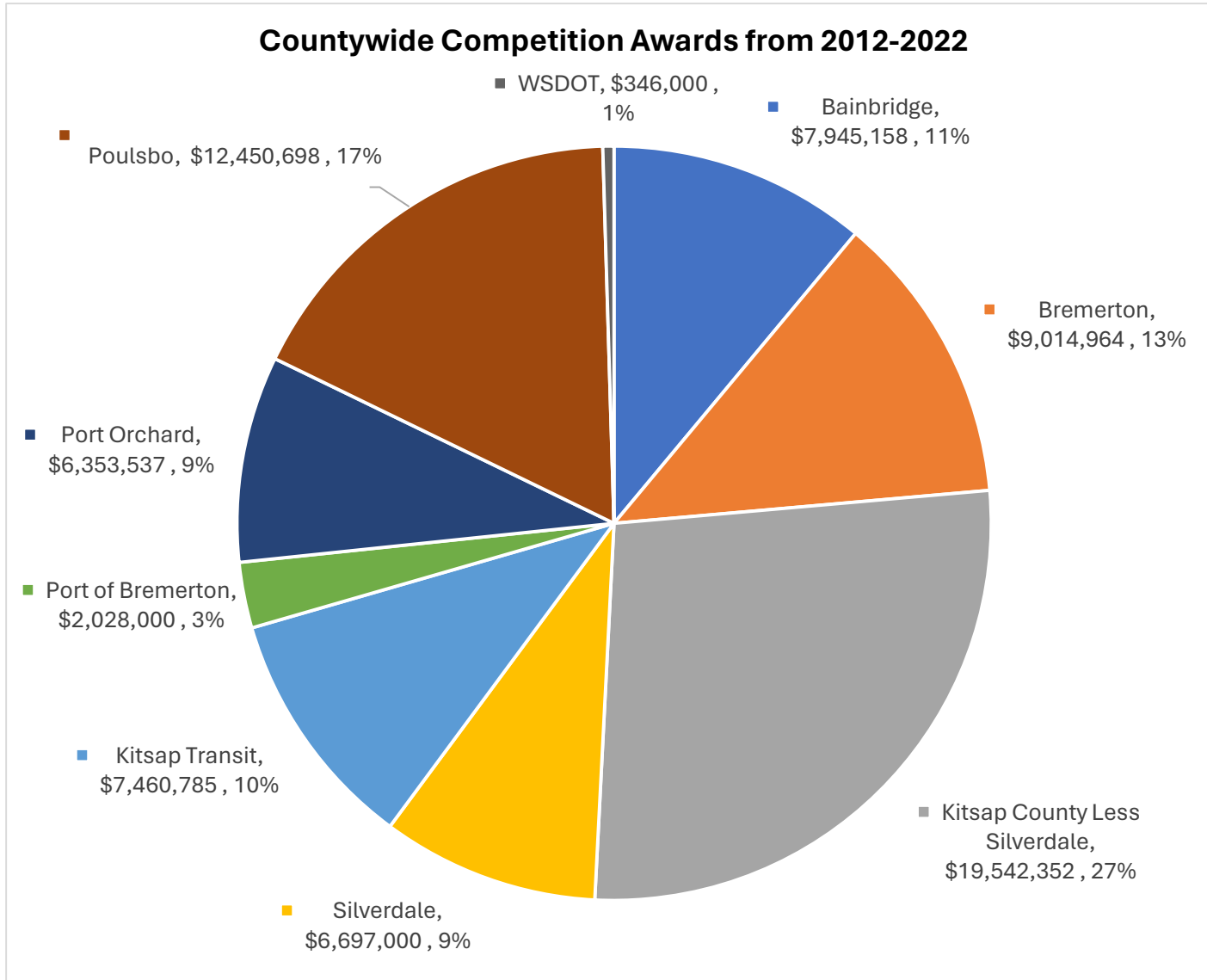
Kitsap Regional Coordinating Council

Federal Transportation Funds Awarded through the Countywide Competition from 2012-2022

v.3/04/2024

This page shows the allocation of awards to Kitsap jurisdictions from the Puget Sound Regional Council’s Regional competition forum for Federal Highway Administration’s (FHWA) Surface Transportation Program (STP) funds from 2012-2022. This data is inclusive of both returned funds and contingency project funding.

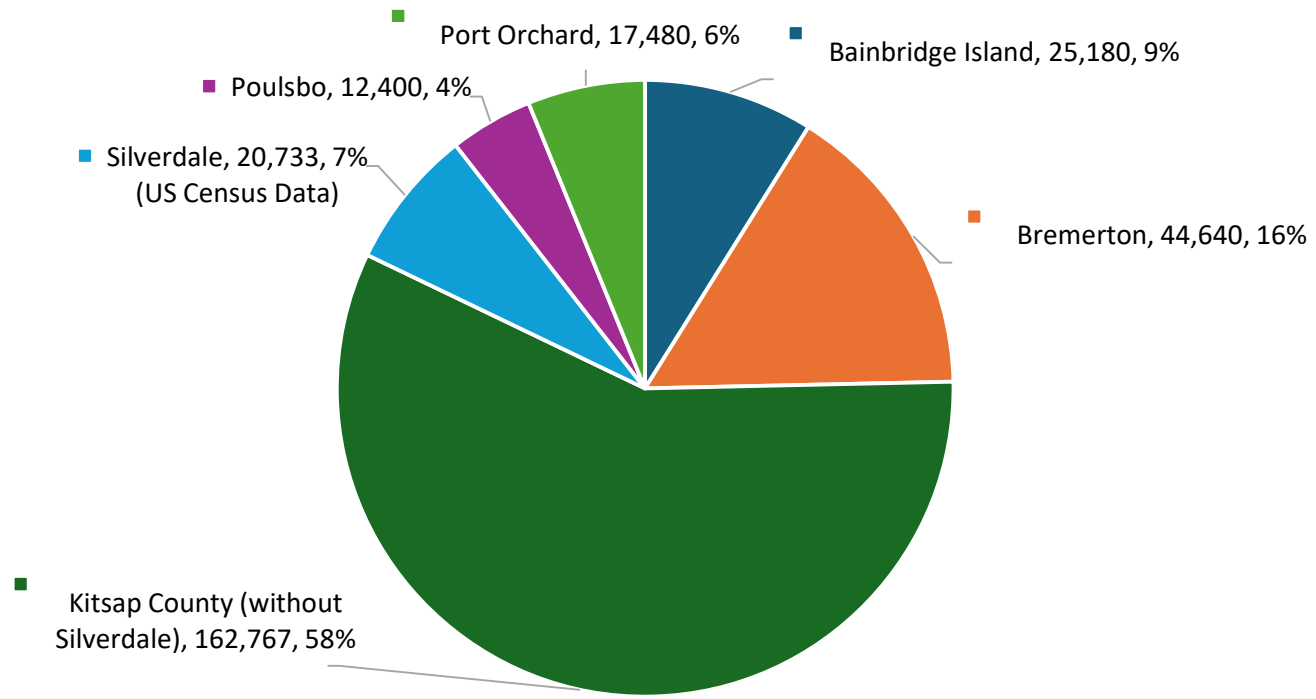
Jurisdiction	Award Year	Countywide Funding Amount	Percentage	Population (2023 OFM Data)	% of Population
Bainbridge Island	2012, 2013, 2014, 2016, 2018, 2020, 2021	\$7,945,158	11%	25,180	9%
Bremerton	2012, 2014, 2016, 2018, 2020, 2021, 2022	\$9,014,964	13%	44,640	16%
Kitsap Transit	2012, 2014, 2016, 2018, 2020, 2021, 2022	\$7,460,785	10%	N/A	N/A
Kitsap County (without Silverdale)	2012, 2014, 2016, 2018, 2020, 2021, 2022	\$19,542,352	27%	162,767	57%
Silverdale	2014, 2016, 2018	\$6,697,000	9%	20,733 (2020 Census)	7%
Poulsbo	2012, 2014, 2016, 2020, 2021, 2022	\$12,450,698	17%	12,400	4%
Port Orchard	2012, 2014, 2016, 2018, 2022	\$6,353,537	9%	17,480	6%
Port of Bremerton	2014	\$2,028,000	3%	N/A	N/A
WSDOT	2014	\$346,000	0%	N/A	N/A
TOTAL		\$71,838,494		283,200	





Kitsap Regional Coordinating Council

Kitsap County Population (2023 OFM Data)





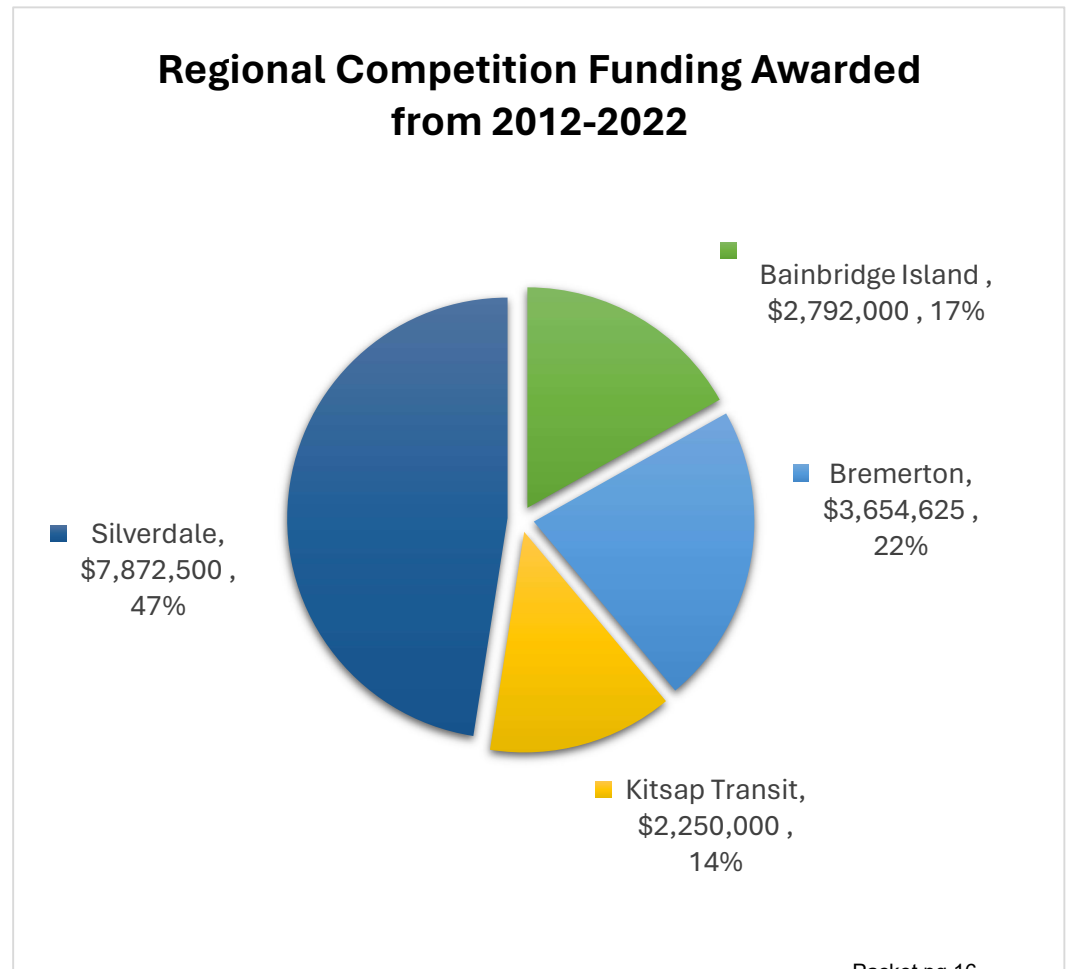
Kitsap Regional Coordinating Council

Federal Transportation Funds Awarded through the Regional Competition from 2012-2022

v.3/04/2024

This page shows the allocation of awards to Kitsap jurisdictions from the Kitsap Regional Coordinating Council's Countywide Competition forum for Federal Highway Administration (FHWA) funds from 2012-2022.

Jurisdiction	Amount	Percentage
Bainbridge Island	\$ 2,792,000	17%
Bremerton	\$ 3,654,625	22%
Kitsap Transit	\$ 2,250,000	14%
Silverdale	\$ 7,872,500	48%
Total	\$ 16,569,125	100%





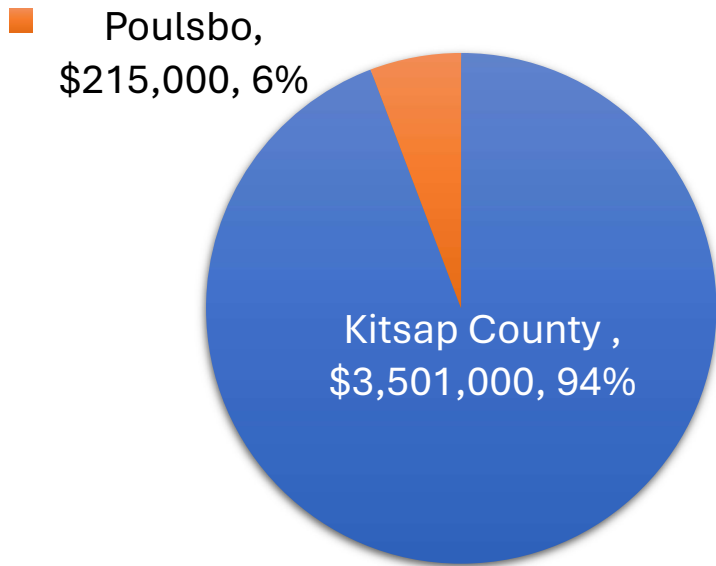
Kitsap Regional Coordinating Council

Federal Transportation Funds Awarded through the Rural Town Centers and Corridors (RTCC) forum from 2012-2022

v.3/04/2024

This page shows the allocation of awards to Kitsap jurisdictions from the Puget Sound Regional Council's Rural Town Centers and Corridors forum for Federal Highway Administration's (FHWA) Surface Transportation Program (STP) from 2012-2022.

Rural Town Centers and Corridors (RTCC) Funding Awarded from 2012-2022



Jurisdiction	Regional Funding Amount	Percentage
Kitsap County	\$3,501,000	94%
Poulsbo	\$215,000	6%
TOTAL	\$3,716,000	

13. DRAFT KRCC SCHEDULE FOR COUNTYWIDE AND REGIONAL COMPETITIONS

REGIONAL APPLICATION	
Task/Meeting	Date
TransTAC Meeting <i>Discuss Regional Projects</i>	1/18
TransPOL Meeting <i>Discuss Regional Projects</i>	1/18
PSRC Call for Regional Projects	2/5
PSRC Regional Workshop	Various
Screening Forms Due	3/4
TransTAC Meeting Regional project presentations	3/14
TransPOL Meeting Regional project presentations	3/21
Applications Due	4/8
TransPOL Meeting Updates re: Regional Projects	4/18
PSRC RPEC Regional Project presentations	4/25 and 4/26
KRCC Board Regional Project presentations	5/7
PSRC RPEC Project Selection Workshop	5/23- 5/24
Project recommendations due to PSRC	6/24

COUNTYWIDE APPLICATION	
Task/Meeting	Date
TransTAC Meeting <i>Review Call for Projects</i>	1/18
TransPOL Meeting <i>Recommend Call for Projects</i>	1/18
KRCC Board <i>Approve Call for Projects</i>	2/6
Release Countywide Call for Projects	2/7
TransTAC Meeting	2/8
KRCC Board Meeting	3/5
PSRC Countywide Screening Form Due	3/11
TransTAC Meeting PSRC Mini Workshop	3/14
TransTAC Meeting Countywide Projects Presentations	4/4
TransPOL Meeting Countywide Projects Presentations	4/18
KRCC Board Countywide Project presentations	5/7
TransTAC Meeting Review Board feedback	5/9
Countywide Applications Due	5/10
TransTAC members submit evaluations	???
KRCC staff air quality scoring	5/21
TransTAC Selection Workshop	5/28
TransPOL Meeting Review recommended projects	5/30
KRCC Board Meeting Approve Countywide Projects	6/4
Project recommendations due to PSRC	6/24