



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

June 18, 2020 Meeting | 3:15-4:45 PM | Remote Meeting
v. 7-2-20

Decisions		
<ul style="list-style-type: none"> TransPOL cancelled their December 2020 meeting. 		
Actions	Who	Status
Develop a memo on “pair wise” evaluation methodology.	KRCC staff	Ongoing
Develop a memo on the approach to funding and partnership for the East Sequim Interchange project.	KRCC staff	Ongoing
Develop a memo on Countywide Transportation Benefit Districts.	KRCC staff	Ongoing
Work with the Association of Washington Cities (AWC)/Washington State Association of Counties (WSAC) on transportation legislative priorities.	KRCC staff	Ongoing
Research where various transportation funding tools (tolls, benefit districts, impact fees) are already implemented in Washington State.	KRCC staff	Ongoing

A. WELCOME AND REVIEW OF DRAFT MAY 28, 2020 MEETING SUMMARY

Sophie Glass, KRCC Program Lead, welcomed participants to the virtual meeting (see Attachment A for a list of TransPOL members and observers). Sophie thanked everyone for participating remotely as KRCC shifts to remote meetings in response to the COVID-19 public health concerns. Director Clauson made a motion to approve the May 28, 2020 TransPOL meeting summary. Commissioner Strakeljahn seconded the motion. The motion carried without opposition or abstention.

B. PSRC TRANSPORTATION POLICY BOARD UPDATES

Report out on the latest PSRC Transportation Policy Board meeting: Mayor Erickson reported that many of the Puget Sound Regional Council (PSRC) Board meetings of recommending bodies have been cancelled due to COVID-19 public health concerns. Major agenda items have been taken up directly by the PSRC Executive Board.

C. REGIONAL AND COUNTYWIDE TRANSPORTATION COMPETITION DEBRIEF

Review outcomes of the Regional and Countywide Competitions. The Regional Competition, which is administered through PSRC had \$19.68 million in funds for projects submitted from across the Puget Sound Region. Kitsap Transit’s Southworth Terminal Redevelopment Project received \$2.25 million in funding in the Regional Competition. It was not submitted into the Countywide Competition. The two Kitsap projects that were submitted into both the Countywide and Regional Competitions (Port of Bremerton’s Airport Industrial Way and Kitsap County’s SR 104 Realignment) did not receive awards in the Regional Competition. Bainbridge Island also submitted a project into the Regional Competition (and not the Countywide Competition), but was not awarded funding. Steffani Lillie, the project sponsor for Kitsap Transit’s Southworth project noted that the project scored well because of its demonstrated partnerships and ability to address congestion by connecting a large population to downtown Seattle.

Kitsap jurisdictions collectively submitted 16 projects to the Countywide Competition. Below are the six projects that were on the recommended award list :

- Kitsap Transit’s SR 16 Park & Ride (\$1,700,000 Award)

- Poulsbo's Noll Corridor North Segment (\$1,070,000 Award) (phased and split between the award and contingency list)
- Kitsap County's STO – Port Gamble Trail (\$1,992,162 Award) (phased and split between the award and contingency list)
- Kitsap County's Fairgrounds Road Complete Streets (\$2,300,000 Award)
- Bremerton's 6th Street Preservation – Phase 3 (\$1,772,838 Award)
- Bainbridge Island's Winslow to Eagledale Bicycle Improvements (735,000 Award)

The contingency list was organized by ranked order with the exception of the Port of Bremerton's project, which was negotiated to be at the top since the project was ranked 6th but would not benefit from a partial award. The first spot on the contingency list would be more likely to receive the full funding request.

Discuss lessons learned and potential changes to competition policy and criteria. Sophie noted that TransTAC's debrief of the competition will happen at their July 9, 2020 meeting and then solicited immediate lessons learned from TransPOL. Below are the preliminary discussion points for future policy discussions brought forward by TransPOL members:

Competition criteria:

- Mayor Erickson proposed exploring project phasing criteria to encourage projects to be funded in smaller pieces, which would in turn mitigate risk and encourage jurisdictions to find creative solutions to funding.
- Commissioner Gelder noted that all project phases must be standalone functional pieces of a project so that benefits can be seen at every phase of the project.
- Commissioner McClure noted that having phrasing criteria would require project sponsors to predict when the next phase of funding will be available and also lead to the negotiation of future phases beyond the current funding available, which would complicate the project selection process.

Evaluation methodology:

- Commissioner Gelder noted that KRCC may be required to move towards a scoring methodology, rather than a high, medium, low evaluation methodology.
- Councilmember Ashby suggested exploring the "pair-wise" methodology in which projects are ranked against each other without using numerical scores. This was the methodology recently used for the Peninsula Regional Transportation Planning Organization's (RTPO) funding cycle. KRCC staff will develop a memo to explain the pair-wise methodology.
- Mayor Erickson suggested limiting the request of projects to a certain percent of the total project cost to ensure that jurisdictions are providing a substantial funding match.
- Mayor Wheeler noted he was supportive of the current methodology but is open to further discussion.

Countywide importance:

- Mayor Erickson noted that Gorst and Kingston are areas with the largest need and countywide significance. One strategy could be to pool KRCC's funding allocation towards state highways and work with the Washington State Department of Transportation (WSDOT) and the legislature to match their investment.
 - Councilmember Ashby shared that an example of this taking place in the Peninsula RTPO is the East Sequim Interchange project. KRCC staff will follow up with WSDOT to compile lessons learned relevant to KRCC.

- Lynn Wall noted that partnerships to leverage local and state dollars are beneficial but may not be enough to meet the need. Investment matches through the Federal Transportation Infrastructure Bill will be another funding mechanism to pursue.

Geographic equity:

- Commissioner Gelder noted that the Countywide Competition has measured equity in terms of jurisdictional equity, which does not necessarily benefit the County's Urban Growth Areas such as Silverdale and Kingston.
- Mayor Erickson raised the issue of Kitsap County not raising funds through impact fees, while other jurisdictions use impact fees as a tool for generating funding.
- Mayor Schneider proposed alternating the focus of funding cycles between local projects and projects of countywide importance.
- Director Clauson noted that transit projects tend to score higher when larger projects are prioritized.

D. SUPPORTING LARGE REGIONAL PROJECTS IN KITSAP

Discuss strategies for obtaining resources for transportation projects outside of the current PSRC transportation competitions. Councilmember Ashby opened the discussion by acknowledging that Kitsap's growth and demand for transportation infrastructure has outpaced its available funding. Below are the preliminary discussion points brought forward by TransPOL members on potential creative funding solutions:

- Councilmember Ashby proposed exploring a Countywide Transportation Benefit District which would impose a sales tax as a method to fund transportation projects.
 - Commissioner Gelder noted that 0.1% sales tax would bring in approximately \$5 million per year. He noted that the projects benefiting from the tax would need to be listed on the ballot proposing the sales tax and would need to have a time limit and be re-voted on each time it expired.
- Commissioner Gelder proposed exploring a toll so that users are the ones paying for the solution.
 - Mayor Erickson noted she is in favor of tolling when alternate routes to avoid the toll are not available and when the toll is intended to increase infrastructure capacity.
- Director Clauson proposed exploring a gas sales tax as a funding source.
- Mayor Schneider had a preference the gas sales tax for climate change reasons, followed by tolling since only users pay.
- Mayor Wheeler is interested in seeing more data before taking a position and acknowledged the socioeconomic equity considerations of adding more fees to raise transportation funds.

KRCC staff will develop a memo on where various transportation funding tools (tolls, benefit districts, impact fees) are already implemented in Washington State.

E. 2020 Q3 AND Q4 WORK PLAN

Discuss goals and approach to remainder of 2020 (3 TransPOL meetings). TransPOL recommended cancelling their December meeting and using the remaining two meetings to continue the discussion of how to support large regional projects in Kitsap through alternative funding mechanisms. KRCC staff will research what revenue tools are in use across the state.

F. RTP0/MPO INVESTMENT STRATEGY

Receive an update on the RTP0/MPO Investment Strategy. Councilmember Ashby shared that WSDOT is convening an Investment Strategy Committee composed of Chairs and staff representatives from Metropolitan Planning Organizations (MPOs)/RPTOs across Washington to reevaluate the transportation

investment system. Currently, WSDOT does not have much flexibility in what projects they can pursue, as their project list is dictated by the legislature. Kitsap is represented by PSRC and the Peninsula RPTO. The RPTO will be sending out a survey to gather input from jurisdictions to then relay to the Committee. Thera Black, staff of the Peninsula RPTO, is on the Committee. Councilmember Ashby will provide updates as the Committee holds 8 meetings before the end of the year.

G. CORRIDOR UPDATES

- **SR 305.** Mayor Erickson shared that the Johnson Road project will begin this summer.
- **SR 16/Gorst.** Commissioner Strakeljahn reported that he is preparing for the next meeting with Representative Kilmer and Senator Randall.
- **SR 104.** Commissioner McClure reported the SR 104 Realignment Project is challenging because it not able to be phased any further. However, phasing the Lindvog project is possible and is under discussion in the working group.
- **SR 307.** Mayor Erickson reported that the formation of this committee will be a priority in the fall.

F. ANNOUNCEMENTS AND NEXT STEPS

The next TransPOL meeting will be on August 20, 2020.

G. PUBLIC COMMENTS

No public comments were made.

H. 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 Gelder	Kitsap County
Director Clauson	Kitsap Transit
Lynn Wall	Naval Base Kitsap
Commissioner Strakeljahn	Port of Bremerton
Commissioner Anderson	Port of Bremerton
Commissioner McClure	Port of Kingston
Commissioner Heacock	Port of Kingston
Commissioner Grovnull	Port of Kingston
OBSERVERS:	
Chris Wierzbicki	City of Bainbridge Island
Shane Weber	City of Bremerton
Ned Lever	City of Bremerton
Andrzej Kasiniak	City of Poulsbo
Andrew Nelson	Kitsap County
Joe Rutan	Kitsap County
Steffani Lillie	Kitsap Transit
Dennis Engel	Washington State Department of Transportation (WSDOT)
STAFF:	
Sophie Glass	KRCC Program Lead
Mishu Pham-Whipple	KRCC Transportation Program Lead