



**Draft TransPOL Meeting Agenda**  
Thursday, June 18, 2020 | 3:15-4:45 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#

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**Purpose:** Debrief the Regional and Countywide Transportation Competitions and discuss how to support large projects of regional significance.

**A. Welcome and Business (5 min)**

*Objective: Maintain the business and operations of KRCC.*

- Latest [2020 KRCC calendar](#) (pg. 3)
- Approve draft [May 28, 2020 meeting summary](#) (pg. 4) (Vote)

**B. PSRC Transportation Policy Board Updates (5 min)**

*Objective: To stay current with PSRC transportation activities.*

- Report out on the latest Transportation Policy Board meeting.

**C. Regional and Countywide Transportation Competition Debrief (30 min)**

*Objective: Debrief the transportation competitions and discuss adjustments needed for future cycles.*

- Review outcomes of the [Regional and Countywide Competitions](#) (pg. 9)
- Discuss lessons learned and potential changes to [competition policy and criteria](#) (web link)
- Discuss process for updating Countywide competition's Call for Projects after the passage of VISION 2050

**D. Supporting Large Regional Projects in Kitsap (25 min)**

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

- Discuss strategies for obtaining resources for transportation projects outside of the current PSRC transportation competitions

**E. 2020 Q3 and Q4 Work Plan (10 min)**

*Objective: Determine how to use the remaining TransPOL meetings in 2020.*

- Review [2020 KRCC Transportation Work Plan](#) (pg. 13)
- Discuss goals and approach to remainder of 2020 (3 remaining TransPOL meetings)

**F. RTP0/MPO Investment Strategy (5 min)**

*Objective: Stay current on the WSDOT's effort to reevaluate the current transportation investment system.*

- Receive an [update on the RTP0/MPO Investment Strategy](#) (pg 17)

**G. Corridor Updates (5 min)**

*Objective: Share updates on corridor projects.*

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

**H. Announcements and Next Steps (5 min)**

*Objective: Ensure follow up on proposed ideas and tasks.*

- Next TransPOL meeting: August 20, 2020

**I. Public Comments (5 min)**

**J. Adjourn**



# Kitsap Regional Coordinating Council

## 2020 Meeting Schedule

Draft v.4-22-20

		January	February	March	April	May	June	July	August	September	October	November	December
Executive	<b>Board*</b> 1 <sup>st</sup> Tues. 10:15AM-12:15PM Norm Dicks Gov. Center		<b>Feb. 4</b> Board Meeting		<b>April 7</b> (cancelled)	<b>May 5</b> Remote** Board Meeting	<b>June 2</b> Remote** Board Meeting			<b>Sept. 1</b> Board Meeting			<b>Dec. 1</b> Board Meeting
	<b>Executive Committee</b> 3 <sup>rd</sup> Tues. 11:00AM-1:00PM Kitsap Transit	<b>Jan. 21</b> Executive Committee Meeting	<b>Feb. 18</b> Remote Executive Committee Meeting	<b>March 17</b> (cancelled)	<b>April 21</b> Remote Executive Committee Meeting	<b>May 19</b> Remote Executive Committee Meeting	<b>June 16</b> Remote Executive Committee Meeting		<b>Aug. 18</b> Executive Committee Meeting	<b>Sept. 15</b> (by phone) Executive Committee Meeting	<b>Oct. 20</b> (by phone) Executive Committee Meeting	<b>Nov. 17</b> Executive Committee Meeting	<b>Dec. 15</b> (by phone) Executive Committee Meeting
Transportation	<b>TransPOL*</b> 3 <sup>rd</sup> Thurs. 3:15-4:45PM Kitsap Transit			<b>March 19</b> Remote** TransPOL Meeting		<b>May 28</b> (4 <sup>th</sup> Thurs.) Remote** TransPOL Meeting	<b>June 18</b> Remote** TransPOL Meeting		<b>Aug. 20</b> TransPOL Meeting		<b>Oct. 15</b> TransPOL Meeting		<b>Dec. 17</b> TransPOL Meeting
	<b>TransTAC</b> 2 <sup>nd</sup> Thurs. 12:30-2:30PM Kitsap Transit	<b>Jan. 9</b> TransTAC Meeting	<b>Feb. 12</b> PSRC Workshop (Wed.)	<b>March 12</b> Remote TransTAC Meeting		<b>May 27</b> Remote Project Selection Workshop (Wed.)		<b>July 9</b> TransTAC Meeting		<b>Sept. 10</b> TransTAC Meeting		<b>Nov. 12</b> TransTAC Meeting	
Land Use	<b>PlanPOL*</b> 3 <sup>rd</sup> Tues. 1:30-3:00PM Kitsap Transit		<b>Feb. 18</b> (cancelled)		<b>April 21</b> (cancelled)		<b>June 16</b> Remote** PlanPOL Meeting				<b>Oct. 20</b> PlanPOL Meeting		
	<b>LUTAC</b> 2 <sup>nd</sup> Thurs. 9:30-11:30AM Norm Dicks Gov. Center	<b>Jan. 9</b> LUTAC Meeting			<b>April 9</b> Remote LUTAC Meeting	<b>May 14</b> Remote LUTAC Meeting		<b>July 9</b> LUTAC Meeting		<b>Sept. 10</b> LUTAC Meeting			

\*Open to the public

\*\*<https://zoom.us/j/938664782>; +1 669 900 9128; Meeting ID: 938 664 782

**Other Dates**

**Board Retreat:** TBD

**Legislative Reception:** TBD



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

May 28, 2020 Meeting | 3:15-4:45 PM | Remote Meeting

v. 6-3-20

Decisions		
<ul style="list-style-type: none"> <li>TransPOL recommended the 2023-2024 Kitsap Countywide Projects to the KRCC Board.</li> </ul>		
Actions	Who	Status
Distribute to TransPOL the evaluation scores of the Regional Competition projects and award information.	KRCC staff	Complete

**A. WELCOME AND REVIEW OF DRAFT MARCH 19, 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. Commissioner Strakeljahn made a motion to approve the March 19 meeting summary. Commissioner McClure 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 have been cancelled due to COVID-19 public health concerns. The annual General Assembly will be held on June 25.

**C. REGIONAL AND COUNTYWIDE TRANSPORTATION COMPETITION**

**Overview of the Regional and Countywide Transportation Competitions:** KRCC is responsible for coordinating the Countywide Competition and recommending projects for Federal Highway Administration (FHWA) funds to the PSRC Transportation Policy Board, which is then approved by the PSRC Executive Board. There were \$9.57 million available for Kitsap’s Countywide Competition, which must be split equally among 2022 and 2023, with funds required to be distributed as follows:

- \$7.17 million in the General Fund (Capacity, Safety, Environmental Retrofit Projects)
- \$1.37 million for Preservation Projects
- \$1.03 for Non-Motorized Projects; and
- \$340,000 must be spent to rural projects, known as the Rural Minimum

Kitsap jurisdictions collectively submitted 16 projects to the Countywide Competition. The Regional Competition, which is administered through PSRC had \$19.68 million in funds for projects submitted from across the Puget Sound Region.

**Review outcomes of the Regional Competition.** 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. TransPOL requested that the evaluation scores of the Regional Competition projects and award information be provided in the follow up.

**Review Kitsap 2023-2024 Countywide Projects and recommendation from TransTAC.** Mishu Pham-Whipple, KRCC Transportation Program Lead, congratulated project sponsors for completing the intensive application and project selection process both for the Regional and Countywide Competitions. She provided an overview of the Countywide Project Award and Contingency List Recommendation from TransTAC.

- The Countywide Competition was competitive in that the total request was more than three times the amount of funding available.
- The six projects that were on the recommended award list were:
  - Kitsap Transit's SR 16 Park & Ride (\$1,700,000 Award)
  - Poulsbo's Noll Corridor North Segment (\$1,070,000 Award)
  - Kitsap County's STO – Port Gamble Trail (\$1,992,162 Award)
  - Kitsap County's Fairgrounds Road Complete Streets (\$2,300,000 Award)
  - Bremerton's 6<sup>th</sup> Street Preservation – Phase 3 (\$1,772,838 Award)
  - Bainbridge Island's Winslow to Eagledale Bicycle Improvements (735,000 Award)
- Two of the projects (Kitsap County's STO – Port Gamble Trail and Poulsbo's Noll Corridor) were phased and split between the award and contingency list.
- The award list is balanced by year within about \$150,000.
- The Contingency List is prioritized and ordered by the ranking of evaluations except for the Port of Bremerton's Airport Industrial Way project, which was moved to the top of the Contingency list.

Below are the questions and discussion brought forward by TransPOL and TransTAC members:

- Commissioner Gelder asked why the SR 104 Realignment Phase 1, which scored the highest of all projects was on the contingency list.
  - Several TransTAC members responded that:
    - It became clear that the SR 104 Phases would not move forward given their large request amounts relative to the funding available.
    - The request for the Phase 1 project was more than what was available for a single year and would have meant none of the other projects could be funded that year.
    - The SR 104 Phases were as scaled down as possible so it would not be possible to partially fund those phases.
  - Commissioner McClure noted that Kingston has been negatively impacted by congestion for decades and understood that the SR 104 Realignment was a priority project.
  - Councilmember Ashby if the County could reallocate the \$4.3 million they were awarded to SR104 Phases.
    - David Forte, Kitsap County responded that doing so would not be feasible since each of the SR 104 phases would need the request all at once due to the requirements related to utilizing toll credits. Doing so would also conflict with the need to meet the rural set aside requirement.
  - Commissioner McClure asked if hypothetically, there were a way to come up with additional funds for the SR 104 project, could KRCC reconsider which projects were awarded and on the contingency list.
    - Mayor Erickson responded that it would be unlikely to make significant changes to the award and contingency list since any adjustments would need to be made before approval by the KRCC Board on June 2.
    - Mayor Wheeler expressed that he did not support major changes to the slate of recommended projects.

- Commissioner Gelder and Commissioner McClure will follow up offline about communicating the award results with the affected community.
  - Commissioner Strakeljahn added that historically, projects on the contingency list receive funding.
- Commissioner Gelder encouraged TransPOL to consider developing evaluation criteria and awarding funding based on geographic and historical equity as well as a definition of countywide significance.
- Councilmember Ashby added that reevaluating the transportation funding criteria and process will need to be incorporated into the 2021 KRCC TransPOL Work Plan and take place once the new criteria in VISION 2050 is approved. She also noted that KRCC will need to explore how to obtain consistent and sustainable transportation funding at a state level since the need for transportation funding by jurisdictions is much greater than what is currently available through PSRC.

**Recommend Kitsap 2023-2024 Countywide Projects to KRCC Board.** Mayor Erickson made a motion to recommend the 2023-2024 Kitsap Countywide Projects to the KRCC Board. Councilmember Ashby seconded the motion. The motion carried without opposition or abstention.

#### **D. REGIONAL INTELLIGENT TRANSPORTATION SYSTEMS (ITS) INVENTORY PRESENTATION**

**Presentation by Gary Simonson and Pavithra Parthasarathi, PSRC.** Intelligent Transportation Systems (ITS) are technologies and communication systems that improve traffic flow and enhance the safety, efficiency, and reliability of the transportation system.

[To view the presentation slides, click here.](#)

Questions and discussion following the presentation are summarized below:

- Mayor Erickson asked if it was accurate that the City of Bellevue gained a whole lane width of capacity due to the implementation of ITS technologies.
  - Gary Simonson, PSRC, responded that he hasn't seen data to confirm that claim but that he has heard anecdotes of improved traffic flow in Bellevue.
  - Pavithra Parthasarathi added that PSRC and jurisdictions are trying to get more data on traffic before and after ITS is implemented to evaluate improvements and that Bellevue has conducted detailed analysis of their own.
- Commissioner McClure shared that the Lindvog Ferry holding lot project has a significant ITS component and that the Washington State Ferries staff member on the project is very proficient in ITS.

#### **E. CORRIDOR UPDATES**

- **SR 305.** Mayor Erickson reported that the City of Poulsbo received a good response for bids for construction of the roundabout project. Allowing flexible start times likely helped receive several bids.
- **SR 16/Gorst.** Commissioner Strakeljahn reported that he had a call with Representative Kilmer's office regarding the Gorst Coalition and is working with Kitsap County to complete a Gorst handout. Commissioner Gary Anderson will serve on the Gorst Coalition's Executive Committee.
- **SR 104.** Commissioner McClure reported that the committee has not met recently but learned from a preliminary briefing that the holding lot portion of the project will move ahead with a large cost associated with stormwater mitigation facilities.
- **SR 307.** Mayor Erickson reported that the formation of this committee will be a priority in the fall.

## **F. ANNOUNCEMENTS AND NEXT STEPS**

Mayor Wheeler reported that the City of Bremerton will be conducting virtual public meetings for the SR 303 corridor study. The City will need to evaluate whether the level of public engagement is sufficient before the final proposal is brought before Council for adoption.

The next TransPOL meeting will be on June 18, 2020.

## **G. PUBLIC COMMENTS**

Don Willott, resident, Vice President of Kitsap Trails Association, and part of the leadership of the Regional Trail Coalition which works on connecting regional trails in central Puget Sound, reported that regional trail use is up 200% due since the start of the COVID-19 pandemic. He emphasized the value of having active transportation options to promote resiliency.

Roger Gay, South Kitsap resident, noted that it has been interesting to follow the transportation competition process and is looking forward to seeing the projects beginning to take shape in 2023.

## **H. ADJOURN**

**Attachment A: Meeting Attendees**

NAME	JURISDICTION (ALPHABETICAL)
<b>TRANSPOL MEMBERS:</b>	
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 Grovnoll	Port of Kingston
<b>OBSERVERS:</b>	
Chris Wierzbicki	City of Bainbridge Island
Shane Weber	City of Bremerton
Ned Lever	City of Bremerton
Mark Dorsey	City of Port Orchard
Diane Lenius	City of Poulsbo
Jeff Shea	Kitsap County
David Forte	Kitsap County
Andrew Nelson	Kitsap County
Steffani Lillie	Kitsap Transit
Fred Salisbury	Port of Bremerton
Commissioner Grovnoll	Port of Kingston
Don Willott	Resident
Roger Gay	Resident
Dennis Engel	Washington State Department of Transportation (WSDOT)
<b>PRESENTERS:</b>	
Gary Simonson	Puget Sound Regional Council
Pavithra Parthasarathi	Puget Sound Regional Council
<b>STAFF:</b>	
Sophie Glass	KRCC Program Lead
Mishu Pham-Whipple	KRCC Transportation Program Lead



**PSRC 2020 FHWA REGIONAL COMPETITION  
FINAL PROJECT SCORES BY FUNDING SOURCE**

<b>CMAQ Total Available = \$29.52 (\$14.76m / year)</b>				
<b>Sponsor</b>	<b>Project Title</b>	<b>Phase (s)</b>	<b>Requested Amount</b>	<b>SCORE (100)</b>
Sound Transit	I-405 Stride BRT	Other	\$7,300,000	84
Sound Transit	Access to Transit with Next Generation ORCA and ORCA LIFT Programs	Other	\$4,152,000	81
Seattle	RapidRide Roosevelt (J-line), Eastlake Segment	Construction	\$4,000,000	77
King County Metro	RapidRide I Line: Speed and Reliability Improvements	Construction	\$6,000,000	72
Community Transit	Swift BlueLine Expansion Buses	Other	\$3,200,000	71
King County Metro	Improving Access to Regional Centers through TDM	Other	\$4,100,000	67
WSF	Phase 2 of the Hybrid Electric Ferry Conversion Project	Construction	\$6,000,000	64
King County Metro	On-Demand Feeder-to-Fixed Route Connections to Transit Program	Other	\$3,000,000	53
Fife	Interurban Trail Extension, Hylebos Creek to Alexander Ave	Construction	\$1,020,531	38
<b>TOTAL:</b>			<b>\$38,772,531</b>	

<b>STP Total Available = \$19.68 (\$9.84m / year)</b>				
<b>Sponsor</b>	<b>Project Title</b>	<b>Phase (s)</b>	<b>Requested Amount</b>	<b>SCORE (100)</b>
Pierce County	Canyon Road Freight Corridor Improvements, 52nd St E/62nd Ave E to 70th Ave E	Right of Way	\$4,000,000	75
Sumner	Stewart Road Corridor Completion: White River Bridge	Construction	\$4,920,000	70
Bothell	Bothell Way Improvement Phase 1	Right of Way	\$4,900,000	69
Bothell	Bothell Way Improvement Phase 2	Right of Way	\$1,650,000	69
Kirkland	108th Avenue NE Transit Queue Jumps – Phases 1 & 2	PE/Design	\$2,000,000	68
Lynnwood	42nd Ave W Improvements	Right of Way	\$3,000,000	65
Tacoma	Prairie Line Trail Phase II	Construction	\$4,400,000	65
Shoreline	SR 523 (N/NE 145th Street) & I-5 Interchange	Construction	\$4,920,000	62
Renton	Rainier Avenue South Corridor Improvements Phase 4B	Construction	\$4,920,000	61
Fife	Port of Tacoma Road Phase 2b: 20th Street East	Construction	\$4,600,000	60
Kent	76th Avenue South - North Segment	Construction	\$3,480,000	60
Shoreline	SR 523, I-5 to Corliss Avenue N	Construction	\$4,920,000	60
WSDOT	SeaTac Access (SR 509 Completion Stage 1b)	Construction	\$4,000,000	58
Kitsap Transit	Southworth Terminal Redevelopment Project	PE/Design	\$3,000,000	54
Snohomish County	Alderwood Mall Parkway 168th St SW - SR 525	Construction	\$4,500,000	54
Marysville	156th St NE Corridor Improvements	Construction	\$1,003,412	48
Kent	South 218th Street/98th Avenue South from 94th Place South to South 216th Street	Construction	\$4,915,680	46
Arlington	169th St NE Connecting Segment	Construction	\$2,650,000	43
Kitsap County	SR 104 Realignment - Kingston Phase 1	Construction	\$4,909,460	39
Port of Bremerton	Airport Way Phase 2-2 (Construction)	Construction	\$2,942,656	35
Bainbridge	Bainbridge - Sound to Olympics Trail - High School Rd to Madison Ave North	PE/Design & Construction	\$2,545,000	30
Federal Way	SW King County Regional Trail Plan	Planning	\$250,000	19
<b>TOTAL:</b>			<b>\$78,426,208</b>	

**PSRC 2020 FHWA REGIONAL COMPETITION  
RECOMMENDATION**

**CMAQ**

<b>Sponsor</b>	<b>Project Title</b>	<b>Phase (s)</b>	<b>Requested Amount</b>	<b>Recommended Amount</b>
Sound Transit	I-405 Stride BRT	Other	\$7,300,000	\$7,300,000
Sound Transit	Access to Transit with Next Generation ORCA and ORCA LIFT Programs	Other	\$4,152,000	\$4,152,000
Seattle	RapidRide Roosevelt (J-line), Eastlake Segment	Construction	\$4,000,000	\$4,000,000
King County Metro	RapidRide I Line: Speed and Reliability Improvements	Construction	\$6,000,000	\$6,000,000
Community Transit	Swift Blueline Expansion Buses	Other	\$3,200,000	\$3,200,000
King County Metro	Improving Access to Regional Centers through TDM	Other	\$4,100,000	\$4,100,000
Fife	Interurban Trail Extension, Hylebos Creek to Alexander Ave	Construction	\$1,020,531	\$1,020,531

**STP**

<b>Sponsor</b>	<b>Project Title</b>	<b>Phase (s)</b>	<b>Requested Amount</b>	<b>Recommended Amount</b>
Pierce County	Canyon Road Freight Corridor Improvements, 52nd St E/62nd Ave E to 70th Ave E	Right of Way	\$4,000,000	\$4,000,000
Sumner	Stewart Road Corridor Completion: White River Bridge	Construction	\$4,920,000	\$4,920,000
Bothell	Bothell Way Improvement Phase 1	Right of Way	\$4,900,000	\$4,900,000
Kirkland	108th Avenue NE Transit Queue Jumps – Phases 1 & 2	PE/Design	\$2,000,000	\$1,500,000
Lynnwood	42nd Ave W Improvements	Right of Way	\$3,000,000	\$3,000,000
Kitsap Transit	Southworth Terminal Redevelopment Project	PE/Design	\$3,000,000	\$2,250,000

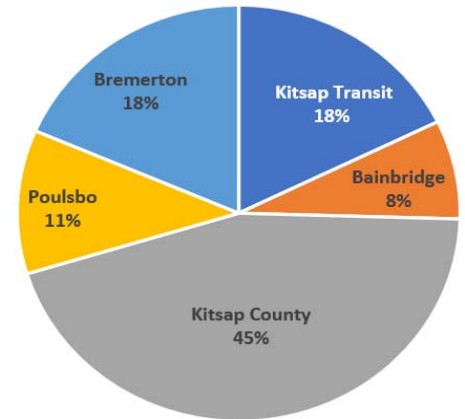
**2020 Kitsap Countywide Competition Recommendation from TransTAC v.5/27/20**

Jurisdiction	Name of Project	Phase	Local/Regional Center	General	Non-Motorized	Rural	Preservation	\$ Request	\$ Award	2023	2024
Kitsap Transit	SR16 Park & Ride	ROW	Local Center	x				\$ 2,200,000	\$ 1,700,000	\$ 1,700,000	\$ -
Poulsbo	Noll Corridor - North Segment (road segment)	Construction	Local Center	x	x			\$ 2,335,000	\$ 1,070,000	\$ -	\$ 1,070,000
Kitsap County	STO - Port Gamble Trail A & B1 (minus B2&D)	Construction	Local Center	x	x	x		\$ 2,660,162	\$ 1,992,162	\$ 1,992,162	\$ -
Kitsap County	Fairgrounds Road Complete Streets	Construction	Local Center	x	x			\$ 2,300,000	\$ 2,300,000	\$ -	\$ 2,300,000
Bremerton	6th Street Preservation - Phase 3 Naval Ave to	PE/CN	Local/Regional Center	x			x	\$ 1,877,050	\$ 1,772,838	\$ 200,000	\$ 1,572,838
Bainbridge Island	Winslow to Eagledale Bicycle Improvements	Construction	Local Center	x	x			\$ 1,038,000	\$ 735,000	\$ 735,000	\$ -
<b>Total</b>								\$ 12,410,212	\$ 9,570,000	\$ 4,627,162	\$ 4,942,838
<b>Total Available</b>								\$ 9,570,000	\$ 9,570,000	\$ 4,785,000	\$ 4,785,000

	2023	2024	Total	Awarded	Project	Awards by Jurisdiction	
<b>Rural Minimum</b>	\$170,000	\$170,000	\$340,000	\$ 340,000	Kitsap County: STO Port Gamble	Kitsap Transit	\$ 1,700,000
<b>Preservation</b>	\$685,000	\$685,000	\$1,370,000	\$ 1,370,000	Bremerton: 6th Street	Bainbridge	\$ 735,000
<b>Non-Motorized</b>	\$515,000	\$515,000	\$1,030,000	\$ 1,030,000	Various**	Kitsap County	\$ 4,292,162
<b>General</b>	\$3,585,000	\$3,585,000	\$7,170,000	\$ 7,170,000	All	Poulsbo	\$ 1,070,000
						Bremerton	\$ 1,772,838
						<b>Total</b>	<b>\$ 9,570,000</b>

\*Note the Rural Minimum is accounted for within the \$9,570,000, not in addition to

\*\* Includes: Noll Corridor, STO Port Gamble Trail, Fairgrounds Road Complete Streets, and Winslow to Eagledale



























2020 Kitsap Countywide Competition Contingency List

Jurisdiction	Name of Project	Phase	Local/Regional Center	General	Non-Motorized	Rural	Preservation	\$ Request
Port of Bremerton	Airport Industrial Way Phase 2-2	Construction	MIC	x				\$ 2,942,656
Kitsap County	SR 104 Realignment - Kingston Phase 1	Construction	Local Center/Regional	x				\$ 4,909,460
Kitsap County	SR 104 Realignment - Kingston Phase 2	Construction	Local Center/Regional	x	x			\$ 2,363,230
Kitsap County	North STO Trail Planning Study	Planning	Local Center	x	x	x		\$ 350,000
Kitsap Transit	Port Orchard Transit Center	Planning	Local Center	x				\$ 750,000
Poulsbo	Noll Corridor - North Segment (shared use)	Construction	Local Center	x	x			\$ 1,000,000
Kitsap County	STO - Port Gamble Trail B2 & D (minus A&B1)	Construction	Local Center	x	x	x		\$ 668,000
Bremerton	Kitsap Way - Northlake Way to SR3	Planning	Local/Regional Center	x				\$ 524,190
Kitsap Transit	Gateway Center	Construction (Phase I)	Local Center	x				\$ 3,500,000
Kitsap County	County Paver Bundle	Construction	Local Center			x	x	\$ 1,001,873
Bainbridge Island	Blakely to Lynwood	PE/CN	Local Center (Lynnwood)	x	x			\$ 1,150,000
Bainbridge Island	Rolling Bay Bicycle & Ped Improvements	PE/CN	Local Center (Rolling Bay)	x	x			\$ 1,426,000
Total Contingency								\$ 20,585,409

### III. KRCC Transportation Program 2020 Work Plan Narrative

The proposed transportation program work plan items for 2020 are outlined in the table below. KRCC staff will support the KRCC Board, Transportation Policy Committee (TransPOL), and Transportation Technical Advisory Committee (TransTAC) in completing these action items.

Action Item	TransTAC's Role	TransPOL's Role	Board's Role
<b>Transportation Education</b>			
18. Learn about transportation issues of common interest. (2018 Board Retreat)	 TransTAC addresses cross-jurisdictional transportation issues as needed. TransTAC members prepare educational updates on these topics at TransPOL meetings.	 TransPOL reviews the list of cross-jurisdictional transportation issues and selects topics for their 2020 meetings.	 KRCC Board reviews relevant transportation topics as needed.
<b>Countywide and Regional Transportation Competitions</b>			
19. Develop recommendations for PSRC's Project Selection Taskforce. (2018 Competition Debriefs)	 Develop draft recommendations for TransPOL review regarding the issues facing the PSRC Project Selection Taskforce.	 Review TransTAC's recommendations regarding the key issues facing the PSRC Project Selection Taskforce.	 Approve recommendations to Kitsap members of the PSRC Project Selection Taskforce.
20. Discuss how Kitsap wants to address topics such as geographic equity, equity-based on density, and projects of countywide importance in the 2020 Kitsap Countywide Competition. (2018 Competition Debriefs)	 Conduct research related to topics based on guidance from TransPOL.	 Provide guidance to TransTAC related to research needed to support discussions on desired topics. Review data related to selected topics and propose an approach for KRCC Board review.	 Approve the approach to selected topics as part of the Call for Projects in 2020.

21. Develop and approve Countywide Competition Call for Projects and Application.	 Develop draft recommendations of Countywide Competition Call for Projects and Application for TransPOL review.	 Review TransTAC's recommendations of Countywide Competition Call for Projects and Applications.	 Approve the Countywide Competition Call for Projects and Application.
22. Develop and approve Kitsap's Regional Projects to PSRC.	 Develop the list of Kitsap's Regional Projects for TransPOL review.	 Review TransTAC's list of Regional Projects.	 Approve Kitsap's Regional Projects for PSRC review.
23. Conduct Countywide project selection workshop and recommend Countywide Projects to PSRC.	 Score Countywide projects based on criteria outlined in the Call for Projects and recommend project awards to TransPOL.	 Review TransTAC's recommended Countywide project awards.	 Approve Kitsap's Countywide Projects for PSRC review.
24. Debrief the Regional and Countywide Competitions.	 Discuss best practices and recommendations for the next funding cycle.	 Discuss best practices and recommendations for the next funding cycle.	 Review best practices and recommendations for the next funding cycle.
<b>KRCC Operations</b>			
25. Ensure messaging consistency between policy and technical committees. (2018 Board Retreat)	 KRCC staff will serve as the liaison.	 TransPOL meetings have TransTAC updates as a standing agenda item.	 KRCC Board meetings have TransPOL and TransTAC updates as a standing agenda item.

### Transportation Deliverables

- Meeting agendas (draft and final)
- Meeting summaries (draft and final)
- Meeting materials as needed including maintaining communications with PSRC
- Summary reports at KRCC Board meetings
- Meeting agendas (draft and final)
- Meeting memo of action items and key discussion items
- Meeting materials as needed, including maintaining communications with PSRC
- Recommendations to TransPOL
- Countywide Competition Call for Projects and Applications
- List of Kitsap Regional Projects

### **III. A. Transportation Policy Committee (TransPOL) Facilitation and Coordination**

To support the KRCC Board's Transportation Policy Committee (TransPOL), Triangle will provide a Transportation Program Lead who will be responsible for drafting TransPOL agendas in coordination with the KRCC Executive Committee, gathering and constructing meeting materials, and sending these materials to TransPOL at least 5 days before meetings. Triangle will also be responsible for providing staff for issuing public notices, notetaking, drafting meeting summaries, as well as tracking and implementing action items prior to and following each meeting.

#### Staff

- Sophie Glass, KRCC Program Lead
- Mishu Pham Whipple, KRCC Transportation Program Lead

#### Meetings

- 6 TransPOL meetings

#### Deliverables

- Meeting agendas (draft and final)
- Meeting summaries (draft and final)
- Meeting materials as needed including maintaining communications with PSRC
- Summary reports at KRCC Board meetings

#### Assumptions

- Meetings will be 1.5-hours in duration
- Meetings will be held at Kitsap Transit in Bremerton





**Investment Strategy Committee  
Compiled MPO/RTPOs Interviews Notes**

**May 29, 2020**

In preparation for the initial round of meetings of the Investment Strategy Committee, WSDOT held individual interviews with each MPO/RTPO in the state. The objective of the interviews were to discuss the current transportation investment system, to understand the problems they are facing, and to gage interest in participating on the Investment Strategy Committee.

The interviews covered the following questions:

- The first question is about the way the state collects, prioritizes, and distributes transportation funding. Is the current process for prioritizing transportation investments working for your organization?
- Do you feel that your organization/region receives a fair share of available transportation funding under the current system?
- Has your organization been successful in getting desired projects funded in prior legislative initiatives, the 2003 Nickel Act, 2005 Transportation Partnership Act, and 2015 Connecting Washington Act? Is this process responsive to your organization’s needs?
- When thinking about the transportation system your organization is responsible for, what keeps you up at night?
- What do you think is the most important issue for the Investment Strategy Committee to address?
- At this time, do you think your organization might consider participating in the first phase of the Investment Strategy Committee process? Why or why not?

Interviewees we told that the questions were intentionally broad so their answers were not pushed into any particular direction. We wanted to hear what is important to them and let them determine the direction of the conversation.

### **MPO/RTPOs Interviewed**

Benton-Franklin Council of Governments  
Chelan-Douglas Transportation Council  
Island RTPO  
Lewis-Clark Valley MPO  
Northeast Washington RTPO  
Palouse RTPO  
Peninsula RTPO  
Puget Sound Regional Council  
Quad-County RTPO

Skagit Council of Governments  
Spokane Regional Transportation Council  
Southwest WA Regional Trans. Council  
Southwest Washington RTPO  
Thurston Regional Planning Council  
Walla Walla Valley MPO/Sub-RTPO  
Whatcom Council of Governments  
Yakima Valley Conf. of Governments

Following are common themes that emerged from the group of interviews. Following the table are individual comments for each theme.

<b>FUNDING</b>		
<b>Levels</b>	Inadequate Funding Levels	The vast majority of respondents felt overall funding levels were inadequate to meet needs.
	Adequate Funding Levels	A few respondents felt there is adequate funding.
<b>Process</b>	Legislative Process	Several respondents expressed frustration with political involvement in the funding process.
	Complexity of Process	Half of the respondents described the difficulty of having to be knowledgeable of numerous funding programs and grants that do not match their priorities.
	Distribution/Allocation Process	Several respondents discussed changes they'd like to see in the way funding is distributed.
<b>Priorities</b>	General	Respondents expressed a variety of ideas on funding priorities, including a change to a region-up approach.
	Growth and Preservation	Respondents expressed a mix of opinions on prioritizing growth versus preservation, often depending on the level of growth in their region.
	Other	Other miscellaneous comments on priorities.
<b>TRANSIT ISSUES</b>		A few respondents described the need for additional funding for rural transit and better coordination across jurisdictions.
<b>PRESERVATION AND MAINTENANCE</b>		Many respondents expressed concerns over shortfalls in preservation and maintenance funding, and a desire to increase funding levels.
<b>DECISION-MAKING</b>		
<b>Transparency</b>		Several respondents expressed frustration over the lack of transparency in decision-making at the state level.
<b>Inclusion</b>		Several respondents felt left out of the state's decision-making process.
<b>PLANNING</b>		
<b>Agency Planning</b>		Respondents expressed support for a variety of ideas including alignment with regional plans, scenario planning, and performance based planning; along with the need for additional funding to conduct regional planning.
<b>Performance Metrics</b>		A respondent discussed the need for better ways to communication performance metrics to the public and their board.

<b>IS THE CURRENT SYSTEM WORKING</b>	
<b>Current System Is Not Working Well</b>	A few respondents felt that the current system was not working for them.
<b>Current System is Sort of Working Okay</b>	Several respondents gave mixed reviews of the current system. Saying that it works in some areas and not so well in other areas.
<b>RECEIVES A FAIR SHARE OF AVAILABLE TRANSPORTATION FUNDING</b>	
<b>YES</b>	Three respondents felt their region received a fair share of available funding.
<b>NO</b>	Two respondents felt their region did not received a fair share of available funding.
<b>OTHER</b>	Many respondents expressed a mix of opinions that this is not an ease question to answer and it depends on one's perspective.
<b>SUCCESS WITH LEGISLATIVE FUNDING PACKAGES</b>	
<b>Successful</b>	Half of the respondents said that their region was successful in getting their projects funded through legislative packages.
<b>Not Successful</b>	Several respondents related that they didn't do as well as they should have.
<b>State System Fared Much Better</b>	A couple of respondents felt that the vast majority of funding went to state projects.
<b>Not Involved</b>	A couple of respondents indicated that they were not involved in these types of funding packages.
<b>Other</b>	There was a range of comments from several respondents about the JTC Study and priorities for the funding packages.

## Investment Strategy Committee Participation

When asked if they might consider participating in the first phase of the Investment Strategy Committee process, **15 said yes**, 1 said no, and 1 was not sure at this time.

### YES – Interested in Participating

- **There are challenges to participating**, but they feel it's important.
- This is a timely idea.
- **They don't want to be left out the discussions**, as they feel like they have been with the JTC study. To them it seems like the larger RTPOs are more involved and dominate these type of the discussions.
- **It is a goal worth working towards.**

- **Their board expressed the importance of the Investment Strategy Committee** and being part of the process. They anticipate good conversation and a successful outcome.
- **It is a worthwhile process.** We would like to stay engaged. Good to be current on the conversation. We know we can't meet our needs for the long term.
- **Want to continue their partnership with WSDOT.**
- **It's great that Roger Millar is willing to put resource towards this discussion.**
- Not sure that TRPC is best entity to be at the table since they are just wrapping up their regional plan update, and they think **the best time to hold these conversations is when RTPOs are just starting their regional plan updates.**
- **It's a worthwhile process** and has needed some attention for a while.
- **It's a good conversation to be current on.** It's an opportunity to clarify the financial situation.
- Cautiously interested. **Only if it is a serious, practical effort, not a political dog & pony show.**
- **A qualified yes.** It depends on what comes of it. If it just becomes a collaborative study, I don't want to waste my time. **If we're actually dealing with the hard questions and the sources of conflict, yes, I'd be interested in participating.**

### NO – Not Interested in Participating

- **It's a challenge to be able to participate at this time.** The time commitment is a problem. Getting by-in from the MPO/RTPOs is going to take a lot more time and effort.

### Unsure About Participating

- They do not know if they have anything to offer to the committee.

### Other Comments

- **Why the Investment Strategy process** versus just using the Highway System Plan update? WSDOT should first figure out what it wants in the Highway System Plan. MTPs are an investment strategy. **This work is better done at a regional level.**
- **They think that no MPO/RTPOs want to do this. This process feels heavy handed and top down.**
- **The Investment Strategy is trying to divide and conquer.** Would like to have the MPO/RTPOs select a small group of their members to represent all MPO/RTPOs on the Investment Strategy Committee.
- Needs more than just RTPO, need director and Regional buy in.

## FUNDING – LEVEL

### Inadequate Funding Levels

- The level of transportation funding is inadequate for overall needs. **There is not enough money to go around.**
- **Not enough funding to meet needs.**
- When you look at the five buckets, as Secretary Millar presented in the 2020 state of transportation, **the need is overwhelming in all categories.**
- **Give locals the tools they need to raise local matching funds** so they can compete for state and federal transportation grants. Few local jurisdictions took advantage of the opportunity to create Transportation Benefit Boards to raise funding for transportation projects. The passage of I-976 stuck another knife in locals' backs by taking away one the few options available to them to generate transportation funding.
- They are in a unique position because of the plan they adopted about 7-years ago. The plan obligated funding for projects far beyond their funding abilities or ability to obtain state or federal funds (mostly STP funds). The result is \$50 million in projects in taking 10-years to get done. **The process is not bad necessarily, there is just not enough funding.**
- **The gas tax** is a fantastic way to raise revenue for transportation systems because it is easy to collect and it has a direct relationship to what is being funded. **But not enough is being collected** and they do not receive enough of what they collect locally.
- From a county perspective, **revenues have been flat and have not been keeping up with costs.** They are not able to build to the same level as before.
- **Not able to fund all the needs.** Not enough funding for bike & pedestrian needs.
- **Not enough overall funding** and what is available for transportation funding is so compartmentalized.
- **Funding level are inadequate.**
- **The amount of overall available transportation funding is a problem.** When you look at the five buckets, as Secretary Millar presented in the 2020 state of transportation, **the need is overwhelming in all categories.**
- Declining gas tax revenue is a big issue. **Long-term revenue has to be addressed.**
- **Need for consistent and sustainable funding source** - gas tax is not reliable and sustainable.
- **Concerned that there isn't revenue to build out the system in a way that we would want.** Needing functional alternatives to single occupancy vehicles. We have the ability to plan that system, but we aren't financially able to do that.

- The issue that is most worrying is **how we fund transportation through reliance on sales tax and gas tax.**
- **The issue is more to do with funding in general than with how we are distributing it.** It's a national issue. We haven't stayed at the level of investment we used to have. The needs aren't shrinking or even staying stable. The needs are growing.
- **Concerned about collection of mitigation fees from developers.**
- **Concerned about sustainable & adequate revenue source.** There is a disconnect between needs and revenue.
- **We have emerging transportation needs that exceed current law revenues.** Fish passage barriers are significance. If the pie doesn't get bigger, that takes away from maintenance and preservation.
- **Resiliency is an issue,** like with funding. The basic needs keep getting bigger (not even considering mobility) and overall mobility is getting lower. We have been working to shift to a sustainable revenue source for decades, and currently there are less-than-baby steps being taken on that now.

### Adequate Funding Levels

- They would like to see an **analysis of all available transportation funding.** The analysis should focus on **whether there is enough funding for identified needs.** There is a perception amongst some local governments that the problem is not the amount of funding available, the problem is the way it is distributed.
- In general **there is adequate funding for the areas that are important to them,** like STP funding and public transit.
- **Overall funding levels are good.** But if we want to see growth or expansion, they will need more funding.

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## FUNDING – PROCESS

### Legislative Process

- It is a struggle with trying to convince member agencies to do more self-help. **Member agencies rely too much on the state legislature for funding.**
- One problem with the current system is that you have to know the ins and outs of a lot of programs, and **you also have to work the legislative process.**
- **A frustrations with the current system is having to negotiate with state legislators to get projects funded.** Although if that's the game the legislature wants, then let's play the game. But it handicaps other priorities and programs.
- **Transportation funding needs more structure** (e.g., priority based process) on investment needs, **not based on the best lobbyist.**

- As a smaller rural RTPO, they feel left out of the decision-making process for transportation investments. **Without the ability to appeal directly to the state legislature, they would feel even more left out of the process.**
- They have also been able to get smaller projects funded in various biennial capital budgets. **They feel that this legislative process is responsive to their needs.** From their perspective, **the legislative process is the only way they will be able to fund large projects in rural areas.** They do not have the population to be competitive on with grant or funding programs.

### Complexity of Process

- **One problem** with the current system is that **you have to know the ins and outs of a lot of programs**, and you also have to work the legislative process.
- Local agencies have a challenge funding their transportation priorities because they **have to cobble together resources from various competitive programs.**
- **One problem** with the current funding system is its **“one-size-fits-all” model**, where **the rules and targets are not flexible to work for a diverse group of agencies.**
- **Changes are needed in the current process to keep projects moving forward** to meet state and federal obligations. The current funding process does not allow for “bumps in the road”.
- An issue with the current funding system is **the stress of having to meet targets, which takes away from funding regional priorities.** Part of this stress is getting funds obligated by the deadlines set in their funding agreements. Which is difficult considering the length of time it takes to get approvals and process paperwork.
- Project funding is a problem, **projects have to fit funding availability, not necessarily TRPC's highest priority.** Too many strings attached (fed funding).
- **Smaller jurisdictions lack the ability** (from a staffing perspective) **to compete for grants, and even deliver projects** if more funding became available.
- The problem with **federal dollars** is they come with **strings attached.** However good intentioned, they **increase complexity and the time it takes to do projects.** You used to be able to get a bridge project out in 6 months, now it take 18 or more months.
- **The amount of regulations and programs are a problem.** Sometimes they work, but more often they make things more difficult. With grant programs you end up funding projects that are not necessarily your top priorities.
- **Washington State has a very segmented transportation system.**
  - The state is responsible for the highway system.
  - Local and regional governments are responsible for transit.
  - Cities and counties are responsible for the local road network and are given tools by the legislature fund the network.



- **Concerned about member agencies' inability to provide matching funds in order to pursue state and federal grant funding.** Local communities are small and have limited resources and tools to generate revenue to use as a match. **Their communities need more state funding to use as matching funds.**

## Distribution/Allocation Process

- They do not have the population like other areas of the state, so they don't tend to fare well in a population-based allocation system. They do have a lot of freight and tourism. **Maybe the allocation system should be based on freight and lane-miles, not population.**
- **WSDOT is scatter-shot in providing transportation funding. There doesn't seem to be an overall plan.** Requiring individual safety plans is a good example. Individual agencies get some projects funded. Individual agencies pick and choose which projects are priorities. It's hard to be strategic under this process. There is no consistency.
- **Washington State's transportation funding is silo-ed** compared to other states.
- The reality is that **larger metro areas will always have to subsidize other areas.**
- **The allocation system needs to take a region first approach.**
- **They would prefer a direct allocation of funding so they can fund projects based on local priorities.**
- The gas tax is a fantastic way to raise revenue for transportation systems because it easy to collect and it has a direct relationship to what is being funded. But not enough is being collected and **they do not receive enough of what they collect locally.**
- **Dividing the pie** of available revenue **into smaller and small pieces** with new programs **makes it harder to accomplish anything.**
- **Concerned about funding shifts** (Belfair bypass for example).

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## FUNDING - PRIORITIES

### General

- We need to do a **better job of explaining system needs.** We need to make sure (elected/appointed) boards **understand policy choices.**
- **What are the priorities for the current law revenue?**
- Process is working to some extent at the individual jurisdiction level, not so much at the regional RTPO level. **Need to work on regional prioritization, and getting the individual jurisdictions into regional alignment.**
- **We need common agreement on big things that need to be funded.**

- **The focus should be on a region up approach to decision-making and prioritization.** All decisions are not just engineering decisions. They need to include values, priorities, and local context.
- **Focus on local not state needs.** They have always had to wait for their needs to be addressed because state needs always came first.
- **The discussion should focus on values trade-offs more than performance based decision-making.** Performance based processes are most relevant for prioritizing preservation and maintenance projects.
- **A systems approach doesn't work well in taking into account the individual perspectives of various stakeholders.**
- We have more or less built the transportation system that we can in urban areas, there is little room to expand into. **We need to pivot to thinking of urban solutions.**

### Growth and Preservation

- **There needs to be a balance between preserving the existing system and keeping up with growth.**
- **The need for more preservation funding has been talked about a while,** and they are doing what they can to keep up with the need.
- **Biggest concern is keeping up with growth pressures,** how to respond to and accommodate growth. Within most of the local agencies in their region, **maintenance and preservation are not the big issues.**
- **Local agencies want more money for big capital projects.** Replacing the bridge at Pondera is an example of a big replacement project that needs funding.
- **Their region is the 7th highest exporter of food in the nation, but they need a road system to deliver it.** It doesn't matter how much shelf space stores have for toilet paper, if it can't get to the store. **\$1-5 million in Yakima will go much further than in the Puget Sound region.**
- The focus in the past had been on expansion, **now the focus seems to be on preservation.**
- They are in a slow growth region and **do not need to fund large expansion projects.**
- The **County** is more in tune with the **preservation** issue. **Cities** are more in tune to projects that become drivers to **economic development.** Because of those considerations, **it can be difficult to get consensus on investment priorities.** Perhaps use the STBG to "lead" this process.
- We look bigger than local agencies. Statewide and how transportation funding happens does keep me up at night. **It becomes so much of a political decision, wanting to leave legacies with big projects without thinking about how to operate and maintain them,**

**and the projects already on the ground.** A local example – what good does it do to build a new bridge, when all the local roads leading to the bridge are crumbling.

- They have **three priority areas that are underfunded; preservation, local infrastructure, and local transit.**

## Other

- **Issues with the State’s and local agencies’ funding strategies.**
  - We all act as if we think the money will always be there.
  - We keep funding projects without performance checks.
  - We keep spending money on the same thing and expect different performance.
- **As funding gets tighter it forces them to look at priorities** and focus more on what’s important.
- From their interaction with WSDOT staff, they have a **perception that WSDOT staff think that all new capital projects are wrong.**

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## TRANSIT ISSUES

- **Current criteria** for transportation funding is **skewed against transit.**
- **Without new funding, rural transit will be gone in five years.** They do not have the ability to sustain it on their own and need something to be done soon.
- Worried about **keeping current funding levels for current transit services** just to keep them operating. **How to fund gaps in services** identified in their Human Services Transportation Plans?
- **Integrating transit services across jurisdictions.** Finding ways to link transit services through Ferry County and Spokane. There are limited resources in some areas and no services in Ferry County
- **Dealing with issues of funding and coordination**, like the difficulty of finding qualified transit drivers in rural areas.

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## PRESERVATION & MAINTENANCE

- **Need a better explanation for “maintain what we have first”.**
- **Concerned over decades of neglect on preservation and maintenance needs.**
- **Worried about the enormous cost of maintaining the transportation system.** What would it cost to take care of all of the needs along I-5?

- **The ability to fund preservation and maintenance is a big concern.** They are only doing a 7-year chip seal process for local roads, nothing fancy. But even doing just this level of preservation would take most of their available transportation funding.
  - They are in a similar situation to other eastern Washington regions. Slow growth, a low population to road miles ratio, and **not enough money to maintain their system.**
  - **Seeing facilities fail for lack of maintenance is a big concern.** Hopefully that drives the issue home for folks who didn't otherwise see it as important. We have a lot of smaller bridges. Goes back to M/O shortfalls.
  - They are at the point with the lack of funding for preservation and maintenance that they are seriously considering turning some paved rural roads back to gravel. **They just aren't able to adequately maintain all of their road system.**
  - **Biggest issues are preservation** and some congestion.
  - **Funding for preservation has been less than half of what is needed,** resulting in a decline in the overall system.
  - **Lack of funding for short-span bridges is a problem.** Many of their short-span bridges are 70-90 years-old and need to be addressed.
  - **How do we raise maintenance and preservation,** even at the expense of mobility? I don't think we have anything that would constitute mobility challenges.
  - **Their priorities, maintenance/preservation/safety, would use all of their available funds** and leave nothing for other areas.
  - **We need to do more with this critical shortfall in maintenance and preservation funding.**
  - More money goes to capacity improvement projects rather than preservation, **need more funding for preservation.**
  - **Most preservation is funded by local dollars.**
  - **Our board is in tune with preservations, safety, and maintenance are a higher priority than what I hear in other areas.** Mobility is not as big of an issue. There are some advocates who look for projects that we would never be able to afford without an earmark.
  - **Biggest concern is keeping up with growth pressures,** how to respond to and accommodate growth. Within most of the local agencies in their region, **maintenance and preservation are not the big issues.**
  - **Locally what keeps me up at night is the maintenance and ongoing operation of the Ferries.**
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## DECISION-MAKING

### Transparency

- **It's not very clear to us how project programming decisions are made at a state level.** In theory, it's conceptual that certain local projects don't prioritize against some need somewhere else. I understand King County has needs, and other places have needs; but our boundaries are Skagit. **The board probably believes decisions are being made in a legitimate way, but they don't understand what that is.**
- **My Board doesn't understand how WSDOT make decisions about the transportation budget and makes allocations relative to regional needs. Needs to be more illuminated.** Some of the issues are nebulous. The board really takes a focus on regional levels. It's very difficult for anyone who isn't intimately involved with it – even for me it's murky how that works. The presentation that Todd gave about our challenges was good. More presentations like that on process would be helpful.
- **They do not see how planning for local communities fits into the state's process.**
- **Regarding large legislative funding packages, there's more of a challenge on a better understanding on how decisions are made,** so we can understand how to get a piece of that statewide package. There were some factors having to do with the politics of the package.
- There is a need for **transparency throughout the process.**

### Inclusion

- **As a smaller rural RTPO, they feel left out of the decision-making process for transportation investments.** Without the ability to appeal directly to the state legislature, they would feel even more left out of the process.
  - **There needs to be more inclusion throughout the process.** There is a lot of mistrust with WSDOT that has been built up over a long period.
  - **Regarding large legislative funding packages, there's more of a challenge on a better understanding on how decisions are made,** so we can understand how to get a piece of that statewide package. There were some factors having to do with the politics of the package.
  - They feel **they have no input on what gets funded on the state system.** It is basically presented to them as, "here is what we are funding". There is no discussion.
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**AGENCY PLANNING**

- **Best chance to talk about these issues is at the start of regional transportation plan updates.**
- **The corridor sketches are a good way to look at areas to address.**
- **Like the prospect of moving to a planning and data driven process** and are excited about working with the state on the investment strategy.
- **Would like to have seen regional safety plan instead of individual jurisdiction plans** (safety is systemic and crosses jurisdictional boundaries).
- **I think about it in terms of what is in our regional plan. Aligning with investments over a 20-year timeline.** Our region goals are - safety, mobility, freight, including WSDOT's legislative priorities. Around our table, those are very localized investment decisions.
- We need to tackle the "education of issues" (AKA, **scenario planning**). What are the trade-offs when making different policy choices?
- How can we **better message performance based planning? Performance based planning has to be local-up.** Top-down (state/federal) planning will be rejected by local agencies.
- **Updating their long range plan is a concern.** They have no congestion or grow issues. The primarily focus of their planning is for safety issues, and to a lesser extent bridge replacement.
- Their transportation system moves primarily agricultural and food processing products. **It is difficult to plan for and get ahead of the curve with the changing needs of their customers,** the farmers and food processors.
- When looking at the **level of funding for RTPOs, smaller ones and stand along ones are having problems.** Especially considering new requirements being placed on them to function almost like an MPO.
- **They need funding for plan development.**
- **Need additional funding to be able to plan for and be strategic about future projects.**
- **With their 2040 System Plan, they had little data to base plan on.** They didn't know what state and federal funds were available.
- In general, **there is too much planning, and planning of planning.**

## PERFORMANCE METRICS

- **It is difficult to articulate what that performance metric is.** The way I'm thinking about it more lately, is we need to describe what the current law revenue is, versus what we want the revenue to be. And then you have a tradeoff conversation, which we have around the table. Then we'd want a better description of what our goals are.
- **The board is better at describing what their needs are than what the state's are, frankly. There's no metric behind why the state wants changes.** One stretch of road is getting funding, while another that is worse doesn't get funds.
- The frustrating part is **there isn't a good explanation to the public and board, so they can have the understanding.** It isn't enough to say we are 50% funded. Well, we'll always be unable to meet all our needs. **So we need a better way to describe performance.** Difficult to get things funded out of Olympia.

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**Q: Is the current process for prioritizing transportation investments working for your organization?**

## CURRENT SYSTEM IS NOT WORKING FOR THEM

- **No.** Anyone in the state would probably answer the same.
- **In general, no.** Most agencies would answer the same.
- **They have needs that aren't being funded,** like seismic retrofit and preservation.
- **The funding provided to RTPOs by the state legislature has not been keeping up with inflation.** The state legislature added a one-time increase of \$500,000 to the funding for RTPOs after the RTPOs presented a detailed request for a larger increase.
- **We need to do more with this critical shortfall in maintenance and preservation funding.**
- **The main problem they see is in the allocation of responsibility,** not necessarily in the allocation or distribution of funding.
- **One problem** with the current funding system is its **"one-size-fits-all" model,** where the **rules and targets are not flexible to work for a diverse group of agencies.**
- **Not enough funding to meet needs.** It is difficult to meet federal requirements, if federal dollars are allocated. **Smaller jurisdictions have a hard time competing.**
- As a smaller rural RTPO, they feel left out of the decision-making process for transportation investments. There needs to be more inclusion throughout the process. There is a lot of mistrust with WSDOT that has been built up over a long period. They do not see how planning for local communities fits into the state's process.

## CURRENT SYSTEM IS SORT OF WORKING OKAY

- You need to look at **the current process as an overall methodology that is the result of a series of decisions over time.**
- **They have a variety of success. It's not a simple yes or no answer.**
- **It depends on your perspective.** So on one hand they did complete a majority of the capital improvement projects compiled in their first plan, which can be viewed as a success. It took 25-years to complete however, so **probably more of a qualified success.** Plus, they were not able to do maintenance like they should. **The short answer is that it's not not working.**
- Benefit of existing process - Smaller entities can't compete well compared to larger jurisdictions, but **with this process there is an opportunity for smaller jurisdictions to get some funding.**
- Have they been left out of funding opportunities in the past? Yes. **Overall, some parts of the current system work and some parts don't.**
- Interesting question? I think about it in terms of what is in our regional plan. Aligning with investments over a 20-year timeline. Our region goals are - safety, mobility, freight, including WSDOT's legislative priorities. Around our table, those are very localized investment decisions.
- Overall funding levels are good. But **if we want to see growth or expansion, they will need more funding.**
- They are in a unique position because of their adopted plan (adopted 7-years ago). The plan obligated funding for projects far beyond their funding abilities or ability to obtain state or federal funds (mostly STP funds). The result is \$50 million in projects is taking 10-years to get done. **The process is not bad necessarily, there is just not enough funding.**

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## Q: Do you feel that your organization/region receives a fair share of available transportation funding under the current system?

### YES – RECEIVE FAIR SHARE

- **They feel that they receive a fair share** of available transportation funding under the current system.
- **The programs and processes used by WSDOT to distribute funding through its various programs is okay.** From **the perspective of funding for the RTPOs, it is a fair process.** The allocation process have been improved through a recent group process to re-examine the methodology used.
- **In general they feel they receive a fair share of available funding.** Some local agencies in their region may have a disagreement with a program here or there.



**NO – RECEIVE FAIR SHARE**

- **No one gets enough funding, but that everyone is in the same boat.**
- **The simple answer is no.**

**OTHER – RECEIVE FAIR SHARE**

- **The problem is not about getting a fair share of overall funding. You can't talk about a system approach if everyone is worried about receiving a fair share.**
- **They don't really have an opinion about whether their region receives a fair share of available transportation funding. The state doesn't report on it or provide data in a way that allows you to make an informed opinion.**
- **There are all kinds of issues surrounding what a "Fair share" is or how to calculate it. There are no easy answers to this one. Metro areas will always need to subsidize rural areas when dealing with transportation funding. It is just the nature of the state's road system versus population distribution.**
- **They don't know if they're qualified to answer that. I don't have a clear view of the statewide view. My predecessor felt that it was not, based on tax receipts.** Whatcom County has generated more gas tax revenue relative to population, partly because of traffic from Canada. Whatcom is/has been a donor county, with respect to fuel taxes vs. project.
- **I haven't heard that from our members that there is resentment that other parts of the state are getting more.**
- **I don't feel there any feelings of inequitable funding.** I haven't heard that. We are a small player in a state with major metro areas. First- and last- mile connections as a recent example. **It isn't inequity, but you realize that vast bulk of that program will go to metro areas.**
- **Not sure if they have a good answer to receiving a fair share. They seem to do okay and have as much ability to compete as other RTPOs.**
- **Receiving a fair share of available transportation funding is a tricky question. It depends on what metrics are used to determine the share.**
- **Locally we have had some recent investments on Whidbey Island.** There are a few spots left. **We have a number of projects that we've been focused on for a number of decades that stay in the out-years of the plan, and continue to stay there.** Looking to get rid of narrow shoulders in a few areas.
- **Looking at federal funds, we tend to do okay through CRAB at this time.** If there are changes to the way gas tax is distributed or vehicle-miles-traveled, then that could change. **We also have a big interest in ferries and seeing those services continue.**

**Q: Has your organization been successful in getting desired projects funded in prior legislative initiatives, the 2003 Nickel Act, 2005 Transportation Partnership Act, and 2015 Connecting Washington Act?**

### **SUCCESSFUL**

- **They were successful in getting significant projects funded** with the 2015 Connecting Washington Act, plus other small projects funded. They are **fortunate to be part of the Good Road Group that lobbies the state legislature.**
- **"Westside alliance" was successful from the Connecting WA package** (i.e. SR3/Freight Corridor, SR 305 Safety Corridor).
- **They have been pretty successful getting projects funded** of regional significance through this process. Projects include: I-5 JLBM corridor, 1-405 improvements, and ports of Seattle and Tacoma improvements.
- **They have been generally successful in getting projects funded** through legislative initiatives. **When they and their local agencies are cohesive in their requests**, they have fared well.
- **They have been fairly successful getting projects funded** though the series of legislative funding packages. When looking at last three packages together, **they might be ahead of the curve.** They were not involved in the 2015 Connecting Washington Act legislation.
- They have also been able to get smaller projects funded in various biennial capital budgets. **They feel that this legislative process is responsive to their needs.** From their perspective, **the legislative process is the only way they will be able to fund large projects in rural areas.** They do not have the population to be competitive on with grant or funding programs.
- **Fairly successful in getting desired projects funded** in legislative initiatives. Their lobbyist seems to do well.
- **Successful in getting projects funded** on the 2015 Connecting Washington Act. And also **successful in getting state grant funding.**
- **We felt like we were finally coming in line with the gas tax issue** our previous director liked to highlight (amount collected in region versus funding received). The Meridian project was funded, and then moved up in the schedule for timing with the Vancouver Olympics. There were others, but I don't recall specifically.
- **We didn't have any local agency projects.** We did get Sharp's Corner funded in Connecting Washington. **We've had some limited success.** That project was on the books a long time, but we did it!

## NOT SUCCESSFUL

- **They have failed miserably in getting projects funded through the political process.** Cannot recall any specific projects being funded through this process. **They do not have a lot of political influence.** Their RTPO covers a large region with more than 20,000 lane miles. Second only to PSRC.
- **The region didn't do as well as it could have.** Could have done better if they had more engagement from our senators. One of our highest priority projects was funded, SR 20 Anacortes Roundabout. In CW we had some success. We have some districts that overlap our area. We had the Bakerview interchange in north of Bellingham. City of Blaine got a huge (\$45m?) homeland security grant for rail improvement that the governor cut out.
- **Fell short on preservation funding in the last cycle.**

## THE STATE SYSTEM FARES MUCH BETTER

- **Yes, they did receive some projects** in the CWA and they have received some projects in the other funding packages as well. **But when compared to WSDOT it is pennies to dollars.** They estimate roughly 95% of funded projects in the funding packages have been WSDOT projects. No projects were within city boundaries.
- **One of our biggest issues is that they are focused so heavily on state revenue,** that cities, counties and other members of the transportation systems aren't seeing the same increases – CRAB, TIB, or other sources are falling further and further behind. **The vast majority of the revenue went to the state transportation system.** The state system is being expanded, what about other needs? When senator Haugen was in the legislature we benefited from that, so I can't complain too much about the political process.

## NOT INVOLVED

- **They have not had a lot of involvement** with these legislative initiatives in the past.
- **Their RTPO was not involved** in the 2015 Connecting Washington Act process. Local officials from their member agencies worked with legislators to get some local projects funded through the Act.
- **They don't think we've been involved lobbying at the state level.** We do work with WSDOT.

## OTHER

- They have been **involved with the JTC study** and are continuing to **work on influencing the list**.
- **The needs are just going to be huge compared to the revenue** (in the JTC Study). It's all old hat at this point.
- They are **not sure if a funding process with a more predictable funding cycle, like once every five or ten years, would be that much better**.
- They are not that familiar with any of the past legislative funding initiatives, or with the current Joint Transportation Committee study.
- They wanted regional needs (for the packages), there weren't really discrete funds for safety and preservation. It was mostly about STBG.

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## NONALIGNED COMMENTS

- **There is not one perfect model** for transportation investment. **We need to work with what we have**.
- **The focus should not be just on where we agree, but it should also define those areas where we disagree**. These are fundamentally policy decisions.
- **Start by making what we have more efficient**. Be the best stewards of what we have now, before asking for more revenue or resources.
- Usually we start with how big the problem is, which can shock people into inaction because the dollar amount is so large. **The starting point should be to break the problem into smaller bits**.
  - **Start with taking care of what we have first**. We know that we can't build our way out of congestion.
  - **Identify key areas to target first**; key bridges, key corridors, and key assets.
- **We don't give ourselves enough credit for what we have delivered**. When looking at transportation funding for the past 10-20- years, we have invested two times as much in the Puget Sound Region than has been invested in the Bay area or Atlanta. Before the current COVID crisis, we had fully funded high capacity transit as outlined in our regional plan.
- **Having both a carbon emission reduction goals and a gas tax funding source is a huge disconnect**.
- Salt Lake City was successful in rebuilding I-80 for the Winter Olympics by convincing the state that the project benefits everyone in the state.
- One problem they see is that **few WSDOT and MPO/RTPO staff have experience working for local governments**. Without local experience, WSDOT and MPO/RTPO staff

don't really understand the problems they are facing or the lack of staffing and resources they deal with. They estimate that only about one in ten WSDOT and MPO/RTPO staff have worked for local governments.

- They estimate that **only about five percent of their funding is discretionary**, where they have control over what to spend it on. This works out to roughly \$2 million per year, which is not enough to really fund anything.
- Perhaps use the STBG to “lead” this process. From an MPO staff point of view, **it’s a limited set of things where we can influence**.
- **There are limits on what we can impact**. It’s something like \$3m/years, which isn’t a lot of money. It’s really from that perspective rather than the larger statewide perspective.
- While the **projects are designed and implement in ways that meet the regional goals**; I don’t see a lot of ... **preservation projects where you get more sidewalk, pedestrian, and bicycle projects**.
- **Biggest concern is the allocation of responsibility**, not necessarily in the allocation or distribution of funding.
- **There is a disconnect with our messaging in reducing VMTs**, while individual jurisdictions still want to advocate for roadway widening.
- **Concerned about how automated vehicles may cause an increase in VMT**.
- **Concerned about automated vehicles** - Private sector is ahead of the curve. **How do you keep policy on pace with technology changes?**
- **A big problem is there is a never-ending process of dealing with the unexpected**”, (e.g., storms, emergency repairs, etc).
- What about **things other states or jurisdictions are doing with transportation improvement districts?**
- **They should have a clear idea of what we are trying to accomplish**.
- Need to identify, **“What is the problem?”**
- **The most important thing is how the problem will be addressed**. You’re going to get a lot of problem statements. **How will you make it meaningful not only to the public, but also to the legislature?**
- **It’s challenging to get all the input and put it into a document**. Hard to get it specific enough, but also broad enough to resonate.