



## Draft TransPOL Meeting Agenda

September 20, 2018 | 1:30–3:00 PM | Kitsap Transit 3<sup>rd</sup> Floor Conf. Room, 60 Washington Ave. Bremerton

**Purpose:** TransPOL receive updates from and engage in dialogue with Washington State Ferries and the Puget Sound Clean Air Agency. TransPOL will also discuss its 2019 work plan.

### A. Welcome and Business

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

- Latest [2018 KRCC calendar](#) (pg 2)
- Approval of draft [June 21, 2018 meeting summary](#) (pg 3)

### B. Washington State Ferries (WSF) Long Range Plan (20 min)

*Objective: Support individual jurisdictions in developing talking points for comment letters on the WSF Long Range Plan.*

- Presentation on the WSF Long Range Plan, Ray Deardorf, WSDOT. [Full WSF Long Range Plan](#) (web link) and [executive summary](#) (pg 6)
- Discussion, questions, and answers
- Identify talking points for jurisdictions to use in individual comment letters ahead of the October 25 comment deadline

### C. Puget Sound Clean Air Agency's (PSCAA) Potential Clean Fuel Standard (20 min)

*Objective: Have a discussion with PSCAA regarding its potential clean fuel standard.*

- Presentation on the PSCAA's Potential Clean Fuel Standard, Phil Swartzendruber, PSCAA.
- Discussion, questions, and answers

### D. 2019 KRCC Transportation Work Plan

*Objective: Identify topics for TransPOL's three meetings in 2019*

- What cross-jurisdictional transportation issues would TransPOL like to address in the [2019 KRCC Transportation Work Plan \(draft\)](#) (pg 19)?
- How can the lessons learned from the 2018 Countywide Competition be incorporated into KRCC's 2019 transportation work plan?
  - What are various ways to define projects of countywide significance?
  - What are various ways to define countywide geographic equity?
- How can the lessons learned from the 2018 Regional Competition be incorporated into KRCC's 2019 transportation work plan?
- What direction should be given to TransTAC regarding data analysis for the above issues?

### E. Corridor Updates

*Objective: Share updates on corridor projects.*

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

### F. Announcements and Next Steps

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

- FYI – Public comment period for [PSRC's 2019-2022 Regional Transportation Improvement Program \(TIP\)](#) (web link) ends on October 25
- Next TransPOL meeting: Pending 2019 meeting schedule

### G. Public Comments

### H. Adjourn



# Kitsap Regional Coordinating Council

## Draft 2018 Meeting Schedule

<b>KRCC Board*</b> Main Meeting Chambers, Norm Dicks Government Center, Bremerton First Tuesday of the Month - 10:15 AM – 12:15 PM			<b>KRCC Executive Committee</b> 3 <sup>rd</sup> Floor Conference Room - Kitsap Transit, Bremerton Third Tuesday of the Month - 12:30 PM – 2:30 PM		
Jan. 2	Feb. 6	Mar. 6	Jan. 16	Feb. 20	Mar. 20
Apr. 3	May 1 (mo. of retreat)	June 5	Apr. 19 (9-11am Thursday)	May 15	June 19
July 3	<del>Aug.</del>	Sept. 4	<del>July</del>	Aug. 21	Sept. 18
Oct. 2	Nov. 6	Dec. 4	Oct. 16	Nov. 20	Dec. 18
<b>Transportation Policy Committee* (TransPOL) and Land Use Planning Policy Committee* (PlanPOL)</b> 3 <sup>rd</sup> Floor Conference Room - Kitsap Transit, Bremerton Third Thursday of the Month					
	<u>PlanPOL</u>	<u>TransPOL</u>		<u>PlanPOL</u>	<u>TransPOL</u>
Feb. 15	2:45-4:00pm	1:00-2:30pm	July 19	1:30-3:00pm	-
Mar. 15	-	3:15-4:45pm	<del>Aug.</del>	-	-
Apr. 19	1:30-3:00pm	3:15-4:45pm	Sept. 20	-	1:30-3:00pm
May 31 (5 <sup>th</sup> Thursday)	-	3:15-4:45pm	Oct. 11 (2 <sup>nd</sup> Thursday)	8:30-10:00am	-
June 21	-	3:15-4:45pm	<del>Nov.</del>	-	-
			Dec.	-	-
<b>Transportation Technical Advisory Committee (TransTAC)</b> 3 <sup>rd</sup> Floor Conference Room - Kitsap Transit, Bremerton Second Thursday of the Month // 12:30 PM – 2:30 PM			<b>Land Use Technical Advisory Committee (LUTAC)</b> Council Chambers - Poulsbo City Hall, Poulsbo Second Thursday of the Month // 9:30 AM – 11:30 AM		
Jan. 11	Feb. 8	Mar. 8	Jan. 11	<del>Feb.</del>	Mar. 8
Apr. 12	May 29 (9a-4p Tuesday)	June 14	<del>Apr.</del>	May 10	<del>June</del>
<del>July</del>	<del>Aug.</del>	<del>Sept.</del>	<del>July</del>	Aug. 9	Sept. 27
<del>Oct.</del>	Nov. 8	<del>Dec.</del>	<del>Oct.</del>	Nov. 8	<del>Dec.</del>
<b>Other Dates</b> TransTAC Project Selection Workshop: May 29 Board Retreat: May 29 Legislative Reception: November 29 West Sound Alliance: Various			Visit the KRCC website for meeting materials <a href="http://www.kitsapregionalcouncil.org">www.kitsapregionalcouncil.org</a> *This meeting is open to the public		



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

June 21, 2018 Meeting | 3:15-4:45 PM | Kitsap Transit, Bremerton

Decisions		
TransPOL approved the draft May 31, 2018 TransPOL meeting summary as final.		
Actions	Who	Status
Post the 5/31/18 TransPOL meeting summary to the KRCC website.	KRCC staff	Done
Send TransPOL the Regional Competition project scoring and final results.	KRCC staff	Done
Send TransPOL overviews of other Countywide Competition processes.	KRCC staff	Done
Change the time for the 9/20 TransPOL meeting to 1:30-3:00 PM; cancel the 12/20 TransPOL meeting; cancel the August 9 TransTAC meeting.	KRCC staff	Done

#### **A. WELCOME AND APPROVAL OF DRAFT MAY 2018 MEETING SUMMARY**

Betsy Daniels, KRCC Director, welcomed participants to the meeting (see Attachment A for a list of TransPOL members and observers). TransPOL approved the draft 5/31/2018 meeting summary as final. It was proposed to cancel the August 9 TransTAC meeting; move the September 20 TransPOL meeting to 1:30 to 3:00 PM, and cancel the December 20 TransPOL meeting.

#### **B. 2018 REGIONAL COMPETITION PROJECT SELECTION DEBRIEF**

TransPOL reviewed the outcomes of the 2018 Regional Competition for Federal Highway Administration (FHWA) funds. TransPOL and TransTAC members summarized some best practices from this past competition to repeat in future years.

- Meet with PSRC ahead of the Regional Competition to review scoring criteria.
- Use data whenever possible to illustrate issues or impacts.
- Partner with other agencies or jurisdictions to show countywide benefits.
- Show solidarity for the top Kitsap project at the Regional Project Evaluation Committee (RPEC) Project Selection Workshop.
- Demonstrate support for a Regional Center with data and graphics.
- Use relevant graphics and photos that support why the project is important.
- Be prepared to scale or phase the project when going into the RPEC workshop.
- Submit multiple projects to the Regional Competition since the contingency list has received considerable funding in the recent past.

TransPOL members shared the following recommendations for the Puget Sound Regional Council (PSRC) Project Selection Taskforce to consider for the 2020 Regional Competition:

- Maintain Kitsap's set-aside.
- Military Centers should count as a type of "Regional Center."
- Keep the scoring method for "Project Readiness" since the new scoring approach supported Kitsap's projects.
- Remove the preservation set-aside, or create special policies for jurisdictions that can impose car tab fees for preservation work.
- Consider only having Countywide Competitions, rather than a Regional Competition and Countywide Competitions.

- Address the unintended consequences of needing to fully fund project phases (e.g. dividing up construction projects into smaller segments).

### **C. 2018 KITSAP COUNTYWIDE COMPETITION PROJECT SELECTION DEBRIEF**

Ahead of the TransPOL meeting, TransTAC provided the following discussion points for TransPOL regarding the Countywide Competition:

- TransTAC would like to discuss the relationship between merit and geographic equity, and their applicability in the project selection process.
  - TransTAC would like to see projects that have the greatest benefit to Kitsap as a whole. TransTAC would like to discuss the various components of project merit (e.g. countywide significance, Growth Management Act (GMA) compatibility, suites of projects, corridor-focus, etc.)
- TransTAC would like to discuss geographic equity. As part of this, population and past award data needs to be scrubbed and agreed upon.
- If possible, mirror the Countywide Competition application after the Regional Competition application to reduce the amount of work it takes for jurisdictions to apply to both competitions.

TransPOL members recommended that they and TransTAC review the following issues ahead of the 2020 Countywide Competition:

- Evaluate numerically scoring projects versus ranking them using “high, medium, and low.”
- Define geographic equity and determine how to measure it. Learn how Snohomish, King, and Pierce Counties take geographic equity into consideration in their competitions.
- Conduct tabletop exercises to identify projects that potentially have countywide significance (e.g. projects that alleviate the most congestion outside of state highways). Then, consider creating a criterion for “countywide significance.”

### **D. 2018 Q3 AND Q4 WORK PLAN**

During the September TransPOL meeting, TransPOL members will identify data needs related to projects of countywide significance, as well as data needs associated with geographic equity. TransTAC will then work on acquiring this data. In 2019, TransPOL and TransTAC can conduct tabletop exercises to identify projects of countywide significance.

### **E. CORRIDOR UPDATES**

- **SR 305:** The committee is working on the Type, Size, Location (TSL) study.
- **SR 16/Gorst:** There will be one more stakeholder meeting and one more Executive Committee meeting. The WSDOT survey yielded approximately 1000 responses from Kitsap. WSDOT will analyze how the responses align with the Corridor Sketch Initiative work.
- **SR 104:** There will be a committee meeting on July 5.

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

The next TransPOL meeting will be on September 20 from 3:15 – 4:45 PM.

### **F. PUBLIC COMMENTS**

There were no public comments.

**Attachment A: Meeting Attendees**

NAME	JURISDICTION (ALPHABETICAL)
<b>TRANSPOL MEMBERS:</b>	
Councilmember Bek Ashby	City of Port Orchard
Commissioner Robert Gelder	Kitsap County
Steffani Lillie	Kitsap Transit
Commissioner Axel Strakeljahn	Port of Bremerton
Councilmember Jay Mills	Suquamish Tribe
<b>OBSERVERS:</b>	
Barry Loveless	City of Bainbridge Island
Tom Knuckey	City of Bremerton
Mark Dorsey	City of Port Orchard
David Forte	Kitsap County
Dennis Engel	Washington State Department of Transportation (WSDOT)
<b>STAFF:</b>	
Betsy Daniels	KRCC Program Director
Sophie Glass	KRCC Transportation and Land Use Program Lead





# Washington State Ferries 2040 Long Range Plan

**DRAFT PLAN**

Reliable service



Customer experience



Manage growth



Sustainability and resilience



Washington State Ferries

September 2018

Packet Pg. 6

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# Executive summary

Washington State Ferries (WSF), a division of the Washington State Department of Transportation (WSDOT), operates the largest ferry system in the United States. The system carried almost 25 million riders in 2017 through the operation of 10 routes and 20 terminals. The WSF system is an essential part of Washington's transportation network, linking communities on both sides of Puget Sound with the San Juan Islands and internationally to Sidney, British Columbia.

Every day, WSF ferries carry thousands of commuters, recreational users and commercial vehicles safely across Pacific Northwest waters. As part of the state highway system, WSF ferries link farmers in the Yakima Valley with markets on the Olympic Peninsula. They bring not only economic opportunities to island communities through tourism and trade, but also a critical lifeline to island residents who need medical services on the mainland or to people needing rescue as an auxiliary to the Coast Guard.

With WSF's ridership expected to grow 30 percent between 2017 and 2040, increasing demand for service presents challenges to an already overburdened fleet and aging infrastructure. The type of increased demand for ferry service is unique to this era: Traditional weekday commute patterns and demographics are changing, recreational and other discretionary trips are increasing, and more of the population is expected to need special transportation services. All of these factors compound the challenge of WSF's aging fleet and workforce, which already cause disruptions in service and decreased reliability.

At the same time, advances in technology present opportunities for WSF's customers to connect with the rest of the transportation system in new ways, as well as to access more up-to-date information about the ferry system. For example, many ferry customers are already able to plan trips and pay for tickets via smartphone apps and other tools, which enable them to make a more seamless door-to-door trip, and technology will play an increasingly important role in improving the customer experience.

Finally, the possibility of natural disasters and the effects of climate change present challenges to WSF's vessel and terminal infrastructure. WSF has begun making terminal improvements to address seismic concerns and is following executive guidance to increase sustainability and conserve fuel.

The 2040 Long Range Plan recommends short-, medium- and long-term actions for WSF to pursue and identifies opportunities and challenges to address. The Plan uses the Washington State Department of Transportation's Practical Solutions approach, which emphasizes efficient use of existing resources and strategic capital investments to improve the performance of the state's transportation system.

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The Plan provides a proposal for investments and policy recommendations that support reliable, sustainable and resilient ferry service through 2040 and beyond, while managing growth and offering an exceptional customer experience. Successful implementation of this 2040 vision will depend on a coordinated set of investments in the fleet, terminal infrastructure, workforce and technology over the next 20 years.

## 2040 Plan development and key themes

Several pieces of legislation and policies shaped the Plan's scope and areas of emphasis, including:

- The 2017-19 Legislative budget proviso, which directed WSF to review the changing needs of ferry system users and evaluate strategies to help spread peak ridership, among other things.
- Executive orders from the Governor, including Executive Order 18-01, which directs WSF to begin transitioning to a zero-carbon emission ferry fleet.
- WSDOT plans and strategic goals, such as the Washington Transportation Plan, the Workforce Development Plan, and the Public Transportation Plan.

Development of the 2040 Plan started in 2017 by identifying issues and priorities from public and stakeholder engagement activities. WSF convened three advisory groups, whose members included:

- Ferry Advisory Committee (FAC) members
- Local, regional, state and transit agencies
- Tribal representatives
- Bicycle, transit and pedestrian advocates
- U.S. Coast Guard representatives
- Business and tourism interests
- Elected and appointed officials

WSF heard a wide range of concerns and issues from the advisory groups. During public outreach meetings in spring 2018, many similar issues came to light in ferry-served communities. From all of the community engagement activities, the following themes emerged:

- Reliability
- Customer experience
- Manage growth
- Sustainability and resilience



Within each of these themes, the Plan establishes goals for meeting customer needs while improving efficiency and advancing the state's environmental goals. The Plan recommends capital investments, service modifications and policy changes to achieve these goals, along with specific tactics for implementation. The Plan also identifies key considerations and challenges to implementing the recommendations. For example, as WSF makes investments in constructing new vessels to stabilize the fleet, WSF must also consider maintenance needs for its vessels before expanding service.



## 2040 Plan recommendations

This Plan makes recommendations for WSF to implement between now and 2040, as described in more detail in the sections that follow. In summary, WSF's recommendations are:

### Reliable service

#### Vessels

- **Build new vessels to stabilize the system.**
  - Extend the existing open contract for the Olympic class of vessels to construct five more vessels as soon as possible—two to stabilize the fleet and three to replace vessels due to retire.
- **Examine the 60-year life expectancy for vessels in the fleet that have not had the maintenance and preservation time required to meet this high life-expectancy goal.**
  - Because Issaquah Class vessels are experiencing reliability issues and steel degradation that will shorten their attainable service life, retire the Issaquah class early, at approximately 50 years of age.
- **Allow for 12 weeks of annual out-of-service maintenance and preservation time for each vessel to achieve the 60-year life expectancy goal.**
  - Grow the fleet from 22 to 26 total vessels.
- **Invest in new vessels to replace retiring vessels.**
  - Retire and replace 13 vessels over the planning horizon.
- **Streamline the fleet composition to realize enhanced efficiencies and redundancy.**
  - Simplify the fleet to include five vessel classes by 2040.

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## Terminals

- **Plan for reliable terminal infrastructure.**
  - Continue to enhance the asset management model to prioritize projects that increase reliability and resiliency.
- **Monitor terminal maintenance trends through 2040.**
  - Perform ongoing evaluation of methods to reduce paint maintenance costs, such as models to help plan and estimate when to repaint assets.
- **Program terminal preservation projects to support reliable service.**
  - Continue to monitor for opportunities to enhance and support reliable service, and improve vehicle processing and operational efficiencies through preservation projects.
  - Plan for critical preservation work to upgrade the Fauntleroy terminal.
  - Work with the community to determine the best solution for operational challenges at the Edmonds terminal.
- **Invest in the Eagle Harbor Maintenance Facility to serve system needs through 2040.**
  - Convert an existing tie-up slip to a drive-on slip at Eagle Harbor.

## Workforce

- **Establish a workforce development plan unique to maritime conditions.**
  - Continue investing in recruitment, training, apprentice and mentoring programs for all WSF positions.
  - Develop strategies to encourage qualified, experienced workers to stay in the workforce while attracting and retaining a younger workforce.
  - Update salary survey data regularly for wage adjustments to reflect market conditions.
- **Retain skilled labor at the Eagle Harbor Maintenance Facility.**
  - Survey regional salary information frequently to gain awareness of the latest market conditions and take measures to compete with these conditions.
  - Explore opportunities to expand the apprentice program to support a sustainable workforce at Eagle Harbor.

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## Customer experience

- Invest in technology that gives customers more information to support better trip planning, including terminal queue detection and wait times, website upgrades, improvements to the customer alerts and notifications system, and real-time parking information.
- Modernize fare collection to provide operational efficiencies and meet customer preferences and expectations.
  - Upgrade ticketing and reservations systems.
  - Monitor the progress and development of two available technologies: automatic vehicle length detection and automatic vehicle passenger counting.
- Increase accessibility and wayfinding in and around the vessels and terminals to improve access and multimodal connections.
  - Install Americans with Disabilities Act (ADA)-compliant electronic signage at terminals with directional information, service alerts and real-time schedule information.
- Enhance mobility by improving pedestrian, bike and transit connections to and from terminals.
  - Prioritize bike and pedestrian loading.
  - Look for opportunities to incorporate improved bike and pedestrian infrastructure in terminal preservation and improvement projects.
- Plan vessel and terminal spaces to be flexible and responsive to emerging technologies and new transportation options.
  - Assess the evolution and expansion of pick-up/drop-off areas at terminals as part of capital improvements planning.
  - Design new vessels with flexible vehicle and passenger spaces in order to accommodate changing ratios of vehicle, walk-on and bike passengers in the future.

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## Manage growth

- Refine existing metrics and define new metrics to offer better data for future system planning that prioritizes the movement of people and improves the customer experience.
  - Establish a passenger Level of Service standard.
  - Adjust capacity standards on routes with reservations.
  - Establish vehicle wait time as a performance metric.
- Maximize existing system utilization through the advancement of adaptive management strategies that make operations more efficient, spread out demand beyond peak travel times, and prioritize walk-on and bike-on passengers through better connectivity at the terminal.
  - Expand vehicle reservations.
  - Fare structure and pricing strategies.
  - Additional adaptive management strategy areas.
- Provide system capacity enhancements through modest increases in service hours and by leveraging new vessel construction, terminal improvements and existing infrastructure modifications.
  - Enhanced service hours.
  - Increased carrying capacity (through size of the vessels).
  - Terminal operations efficiencies.

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## Sustainability and resilience

### **Sustainability**

- Highlight sustainability through organizational structure, decision-making and reporting.
  - Dedicate resources to sustainability.
- Reduce vehicle emissions by optimizing terminal operational efficiencies and employing adaptive management strategies that spread out peak demand and minimize wait times.
  - Add overhead loading.
  - Improve traffic at terminals.
  - Invest in vehicle queue detection.
  - Optimize terminal operations.
  - Enhance customer information.
- Promote mode shift through investments in technology and infrastructure that promote walk-on and bike-on passengers and improve multimodal connections.
  - Improve customer information.
  - Enhance transit connections.
  - Improve terminal access.
- Design future vessels and terminals to be more environmentally friendly and flexible in design to accommodate new technology, changing transportation modes and increased passenger ridership.
  - Invest in hybrid-electric propulsion.
  - Reduce vessel noise.
  - Plan a vessel design charrette.
  - Increase energy efficiency and waste reduction.
  - Continue to assess Terminal Design Standards.
  - Increase efficiency.
  - Monitor stormwater at terminals.
  - Continue creosote removal.

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## Resilience

- Develop an emergency response plan to enhance preparedness and aid in response and recovery efforts, and develop a prioritization of terminal capital projects for emergency response.
  - Develop a disaster response and preparedness plan.
  - Assess the potential for emergency side-loading.
  - Identify alternative landing sites.
  - Fuel/energy access plans.
  - Plan for disruptive events.
- Prioritize terminal maintenance needs with the most seismic risk, vulnerability to sea level rise and “lifeline routes” that provide access to major population centers or critical facilities.
  - Prioritize maintenance.
  - Assess seismic risk.
  - Prepare for climate change and sea level rise.
  - Incorporate coastal design standards.
  - Identify lifeline routes.
- Increase the number of spare vessels to support regional emergency response.
  - Grow the relief fleet.





## Progress since the 2009 Long Range Plan

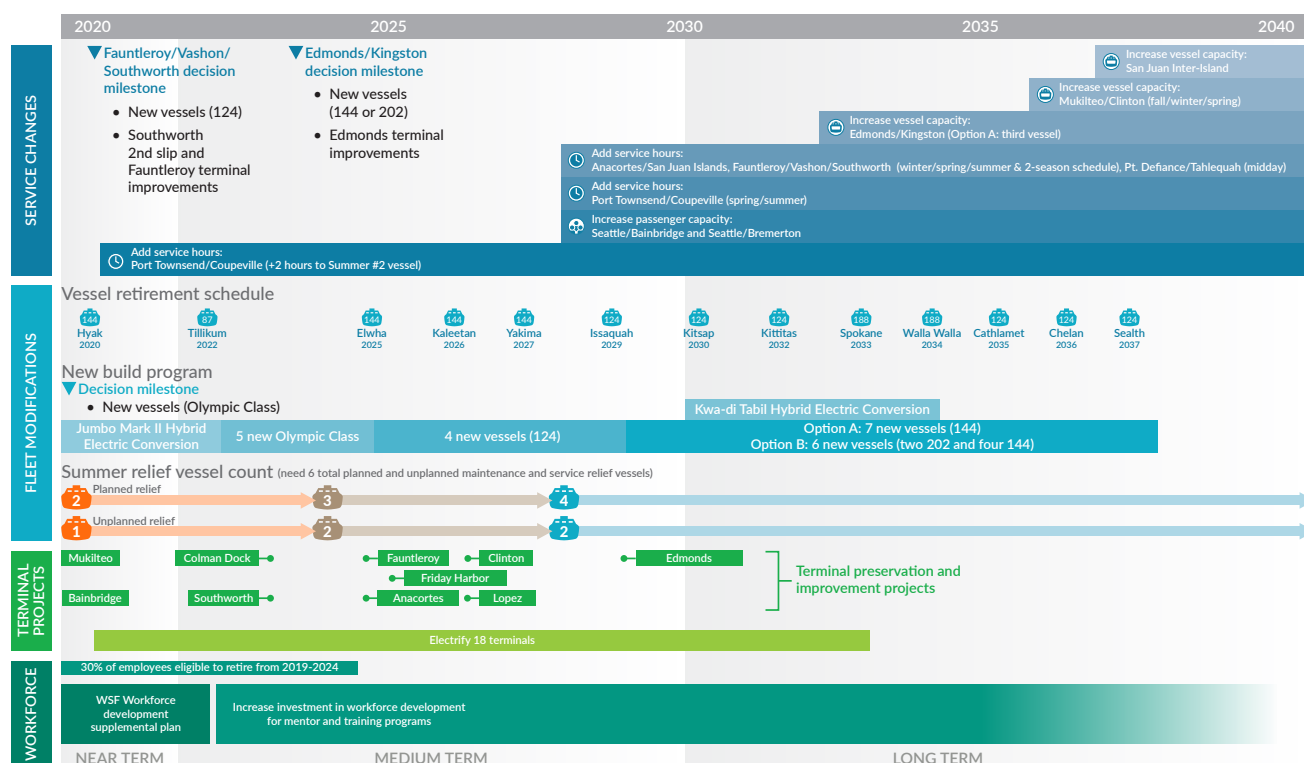
The 2009 Plan sought to balance a constrained service and capital investment strategy with long-term funding requirements. The Plan proposed capital investments in both vessels and terminals and recommended new ways to manage increased demand, such as a vehicle reservations system. These types of ridership demand management tools are referred to in this Plan as adaptive management strategies.

The 2040 Plan is consistent with the vital investments that were implemented as part of the 2009 Plan.

## Investment and implementation

Beyond stabilizing the fleet, this Plan recommends improvements to service, adaptive management strategies, and capital investments. Because these issues are so interconnected, and the investment required would take place over a number of years, the Plan groups these strategies into target timeframes for implementation:

- **Near-term (0-2 years)—Stabilizing the system.**
- **Medium-term (3-7 years)—Building the infrastructure.**
- **Long-term (8-20 years)—Responding to growth.**

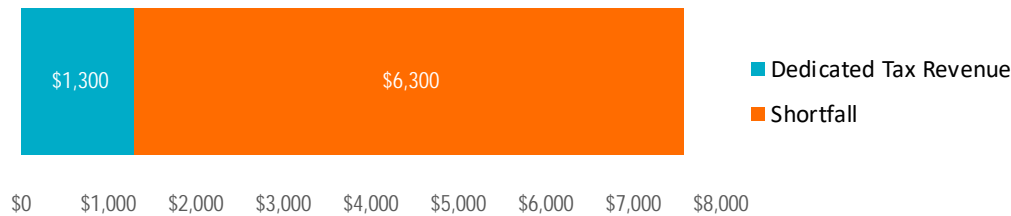


\*To view the implementation plan in detail, please refer to section 7: Implementation, Investments, and Financial Overview.

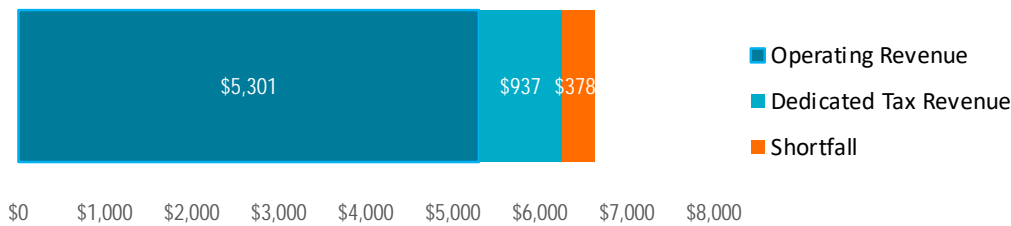
As identified in the 2009 Plan, the primary challenge facing WSF is the anticipated lack of capital funding needed to stabilize the fleet, manage growth, improve the customer experience, and address sustainability and resiliency challenges. Addressing the funding challenge will entail consideration of new revenue sources, contracting procedures, and careful attention to all factors that drive system costs. Some of the steps needed to make this plan a reality will require action by the Legislature.

The total cost to implement this plan over the next 20 years is \$14.2 billion. However, dedicated tax revenue and fare collection are projected to cover \$7.5 billion of these costs. Historically the Legislature has appropriated additional revenues to cover the shortfall between dedicated WSF revenues and WSF operating and capital funding needs. Over the 20-year planning horizon, WSF’s total funding needs exceed dedicated revenue by a combined capital and operating amount of \$6.7 billion over the 20 years.

Funding capital investments (\$ in millions)



Funding operations (\$ in millions)



The Plan’s proposed investments will benefit the ferry system by improving reliability and constraining operating cost growth, and by reducing fuel/energy operating costs. The consequences of not investing in the system are dire, with vessels and other infrastructure continuing to deteriorate without replacement, cuts to service, and a gradual shrinkage of the ferry system. WSF’s customers and ferry-served communities would suffer as a result.

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## Summary

The WSF system has a vital role in the economic, recreational and transportation systems of Washington state. Ferries provide mobility and opportunity to those living and working in Puget Sound communities, and they provide unique experiences to visitors. In some ferry-served communities, WSF is the only link to medical and emergency services and provides a vital lifeline.

The Plan recommends a modest increase in service, which focuses on addressing congestion. WSF needs most of the capital investments to renew the fleet and bring the system to a state of good repair through 2040. WSF needs the investments in the Plan to ensure system reliability and resilience, with the added benefit of increased operating efficiency.

The key themes of the Plan (Reliable service, Customer experience, Manage growth, and Sustainability and resilience) and their corresponding recommendations are interrelated. For example, a decision about technology and improving the customer experience has potential effects on operational efficiency and reliable service. The Plan focuses on a coordinated set of investments and service enhancements to be implemented over 20 years, but is meant to work as a “living” document that will guide decisions and allow WSF to adapt to changing conditions.



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## Next Steps
















With the release of this Draft Plan, WSF will begin a 45-day public comment period. During the public comment period, WSF will host in-person open houses, outreach sessions onboard ferries during peak commutes, and an online open house.

After the public comment period, WSF will review and consider all comments before finalizing the Plan. The Final Plan will be submitted to the Legislature in January 2019.

## Kitsap Regional Coordinating Council (KRCC) Transportation Program 2019 Work Plan Narrative

*Below are the proposed transportation program work plan items for 2019. KRCC staff will support the KRCC Board, TransPOL, and TransTAC in completing these action items.*

Action Item	TransTAC's Role	TransPOL's Role	Board's Role
<b>Puget Sound Regional Council (PSRC) Involvement</b>			
1. Provide strategic outreach to other jurisdictions and agencies at PSRC about Kitsap's issues to identify commonalities and partnerships. (Board Retreat)	 Outreach: TransTAC members on the Regional Staff Committee convenes a quarterly lunch with other small jurisdictions at PSRC.	 Outreach: TransPOL members on the Transportation Policy Board convene a quarterly lunch with other small jurisdictions at PSRC.	N/A
<b>Transportation Education</b>			
2. Learn about transportation issues of common interest. (Board Retreat)	 TransTAC develops a list of cross-jurisdictional transportation issues. 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 2019 meetings.	 KRCC Board reviews relevant transportation topics as needed.
3. Develop issue papers related to transportation. KRCC shares the cost by hiring outside consultants through Triangle's contract. (Board Retreat)	 TransTAC works with transportation consultants to draft the issue papers based on topics chosen by TransPOL.	 TransPOL identifies topics for issue papers for consultants to develop with TransTAC guidance.	 KRCC Board reviews relevant issue papers at Board meetings.

Action Item	TransTAC's Role	TransPOL's Role	Board's Role
<b>Countywide and Regional Transportation Competitions</b>			
4. 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.
5. Discuss how Kitsap wants to address geographic equity in the 2020 Kitsap Countywide Competition. (2018 Competition Debriefs)	 Conduct research related to proposed definitions of geographic equity.	 Review data related to geographic equity and propose an approach for KRCC Board review.	 Approve the approach to geographic equity as part of the Call for Projects in 2020.
6. Discuss how Kitsap wants to prioritize projects of countywide importance in the 2020 Kitsap Countywide Competition. (2018 Competition Debriefs)	 Conduct research related to proposed definitions of projects of countywide importance.	 Review data related to projects of countywide importance and propose an approach for KRCC Board review.	 Approve the approach to projects of countywide importance as part of the Call for Projects in 2020.
<b>KRCC Operations</b>			
7. Ensure messaging consistency between policy and technical committees. (Board Retreat)	 TransTAC members attend KRCC Board meetings to provide monthly updates.	 TransPOL meetings have TransTAC updates as a standing agenda item.	 KRCC Board meetings have TransPOL and TransTAC updates as a standing agenda item.
8. Form <i>ad hoc</i> committees to address transportation issues (Board Retreat)	 TransTAC members recommend <i>ad hoc</i> committees to TransPOL.	 TransPOL proposes <i>ad hoc</i> committees for KRCC Board approval.	 KRCC Board approves <i>ad hoc</i> committees.