



Kitsap Regional Coordinating Council

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City of Port Orchard
- Vice-Chair
 Commissioner Robert Gelder ❖
Kitsap County
- Commissioner Charlotte Garrido
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Kitsap County
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 Council Member Leslie Daugs
 Council Member Greg Wheeler
 Council Member Dino Davis *
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Port of Bremerton
- Captain Tom Zwolfer
 Tom Danaher, PAO *
*Naval Base Kitsap***
- Mary McClure
*Executive Management
 McClure Consulting LLC*

* Alternate
 ** Ex Officio Member
 *** Associate Member
 ❖ Executive Committee

KRCC Transportation Policy Committee Meeting

Thursday, April 10

2:30 to 4:30 p.m.

Kitsap Transit Conference Center
 60 Washington Ave, Bremerton

AGENDA

1. **PSRC Transportation Policy Board Reports** 10 mins
2. **Federal Funding:** *
 - a. 2012-2014 Federal STP Funding Cycle:
 Potential Supplemental Funding Action Update 10 mins
 - b. 2015-2017 Federal STP Funding Cycle: 35 mins
 - i. Regional & Countywide Process Schedule *
 - ii. Regional Projects Approved by KRCC Board *
 - iii. Countywide Projects *
3. **Countywide Multi-Modal Transportation Plan**
 - a. Phase 1 Briefing *Heffron Staff* 45 mins
 - b. Phase 2 Discussion 20 mins
4. **2014 Meetings:** FYI
 Second Thursdays; 2:30-4:30 p.m.
 Kitsap Transit, 60 Washington Ave, Bremerton

Jan 16 ✓	Feb 13 ✓	Mar 13 ✓
April 10	May 8	June 12
July 10	--	Sept 11
Oct 9	Nov 13	Dec 11

Work Program Elements

- 1st - 3rd Qtrs: Federal Funding Cycle
- Throughout Year: Countywide Multi-Modal Trans Plan
- Post-funding cycle: Multi-Modal Design Issues

2013-2014 Federal STP Funding Contingency List

Approved by the KRCC Executive Board: February 25, 2014

Updated Information Received: March 13, 2014

★ Ready to go Project

TYPE	JURISDICTION	PROJECT	\$ REQUEST	PHASE	PROJECT STATUS
STP U	Port of Bremerton	Cross SKIA Connector: Phase 2.1 (Ranked #1) ★	\$2,028,000	CN	Project is ready-to-go. NEPA will be issued within two to four weeks of a funding source being identified. A permit will be needed from Kitsap County to tie into the roundabout at Old Clifton Road. Matching funds are programmed into the 2014 budget and are available.
STP U	Kitsap Transit	SR305 Q Jump Lanes	\$75,000	Planning	Related to Agate Pass Bridge Study. WSDOT Planning is reviewing options/further needs. Dependent on funding from 2013 PSRC rural town centers a Kitsap to a small funding pot.
Non-Motorized	City of Port Orchard	Bay St Pedestrian Pathway	\$3,460,000	CN	<i>Not ready for this phase until at least 2014</i>
Preservation	Kitsap County	Chico Way Preservation ★	\$778,500	CN	Could obligate for 8/1/14 (Priority #1 for Kit Co)
	Kitsap County	JM Dickenson ★	\$778,500	CN	Could obligate for 8/1/14 (Priority #2 for Kit Co)
STP(U)	City of Port Orchard	Tremont Street Widening ★	\$14m \$15m	CN	Legacy project (previously funded through KRCC Federal Countywide Program; ROW Cert complete, TCE Updates complete, NEPA complete, WSDOT H&LP confirms project immediately ready -to-go)
STP U	City of Poulsbo	Lincoln Rd Improvements	\$800,000	CN	<i>Funding Received Through TIB</i>
Non-Motorized	City of Bainbridge Island	Wing Point Way Improvements	\$368,273	PE/ROW	<i>Funding received through previous mid-cycle federal funding program.</i>

Notes:

Except for SKIA Connector Project, this list is not ranked. If funds become available, will review the current status of each project

Project below was submitted to 2013-14 Countywide Process in 2012, but not included on Contingency List at that time.

STP(U)	Kitsap County	Lincoln Rd/ Widme Intersection	\$400,000	CN	<i>Not ready: Don't want to federalize</i>
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Kitsap Regional Coordinating Council

KRCC SCHEDULE

2015-2017 Federal STP Funding Cycle: Countywide & Regional

April 10, 2014

Multi-Step Process Follows KRCC Approval Process	
KRCC TransTAC	↓
KRCC TransPOL	↓
KRCC Exec. Board	↓
PSRC Policy Boards (TPB ▶ EB)	

		Countywide	Regional Competition
January	TransTAC Jan 9 ✓	Identify Possible Projects	
	TransPOL Jan 16 ✓	Recommend KRCC Countywide Process and Policies to the KRCC Board	
	KRCC Board Jan 28 ✓	Approve KRCC Countywide Process and Policies	
	TransTAC Jan 30 ✓	Review Countywide Application Form	
		Identify Possible Projects	
Feb	TransPOL Feb 13 ✓	Review Possible Projects	
	PSRC/KRCC Feb 20 ✓	★ Call for Projects (Countywide & Regional) ★	
	KRCC Board Feb 25 ✓	Briefing Federal Funding Cycle	
	TransTAC Feb 27 ✓		Recommend Projects to TransPOL
March	TransTAC March 3 ✓		★ Submit regional project eligibility screening forms to PSRC ★
	PSRC&TransTAC Mar 5 ✓	★ Kitsap Project Selection Workshop (2:00 – 4:00pm, Kitsap Transit, Bremerton) ★	
	PSRC March 11 ✓		Project eligibility confirmation re: all potential regional projects
	TransPOL March 13 ✓		Project Presentations & Recommend Projects for PSRC
	KRCC Board Mar 25 ✓		Approve Projects for Submittal
	TransTAC March 28 ✓	★ Submit Countywide project eligibility screening forms to PSRC ★	
April	TransTAC April 4 ✓	★ Countywide Project Application Form due to KRCC ★	
	PSRC April 8	Project eligibility confirmation re: all potential Countywide projects	★ Regional Project Applications Due to PSRC ★
	TransTAC April 10 [meet ahead of POL]	Discuss Project Applications	Project presentations Packaging Input
	TransPOL April 10	Discuss Project Applications	
	PSRC Staff Committee [RPEC] April 24/25		Project Presentations
May	Trans POL & TAC May 8	Project Presentations & Preliminary Recommendations	
	KRCC Board May 27	Update re: Federal Funding Cycle	
	PSRC Staff Committee [RPEC] May 22/23		Project Recommendations to TPB
June	TransTAC June 5	Develop Funding Recommendation	
	TransPOL June 12	Finalize & Recommend Use of Funds to KRCC Board	
	KRCC Board June 24	Approve Funding Recommendation	
July	PSRC TPB July 10	Approve Countywide Use of Funds	Approve Regional Projects



Kitsap Regional Coordinating Council

Kitsap Projects for PSRC Regional Competition
Approved: March 25, 2014

Project Sponsor & Project Name	Funding Request	Project Phase	Obligation Year	Regional Center(s) Served	Brief Project Description: <i>Please visit the KRCC website for full project descriptions: KitsapRegionalCouncil.org</i>
1. Port of Bremerton Cross-SKIA Connector Phase 2.1	\$2+M	Construction	2015	SKIA	Expand access to SKIA by extending the existing Cross-Connector Road to the Old Clifton Rd intersection. The project will construct 2,805 linear ft segment of road, consisting of: two 12ft paved vehicle lanes, 3ft gravel shoulders, a roundabout and a 5ft separated pedestrian trail, illumination, a fish passage culvert, and install 7ft high wildlife fence. Click to view application.
2. Kitsap County Silverdale Way Road Widening Project	\$3M	Construction	2017	Silverdale	Ease congestion and provide multi-modal facilities by widening Silverdale Way (350' south of Byron Street to Anderson Hill Road) from 3 lanes to 5 lanes, sidewalk and bike lanes, and signal interconnection through Silverdale. Click to view application.
3. City of Bainbridge Island Sound To Olympics Trail, Phase 4 & WSF Pedestrian Bridge at Bainbridge Island Ferry Terminal	\$800K	Construction	2016	Downtown Seattle	Constructs ± 0.37 miles separated pathway along SR305: Winslow Way to High School Rd and connecting to Winslow Way intersection serving Old Town Winslow & Gateway Districts, and along Olympic Drive to Ferry Terminal serving Seattle. Design of this segment was funded through a separate federal grant, and to be completed early 2015. Project completes the "first mile" of the Sound to Olympics Trail. Click to view application.
	\$1.5M	Preliminary Engineering (PE)	2015	Downtown Seattle	Replace 50-yr old, seismically-deficient pedestrian bridge which connects the Bainbridge Island Ferry Terminal to ferry passenger deck. New bridge will be supported by steel shafts, and sized to accommodate the high number of walk-on riders. Existing creosote-treated pilings will be removed. Construction (\$9.5M) anticipated in 2018 (funds not yet secured). Click to view application.

March 25 KRCC Board Action: Approve submitting all three Kitsap projects listed above to the PSRC Regional Competition to compete for federal STP funding, with the Bainbridge Island project including the WSF ferry passenger bridge design element.



Kitsap Regional Coordinating Council

Project Applications
 Totaling +\$31M
 Received for
 Countywide Project
 Selection

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Funding Breakdown for Countywide Distribution 2015 – 2017 Funding Cycle April 10, 2014

Total to Kitsap Countywide: \$12.38 *	
Urbanized Area	Rural set-aside <i>Federally designated rural area only. Only Kitsap Transit and Kitsap County eligible</i>
\$11.02M *	\$1.36M

\$1.456M
 requested for
 rural projects

	Funds Available	Total \$Amount of Project Applications
Capacity, Safety, Environmental Retrofit Preservation Projects <i>Regional and local centers, and connecting corridors**</i>	\$8.88M *	+\$24.2 Requested <i>(+\$9.4 not inc'l \$14.8M Tremont Project)</i>
Preservation Projects <i>Second of two-cycle pilot program. Grind-out, chip seal and overlay projects within existing roadway**</i>	\$2.15M	\$1.4M Requested
Non-Motorized Projects <i>10% of Countywide funds. Highest Priority: biking and walking facilities within 2 miles of schools (K-12)**</i>	\$1.35M	\$5.6M Requested
	\$12.38M *	\$31.2M <i>(\$16.4M not inc'l Tremont)</i>

*Adjusted from FHWA Totals to include \$300,000 in returned STP(U) funds

** See KRCC Project Selection Process & Policies for detailed project eligibility & prioritization

2013-2014 Federal STP Funding Awards & Contingency Funding



STP COUNTYWIDE FUNDING AWARDS: \$10.97 M Initial Distribution: \$10.14M ★ 2012 Contingency: \$530,462M ▲ 2013 Emergency Action: \$368,273	STP (Urban): \$6,156,350 + \$343,860			
	Kitsap County	Bucklin Hill Estuary Enhancement & Bridge Construction	\$3,800,000	CN
	City of Poulsbo	Lincoln Rd Improvements	\$1,200,000	CN
	City of Bainbridge Island	Ft. Ward Hill Reconstruction & Shoulder Widening Phase 2	\$856,350	CN
	Kitsap Transit	East Bremerton Transfer Center	\$300,000	ROW
	Kitsap County	★ Division Ave. / Suquamish Way Intersection	\$40,462	CN
	City of Bainbridge Island	▶ Wing Point Way Improvements	\$303,398	PE/ROW
	Non-Motorized: \$1,506,090 + \$340,000			
	City of Poulsbo	Lincoln Rd Non-Motorized Safety Improvements	\$900,000	CN
	City of Bainbridge Island	N. Madison Ave Shoulder Widening & NMTP Improvements Phase 2	\$173,000	CN
	City of Port Orchard	Cedar Sidewalks	\$259,500	CN
	Kitsap Transit	Annapolis Ferry Terminal	\$90,000	PE
	City of Port Orchard	Bay St Pedestrian Pathway	\$83,590	ROW
	City of Port Orchard	★ Bay St Pedestrian Pathway	\$340,000	ROW & CN
	Preservation Set Aside: \$1,830,206 + \$150,000			
	City of Poulsbo	Bond Rd, 7 th & 8 th Ave	\$650,000	CN
	City of Bremerton	Belfair Valley Road and Lake Flora	\$389,250	CN
	City of Bainbridge Island	Island-Wide Chip Seal	\$357,112	CN
	City of Bainbridge Island	Madison Avenue Pavement Preservation	\$433,844	CN
Kitsap Transit	★ McWilliams Park & Ride	\$150,000	CN	
STP (Rural) Set Aside: \$493,354 + (returned for redistribution) \$154,000				
Kitsap County	Phillips Rd / Mullinex Rd Intersection Improvements	\$493,354	ROW & CN	
Kitsap Transit	Georges Corner P&R Upgrades: Security, Bike Facilities & Shelters	\$154,000		

CONTINGEN CY LIST: Except for SKIA Connector Project, this list is not ranked.	STP U	Port of Bremerton	Cross SKIA Connector: Phase 2.1 (Ranked #1)	\$2,028,000	CN
		City of Poulsbo	Lincoln Rd Improvements	\$800,000	CN
		Kitsap Transit	SR305 Q Jump Lanes	\$75,000	Planning
	Non-Motorized	City of Port Orchard	Bay St Pedestrian Pathway	\$3,460,000	CN
	Preservation	Kitsap County	Chico Way Preservation	\$778,500	CN
		Kitsap County	JM Dickenson	\$778,500	CN



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www.KitsapRegionalCouncil.org

Federal STP & ARRA Funding History (Including 2009 ARRA Funding) Kitsap Awards by Jurisdiction, 1992-2013

Jurisdiction	Total	% of Total
Kitsap County	\$21,624,203	23
Bremerton	\$19,092,224	20
Bainbridge Island	\$ 8,771,036	9
Poulsbo	\$12,196,265	13
Port Orchard	\$ 4,415,000	5
Port of Bremerton	\$ 3,587,456	4
Kitsap Transit	\$18,991,072	20
Suquamish Tribe	\$ 50,000	*
WSDOT	\$ 1,991,000	2
WSF	\$ 3,242,500	3
KRCC	\$ 245,000	*
Total	\$94,205,756	100%

* Less than .5%

Table 1. PRELIMINARY Cost Estimate for Kitsap Countywide Multimodal Transportation Plan - Phase 2

Task	Principal	Project Manager	Sr Engr/ Planner	Engr/ Planner	GIS/ Graphics	Labor Subtotal
1. Phase 2 Planning Topics						
1.1. Establish Countywide Transportation Network	10	40				\$ 8,500
1.2. Establish Level of Service Standards for Countywide Network	20	40		40		\$ 15,400
1.3. Establish Countywide Complete Streets Program (See note 1)	20	80	60	60		\$ 33,800
1.4. Airport/Freight Planning (see note 2)	20	70	20	40		\$ 23,400
1.5. Transit Planning (see note 3)	20	70	40	60		\$ 29,000
1.6. Passenger Ferry Planning (see note 4)	20	60	40	40	20	\$ 27,200
1.7. Establish Countywide Transportation System Performance Measures (see note 5)	10	80	30	60	40	\$ 31,300
1.8. Project Programming for Countywide Funding	10	40				\$ 8,500
SUBTOTAL	130	480	190	300	60	\$ 177,100
2. Coordination with Local Comprehensive Plan Updates						
2.1. Coordination with Local Agency Staff	10	40	20			\$ 11,700
2.2. Coordination with Comp Plan Public Involvement Processes (see note 6)	10	40			40	\$ 12,900
SUBTOTAL	20	80	20	0	40	\$ 24,600
3. Countywide Multimodal Transportation Plan Development						
3.1. Draft Countywide Multimodal Transportation Plan	20	60	40		50	\$ 25,700
3.2. Final Countywide Multimodal Transportation Plan	10	20	20		20	\$ 10,700
SUBTOTAL	30	80	60	0	70	\$ 36,400
4. Project Management / KRCC Coordination						
4.1. General Project Administration	20	40				\$ 10,600
4.2. Internal Team Meetings	30	40	20	20	20	\$ 20,500
4.3. Staff/Consultant Meetings (including coordination with KRCC committees)	20	60	20			\$ 17,000
4.4. Regional Coordination Meetings		20				\$ 3,200
SUBTOTAL	70	160	40	20	20	\$ 51,300
Total hours	250	800	310	320	190	
Blended Hourly Rates (based on anticipated 2015-2016 rates)	\$210.00	\$160.00	\$160.00	\$120.00	\$110.00	
Labor subtotal	\$52,500	\$128,000	\$49,600	\$38,400	\$20,900	\$ 289,400
Direct Expense subtotal						\$ 2,300
-20 % Contingency (see note 7)						\$ 58,300
TOTAL ESTIMATED COST						\$ 350,000

Notes:

- Potentially would include establishment of countywide standards for bicycle facilities, and guidelines for inclusion of bike facilities in roadway improvement projects.
- Potentially would include transportation planning for Bremerton Airport, SKIA, and additional areas identified by the County or Cities for future industrial development.
- Potentially would consolidate previous high capacity transit studies, but assumed to primarily focus on planning for local transit service needs. Appropriate scope to be coordinated with Kitsap Transit.
- Appropriate scope for planning work needed to support passenger ferry implementation to be coordinated with Kitsap Transit.
- Assumes that efforts for establishing countywide transportation system performance measures would be informed by emerging federal, state and regional guidance related to MAP-21.
- Assumes that efforts would focus on coordination to include Countywide Transportation Plan elements in local public involvement processes implemented as part of Comprehensive Plan update processes, and that a separate public involvement process would not be needed for the Countywide Plan.
- The contingency accounts for unanticipated tasks and assumptions that are likely to emerge when the Phase 2 scope is developed in detail, as the final deliverable of the current Phase 1 work. This planning-level estimate is based upon themes that have emerged in the Phase 1 work completed to date, including input provided at the 2/27/14 TransTAC/Planning Directors Plan & Policy Joint Workshop.



Kitsap Regional Coordinating Council

Phase 2 Multi-Modal Transportation Plan Illustrative Member Agency Contributions Based on KRCC Member Dues Formula *April 10, 2014*

Total Phase 2 Cost Estimate: \$350,000

Total Grant Request: \$308,370

Total Local Match Required: \$41,630

In March, the TransPOL suggested that the existing KRCC member dues formula be used to raise required local match (13.5% of grant request). The following table illustrates that concept:

KRCC Contributing Agencies	Current KRCC Member Shares <i>Based on existing member dues</i>	Proposed Contribution to Phase 2
City of Bremerton	12.4%	\$5,162
City of Bainbridge Island	13.8%	\$5,745
City of Port Orchard	3.3%	\$1,374
City of Poulsbo	2.9%	\$1,207
Kitsap County (including all UGAs)	57.7%	\$24,021
Port of Bremerton	3.8% *	\$1,582
Kitsap Transit	5.1% *	\$2,123
Suquamish Tribe	0.5% *	\$208
Port Gamble S'Klallam Tribe	0.5% *	\$208
	100%	\$41,630



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Joint Transportation Committees Transportation Policy (TransPOL) & Technical Advisory (TranSTAC)

March 13, 2014

Meeting Summary

Participants:

	<i>POL</i>	<i>TAC</i>
Kitsap County	-- Patty Lent	Greg Cioc
Bremerton	Jerry McDonald Mike Sullivan	Chal Martin
Bainbridge Island	Steve Bonkowski Val Tollefson	Barry Loveless
Poulsbo	Linda Berry-Maraist Becky Erickson	Andre Kasiniak
Port Orchard	Bek Ashby Jeff Cartwright	Mark Dorsey
Port of Bremerton	Axel Strakeljahn	Fred Salisbury
Kitsap Transit	John Clauson	Steffani Lillie
WSDOT	--	George Kovich, Dennis Engel
KRCC	Mary McClure	Vicky Clarke
<i>Not in Attendance</i>	WSF Suquamish Tribe Naval Base Kitsap	Port Gamble S'Klallam Tribe PSRC
<i>Others in Attendance</i>	Danielle Schaeffner, Kitsap Public Health District	

1. 2012-2014 Federal STP Funding Cycle: Potential Supplemental Funding Action

a. PSRC Update: Criteria / Process & Amount of Funds Available

PSRC must distribute a specific amount of federal funds to local projects per year. This amount is known as "obligation authority" (OA). New OA requirements were implemented by the State (WSDOT) in 2013, requiring PSRC to ensure that a certain amount of funds are programmed each year. Unspent OA risks being returned and redistributed to other regions or States. This new requirement led to a PSRC supplemental funding action in mid-2013, in order for PSRC to meet their OA threshold. At that time, the PSRC Regional Project Evaluation Committee (RPEC) recommended to fund projects on regional and local contingency lists that were immediately ready-to-go (i.e. ready to obligate). Much of the funding was used for early project phases (design and Right Of Way acquisition). There are reservations about using this same strategy to meet future OA requirements, because those projects were not necessarily high priority (being relatively low-scoring projects), and committed the region to completing later phases of numerous projects.

At this time, PSRC believes that there is a delta between funds obligated in 2014, and the PSRC OA for federal fiscal year 2014. This means that a supplemental funding action will likely be required this year, to fund immediately ready-to-go projects totaling between \$8M and \$22M. In the next few weeks, the PSRC RPEC will review projects on the regional and countywide contingency lists, as well as identify any other immediately ready-to-go project within the region.

b. Updated Contingency List: Tremont St. Widening Project

At their February 25 meeting, the KRCC Board approved an updated Kitsap Contingency List, to include the Tremont Street Widening project. This action reflected that the Tremont St. Project was initially omitted from the contingency because of operational considerations (high cost project, far above any historic amount of contingency funding seen in Kitsap), rather than Board intent. It is unlikely that the updated Kitsap Contingency List will be affirmed by PSRC, since that would set a precedent of counties updating contingency lists as funding becomes available, which would undermine the PSRC process. The Port Orchard City Engineer has submitted an application for \$14.8M to PSRC for the supplemental funding, since PSRC is soliciting ready to go projects *not* on contingency lists, as well as considering contingency list projects for this supplemental funding action. There is the risk of losing the \$3+M investment of federal funds already used on earlier phases of the Tremont St project if the remainder of the project is not funded in the next few years. The City updated NEPA certification this year to show activity on the project, which extends the funding return deadline.

2. 2015-2017 Federal STP Funding Cycle:

a. Regional & Countywide Process Schedule

The group reviewed the timeline for funding distribution, over the next several months.

b. Regional Projects

Kitsap may submit up to six projects to the regional competition. All regional projects must serve a regionally designated center. Kitsap has three possible projects, and WSF has two projects that it hopes to secure Kitsap “spots” for:

- Port of Bremerton Cross SKIA Connector Phase 2.1. Construction.
Building infrastructure is important at SKIA. This portion of the road will open up access to 160 acres of the Port’s property. The FAA supports this project, and has just finished installing next generation flight navigation technology at the airport. There is a lot of capacity at the Port: the 6,000 ft. runway could be extended to 7,100ft., which is a rare. The Port’s Airport Master Plan update will be complete within 40 days.
Port staff met with WSDOT this week to review the project. The project is ready-to-go and could also be eligible for 2014 supplemental funding. NEPA will be issued within two to four weeks of a funding source being identified. A permit will be needed from Kitsap County to tie into the roundabout at Old Clifton Road. Matching funds are programmed into the 2014 budget and are available.
The TransPOL recommend that the KRCC Board submit this project to the Regional Competition.
- Bainbridge Island Sound to Olympics (STO) Trail Construction.
This project will construct a portion of the Sound To Olympics off-road shared use trail from Vineyards Lane to High School Road, which was funded for design through the 2013 Transportation Alternatives Program (TAP) federal funding. The City would like to partner with WSF on their design of the ferry terminal passenger bridge, which will be a steel and glass structure pedestrian bridge, similar to the Bremerton and Kingston ferry passenger bridges. Construction of the passenger bridge is \$9.5M. Bainbridge is hoping to continue the partnership with WSF for the construction phase of the passenger bridge, since the timing will line up with the next phase of the STO.
Members raised questions about how a joint project would function, and whether the City of Bainbridge Island would be liable for completing the WSF portion of the project, or for funding later phases. *Key questions:* Can the projects be combined? Who would be lead agency? What’s the ongoing obligation for finishing out the project?
The TransPOL recommend that the KRCC Board submit the STO project to the Regional Competition,

pending clarification regarding the functionality of joint projects. Answers to the questions posed should be reported back to the KRCC Board on March 25.

- Kitsap County Silverdale Way Road Widening Construction.

This project will widen the road south of the Anderson Hill intersection, to Byron Street. It is not physically connected to the much larger project, to widen Silverdale Way to the north, which will occur in a few years' time.

The TransPOL recommend that the KRCC Board submit this project to the Regional Competition.

- WSF Liquid Natural Gas Ferry Engine Retrofit

WSF is seeking to use a "Kitsap" spot to fund this engine retrofit (\$15M). The project is also seeking FTA funding. This is a CMAQ project.

TransPOL members voiced concern over putting this project forward in a Kitsap "spot". Specifically, concerns relate to the potential inability to lobby for funding for a Kitsap project if this project is funded – since it could be seen as a "Kitsap" project. Supporting this CMAQ project also puts at risk the case for Kitsap's "set-aside" – which, in part, is that Kitsap cannot access CMAQ funding.

The TransPOL agree that accessing Kitsap slot for a CMAQ project will strategically undermine the basis for the Kitsap set-aside. The group is willing to write a letter of support for this project.

3. **Gorst Feasibility / Phasing Plan**

WSDOT Olympic Region staff has submitted an application to WSDOT HQ for a \$300K TIGER grant to develop a feasibility/corridor study on the Gorst to Bremerton corridor. Should the TIGER grant be successful, WSDOT would supply the local matching funds. The KRCC TransTAC has met multiple times in the past week to develop an STP application for that same project, should the WSDOT grant not be successful. A handout describing the project was distributed to the TransPOL at this meeting.

TransPOL Comments:

- Extend study limits to Sedgwick: It might be possible to find a strategic location for a Kitsap Transit P&R to help with increased employment at the Shipyard – the P&R would be part of the next phase, if a feasible location is identified.
- WSDOT has been asked to manage the project. They could do so, depending on WSDOT workload at the time.
- Bremerton Mayor Patty Lent will take on identifying local agencies that can contribute to local matching funds (13.5%) to the STP grant.
- If the WSDOT TIGER grant is successful, it would probably be possible to add to the STP grant and expand the scope.

4. **Countywide Multi-Modal Transportation Plan: Phase 1 (CMMT)**

Based on discussion at the February 27 Technical Review meeting, it is clear that jurisdictions do not want to use the Multi-Modal Plan in place of jurisdictions' own Comprehensive Plan Transportation Elements. The next phase of the Plan would instead identify key project priorities, and consider key transportation issues in detail. Transit planning is an important component of further phases of the plan.

A draft cost and project element breakdown (\$350K) for Phase 2 was distributed to the TransPOL at this meeting to give a sense of scope, with refinement needed by the TransTAC. With the federal funding cycle imminent, it is feasible to bring Phase 2 forward as a countywide project. Local matching funds (13.5%) would be required. The TransPOL suggests using the KRCC organizational member dues funding mechanism to define match breakdown. KRCC staff will prepare a document illustrating how this would break down the match. The RFP for Phase 1 was set up so that the same consultant could complete Phase 2. Federal regulations may require a second RFP process.

5. **Next Meetings:**

TransTAC:

Thursday, April 10

12:00 to 2:00 pm

Kitsap Transit, Bremerton

TransPOL:

Thursday, March 10

2:30 to 4:30 pm

Kitsap Transit, Bremerton