

## PRTPO EXECUTIVE BOARD MEETING

September 20, 2019 | 10:00 – 12:00

Jamestown S’Klallam Tribal Center

- |    |               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                    |
|----|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|
| 1. | 10:00 – 10:05 | <b>Welcome and Introductions</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Chair Annette Nesse                                |
| 2. | 10:05 – 10:10 | <b>Approval of Agenda</b><br><b>Approval of Minutes from August 16, 2019 (Attachment)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ACTION                                             |
| 3. | 10:10 – 10:20 | <b>Approve 2020-2025 Regional Transportation Improvement Program (RTIP) (Attachment)</b> <i>PRTPO is required annually to develop a new RTIP for the upcoming six year period. Federally funded and secured projects and WSDOT projects in the first four years of the RTIP are automatically added to the State Transportation Improvement Program (STIP). The RTIP is made up of the adopted six-year TIPs of local, transit, tribal, and state agencies. See <a href="https://prtpo.kitsaptransit.com/publications.htm">https://prtpo.kitsaptransit.com/publications.htm</a> for draft. <b>Requested Action:</b> PRTPO is asked to approve the 2020-2025 RTIP for the Peninsula Region.</i> | ACTION<br>Ed Coviello                              |
| 4. | 10:20 – 10:25 | <b>Update on Draft Regional Transportation Plan 2040 Outreach (Attachment)</b> <i>Public review and comment on the draft RTP 2040 got underway on September 3 and runs through October 18<sup>th</sup>. Four open houses kicked off the process. This brief will update the Board on that process and share early insights from the public.</i>                                                                                                                                                                                                                                                                                                                                                | BRIEFING<br>Thera Black                            |
| 5. | 10:25 – 11:15 | <b>PSRC Passenger-Only Ferry Study (Attachment)</b><br><i>Gil Cerise, Transportation Planning Program Manager for PSRC will brief the Board on the Passenger-only Ferry Study getting underway. The high-level planning study encompasses all of Puget Sound and includes all four counties in the Peninsula RTPO. Gil wants to learn of various interests in the study to inform its scope. IRTPO is invited to join PRTPO for this briefing.</i>                                                                                                                                                                                                                                             | PRESENTATION and<br>DISCUSSION<br>Gil Cerise, PSRC |
| 6. | 11:15 – 11:45 | <b>WSDOT Update on State Projects</b><br><i>Most projects in the PRTPO TIP are WSDOT projects. This briefing offers an overview of construction activities associated with WSDOT’s TIP projects.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | BRIEFING<br>Dennis Engel, WSDOT<br>Olympic Region  |
| 7. | 11:45 – 11:50 | <b>PRTPO Coordination Update (Attachment)</b><br><i>These are short updates to keep the Executive Board apprised of PRTPO activities not addressed elsewhere on the agenda.</i> <ul style="list-style-type: none"><li>• MPO/RTPO Coordination Committee Report Out</li><li>• SR 3 Freight Corridor – Stakeholder Advisory Group</li></ul>                                                                                                                                                                                                                                                                                                                                                      | BRIEFING<br>Thera Black                            |
| 8. | 11:50 – 11:55 | <b>Public Comment Period</b><br><i>This is an opportunity for anyone from the public to address the Board.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                    |
| 9. | 11:55 – 12:00 | <b>PRTPO Member Updates and Adjourn</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                    |

Annette Nesse, Chair

Bek Ashby, Vice-Chair

Tammi Rubert, Secretary

### **Upcoming PRTPO Executive Board Agenda Items**

Full Review of Draft RTP 2040 Comments and Final Proposed Revisions (Oct) and Adoption (Nov)

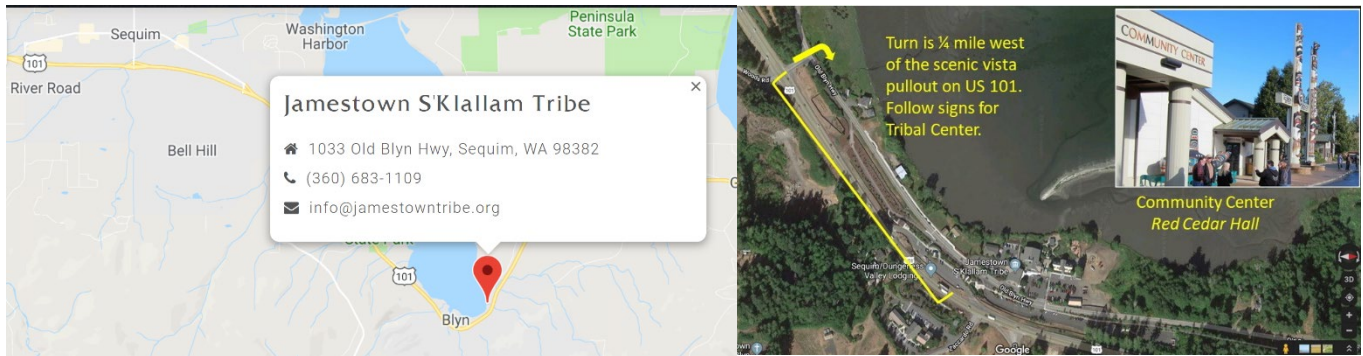
2020 Legislative Agenda – State and Federal (Oct & Nov)

Introduce 2020 Transportation Alternatives Program (TAP) Funding Program (Nov)

PRTPO Operating Policies and Procedures Updates (Nov)

2020 Meeting Schedule and Initiatives (Nov)

***Next Meeting: October 18, 2019 from 10-12 at the Bremerton Airport***



<https://prtpo.kitsaptransit.com/>



## AGENDA ITEM 2

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### MINUTES OF MEETING

#### PRTPO EXECUTIVE BOARD

August 16, 2019

10:00 – 12:00

Bremerton Airport Administrative Office

8850 SW State Highway 3

Bremerton, WA

#### CALL TO ORDER

Chair Annette Nesse called the meeting to order at 10:00.

#### ATTENDEES

##### Executive Board:

|                           |                                    |
|---------------------------|------------------------------------|
| Jefferson County          | David Sullivan                     |
| Kitsap County             | David Forte                        |
| Mason County              | Randy Neatherlin                   |
| City of Port Orchard      | Bek Ashby                          |
| City of Poulsbo           | Michael Bateman                    |
| City of Sequim            | Dennis Smith ( <i>via phone</i> )  |
| Port of Shelton           | Dick Taylor                        |
| Jefferson Transit         | Tammi Rubert ( <i>via phone</i> )  |
| Kitsap Transit            | John Clauson                       |
| WSDOT Olympic Region      | Dennis Engle, Olympic Region       |
| Hoh River Tribe           | Wendy Largent ( <i>via phone</i> ) |
| Jamestown S'Klallam Tribe | Annette Nesse                      |
| Makah Tribe               | Bud Denney                         |

##### Staff:

Ed Coviello, Kitsap Transit  
Thera Black, PRTPO Coordinator

##### Others:

Wendy Clark-Getzin, TAC Chair, Jefferson County Alternate  
David Garlington, City of Sequim Alternate  
Cliff Hall, WSDOT Headquarters – Multimodal Planning Office

#### 1. Welcome and Introductions

Chair Nesse welcomed attendees at the meeting and participating by phone, noting the historic nature of this meeting, the first as an entity independent from WSDOT. She acknowledged the hard work of Board members over the past year in making this possible, recognizing Vice-Chair Bek Ashby for her tireless efforts in working through the legal and administrative requirements and those of Kitsap Transit and Jefferson Transit which accepted the responsibilities for Lead Planning Agency and Lead Fiscal Agent, respectively. Chair Nesse noted

that there are still some loose ends to wrap up, adding that there will inevitably be unanticipated things in front of PRTPO that will need to be addressed, but that the region is well positioned for a successful future.

Self-introductions were made.

## **2. Introduction of PRTPO Coordinator, Thera Black**

Chair Nesse reviewed the recruitment process for a PRTPO Coordinator and introduced Thera Black, an independent contractor operating as 3P Transportation Services, as the new coordinator. She advised that Ms. Black is under contract to Kitsap Transit as the Lead Planning Agency for PRTPO but will be working to support the Executive Board and PRTPO's work program.

Ms. Black highlighted her background with Thurston Regional Planning Council for 23 years and her work in all aspects of the regional transportation program there before moving to the private sector in September 2015 to work with SCJ Alliance. While at SCJ she worked with the Okanogan Council of Governments and Island RTPO, gaining a deep respect for the role of regional planning in highly rural settings. Ms. Black started her own small business focused on rural regional planning and left SCJ at the end of June. She shared her pleasure at the opportunity to work with PRTPO in this capacity.

Vice-Chair Ashby acknowledged the leadership of Kitsap Transit in taking on this responsibility and commended Carla Sawyer who Kitsap Transit retained to support PRTPO through the transition process for her thoroughness and detail in developing the bylaws and agreements. She looks forward to this new chapter for PRTPO. Ms. Clark-Getzin agreed, noting that this provides PRTPO with deep regional planning experience as well as insights and access to statewide processes of interest to the region. Mr. Clauson recognized the work of Chair Nesse, Vice-Chair Ashby, and Secretary Rubert in overseeing the recruitment process, noting that this teamwork helped to ensure an unbiased process reflective of the needs of the region.

## **3. Approval of Minutes from June 21, 2019 Executive Board Meeting**

The minutes were approved as presented.

## **4. Lead Planning Agency Transition – Discussion and Action on Policies and Procedures**

Vice-Chair Ashby explained that these two policies are part of the transition activities and will be discussed and acted upon separately.

The first policy is a Code of Ethics policy. It was drafted by Lisa Nickels from the Kitsap County Prosecutor's Office with Carla Sawyer, so has been vetted for legal compliance. Mr. Forte inquired whether this is replacing a previous policy. Vice-Chair Ashby noted that this is all new language and does not replace an older policy. She asked for approval if there is no further discussion.

**ACTION: Mr. Taylor moved, seconded by Mr. Clauson, to approve the Code of Ethics and Conflict of Interest policy for PRTPO. The motion carried unanimously.**

The second policy, the WSDOT Planning Grant Invoice policy, pertains to the invoicing procedure by which invoices will be submitted to WSDOT for reimbursement for PRTPO expenses. Vice-Chair Ashby explained that Kitsap Transit, as the Lead Planning Agency, will complete a WSDOT invoicing form and submit it to Jefferson Transit. Jefferson Transit in turn will add to that any of its expenses associated with PRTPO or submitted from

other entities such as for legal services from Kitsap County, and forward the entire invoice package with backup to the Executive Committee for review and approval. Two of the three Executive Committee members must approve the package at which point Jefferson Transit will submit it to WSDOT for agency reimbursement. The invoice will be part of the Executive Board consent calendar at the next meeting of the Board. She explained that this arrangement will help provide timely reimbursement of PRTPO expenses while still ensuring multiple levels of accountability. She asked for any questions or discussion.

Mr. Engel asked about the name of the policy, noting that it is somewhat confusing relative to what it actually is. Vice-Chair Ashby concurred and asked for suggestions. Mr. Clauson offered “planning invoice,” and after some further discussion members settled on “Planning Invoice Reimbursement Policy” as a more appropriate name for the policy. Ms. Rubert, participating by phone and speaking as the Lead Fiscal Agent, agreed that renaming it to reflect reimbursement policy makes more sense.

Mr. Forte clarified with Vice-Chair Ashby that this is the policy for all PRTPO expenses. He also clarified that this is a reimbursement program. WSDOT does not provide upfront funds to the fiscal agent to cover PRTPO expenses; the fiscal agent covers the costs until it is reimbursed. Discussion ensued as to whether all invoices in the future will go through this process or whether there may be times when PRTPO might direct bill WSDOT for some service. It was agreed this is how foreseeable expenses will be handled, but there may be some unusual situations in the future that merit a different approach and that will be dealt with appropriately at the time.

Mr. Forte inquired as to what kind of expenses might be invoiced in this manner, specifically whether items not in the budget might be included. Vice-Chair Ashby responded that PRTPO has no authority to spend money on things not included in its budget. There may be a time in the future that this might arise and if so, she advised that the proposed expense would have to be brought before the Board for approval before it can be authorized.

**ACTION: Vice-Chair Ashby moved, seconded by Mr. Neatherlin, to approve the WSDOT Planning Grant Invoice policy as amended to be called the Planning Invoice Reimbursement Policy. The motion carried unanimously.**

## **5. Lead Planning Agency Transition – Approve New PRTPO Logo**

Chair Nesse presented the logo, explaining that Board members had seen it last spring. At that time questions were raised as to certain of the logo components. The designers responded to those questions in the overview included in the agenda packet. She asked for a motion to approve the logo.

**ACTION: Mr. Neatherlin moved, seconded by Mr. Forte, to approve the new PRTPO logo. The motion carried unanimously.**

## **6. Draft Regional Transportation Plan Public Outreach**

Mr. Coviello reported to the Board on the release of the draft Regional Transportation Plan for public review and comment. He advised that the TAC reviewed the draft plan and submitted comments. At its meeting last week, the TAC requested a 45-day public review and comment period. It will run from September 3 – October 18, 46 days.

Mr. Coviello reviewed the outreach strategies and noted that four public open houses are scheduled to kick off the process in early September. Legal notices will be published, and window flyers for each meeting will be developed. He advised that the window flyers will be sent to TAC and Board members with a request to post

them on local websites and help distribute them to their various groups and get the word out about the meetings and the draft plan.

Mr. Coviello noted the meeting dates and locations for open houses in Port Angeles, Port Townsend, Bremerton, and Shelton. All locations are served by transit. He explained that everyone is welcome to comment on the plan, TAC and Board members as well as the general public. Comments on the plan and recommended actions will be discussed with the TAC before bringing recommendations to the Board for consideration and direction in October. Final revisions will be made and the plan presented to the Board for adoption in November.

Chair Nesse affirmed with Mr. Coviello that Board members are welcome to attend the public meetings. He added that this is a good opportunity for Board members to hear what transportation issues and questions the public has in mind, noting that no one knows different parts of the region better than the Board and TAC representatives from those areas.

Board members discussed different local community groups that might be interested in this meeting. Mr. Forte asked if Board members might receive notification materials that could be distributed by local Public Information Officers. Mr. Coviello offered to distribute the meeting flyers to Board members and encouraged them to share the information widely, adding that in this way PRTPO can begin to build up its own distribution list of interested people and organizations. He added that the intent of the meetings is not just to talk with people about the plan, but to help promote PRTPO and what it does as an organization. Ms. Rubert advised that she would attend the meeting in Port Townsend and offered assistance in setting up for the meeting.

## **7. 2020-2023 RTIP Review**

Mr. Coviello reported to the Board on development of the RTIP, noting that the transition from WSDOT to Kitsap Transit had been smooth and that there had been great collaboration with all the local agencies. There are 184 projects in the RTIP. The public review period starts on Tuesday, August 20<sup>th</sup>. Legal notices will be published. The document elements are available on the PRTPO website by jurisdiction. During the course of the review period the RTIP will also be reviewed by WSDOT staff and very minor corrections may be made to the draft during the public review period as a result of the state review. Mr. Coviello advised that he will bring the RTIP back to the Board for approval on September 20<sup>th</sup>.

There are still two amendment cycles in the current RTIP before the year ends. Mr. Coviello explained that if minor adjustments are needed to existing projects before the end of the year there are two more opportunities to do that before the window closes on the amendment cycle for 2019. The next big amendment window will be in January 2020. Mr. Coviello commended local staff and WSDOT staff in helping to make the RTIP process smooth and efficient.

Mr. Garlington inquired about earlier discussions concerning the regional significance of projects included in the RTIP, noting that 184 projects is a lot for a region like this. Mr. Coviello noted that this was a topic of discussion at the previous week's TAC meeting. A large share of the projects are WSDOT projects – all WSDOT projects must be included, regardless of regional significance. So the discussion is really about the other projects. Ms. Clark-Getzin noted that the TAC got fairly far in its discussion, covering most of the important building blocks that will be needed. Mr. Garlington confirmed with her that this will eventually be a guide for what local agencies include. Mr. Coviello concurred and added that once the TAC works through this it will come up to the Board for consideration.

Ms. Clark-Getzin observed that there are no projects from Washington State Ferries on the WSDOT list. This led to discussion as to whether WSF projects are typically included, clarifying that this would be capital projects and not operations. Members agreed that any terminal improvements should be included because of the effects they have system wide. Vessel construction itself is impactful, but not likely to be addressed in the regional TIP.

## **8. Public Comments and Announcements**

No comments were received from the general public.

Mr. Neatherlin extended his appreciation to WSDOT staff working on the new Belfair Bypass project, especially Michele Britton and Kyle Cornwell. Mr. Neatherlin added that Kyle had also come up with a workable design for the difficult problem intersection at Johns Prairie Road and SR 3, something that had stumped state engineers for years. He explained that prior fixes for the safety issues were \$50 million intersection improvements that would never happen. Mr. Neatherlin expressed his gratitude for the innovation and outside-the-box thinking that Kyle showed in his approach to solving complex issues, and commended his willingness to go above and beyond what is required to address the problem.

Mr. Coviello reported that there will be a WSDOT open house on August 29<sup>th</sup> to discuss the new roundabouts on SR 104 east of the Hood Canal bridge and advised that he will attend on behalf of PRTPO planning. Mr. Engel explained that this is about two related roundabouts at SR 104 and Shine Road and Paradise Bay Road. Ms. Clark-Getzin described the need and effects of forecasted growth on future mobility. It was noted that about two hundred people showed up for the first open house on this. Board members asked for more details on the open house and Mr. Coviello offered to distribute the meeting notice to everyone.

Mr. Sullivan noted that Jefferson County is in favor of the proposed concepts, adding that many people come out in opposition simply because they're opposed to roundabouts. Much of the time they're worried that others won't play by the rules, won't let them in. He acknowledged that these cannot solve all the problems and that people will always find a complaint, but that this will be a big improvement. Ms. Clark-Getzin added that this is a different type of roundabout design from what WSDOT typically builds, noting that there is a link on the invitation from WSDOT to see a visualization of the proposed design. She pointed out that WSDOT worked hard to help people understand how this will look, but added that it would have been good to consider what other concepts they considered. She noted that the east side of the bridge is in need of improvements, too.

Ms. Black explained that in September the Board will receive a presentation from PSRC on a Passenger-only Ferry Study getting underway. Island RTPO shares a ferry connection with PRTPO at Port Townsend and is keenly interested in the possibility of passenger-only ferries serving some of its future maritime needs. She asked if the Board would extend an invitation to staff or Board members from IRTPO to attend the presentation since the September meeting will be relatively close, at the Jamestown S'Klallam tribal center.

Discussion ensued about the PSRC study and the extent of its scope. Mr. Clauson explained that PSRC is looking at all counties on Puget Sound, not just those with ferries today. The agency wants to understand what the interest may be in future ferry service so that they can factor that into the scope of work before they get underway. These are factors that could influence demand for facilities and services on existing routes. This is a feasibility study and won't produce models for potential future routes, but it will discuss the kinds of facilities and services that might be feasible.

Mr. Neatherlin spoke in favor of inviting IRTPO to the briefing, noting that partnerships are the foundation for getting things done. He encouraged PRTPO to look for new partnerships as it moves forward. Chair Nesse affirmed the direction.

Ms. Black advised that the PRTPO agenda and meeting packets will go through an evolution, including not just the new logo but also what information is sent out ahead of time. Getting information out ahead of time will make it easier to be prepared for meetings and will enable people calling in to have access to the same information as those attending in person. She asked for feedback from Board members about what works or doesn't work as these changes are rolled out so that staff can refine the format to best suit their needs. Mr. Sullivan commented that hyperlinks embedded in the document would make it more efficient to navigate through the document and share information with colleagues.

Chair Nesse reminded everyone that the September Board meeting will be on September 20 at 10:00 at the Red Cedar Hall at the Jamestown S'Klallam Tribal Center.

There being no further business, the meeting was adjourned at 11:10.

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## AGENDA ITEM 3

### ACTION ITEM

**To:** PRTPO Executive Board  
**From:** Edward Coviello  
**Subject:** Approval of 2020-2025 Regional Transportation Improvement Program

### REQUESTED ACTION:

Approve the 2020-2025 Regional Transportation Improvement Program for the Peninsula Region.

### Overview

One of PRTPO's annual responsibilities is to develop a six-year Regional Transportation Improvement Program (RTIP) in cooperation with WSDOT, local jurisdictions, and transit agencies.<sup>1</sup> The RTIP is effectively a compilation of all the locally adopted six-year TIPs and WSDOT's TIP into a single Regional TIP.

Certain projects in the first four years of the Regional TIP move automatically into the Statewide TIP (STIP) by virtue of their inclusion in the RTIP. Those projects include:

- a) Local agency or transit projects that have any federal funds AND are funding secured for that phase
- b) All WSDOT projects

Inclusion in the STIP is a prerequisite for agencies before they can obligate federally funded projects obtained through a grant or an earmark, and inclusion in the RTIP is a prerequisite for inclusion in the STIP. Obligation is the process of getting federal funds that have been *awarded* to a project *committed* to that project contractually for ten years and is a critical step in securing federally funded projects.

Other local projects in the first four years of the RTIP don't move automatically to the STIP. This includes any local projects showing only local or state funds, or those showing federal funds, but the projects are still planned and not yet secured. Inclusion in the RTIP for those projects anticipating federal funds is good because they can be amended into the required STIP more efficiently if they receive funds unexpectedly. It takes longer to add brand new projects to the STIP if they receive federal funds when they have not already been vetted through local, regional, and state TIP reviews.

The RTIP is not a readable document. The report comes in an established format resulting in a very long print document. A more effective way of looking at the projects in the RTIP is to view them online, where each jurisdiction can be looked at independently. That breakout can be found on the PRTPO website at

<https://prtpo.kitsaptransit.com/publications.htm>

Upon the Board's approval the RTIP will be forwarded to WSDOT where it will be aggregated with those from other RTPOs across the state, and a STIP derived as described above.

### For More Information:

Edward Coviello | 360.824.4919 | [EdwardC@KitsapTransit.com](mailto:EdwardC@KitsapTransit.com)

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<sup>1</sup> [RCW 47.80\(5\)](#)

## AGENDA ITEM 4

### ACTION ITEM

**To:** PRTPO Executive Board  
**From:** Thera Black  
**Subject:** Update on Draft Regional Transportation Plan 2040 Outreach

### REQUESTED ACTION:

No action. This update is for your information and discussion.

### Overview

Public review and comment on the draft *Regional Transportation Plan 2040* got underway on September 3<sup>rd</sup> and will continue up to your Board meeting on October 18. At that meeting you will consider comments and recommended actions to address those comments. Your direction and input at that time as well as that from the TAC will be used to develop a final draft plan for the Board's review and adoption in November.

The review process kicked off with four open houses, one in each county. Turnout ranged from no general public in Shelton to a crowd of about 14 in Port Townsend, with Port Angeles and Bremerton in the middle. While turnout numbers were not high, the discussions were rich and often quite nuanced. Formal comments are starting to come in by email. We are doing additional outreach targeted to Mason County's TIP-CAP to augment turnout at that open house.

Different themes surfaced in different venues and will be detailed in the October recap. A few highlights include:

- The draft plan is woefully inadequate in its consideration of and response to climate change
- Efficient, connected inter-regional transit service on Sundays is key to increasing tourism and other travel by means other than driving
- There are inherent conflicts between reliable and efficient freight mobility and the ability to create a walkable, people-centric downtown environment that will require innovative strategies to resolve
- Communities with limited ingress/egress routes are particularly vulnerable when one of those routes fails due to slides or a serious crash
- The region should be proactive in trying to attract new mobility partners like ride-share companies or electric vehicle sharing programs
- Concerns about equitable access were raised as well as the effects of travel costs on housing affordability and opportunity
- People were interested in learning about PRTPO and the nature of coordinated regional planning, and expressed support for more collaboration
- Kitsap County surfaced in all meetings as an important part of the region with facilities, services, and issues that have effects regionwide
- Completion of the Discovery Trail and extending the regional non-motorized network from that supports local and regional economic vitality
- Partnerships and collaboration as a means of getting things done – this was a theme in all four events

**For More Information:**

Thera Black | 360.878.0353 | [thera@3ptransport.com](mailto:thera@3ptransport.com)

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# Briefing on Puget Sound Region Passenger-Only Ferry Study



# The Mosquito Fleet of Puget Sound

Puget Sound's Mosquito Fleet by the numbers in the year 1900

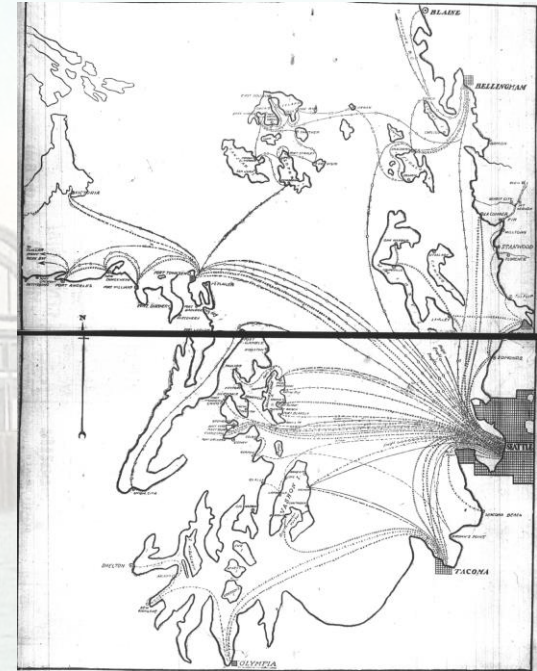
Population of Seattle: 80,671

Population of Washington State: 518,103

**1,000,000** passengers carried and 900,000 tons of freight handled.

**225** "steamers" estimated to be in the Mosquito Fleet. About 160 of them owned and operated from Seattle.

**25** routes throughout Puget Sound (19 of them based in Seattle), with 195 ports of call.



# Mosquito Fleet Decline

**1929**

The ferry industry consolidates into two companies: Black Ball and Kitsap County Transportation Company.

**1930's and 1940's**

The Great Depression combined with new competition from rail and roads puts financial pressure on private ferry industry.

**1951**

The last private ferry company, Black Ball, sells its assets to Washington Toll Bridge Authority, now known as Washington State Ferries.



# Washington State's Passenger-Only Ferries

**1986**

WSF procures first passenger-only ferry.

**1999**

Rich Passage property owners sue WSF for wake damage.

**2000**

Joint legislative task force concludes WSF should not expand service to new communities.

**2002**

Washington State settles Rich Passage suit for \$4.5 million.

**2006**

SB 6787, State Legislature directs WSF to exit the POF business.



# Locals Fill Passenger-Only Ferry Void

**2007**

King County Ferry District Formed; West Seattle-Downtown Water Taxi launched.

**2008**

Kitsap Transit purchased Port Orchard-Annapolis-Bremerton Foot Ferry service from private company; PSRC Passenger-Only Ferry study completed.

**2009**

King County takes over Vashon-Downtown Seattle route from WSF.

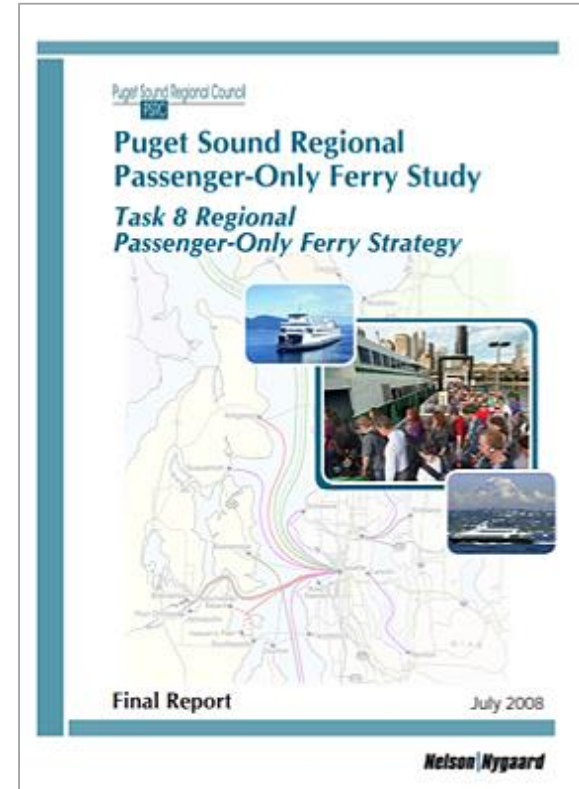
**2016**

Kitsap Transit voters approve “Fast Ferry” 3/10% sales tax proposal.



# 2008 PSRC Passenger-Only Ferry Study

- Evaluated market opportunities for passenger-only ferries.
- Identified viability of routes—both existing and potential.
- Implementation considerations including vessel and facilities recommendations.
- Regional roles and action steps.
- Study led to the system in service today.



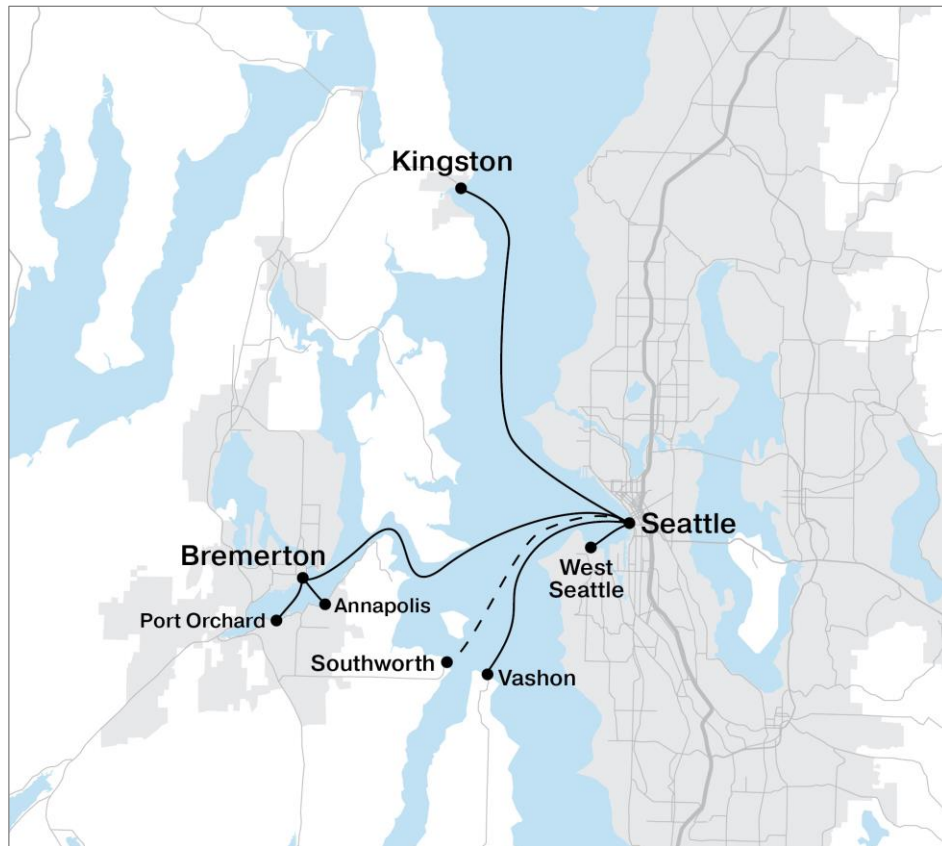
# Puget Sound Passenger-Only Ferry Routes

## Kitsap Transit

- Bremerton – Port Orchard (12 mins)
- Bremerton – Annapolis (5 mins)
- Bremerton – Seattle (30 mins)
- Kingston – Seattle (39 mins)
- Southworth – Seattle (23 mins in 2020)

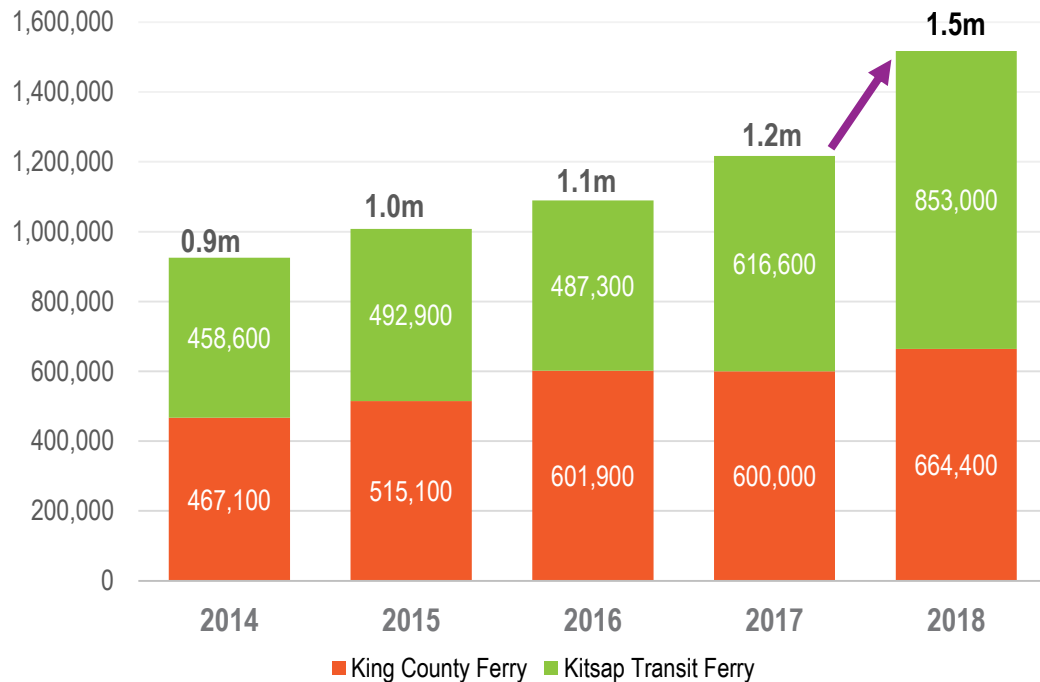
## King County

- Vashon – Seattle (22 mins)
- West Seattle – Seattle (10-15 mins)



# Puget Sound Passenger-Only Ferry Ridership

## 5-Year POF Ridership, 2014-2018

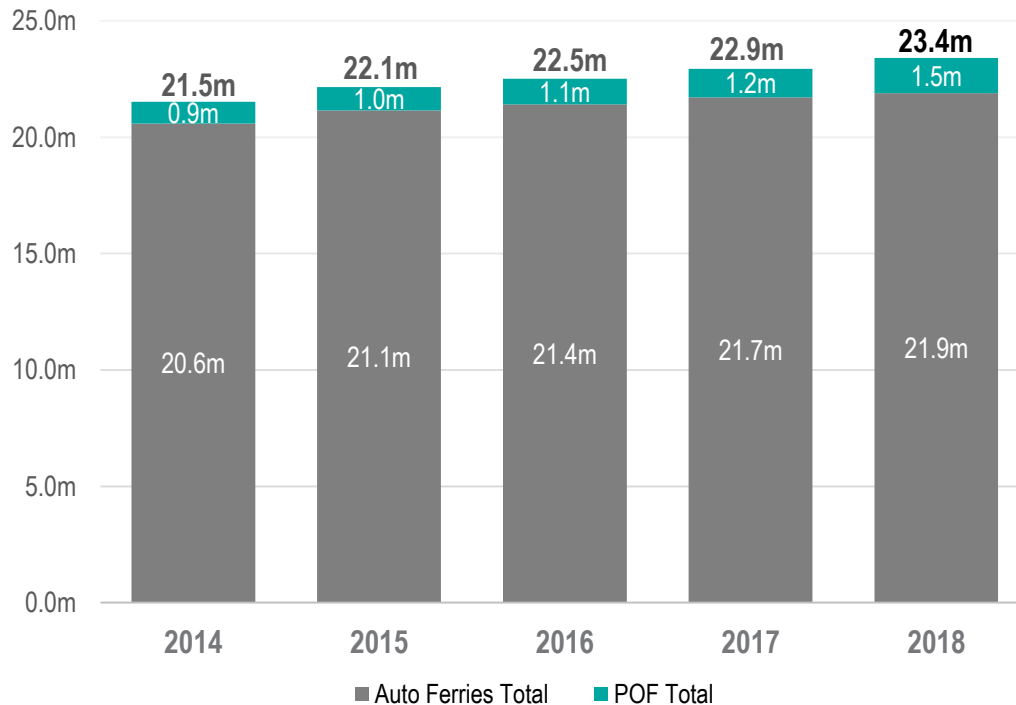


Note: Bremerton-Seattle Fast Ferry launched in July, 2017 and Kingston-Seattle Fast Ferry in November, 2018.

# Ridership is Growing for All Ferries



5-Year POF vs. Auto Ferries Ridership, 2014-2018



# 2019 Puget Sound Passenger-Only Ferry Study

- Led by PSRC and funded with \$350,000 appropriation from Washington State Legislature.
- Scope includes all 12 Puget Sound counties.
- Will provide analysis to support current and future Puget Sound Passenger-Only Ferry routes.
- Identification of future capacity needs and terminal locations on Puget Sound, Lake Washington, and Lake Union.
- Recommendations to accelerate the electrification of ferries.
- Includes robust stakeholder engagement.



# Overall Approach to Route Assessment

- Initial routes and terminal locations to study determined from outreach
- Evaluation criteria called out in legislation, includes:
  - Market potential and ridership
  - Travel time competitiveness with other modes
  - Terminal location and capacity
  - Capital and operating needs
  - Environmental factors
  - Financial factors
- Stakeholder feedback will inform any additional evaluation criteria/methods and review of route analyses



# Overall Approach and Schedule

## Summer – Winter 2019

### July – October 2019

- Initial Stakeholder Engagement
- July: PSRC Operations Committee and Executive Board Action
- August-Sept: RFP for Consultant
- October: Consultant Selection

### November – December 2019

- Assessment of Existing Conditions
- Initial POF Route and Terminal Identification
- Stakeholder Outreach
- December: TPB Check-in

## Winter – Fall 2020

### January – March 2020

- Preliminary Route Assessment and Screening

### April 2020

- Stakeholder Outreach

### May – September 2020

- Final Route Assessment

### October 2020

- Stakeholder Outreach

## Fall 2020 – Winter 2021

### November – December 2020

- Final Report Development
- Report to Transportation Policy Board

### January 2021

- Submit Report/ Present to Washington State Legislature



# Thank you.

**Gil Cerise**

Program Manager

[gcerise@psrc.org](mailto:gcerise@psrc.org)

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Puget Sound Regional Council

## AGENDA ITEM 7

### ACTION ITEM

**To:** PRTPO Executive Board  
**From:** Thera Black  
**Subject:** PRTPO Coordinator Update

### REQUESTED ACTION:

No action. This update is for your information and discussion.

### Introduction

PRTPO Coordinator duties include participating in and monitoring of statewide RTPO activities. It also includes participation in regional planning activities internal and external to the region as a representative of PRTPO and its regional transportation planning role.

This Coordinator Update will be a standing Executive Board informational agenda item to apprise the Board of those activities. The staff report itself will regularly highlight PRTPO regional planning activities not addressed elsewhere on the agenda and will offer relevant gleanings of potential interest to PRTPO and its members where appropriate. Some topics may offer links to more detailed information where it exists, indicated by colored underlined text.

The report is intended to be a reference for Board members that can be easily saved or shared. A briefing during the meeting may or may not be scheduled depending on the time available and the nature of topics addressed in the update. When scheduled, a briefing may focus on only some part of the memo. Some topics may come back to the Board in the future as specific agenda items, driven in part by member interests.

This first Coordinator Update is a prototype format. Your observations on the content and format is helpful as we work to develop a clear, concise resource to support your regional initiatives and decision-making. Note that the first topic in this update is a quarterly item. Due to its nature, an update on this meeting will typically be the longest item.

### August Overview

**MPO/RTPO Coordinating Committee Meeting** – There is a long-standing organization of all RTPOs and MPOs in the state that functions in a coordination capacity with WSDOT on matters related to regional planning. This staff-level group meets quarterly to discuss a wide range of issues and opportunities, identify opportunities for collaboration, provide feedback to WSDOT on any number of topics, and stay abreast of what else is going on in the regional planning community across the state. The Coordinating Committee met in August in Spokane. I participated via conference call.

Some insights from that meeting will be of interest to the Board.

Local Programs and Federally Funded Local Projects: Local Programs is the division within WSDOT that oversees all federally funded projects in the state. Local Programs intends to take a more active role in managing local project delivery and will schedule a meeting of MPOs and RTPOs in November 2019 to provide a recap and status of federally funded project delivery by region over the previous two years.

Local Programs will advocate in February for reallocation of federal funds from local projects that are not moving fast enough to those that are. Recipient projects may or may not be within the same region. Reallocated funds are not

restored later. This is laid out in a statewide policy on local [“obligation authority.”](#) Ms. Tax said that internally, *Local Programs is considering the merits of taking local funding authority away from rural counties and lumping all rural allocation funds into a federally funded statewide paver program, possibly also including TAP, as a means of addressing the slowness with which federally funded local projects are being obligated and delivered.*

This must be understood in light of a long-standing dilemma that many local agencies face – federal funding on a project increases project delivery cost and complexity as compared to doing the same project with local or state funds. Yet that is the color of much of the money available to WA state jurisdictions for the work they need to do. This is a topic addressed in the [Washington Transportation Plan 2040 and Beyond](#) and is of widespread interest in regions and local communities across the state.

It is worth noting that state agencies also have difficulty meeting federal funding targets – State Ferries risks losing \$2 million for vessel construction due to delays. Local Programs is working to ensure that Washington State does not lose any of its federal funds to other states due to slow project delivery.

*This is of paramount interest to PRTPO and its members. The TAC has on its October agenda a discussion about delivery of the annual federal [“obligation targets”](#) associated with the Local Programs report. This will be useful background for a meeting of RTPOs and Local Programs planned for November. We will continue to pay very close attention to this and work with member organizations to support them in their project delivery needs. We will consider these challenges as we prepare for the next round of federal TAP grants, which is just getting underway. Note that PRTPO has no authority over the project review and selection process for STP funds conducted by the four counties in the region, but PRTPO is an ally and supports jurisdictions’ needs within the statewide funding process. In this way it can be convener in support of local funding needs. A future briefing may focus on the complexities associated with delivering federally funded projects.*

Legislature’s 2021 Project List: The Joint Transportation Committee is hiring a consultant to develop a list of transportation projects needed statewide. This list will inform the 2021 legislative session and will address all six statewide transportation goals. It is expected that this list will be generated through the RTPO process. Per the JTC project page, this effort will include:

- Recommendations on the critical state and local transportation projects, programs, and services needed to achieve an efficient, effective, statewide transportation system over the next ten years;
- A comprehensive menu of funding options for the legislature to consider to address the identified transportation system investments; and
- An analysis of the economic impacts of a range of future transportation investments.

It is expected that funding needs will be identified by the end of June 2020 and funding mechanisms and economic analysis will occur in the second half of CY 2020 with a report to the legislature by the end of the year. No other process details are known at this time.

*This will influence PRTPO’s work program and activities of the TAC and Board in CY 2020. We will pay attention to this as the scope develops and work to pre-position the TAC and Board to respond to the legislative request in a reasoned, thoughtful manner consistent with the legislature’s final direction. Some kind of coordination or educational forum with the region’s legislators – who are ex officio members of PRTPO – may have value.*

Highway System Plan Update: On a somewhat parallel track, WSDOT is updating the Highway System Plan for the first time since 2006. This effort is just being scoped now. WSDOT wants to engage RTPOs more effectively than they have in the past and is asking for regional input on the scope. WSDOT reiterated that this is specific to state highways but as much as possible, it will be multimodal and consider off-system projects that impact the state system. There is more

interest from WSDOT in programmatic needs (preservation, safety) than big mobility projects, a notable change from the 2006 plan. WSDOT expects to put together a Steering Committee of MPO and RTPPO staff to help guide this process.

*We will continue to monitor development of this initiative and position the region to collaborate and respond. I have indicated to WSDOT that PRTPO would like to participate on the oversight subcommittee when it is formed.*

**State Funding for RTPPO Work:** Per Gabe Philips, WSDOT Multimodal Planning Office, the increase in revenue for RTPPO funding from the legislature in SFY 2020 was a one-time budget increase, not an on-going increase. People were surprised. WSDOT is looking into this and hopes to reconcile the situation this next session.

*We will monitor this closely. Preliminary review indicates that the financial impacts on PRTPO are minimal with or without the increase due to the statewide funding formula employed, but the intent behind the legislation – to provide adequate funding for required regional planning activities established in state law – is a priority message from RTPPOs across the state and is not a one-time need.*

## **September Outlook**

**SR 3 Freight Corridor/Belfair Bypass** – PRTPO is invited to participate on the Stakeholder Advisory Group for this regionally significant *Connecting Washington* project that has been in local, regional, and state plans for many years. The next meeting of the Stakeholder Advisory Group is September 24. I will include a brief on these activities in my next PRTPO Coordinator Update and look for a timely opportunity to schedule a briefing with the Board on this important economic vitality and mobility project.

**Fiscal Year End Reports** – PRTPO is required to submit to WSDOT by the end of September an Annual Report of work program activities in SFY 2019 and a Title VI report. These are routine reports that satisfy compliance requirements. Copies of both of those will be available on the PRTPO website by late September.

## **Of Possible Interest to Members**

There is a [funding opportunity](#) underway now from the USGS to collect high resolution lidar data. State and federal agencies working in Washington State say that collecting missing data on the Olympic Peninsula is their highest priority statewide. This image shows the Olympic Peninsula. Lidar data has been collected for the dark areas. The light areas show what is missing and includes Olympic National Park, the National Forest, and state lands. This is the state's priority area for data collection. Proposals are due November 1, 2019.



A proposal from Washington State must compete with other states for this funding. What they need to make their proposal competitive is interest from local agencies or tribes who also have need for this important data. Even a small partnership can make a big difference in funding competitiveness. Lidar is a critical tool for assessing stream health and vegetation cover as well as for assessing risks of land slide, stream meander and erosion, and other conditions that affect infrastructure planning and construction. I can provide more information and contacts to any members interested in forming a coalition with state and federal partners in trying to secure funding to collect this important information.

**For More Information:**

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