# PRTPO TECHNICAL ADVISORY COMMITTEE MEETING

## September 16, 2021 | 10:00 – 11:30

**Remote meeting via Zoom**
*Login found on Agenda Page 2*

| | | |
|---|---|---|
| 10:00 | **Chair's Welcome and Introductions**<br>*Recognition of Annette Nesse, Jamestown S'Klallam Tribe* | |
| 10:10 – 10:15 | **Consent Calendar**<br>• *Approval of Agenda*<br>• *Approval of Minutes from July 15, 2021 (Attachment)* | ACTION<br>*Chair Clark-Getzin* |
| 10:15 – 10:25 | **2022-2027 Regional Transportation Improvement Program *(Attachment)***<br>*The TAC will review the 2022-2027 RTIP and forward a recommendation on its approval to the Executive Board.* | ACTION<br>*Edward Coviello, PRTPO Coordinator* |
| 10:25 – 10:45 | **2022 Legislative Agenda – Project List Development *(Attachment)***<br>*This is an opportunity for the TAC to inform the project list the Board will include in its 2022 Transportation Outlook legislative agenda. An update of the 2021 project list is under way. The TAC will review and comment on the draft list taking shape and provide any other input for the Board to consider when it finalizes its materials in October.* | DISCUSSION<br>*Thera Black, PRTPO Coordinator* |
| 10:45 – 11:00 | **Regional Support for EV Readiness Through PRTPO Work Program *(Attachment)***<br>*In response to comments received on the 2040 Regional Transportation Plan, PRTPO is working to support increased readiness for electric vehicles across the region. This is a briefing on measures the Board will consider that PRTPO can take to support local, state, and industry efforts.* | BRIEFING<br>*Thera Black, PRTPO Coordinator* |
| 11:00 – 11:10 | **Local Agency Check-in on USBRS Designation Interest *(Attachment)***<br>*In May and July, TAC members learned about interests in designating the Olympic Discovery Trail and other local facilities as part of the US Bike Route System, and what designation entails. The TAC will hear from each other and recommend to the Board its interest in reviewing the status of this topic with local agencies in the 2022-2023 biennium.* | RECOMMENDATION<br>*Thera Black, PRTPO Coordinator* |
| 11:10 – 11:15 | **Hybrid Meetings in PRTPO's Future *(Attachment)***<br>*Assuming the pandemic subsides in 2022, PRTPO is exploring a hybrid meeting structure of in-person and remote meetings. For now, all meetings will continue to be remote.* | BRIEFING<br>*Thera Black, PRTPO Coordinator* |
| 11:15 – 11:30 | **Member Updates**<br>*This is a chance to share information with colleagues about activities of interest.* | DISCUSSION<br>*All* |
| 12:00 | **ADJOURN** | |

***Remote Zoom Meeting Information***

---

PRTPO TAC Meeting – Zoom Login

Join Zoom Meeting

https://us02web.zoom.us/j/3608780353?pwd=MFQvOHpjdENsMjdCQ3BEdFBKSHcxUT09

Meeting ID: 360 878 0353

Passcode: 4780

One tap mobile

+12532158782,,3608780353# US (Tacoma)

By phone

+1 253 215 8782 US (Tacoma)

Meeting ID: 360 878 0353

---

PENINSULA RTPO

PRTPO.org

# Peninsula Regional Transportation Planning Organization

**TAC Meeting Summary**

Meeting Location:

Remote Meeting via Zoom software per Washington Governors order #20-28-15 of the Open

Public Meetings Act and Public Records Act

July 15, 2021

Attendees

Technical Advisory Committee Member

Bek Ashby – Port Orchard, PRTPO Chair
Wendy Clark – Getzin – Jefferson County, TAC Chair
Dick Taylor – Port of Shelton
Jayme Brooke – Jefferson Transit
Sara Crouch – Jefferson Transit
Mike Oliver – Clallam Transit
Annette Nesse – Jamestown S'Klallam Tribe
Michael Bateman – City of Poulsbo
Marty Allen – Skokomish Tribe
Dennis Engel – WSDOT Olympic Region
Steffani Lillie – Kitsap Transit
Jonathan Boehme – City of Port Angeles
Melisa Mohr – Kitsap County
Amy Asher – Mason Transit

Staff/Guests

Thera Black, PRTPO Coordinator
Edward Coviello, PRTPO Coordinator
Michael Cardwell, Quinault Nation
Elizabeth Safsten, WSDOT Public Transportation

**Welcome & Introductions**

TAC Chair Wendy Clark-Getzin opened the meeting at 10:01 AM and initiated self-introductions.

**Approval of the July 15th 2021 TAC Agenda and the May 20th TAC Meeting Minutes**

The TAC approved, with a motion and seconded.

**Olympic Discovery Trail – Potential for USBRS Designation**

Thera Black provided an introduction to the US Bike Route System. Brian Wood from WSDOT presented the United State Bicycle Routes system to the TAC. Several questions were answered by Brian about what the routes are and are not. He does not push what routing should be a USBR but rather to assist regions as they choose to designate routes. Concerns about liability were addressed. They indicate that there is no inherent liability with supporting case law examples. Brian explained some of the research he did concerning the MUTCD definitions of bicycle facilities, bicycle lane and bikeways. The term route is not mentioned in the WSDOT documents and a route is a guide tool. He explained the partnership between ASHTO and Adventure Cycling including the topic of liability is presented on the Adventure Cycling website. WSDOT will coordinate the designation process which includes selecting and documenting a route and gaining support from the roadway owner. He noted that there are 300 miles of non-eligible roadways that bicycles are not allowed but there are over 6,000 miles of bike eligible roadways. He noted specific examples of safety interpretation in the system is often grey and site specific.

Brian gave an example of a potential USBR in eastern Washington. He provided a description about the USBR 40, 97 and the progress made.

WSDOT does not have a schedule to complete the USBRS network. He explained about a pilot project to develop a guide for a route through Kitsap County using a grant award.

Mr. Bateman asked about an opportunity to have alternate route designation similar to state highways?

Brian answered that there is an option to provide flexibility.

Wendy asked about USBR conceptual Route 97. Brian explained that the local input towards designation will help to guide the location and that WSDOT will have input especially when they are on WSDOT roadways. He also explained that PRTPO agreement would be helpful to facilitate communication and support for a route.

Melissa Mohr noted the concerns about sign clutter on roadways and that the possible routes do generally align with the Sound to Olympic route. She mentioned several organizations and concepts in Kitsap County. She noted the amount of designations on routes can cause confusion.

Brian noted that it comes back to Region and local agencies to determine which signs are posted. It was noted there is no requirement that a sign be posted along USBRs.

Michael Cardwell noted the several local examples and asked about whom to send support letter requests to? Mr. Wood responded to the TAC that the WSDOT map is not precise but based on wide corridors suggesting route direction but not specific to roadways, etc.

Thera Black asked about what the next steps should be?

Michael Cardwell asked that the PRTPO should be supportive.

Steffani Lillie asked that the group be more cautious of the program. Each jurisdiction could have concerns about the proposed routes and the known facilities.

Melisa Mohr noted that the maps are not clear enough to provide support because it is not known where the routes could be at this point. More intergovernmental work needs to be accomplished.

Much discussion followed and that the TAC recommends that PRTPO not take action at this time as there is more work to be done. It was noted that the Board will be briefed that the topic will be brought back to the TAC in September for further discussion.

**2022-2027 Regional Transportation Improvement Program**

Mr. Coviello remained the group about the upcoming RTIP deadline and offered his assistance.

**Coordinator Updates on Work Program Activities**

Thera gave an update on ongoing activities by the PRTPO staff and members. Thera noted the PRTPO website has been updated under the Resources page with Electric Vehicle materials. The Freight System designation was completed and some facilities were added with the help of PRTPO members. The PRTPO is willing to support members with their safety planning efforts using our website.

**Member Updates**

Annette Nesse is retiring later this year. She has been involved with PRTPO for over ten years. Interviews are happening for her replacement and her last meetings will be in August and September. Members expressed their gratitude for Annette's contributions over the years including serving as the Board Chair.

Chair Clark - Getzin gave an update of Jefferson County's efforts with Recreation and Conservation Office State funding to help with the Olympic Discovery Trail with help from Jefferson Transit among others.

Steffani Lillie noted that Kitsap Transit will take delivery of a new ferry soon from the shipyard to be used for the Kingston and Southworth to Seattle routes.

Jayme Brooke of Jefferson Transit is working towards implementing Port Townsend and Kingston route to the ferry terminal.

Michael Bateman announced that the SR 305 Roundabout and pedestrian tunnel project is moving towards completion.

Amy Asher of Mason Transit provided an update on the new Park and Ride in Shelton which opened recently. The Belfair park and ride is due to be open by the end of the year to help with Route 3 transit options into Bremerton.

Marty Allen highlighted a grant award coming to improve sidewalks using Safe Routes to School funding.

**Local Programs Overview of Project Management with FHWA Funds*, ****

Bryan Dias gave a presentation on funding through Local Programs. The presentation is available at the

PRTPO YouTube channel: https://www.youtube.com/watch?v=0dKEQmwHsFs

Wendy asked a question about shifting federal funds between phases. Brian Moorhead indicated that moving funds between phases is common and takes time including possible STIP amendments.

Chair Clark-Getzin asked about the NEPA process and Brian noted that most projects have a NEPA CE. He is not aware of a way around NEPA.

Marty asked about a reference that applicants can find to help. Brian noted chapters 21 and 22 of the LAG manual. Brian said feel free to reach out.

Marty asked about a roundabout project at SR 106 and U.S. 101 junction and noted the roundabout is important and offered help.

Michael Bateman thanked the WSDOT Local Programs staff for the continued assistance with projects, etc.

Jonathan from Port Angeles noted the State funding and Federal funding differences. WSDOT staff will look into it.

Mr. Dias provided reference to training opportunities with Local Programs. Mr. Boehme asked about the former construction documentation training that WSDOT used to offer. WSDOT will look into helping with this.

**ADJOURN**

12:05 p.m.

*Some members left the meeting as the presentation was focused to specific program areas which do not apply to all members.

**Bob Bergh was present; create an “instructor” list of 3 WSDOT Local Programs persons with titles.

**ACTION ITEM**

**To:** PRTPO Technical Advisory Committee
**From:** Edward Coviello
**Subject:** **Approval of 2022-2027 Regional Transportation Improvement Program**

**REQUESTED ACTION:**

Approve the 2022-2027 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.[1]

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 draft RTIP report can be found here and includes 154 projects from PRTPO members in three of the four counties. Kitsap County projects are included in the Puget Sound Regional Council RTIP.

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

[1] RCW 47.80(5)

**DISCUSSION ITEM**

**To:** PRTPO Technical Advisory Committee
**From:** Thera Black, PRTPO Coordinator
**Date:** September 8, 2021
**Subject:** **2022 Legislative Session – Project List and Materials Review**

**REQUESTED ACTION:**

No action is requested. The TAC is asked to provide feedback on an initial draft of the 2022 project list and other materials under development for the 2022 legislative session.

**Overview**

PRTPO's *Transportation Outlook* legislative folios provide legislators and members of the public with regional context and highlights that increase their awareness of needs across the Peninsula region. Materials include a cover letter, infographics, and a list of projects developed in concert with PRTPO's members. This year's process builds on the member polling and extensive work done last year and incorporates lessons learned from the fall 2020 forums. You can find the 2021 legislative folio and forum presentation here.

Project List

A request for projects was sent to PRTPO Executive Board and TAC representatives on August 30th. That request will be open until September 14th. An initial working draft compilation of projects will be sent to the TAC on September 15th ahead of your meeting on September 16th. TAC input will be helpful in identifying and responding to unclear information and resolving any other questions that may come up about the project list. With your input we hope to have a fairly final list of projects complete at the end of the meeting.

Cover Letter

In August the Board reviewed a draft cover letter developed with assistance from the Legislative Work Group. In addition to Chair Ashby, this year's Legislative Work Group included participation by Rachel Anderson and Wendy Clark-Getzin as well as Michael Bateman and Steve Gray, and input from the Executive Committee. A revised draft based on the Executive Board's input in August is attached.

This year's language carries forward 2021 messages about a new revenue package and federal funding swaps for small local projects and adds two new messages that speak to the pending federal infrastructure package and the Secretary of Transportation's participation in legislative transportation funding discussions. It also identifies a number of other concerns that PRTPO is tracking or supports.

Infographics

We will not make too many changes to the infographics found on page 3 of the 2021 folio due to time, resources, and data constraints.

Fall 2021 Legislative Engagement Process

This year PRTPO will conduct one legislative forum, likely in early November. All legislators and their aides will be invited, as before, but the expectation is that the legislators for whom PRTPO's interests will be most relevant are those working directly on transportation in their committee assignments. The single forum will be scheduled around their availability. As of this writing that includes Representative Chapman (24th), Senator Randall (26th), Senator Sheldon (35th), and

Representative Griffey (35th).

Focusing on the region's transportation committee members instead of the whole 12-person delegation lets us target messaging somewhat. We can help them identify intersections between PRTPO priorities and their agendas and responsibilities as committee members and encourage them to look to PRTPO and its members for input when making policy and funding decisions.

As in 2020, there will be a background presentation in which PRTPO members from across the region participate, demonstrating regional collaboration and cooperation while providing important local context. TAC members will be notified when a date is confirmed in anticipation of your interest and participation.

Next Steps

Input from the TAC will be used to refine materials that the Legislative Work Group receives September 20th. The Work Group will make refinements to a final draft *Transportation Outlook 2022* legislative folio the Board will receive in October.

Attachment:

*Draft Cover Letter for 2022 Legislative Folio_EB edits*
*First Draft 2022 Project List (arriving separately September 15th)*

For More Information:
Thera Black | 360.878.0353 | TheraB@PeninsulaRTPO.org

Draft reflects Board comments 8.20.21

**PRTPO Members**

*Clallam County*
*Jefferson County*
*Kitsap County*
*Mason County*
*Bainbridge Island*
*Bremerton*
*Forks*
*Port Angeles*
*Port Orchard*
*Port Townsend*
*Poulsbo*
*Sequim*
*Shelton*
*Clallam Transit*
*Jefferson Transit*
*Kitsap Transit*
*Mason Transit*
*Port of Allyn*
*Port of Bremerton*
*Port of Port Angeles*
*Port of Shelton*
*WSDOT Olympic Region*
*Jamestown S'Klallam Tribe*
*Lower Elwha Klallam Tribe*
*Makah Nation*
*Squaxin Island Tribe*
*Skokomish Tribe*

www.PRTPO.org

***To our legislators in the 23rd, 24th, 26th, and 35th Districts,***

Thank you for your support through difficulties and uncertainties this past year. As ex officio members of Peninsula RTPO and valued state partners, your support helps ensure projects and policy objectives that benefit mobility on the Olympic and Kitsap Peninsulas get fair consideration at the state level. Regional collaboration and cooperation make PRTPO strong. Our partnership with you is important to our success.

We see some key opportunities on the near horizon where we can work together to benefit communities across the region.

- **Support for a fair and balanced transportation revenue package**
  Cities and counties haven't had an increase in their share of direct gas tax revenue – the only non-competitive state revenue they receive for transportation – since 2005-06. And our transit agencies provide essential rural mobility, lifeline, and intercity bus service on shoestring budgets. Our members must compete for useful but unpredictable grants to support core programs as well as major improvements and retrofits. Let's mitigate those effects and create more sustainable, predictable local revenue streams with a comprehensive multimodal transportation revenue package.

- **Advocate for more WSDOT funding authority**
  Our regional transportation system depends on the state highway and ferry system. WSDOT has discretion over just 16% of gas tax collected. This is not enough to do the preservation and retrofits to ensure facilities continue to function as intended and avoid expensive disruptions. WSDOT is not at the table when big funding decisions are made. We support participation by the Secretary of Transportation early and often during legislative discussions about transportation revenue.

- **Harness rare opportunity presented by Federal infrastructure packages**
  We have long faced severe funding deficits for core programs and project needs. An unprecedented infusion of federal funds can kickstart action on large projects and support important local, state, and tribal needs that have languished for lack of funding. We have both. The PRTPO can be a partner in helping identify multimodal project and programmatic needs for the legislature to consider for these new funds and vet potential delivery mechanisms to ensure rural equity and efficiency.

- **Make better use of existing transportation revenue**
  Washington requires rural counties to allocate small amounts of federal funds to priority projects across jurisdictions. This is an inefficient use of existing revenue. Small pots of federal funds inflate local project costs and slow delivery. It increases WSDOT Local Programs administration and overhead. Swapping federal funds with state funds for small local projects is smart and efficient and is standard practice in other states. We want to help you make it standard practice here, too.

DRAFT

These are priority areas where we can work together to make a difference for our communities. Action in these areas will have ripple effects throughout the region as communities have more certainty about transportation funding and can prioritize and budget in ways that keep life cycle costs low while making efficient use of scarce resources.

There are other regional concerns we will track with interest this session.

- We continue to **advocate for completion of *Connecting Washington* projects** and the funding commitments made to local, state, and tribal projects back in 2015. The SR 3 Freight Corridor / Belfair Bypass project is a case in point. Let's complete this project and keep these long-standing commitments to our local communities and the traveling public.

- F**erry vessel replacement is essential** to the safe and reliable operation of our marine highway system. Over half of all ferry trips begin or end in the Peninsula Region. Old vessels and deferred maintenance have led to service disruptions felt by business, freight, individual travelers, and the ferry terminal communities themselves. Effective state action can grow state revenues and tap new federal funding to get more vessel replacements underway.

- We are coordinating with stakeholders throughout the Olympic and Kitsap Peninsulas to **expand EV readiness of our rural routes.** Rural communities have the same needs for electric vehicle infrastructure as urban communities but lack the densities, resources, and economies of scale of those places. For Washington to meet its EV goals, and for the Peninsula region to keep up, we need charging stations all along US 101 and other key regional corridors.

- We need to **improve the resilience of our regional transportation system** and the communities it serves. Olympic and Kitsap Peninsula geographies limit us to just a few critical lifeline routes. A disruption on one is felt throughout the region, isolating communities and interrupting commerce. Innovative partnerships and projects combined with proactive measures help us better withstand future shocks, respond more quickly when disruptions occur, and adapt to a changing world.

PRTPO is pleased to see **broadband access** getting the attention and funding it deserves. This is what can happen when local, regional, state, and federal agencies along with their private sector partners lean into an issue of such paramount importance. We appreciate your support in ensuring communities throughout the Peninsula region are not overlooked during rollout of these investment programs.

The work we face is daunting but doable with your continued support and partnership. We look forward to working with you to improve mobility throughout the Peninsula region and keep travel safe, reliable, and sustainable.


**Peninsula RTPO Key Contacts**
www.PRTPO.org

| | | | |
|---|---|---|---|
| ***Chair*** | Bek Ashby | bashby@cityofportorchard.us | 360.731.0778 |
| ***Vice-Chair*** | Randy Neatherlin | randyn@co.mason.wa.us | 360.427.9670 x419 |
| ***Secretary*** | Tammi Rubert | trubert@jeffersontransit.com | 360.385.3020 x107 |
| ***Lead Planning Agency*** | John Clauson | johnc@kitsaptransit.com | 360.478.6223 |
| ***PRTPO Coordinator*** | Thera Black | therab@peninsulartpo.org | 360.878.0353 |
| ***PRTPO Coordinator, LPA*** | Edward Coviello | edwardc@kitsaptransit.com | 360.824.4919 |


DRAFT

**DISCUSSION ITEM**

**To:** PRTPO Technical Advisory Committee
**From:** Thera Black, PRTPO Coordinator
**Date:** August 30, 2021
**Subject:** **Regional Support for EV Readiness Through PRTPO Work Program**

**REQUESTED ACTION:**

No action is requested. TAC discussion of the proposed activities will inform what is presented to the Board and will be helpful in ensuring PRTPO efforts are directed in useful ways.

**Overview**

Public review and comment on the 2040 Regional Transportation Plan in late 2019 and subsequent work by the TAC and direction by the Executive Board in 2020 resulted in two focus areas for work program activities as funding and opportunity allows – climate response and regional resilience. These two planning topics are identified in the adopted 2022-2023 Unified Planning Work Program as placeholders for specific activities directed by the Board.

The first of these to move forward, building on a little momentum late in SFY 2021, is a climate response strategy that is intended to increase the capacity of the region to support electric vehicles (EV) or other zero emissions vehicles (ZEV). PRTPO launched this with an end-of-biennium micro-services contract with Mike Usen of DKS. The rest of this memo summarizes that work and measures PRTPO can take to maintain the early momentum it built.

Activities to Date

With Mike's assistance, PRTPO launched an EV information portal on its website. Its contents include plans and policies provided by members during our initial information sweep in late spring as well as links to funding sources, data, studies, model ordinances, and more.

During this same time, we sent out a self-assessment poll to get a sense of where PRTPO members are, or feel they are, in their EV readiness. Input is useful in helping us to know what resources or services PRTPO might be able to offer. The attached summary responses provide a quick snapshot of issues and opportunities member agencies face in trying to better accommodate electric vehicles. That poll remains open.

Responses shaped some of the content we sourced for the PRTPO website. For example, we heard from several members that they really don't even know where to start. Mike provided a simple scope of work local agencies can use to think through how to put together an agency fleet conversion plan. Whether doing it yourself or hiring a consultant to do the work for you, it lays out the tasks needed to assess the situation and develop a plan for implementation. Agencies need an implementation plan to be competitive for most funding sources.

Another need identified by members was information on business models for public-use municipal charging infrastructure. The new website portal includes a couple of recommended documents that look at different business models for different circumstances, the role that private entities are increasingly playing in this public sector commodity, and trade-offs between different approaches. These are just two examples of how member responses shaped website content.

Finally, we scrambled just before Mike's contract expired at the end of June to host an informational work session with stakeholders from across the region interested in the upcoming Zero Emissions Vehicle Infrastructure Partnership grant program, or ZEVIP. This is the first of several EV infrastructure grants coming out of the state transportation budget over

the next few month. In addition to PRTPO members, stakeholders include various PUDs, the Climate Action Committee, Olympic National Park, Grays Harbor Council of Governments, private business, former elected officials, and others interested in possible partnership opportunities to expand vehicle charging infrastructure on the Olympic or Kitsap Peninsulas. People continue to contact me with requests to be included in any future activities or notifications.

Regional Work Program Activities Proposed for SFY 2022

PRTPO's EV initiative this past spring was intended to identify ways that PRTPO can advance its long-range climate response objectives with meaningful actions that align with existing efforts. PRTPO does not have resources to develop a stand-alone regional EV program. That said, the information shared by members in the poll and insights gained in working with Mike Usen, Tonia Buell at WSDOT, and others deeply involved in "electromobility" point to a few measures that PRTPO can undertake as a part of its work program, within the budget available for RTP support:

- EV Infrastructure Coordinating Group – Maintain a list of stakeholder interests working on EV and ZEV issues throughout the region. Use this as the primary vehicle for sharing information about opportunities and new resources and helping forge new partnerships.
- Grant Funding Information and Education – Maintain awareness of state and federal grant opportunities to support EV planning, infrastructure, and other implementation activities and distribute select information through the regional EV Infrastructure Coordinating Group.
- EV Information Portal – Keep an eye out in particular for new materials that respond to needs members identified to support their planning and implementation efforts as well as innovative practices that are particularly well-suited to rural or small community applications. The pending federal infrastructure package will create new opportunities for rural and tribal communities interested in facilities for zero emission vehicles and clean energy.
- Convene EV Infrastructure Coordinating Group – Periodically invite stakeholders interested in EV coordinating opportunities to meet and strategize over funding opportunities or other coordination needs. This would be occasional, perhaps a few times a year, with PRTPO participating in the role of regional convener.
- State EV Action Plan – WSDOT is expected to update its 2015-2020 EV Action Plan soon. PRTPO should work to ensure the updated plan recognizes the needs of communities and the traveling public across the Peninsula Region.

These activities can be accommodated within the work program budget identified for long-range regional planning and RTP support and will help PRTPO fulfill its objective of advancing EV readiness in support of a long-range regional climate response. This work will support on-going activities by PRTPO members and other stakeholders, contributing to those efforts by helping to fill some gaps in coordination and information sharing.

This will go the Board for its consideration and direction in October. While many TAC members are not directly involved in planning for electric vehicles or implementing EV action plans, member input will be helpful in thinking through these or other opportunities to enhance coordination and information sharing that advances regional EV readiness.

Attachment

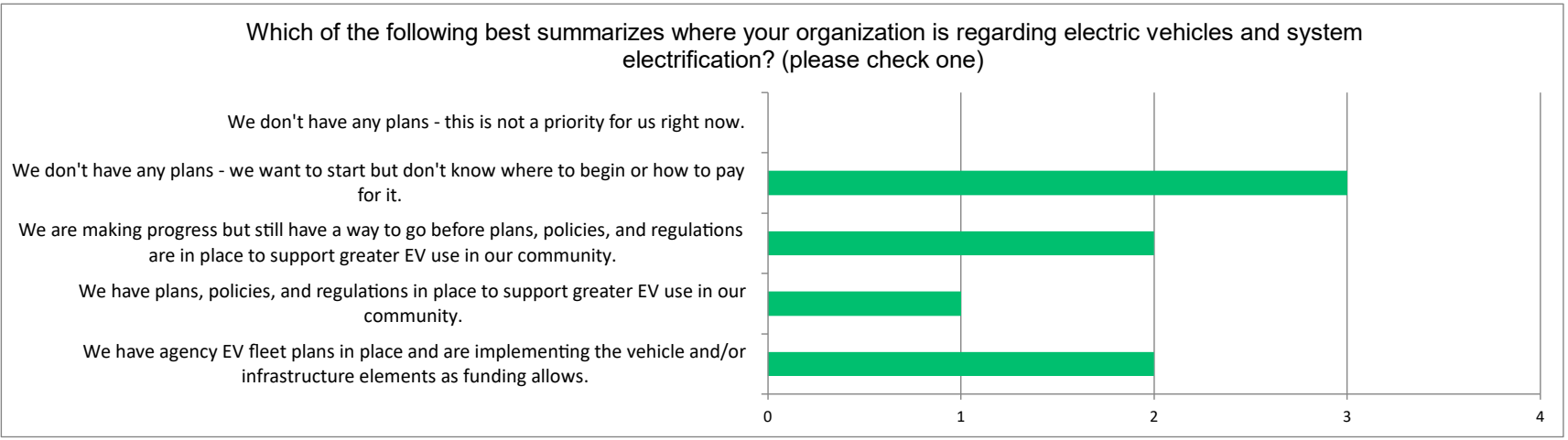
*EV Readiness Self-Assessment – PRTPO Member Poll*

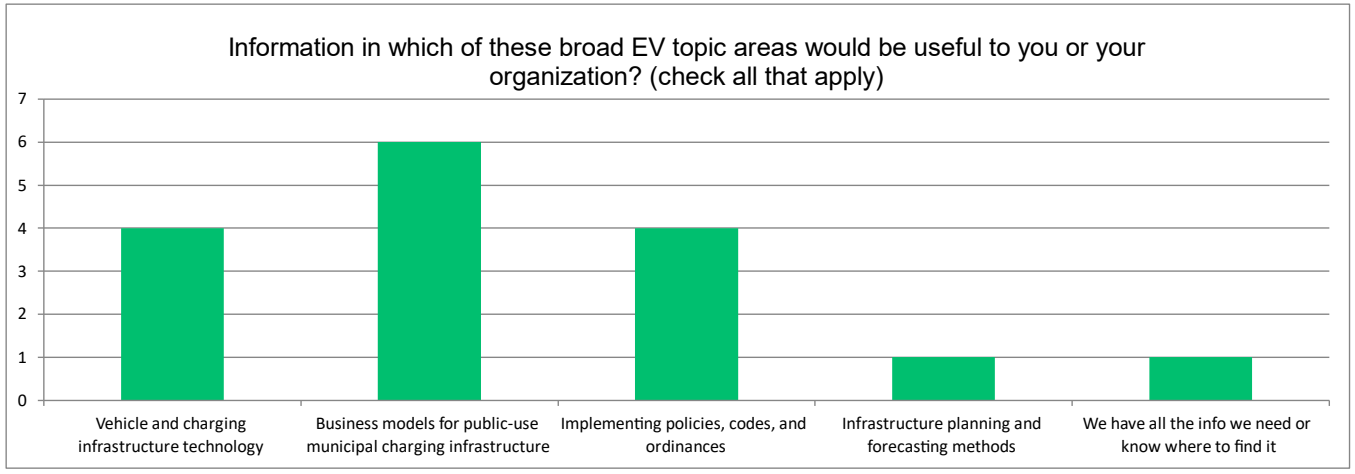
**For More Information:**

Thera Black | 360.878.0353 | TheraB@PeninsulaRTPO.org

**PRTPO Member Summary Responses**
**Member Agency EV Readiness Poll**
*Responses as of 08.30.21*

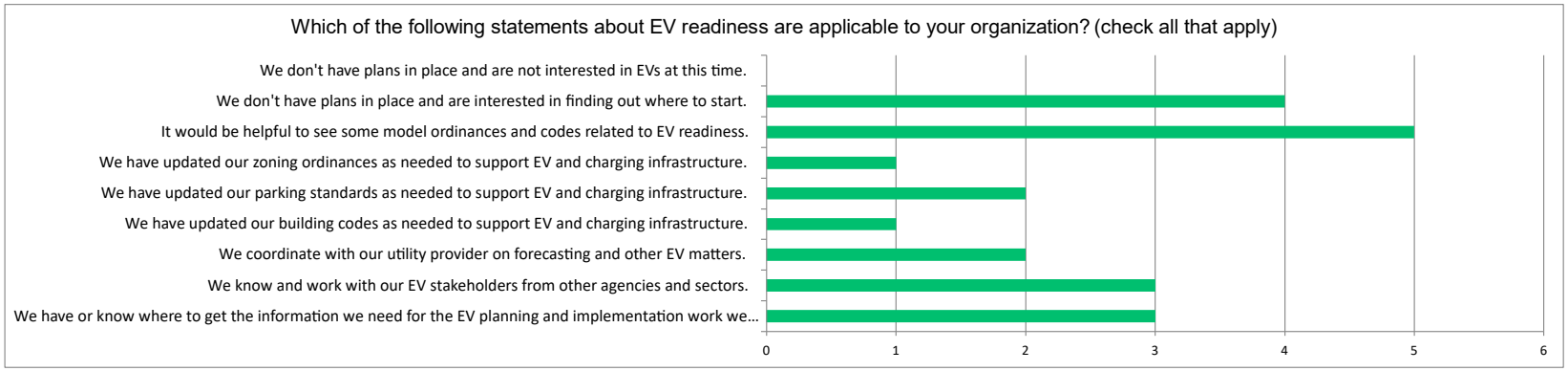
*Respondents as of 8.30.21 include: Jefferson County; Makah Tribe; Poulsbo; Port Orchard; Sequim; Port of Port Angeles; Clallam Transit, and Kitsap Transit. This is an open poll. Please consider sharing your responses or forward to the appropriate person in your organization. Thank you!*

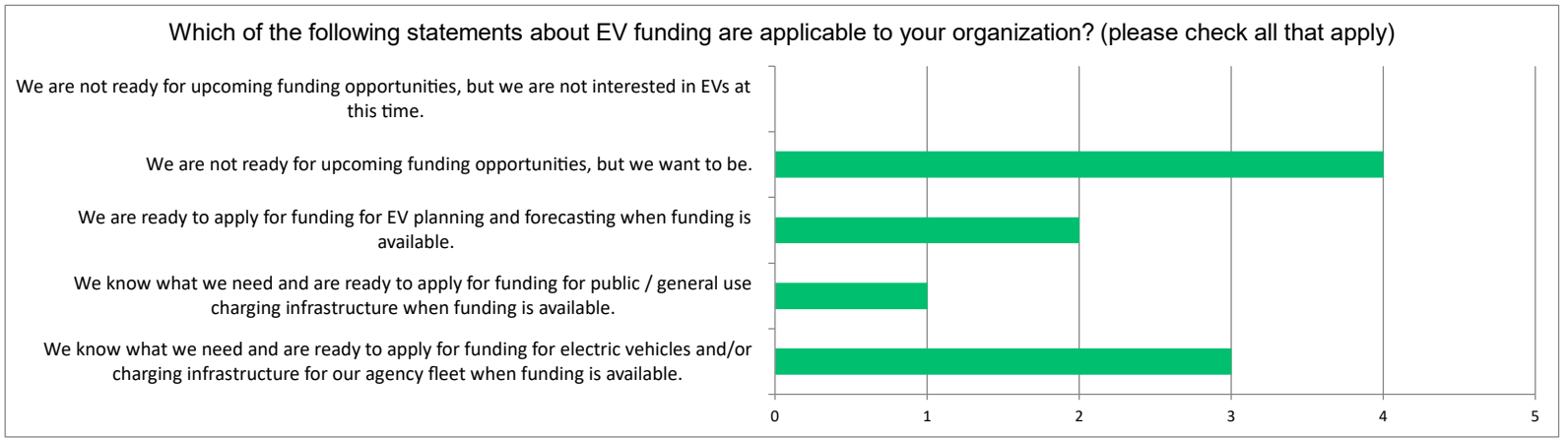



Other:

- Hard-core benefit cost analysis with Asset management replacement costs included.
- Basic cost effectiveness and practicality/limitations




Other Observations:

- Climate Action Committee has a grant team. NODC is willing to share a portion of an environmental grant to explore EV opportunities in jurisdictions.
- We are not sure what sorts of information would be requested in a grant funding application. We may have this information or we may not.
- There are some in our organization who are not interested in EVs at this time.
- We have applied for 3 electric HD buses and infrastructure. We are also looking into and further researching Hydrogen Electric Fuel Cell buses for future consideration. Our one public charging station has not been a success and we really aren't interested in this in the near future.




Other Obstacles:

- Jefferson County will pursue voluntarily. The "as practicable" rules from DOC apply here.
- Combine that with lack of funding available for planning/staff time. But the overloaded staff is currently probably the biggest obstacle
- The city is growing rapidly and everyone is stretched thin at this time.
- Lack of interest comes from lack of awareness - my answer is in between the two choices.
- Lack of range, practicability and increased costs.

**DISCUSSION ITEM**

**To:** PRTPO Technical Advisory Committee
**From:** Thera Black, PRTPO Coordinators
**Date:** August 31, 2021
**Subject:** **Local Agency Check-in on USBRS Designation Interest**

**REQUESTED ACTION:**

No action is requested. This is a chance to learn what feedback TAC members have received about local agency interest in USBRS designation at this time.

**Overview**

Last spring PRTPO was contacted by John Pope about potential designation of the Olympic Discovery Trail and other facilities as a part of the US Bike Route System (USBRS). USBRS designation would entail a recommendation by the Regional Transportation Planning Organization. While PRTPO has long been a proponent of the Olympic Discovery Trail, regional policy makers have no experience with USBRS designation. A better understanding of the process, roles, and responsibilities was needed before a proposal could be presented to the Board for consideration.

Two work sessions were convened in May and July for TAC members and PRTPO staff to understand more about the USBRS itself, the designation process, and any other responsibilities or considerations that would go into a decision about whether or not to pursue designation. John Pope from WA Bikes and Adventure Cycling Association talked in May about the system itself, interest in the Olympic and Kitsap Peninsulas for long-distance cycling tourism, and other parts of the system. In July, Brian Wood from WSDOT Headquarters explained state-level interests in the USBRS, specific details of the designation process, factors agencies often consider when identifying facilities to be part of a route, and roles and responsibilities of local agencies compared to WSDOT. He fielded an array of questions from the TAC.

It was clear the burden of effort for any designation rests with local agencies and WSDOT Olympic Region, insofar as state facilities are included in route designation. These are the agencies that would have to identify what specific facilities to include in a particular route designation and conduct whatever level of community coordination that would entail based on their individual local protocols. Realistically, if any members are interested in pursuing designation, the earliest a recommendation could be made would be spring of 2023.

Some knew their agencies would not be interested in participating at all. Other members felt that there might be interest but were unsure where this fits into established planning priorities given existing staffing demands and resource constraints. While large segments of the ODT present clearly defined facilities, a lot of effort may be required to identify appropriate facilities for other route segments, even if there are existing bike plans already in place. The intent had been to make a proposal to the Board in August about USBRS pursuits, but it was agreed that TAC members needed time to touch bases with their respective organizations to gage individual interest and sense of priority.

This is a chance to circle back on that local inquiry. We are interested in hearing what members, if any, are interested in pursuing USBRS designation and what that approximate time frame would be. This will help us determine if there is any need or opportunity for regional support from the PRTPO 2022-2023 work program for Board consideration.

For More Information:
Thera Black | 360.878.0353 | TheraB@PeninsulaRTPO.org

**BRIEFING ITEM**

**To:** PRTPO Technical Advisory Committee
**From:** Edward Coviello and Thera Black, PRTPO Coordinators
**Date:** August 31, 2021
**Subject:** **2022 PRTPO Meetings Post-COVID**

**REQUESTED ACTION:**

No action is requested. This brief is to keep the TAC informed about PRTPO meeting plans in anticipation of returning to a new normal in 2022.

## Overview

PRTPO plans to continue meeting online through the end of 2021. We are hopeful that in 2022 conditions will be such that we can return to meeting in person, and we are exploring now what that "new normal" might look like.

PRTPO is striving for a hybrid model that includes in-person as well as virtual meetings. We anticipate moving to a format involving two in-person meetings each year and four virtual meetings. This table illustrates the current concept. To the extent practical, we will try to develop agendas for the in-person meetings that take advantage of the format.

PRTPO intends to continue its practice of alternating in-person meetings between the north-end and the south-end. The Jamestown S'Klallam Tribe has graciously offered PRTPO continued use of its beautiful conference room facilities in Blynn at no charge. For efficiency reasons we are considering moving the south-end meetings to Kitsap Transit's conference room facilities in Bremerton.

These are all preliminary plans at this point; no decisions have been made or schedules set. When the Executive Committee directed us to start exploring this in May it seemed this might be for late autumn, not 2022. At this point in time, it is hard to know if we are being overly optimistic about returning to in-person meetings early in 2022.

| | | |
|---|---|---|
| JANUARY<br>TAC<br>Zoom | **FEBRUARY**<br>**Executive Board**<br>***In-Person*** | MARCH<br>TAC<br>In-Person |
| **APRIL**<br>**Executive Board**<br>**Zoom** | MAY<br>TAC<br>Zoom | **JUNE**<br>**Executive Board**<br>**Zoom** |
| JULY<br>TAC<br>Zoom | **AUGUST**<br>**Executive Board**<br>***In-Person*** | SEPTEMBER<br>TAC<br>In-Person |
| **OCTOBER**<br>**Executive Board**<br>**Zoom** | NOVEMBER<br>TAC<br>Zoom | **DECEMBER**<br>**Executive Board**<br>**Zoom** |

Comments or questions from the TAC are appreciated as it will help us evaluate options and come up with an approach that works best for PRTPO members.

For More Information:
Thera Black | 360.878.0353 | TheraB@PeninsulaRTPO.org
Edward Coviello | 360. 360.824.4919 | EdwardC@KitsapTransit.com