

Minutes – Kitsap County Non-Motorized Facilities Community Advisory Committee

February 18, 2025 – Kitsap County Public Works Building, Port Orchard

Members Present:	Members Absent:
Janet Kidd (Chair)	Scott Satter
Brian Watson (Vice Chair)	Jess Chandler
Nathan Menefee	
Deborah Weinmann	
Jessy Osterloh	
Rick Feeney	

Public Works Staff Present:

David Forte

Melissa Mohr

Guests/Public:

John Willett (online)

Approval of Previous Minutes:

- Brian Watson moved to approve the minutes from January 2025, and Rick Feeney seconded. The January 2025 meeting minutes were approved without objection.

Public Comment:

- Deborah Weinmann requested to make a comment as a member of the public to note a pending lawsuit recently filed by the Kitsap Environmental Coalition regarding the yet-to-be built parking lot in the North Kitsap Heritage Park. She stated she registered as an interested party to follow the course of the lawsuit (not affiliated with the NMCAC). David Forte commented that the action relates to an appeal on the SEPA determination before a hearing examiner.
- John Willett commented on the Sound to Olympics Trail. He reported meeting with Commissioner Rolfes, and that the commissioner received a lot of feedback on the preferred routes which was the reason for delaying the adoption of the route. He recommends that NMCAC members consider writing additional letters to the commissioner to express support. John Willett wants to contact other community groups to encourage expressing support.

Discussion Items:

1. Federal Grant Funding Risks:

- Executive orders and federal regulatory changes pose risks to County projects. Currently, 47% of transportation projects on the TIP face some level of risk, involving \$40 million in grant awards and \$28 million in future grants over a six-year period. Of this, \$5.2 million is already obligated, and \$20 million is awarded but not under contract. There is no recourse for revoked grant funding. Environmental projects, like fish passages, are notably affected, with funding coming from various sources such as DOT, regional councils, state agencies, and Native American and Navy funds. New U.S. DOT policies emphasize objective funding decisions, limiting the use of previous project justification aspects.
- The upcoming call for projects from the DOT will introduce new criteria. The pass-thru grants will need to revise their scoring processes to align with these criteria. As an example, grants related to the Puget Sound Resource Council will need to provide scoring procedures that comply with federal requirements.
- Brian Watson expressed significant concern regarding the DOT order and its wording. He was troubled by the implications and potential impacts on the public. He highlighted that the order appears contradictory as it states that grantmaking will be based on sound economic principles and analysis supported by rigorous cost-benefit requirements and data-driven decisions. Brian inquired about the discretionary and non-discretionary powers of the agency. David noted that while there are numerous questions, many will need to navigate through the legal processes.

2. Accessible Communities Committee:

- Deborah Weinmann provided an update - She attended the last Accessible Communities Committee meeting. She saw the NMCAC on their agenda. She interpreted from the discussion that they are looking for somebody to be on our committee. It was noted there is one vacancy for District 3 on the NMCAC.

David Forte noted that Rebecca Pirtle is trying to recruit somebody who may be pedestrian oriented to potentially fill the spot.

- Deborah Weinmann provided updates on the Port Gamble project. She also provided an update on the Parks and Recreation Open Space (PROS) plan. She noted that they are taking comments on the plan update until March 16th. Public meetings coming up.

3. Non-Motorized Routes

- David Forte clarified that Public Works is identifying roads and routes that should receive priority attention to provide non-motorized facilities if redevelopment is occurring. The routes identified are a product of the NMCAC. The non-motorized routes represent an evolutionary document...from 2011 bicycle plan to this. In 2018 updates were made, some routes taken off, and other significant additions occurred. As we move forward to review, we will be looking at new policy guidance but also consider previous policies and decisions. Discussed prioritization and the importance in determining what makes sense to apply limited funding. The committee members discussed the necessity to connect within communities and between communities.
- Rick Feeney and Brian Watson commented that they are now part of the Gorst Citizen's Advisory Committee.
- Janet Kidd asked about whether the committee should form a sub-committee to look at re-vising how the Non-Motorized Route Map is presented. David Forte commented that it is part of the process to update the Non-Motorized plan, and the prioritization is relatively current.
- Brian Watson asked about Central Valley Rd. and Hwy 303 improvements given the development project going on. David Forte said that Public Works worked to get a shared use path on one side of frontage. Melissa Mohr commented that there is a connection being made to Brownsville Highway and the Royal Valley Development. Brian noted the significant size of the development given the UGA. The area lacks appropriate infrastructure but is zoned to allow certain levels of development. Brian's concerns were with increased traffic on roads to serve the development.

Staff Updates:

- Rick Feeney noted the Greater Peninsula Conservancy recently purchased a large swath of land north of Clear Creek and the purchase includes an intent to allow the Clear Creek Trail to be extended further.

Adjournment:

- The meeting was adjourned at 19:03.