



## Draft TransPOL Meeting Agenda

February 15, 2018 | 1:00 – 2:30 PM | Kitsap Transit 3<sup>rd</sup> Floor Conference Room, 60 Washington Ave. Bremerton

Topic	Documents
<b>A. Welcome and Old Business</b>	
<ul style="list-style-type: none"><li>2018 meeting schedule</li><li>Approval of draft December 7, 2017 meeting summary</li></ul>	<ul style="list-style-type: none"><li>- <a href="#">KRCC Meeting Calendar</a> (pg 2)</li><li>- <a href="#">Draft 12/7 Meeting Notes</a> (pg 3)</li></ul>
<b>B. Preparing for the 2018 Countywide Competition</b> <ul style="list-style-type: none"><li>Review the draft Countywide Competition call for projects, which includes the programming processes, local centers, and evaluation criteria.</li><li>Review the draft Countywide Competition application</li></ul>	<ul style="list-style-type: none"><li>- <a href="#">Draft 2018 Call for Projects</a> (pg 7 )</li><li>- <a href="#">Draft 2018 Application</a> (pg 29)</li></ul>
<b>C. Preparing for the 2018 Regional Competition</b> <ul style="list-style-type: none"><li>Discuss potential projects to submit to the Regional Competition</li></ul>	
<b>D. Contingency List and Funding Process for 2018 Expected Returned Funds</b> <ul style="list-style-type: none"><li>Review contingency list and funding process for expected returned funds (if funding amounts are available)</li></ul>	<ul style="list-style-type: none"><li>- <a href="#">Programming Process for Returned Funds</a> (pg 15)</li><li>- <a href="#">2016 Contingency List</a> (pg 39)</li></ul>
<b>E. Regional Transportation Plan</b> <ul style="list-style-type: none"><li>Brief update on PSRC's Regional Transportation Plan: comment period is closed, the plan is slated for a vote at the May 31, 2018 General Assembly meeting</li></ul>	Draft <a href="#">Regional Transportation Plan</a> (weblink)
<b>F. 2018 KRCC Transportation Program Work Plan</b> <ul style="list-style-type: none"><li>Discuss priorities for KRCC's transportation program in 2018</li></ul>	
<b>G. Corridor Updates</b> <ul style="list-style-type: none"><li>SR 305</li><li>SR 16/Gorst</li><li>SR 104</li><li>Others</li></ul>	
<b>H. Announcements and Next Steps</b> <ul style="list-style-type: none"><li>Next TransPOL meeting: March 15 from 3:15 – 4:45 PM</li></ul>	
Adjourn	



# Kitsap Regional Coordinating Council

## Draft 2018 Meeting Schedule

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



### **Kitsap Regional Coordinating Council (KRCC)**

#### **Draft Transportation Policy Committee (TransPOL) Meeting Summary**

December 7, 2017 Meeting | 1:00-2:30 PM | Kitsap Transit, Bremerton  
v. 2/12/2017

<b>Decisions</b>		
TransPOL decided to... <ul style="list-style-type: none"><li>• Approve the draft September 2017 TransPOL meeting summary as final.</li><li>• Accept PSRC's recommendations for use of preservation dollars for ADA projects.</li></ul>		
<b>Actions</b>	<b>Person Responsible</b>	<b>Status</b>
Mr. Beloso will connect Commissioner Strakeljahn to Washington State Department of Transportation's Highway System Movement Project to discuss emergency preparedness.	Jason Beloso	?
Hold a joint TransTAC-LUTAC meeting to discuss the outcomes of the June KRCC Board Retreat.	KRCC staff	Ongoing based on Executive Committee guidance
Convene another "small cities" meeting in advance of the Puget Sound Regional Council's (PSRC) transportation competition for federal funding.	KRCC staff	Ongoing based on Executive Committee guidance
Identify the needed resources to pursue the potential actions identified at the KRCC Retreat.	TransTAC	Ongoing
Submit public comments to the draft Transportation 2040 Update.	TransPOL	Complete

#### **A. WELCOME AND APPROVAL OF DRAFT APRIL 2017 MEETING SUMMARY**

Betsy Daniels, KRCC Program Director, welcomed participants to the meeting (see Attachment A for a list of TransPOL members and observers).

#### **B. PUGET SOUND REGIONAL COUNCIL'S (PSRC) REGIONAL AND COUNTYWIDE COMPETITIONS**

KRCC staff members reviewed the following topics related to PSRC's Regional and Countywide Competitions.

- The Project Selection Taskforce for Kitsap County is looking at 2016 Project Selection Key Elements and updating them for this year. The Taskforce recommended maintaining the set aside for Kitsap. TransPOL members added that the only change for this year is that requests in the Regional Competition are limited to 50% of the fund available to reduce the risk of over obligating funds.
- Final recommendations regarding the Countywide Competition from TransTAC are expected at the next TransPOL meeting on January 18. Councilmember Ashby commented that she

would like to see projects ready for construction weighted heavier than projects that are ready for design. TransTAC members noted that preliminary engineering is just as crucial, if not more, to the success of a project and that being construction ready is less of an issue today than it was 5 years ago due to funding being more stringent. TransTAC noted that measuring improvements (congestions, air quality, etc.) with percentages rather than absolute numbers would help even the playing field across the 4 counties.

- TransTAC will look at the Programming Process for preservation projects and bring recommendations to TransPOL.
- TransPOL would like to have the Regional Competition decision made before the Countywide decisions. A special meeting to make those decisions could be added to a Tuesday in June.
- PSRC will use the same online forum as last year but TransTAC can request to have fewer questions and to include phasing opportunities.
- Projects should be prioritized prior to the Regional project selection workshop.
- Next steps include working with TransTAC to modify the programming processes, bring the Countywide process to TransPOL for review in February and approval in March.
- KRCC Staff will ask PSRC to formally publish the Kitsap Set Aside White Paper. PSRC's main request is for KRCC and others to have a mechanism to identify why one project was chosen over the other. TransTAC should maintain the high, medium, low project ranking system used last year but avoid turning those rankings into scores.
- PSRC provided revised language for use of preservation dollars for ADA projects in the Programming Process. TransPOL moved forward with PSRC's revisions.

### **C. REGIONAL CENTERS FRAMEWORK UPDATE**

Commissioner Strakeljahn attended the a meeting with Paul Ingraham, PSRC, and a representative from Congress member Kilmer's office regarding the Regional Centers Framework. Mayor Erickson noted that there is no formal motion to approve the Regional Centers Framework update at this time.

### **D. TRANSPORTATION 2040 UPDATE**

The Draft Transportation 2040 update will be out mid-December and open for 45 day comment period. TransPOL members will submit their comments individually by email.

### **E. 2018 TRANSPOL MEMBERS**

Only Bainbridge Island expects to have new TransPOL members. Councilmember Kol Medina will be at the January meeting. The Navy's TransPOL seat may be filled by Lynn Wall.

### **F. 2018 AGENDA TOPICS**

TransPOL expressed interest in the following as potential future agenda topics: Regional Centers, the Regional and Countywide Competitions, the Vision 2040 update.

### **G. CORRIDOR UPDATES**

#### **SR-16/Gorst Study Updates**

120 different options came out of the open houses and surveys conducted. The Working Group will meet to review and reduce options to a manageable number.

**SR 305 Study Updates**

Three open houses for the SR 305 project occurred between October 19 through October 26. The group is getting closer to doing prioritization and developing practical solutions. Parametrix is continuing its work on this project and TransPOL recommended that they give a presentation to the KRCC Board in early 2018.

**SR 104**

Groups of agencies and some citizen representatives are considering options within \$500,000. The group is planning to ask the State Legislature for more flexibility in how the money can be spent. A scope and budget needs to be developed before asking for more money.

**PUBLIC COMMENTS**

There were no public comments.

*The meeting adjourned at 2:34 PM.*

**Attachment A: Meeting Attendees**

NAME	JURISDICTION (ALPHABETICAL)
<b>TRANSPOL MEMBERS:</b>	
Mayor Val Tollefson	City of Bainbridge Island
Councilmember Bek Ashby	City of Port Orchard
Councilmember Gary Nystul	City of Poulsbo
Mayor Becky Erickson	City of Poulsbo
Commissioner Gelder	Kitsap County
Executive Director John Clauson	Kitsap Transit
Commissioner Axel Strakeljahn	Port of Bremerton
<b>OBSERVERS:</b>	
Barry Loveless	Bainbridge Island
Tom Knuckey	Bremerton
David Forte	Kitsap County
Mark Dorsey	Port Orchard
Dennis Engel	WSDOT
Roger Gay	Kitsap Taxpayer
Lynn Wall	Naval Base Kitsap
Duane Lenius	Poulsbo
Fred Salisbury	Port of Bremerton
<b>STAFF:</b>	
Betsy Daniels	KRCC Program Director
Sophie Glass	KRCC Transportation and Land Use Program Lead
Mishu Pham-Whipple	KRCC Coordination Lead



**2018 Call for Projects for the Kitsap Countywide Competition and  
Puget Sound Regional Council's (PSRC) Regional Competition  
for 2021-2022 Federal Transportation Funding**

Approved by the KRCC Board on [DATE]

Draft v. 2-1-18

**INTRODUCTION**

In 2018, Kitsap County jurisdictions are invited to submit projects to the PSRC Regional and Kitsap Countywide Competitions to receive Federal Highway Administration (FHWA) transportation funding for the 2021-2022 funding cycle. This document is intended to guide jurisdictions in submitting applications and includes the following sections:

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Draft 2/1/18: Major changes from the 2016 Call for Projects are highlighted in red  
underline. Unresolved questions or details are highlighted in yellow.

## 1. IMPORTANT DATES

Below are the key dates associated with the Regional and Countywide Competitions. See “Draft KRCC Schedule for Countywide and Regional Competitions” for more specific details.

<b>Regional Competition</b>	<b>Countywide Competition</b>
Feb. 22, 2018 - Call for Regional Projects	April 2, 2018 - Countywide Project eligibility screening deadline
March 12, 2018 - Regional Project Eligibility Screening Deadline	April 4, 2018 - Call for Countywide Projects
April 19, 2018 – Applications due for Regional Projects	May 4, 2018 – Applications due for Countywide Projects

## 2. COUNTYWIDE COMPETITION SUBMITTAL CHECKLIST

The steps required to successfully complete an application for funding as part of the Countywide Competition include:

- ☐ Submit PSRC Pre-Screening Form (available here: [UPDATE URL when available](#))
- ☐ Obtain letter of support from sponsoring jurisdiction
- ☐ Finalize financial plan for project
- ☐ Submit KRCC Application Form (available here: [UPDATE URL when available](#))

## 3. ELIGIBILITY

All jurisdictions within Kitsap County - including those who are not members of KRCC (i.e. Bremerton) - can apply for FHWA funds through the Countywide and Regional Competitions. KRCC member agencies that are eligible for FHWA funding include:

- Kitsap County
- Bainbridge Island
- Port Orchard
- Poulsbo
- Suquamish Tribe
- Port Gamble S’Klallam Tribe
- Port of Bremerton
- Kitsap Transit

Please note that Naval Base Kitsap is not eligible to directly apply for FHWA funds through the Countywide or Regional Competitions, even though Naval Base Kitsap is a member of KRCC.



## 4. COMPETITIONS

### Regional Competition

PSRC coordinates a Regional Competition, and the Regional Project Evaluation Committee (RPEC) is responsible for recommending projects from this competition to the Transportation Policy Board (TPB) to receive the regional portion of the Federal Highway Administration (FHWA) funds (see below).

### Countywide Competition

KRCC is responsible for coordinating the Countywide Competition and recommending projects to the TPB to receive the countywide portions of the FHWA funds.

## 5. AVAILABLE FUNDING

This section explains the types and amounts of available federal funding for the Regional and Countywide Competitions.

### Federal Highway Administration Funds (FHWA)

FHWA funds are awarded to a variety of project types including highway, arterial, transit, bicycle, pedestrian, system and demand management, and technology projects. These funds include:

- Surface Transportation Program (STP) funds: These are the most flexible and can be used for a variety of projects and programs.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ): These funds can only be used for projects that improve air quality within certain areas.
- Transportation Alternatives Program (TAP) funds: These are for non-traditional projects such as pedestrian and bicycle facilities, community improvement activities, and environmental mitigation.

The total estimated amount of both STP and CMAQ funds is split between the Regional and Countywide Competitions based on a regionally adopted funding split.

### Set-Asides

Before splitting the funds between the Regional and Countywide Competitions, PSRC sets aside the following funds:

- Non-Motorized Set-Aside: The bicycle/pedestrian set-aside is retained at 10% of the total estimated FHWA funds and will be allocated by population among the four countywide forums, to be distributed via a competitive process.
- Preservation Set-Aside: The preservation set-aside for PSRC's FHWA funds is retained at 20% of the total estimated Surface Transportation Block Grant Program (STP) funds, with retention of the provision in 2016 to add 5% to the countywide

processes. The preservation set-aside for PSRC's FTA funds is retained at 45% of the regional competitive FTA funds.

- Kitsap County Set-Aside: Kitsap County jurisdictions are not eligible to receive CMAQ funds as the county falls outside the boundaries of the region's air quality maintenance and nonattainment areas. As such, since 1995 Kitsap County has received a set-aside of STP funds—based on the County's population relative to the total amount of estimated STP funds—for distribution within the Countywide Competition.
- Rural Town Centers and Corridors: In 2018, the Rural Town Centers and Corridors Program is increased from \$3 million to \$5 million of FHWA STP funds from the regional competitive portion of funds. This program was created in 2003 to assist rural communities in implementing town center and corridor improvements, in coordination with state highway corridor interests.<sup>1</sup>

## Balancing by Year

FHWA funding awards must now be balanced by year, and the amount of funds that are able to be utilized in a given year is limited by the annual estimated allocation amount by funding source. Since only a certain amount of funding may be used each year, and to ensure the region continues to meet its annual FHWA delivery targets, the amount that may be requested in the FHWA Regional Competition is limited to 50% of each year's available funding, by source.

For the Countywide Competition, KRCC needs to aim to evenly divide its funding across 2021 and 2022. If KRCC is unable to evenly divide its funding in 2021 and 2022, then it needs to work with PSRC to see if there is any flexibility.

## Countywide Competition Funding

### Rural Minimum

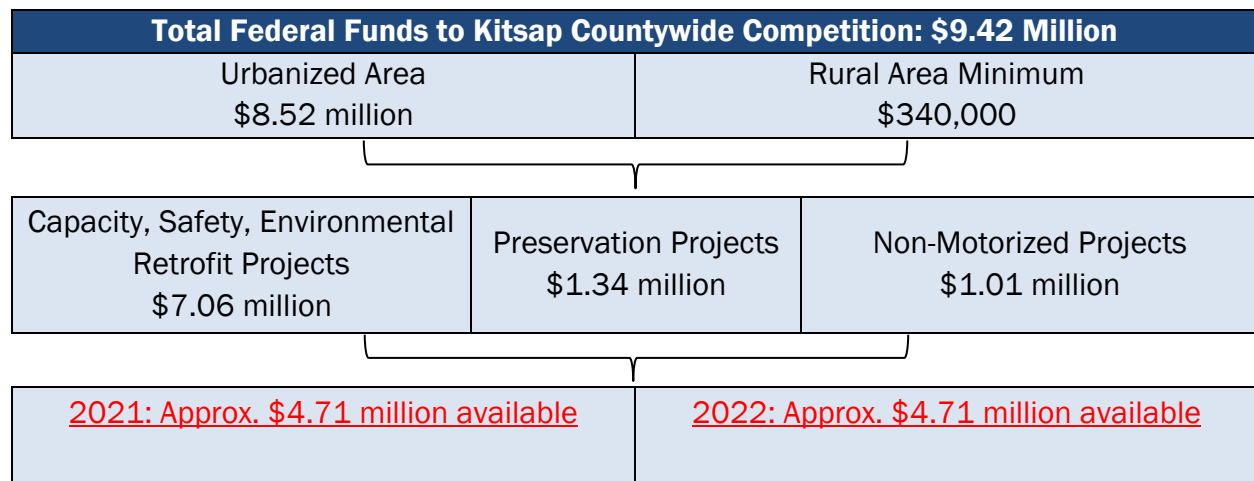
Under federal regulations, the region is required to spend a minimum amount of STP funds in rural areas. Per policy, these amounts by county are based on the average between the federally defined rural population and rural center line miles. If the rural minimum is not split evenly across 2021 and 2022, then one of the other pots should counter it in the other direction – i.e., if the rural minimum were to be allocated entirely in 2021, then KRCC might move \$340,000 more into 2022.

### Applying to Both the Regional and Countywide Competitions

[Countywide Chairs have not made a final decision on whether jurisdictions can apply to both competitions for the same scope. If it is allowed, insert language in this section.]

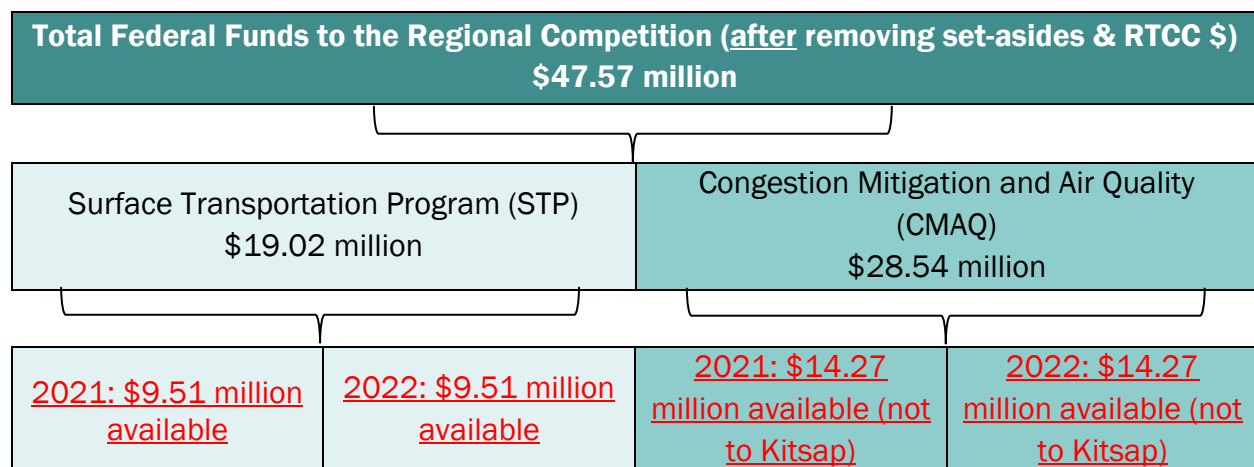
<sup>1</sup> Normally, this program is conducted one year later than the main project selection process; PSRC staff is reviewing options for whether to conduct this process in 2018 or 2019.

See below for a schematic of funding for the Countywide Competition:



## Regional Competition Funding

The graphic below shows the flow of 2021-2021 federal funds to the 2018 Regional Competition, excluding the Rural Town Centers and Corridors (RTCC) competition.



## 6. POLICY FOCUS

For the 2020-2021 Funding Cycle, the policy focus of support for centers and the corridors that serve them is retained. The intent of this policy focus is to support implementation of VISION 2040, Transportation 2040 and the Regional Economic Strategy.

### Regional Centers

Centers are the hallmark of PSRC's VISION 2040 and it's Regional Growth Strategy. See Appendix A for a map of Regional Centers.

Regional Growth Centers (RGC): RGCs have been identified for housing and employment growth, as well as for regional funding. **Kitsap County has two Regional Growth Centers: Bremerton and Silverdale.** Kitsap County jurisdictions can submit transportation projects to the Regional Competition if they support Regional Centers or the corridors that serve them, even those outside of Kitsap County. For example, projects that connect Kitsap County to the Seattle Central Business District are eligible for funding through the Regional Competition

Regional Manufacturing/Industrial Centers (MICs): MICs are locations for increased employment. **Kitsap County has one Manufacturing Industrial Center: the Puget Sound Industrial Center.**

Please note that PSRC's 2016-2018 Regional Centers Framework Update project will not impact the 2018 Regional or Countywide Competitions.

## Local Centers

For the Countywide Competition, projects must support Local Centers, which are designated through a countywide process. For the purposes of the Countywide Competition, KRCC has identified the following local centers, which have been adopted through each jurisdiction's comprehensive planning process or via the PSRC Regional Policy Framework for military locations. This list was updated in January 2018 and maps are provided in Appendix B.

<b>Jurisdiction</b>	<b>Location</b>
Kitsap County	Kingston
Kitsap County	Southworth
Kitsap County	Suquamish
Bainbridge Island	Winslow
Bainbridge Island	Day Road Business/Industrial Area
Bainbridge Island	Sportsman Triangle Business/Industrial Area
Bainbridge Island	Lynwood Center
Bainbridge Island	Rolling Bay
Bainbridge Island	Island Center
Bremerton	Downtown Regional Center
Bremerton	Charleston District Center
Bremerton	Wheaton/Riddell District Center
Bremerton	Wheaton/Sheridan District Center
Bremerton	Eastside Employment Center
Bremerton	Manette Neighborhood Center
Bremerton	Puget Sound Industrial Center-Bremerton Manufacturing and Industrial Center
Poulsbo	Poulsbo Town Center
Poulsbo	Olhava Mixed Use Center

Port Orchard	Downtown Port Orchard
Port Orchard	Tremont Corridor District
Port Orchard	South Kitsap Mall/Lower Mile Hill Mixed Use Center
Port Orchard	Government/Civic Center District
Port Orchard	Upper Mile Hill Mixed Use Center
Port Orchard	Tremont/Lund/Bethel Mixed Use Center
Port Orchard	Sedgwick/Bethel Mixed Use Center
Port Orchard	Old Clifton Industrial Employment Center
Port Orchard	McCormick Woods/Old Clifton Mixed Use Center
Naval Base Kitsap	Naval Base Kitsap Bangor
Naval Base Kitsap	Naval Base Kitsap Bremerton
Naval Base Kitsap	Naval Base Kitsap Jackson Park
Naval Base Kitsap	Naval Base Kitsap Keyport
Naval Base Kitsap	Naval Base Kitsap Manchester
Kitsap Transit	Historic Mosquito Fleet Terminals

## 7. PROGRAMMING PROCESS: NON-MOTORIZED PROJECTS

*Originally Adopted by KRCC 2/7/06; Revised 3/27/12; 1/28/14; 4/5/16*

### OVERVIEW

At this time, 10% of the federal countywide allocation of federal STP funding is set-aside [as per regional/Puget Sound Regional Council policy] to distribute among eligible non-motorized projects, with a 13.5% local project match required. During 2010, the Kitsap Regional Coordinating Council undertook an extensive review of non-motorized needs and priorities in Kitsap County. Findings were published in the report “Looking for Linkage” and included policy recommendations on the use of non-motorized federal funding, beginning with the 2013-14 cycle. During 2011/2012, and again in 2013/2014, the KRCC Transportation Policy Committee reviewed and updated Kitsap’s policy goals for Non-Motorized funding.

### POLICY GOALS FOR NON-MOTORIZED FUNDING

1. Reaffirmed the criteria originally developed in 2004 (the first cycle that the Countywide Forums had responsibility for distributing these funds), that candidate projects should:
  - Be high priority to the sponsoring jurisdictions
  - Meet federal eligibility criteria (i.e., focus on bike/pedestrian transportation rather than recreation)
  - Not be disproportionately burdened by federal administrative costs
  - Produce visible results
  - Contribute to Kitsap’s regional transportation system

2. Support projects that address the identified countywide policy goal of increasing safe walking/biking routes to schools, including elementary, middle, and high schools, over other projects.
3. Acknowledge that Kitsap County has developed and adopted a Countywide Non-Motorized Spine System. Once the system improvements are prioritized, these countywide policy goals will again be reviewed, and potentially revised to include the Spine System. Project selection should be a multi-jurisdictional, collaborative process that uses the approved project selection criteria.
4. Favor right-of-way (ROW) acquisition and PS&E/construction project-segments over planning, in general.

## OTHER GUIDANCE

Beyond the 10% federal funds non-motorized set-aside, consider non-motorized projects alongside all other STP projects submitted for the general Countywide Allotment of federal funds. General project selection criteria will be used for project prioritization, in addition to the non-motorized policy guidelines described herein.

## 8. PROGRAMMING PROCESS: PRESERVATION SET-ASIDE

*Originally adopted by KRCC on 3/27/12; Revised 1/28/14; 4/5/16*

### OVERVIEW

Based on extensive discussion within TransTAC, and including input from TransPOL, the following criteria and selection process is recommended for Kitsap's share of federal funds that has been set-aside from the regional portion of the available federal allocation to the PSRC region for the upcoming funding cycle, 2021-2022, for use in preservation activities. The context for this set-aside is the substantial under-funded need for preservation and maintenance of the existing transportation infrastructure throughout the Puget Sound Region, documented and highlighted in Transportation 2040. PSRC senior staff and the PSRC Regional Project Evaluation Committee recommend continuing this specific set-aside with the intention of evaluating its effectiveness for the future.

### POLICY GOALS

First, the use of funds must meet all applicable federal requirements, including location on federally classified roads, facility accessibility (ADA), and competitively bid contracting. Specific to the Kitsap Countywide project selection process:

1. Use of these funds for this cycle is focused exclusively on projects in the roadway, including overlay, chip seal, and grind out preservation projects and the work needed to meet ADA requirements for these. Elements outside the scope of the roadway preservation must be funded locally.

2. Projects must support regionally- or locally-designated centers or their connecting corridors. Some preference will be given to projects that support transit, freight, and/or school routes.
3. There is no minimum/maximum project size, although projects should be substantial enough to warrant federal-aid participation and to extend facility life cycle 7+ years for surface treatments and 15+ years for overlays. Once the set of Kitsap projects have been identified through the KRCC Project Selection Process, TransTAC will work to organize the most cost-effective construction management strategy; it may use a single construction bid approach, with funding for the CM function derived from presumed cost-savings. Attach info about pavement design and best practices such as the # of single axle loads anticipated during the design life of facility.
4. The local match requirement of 13.5% stands.
5. Project sponsors will be urged to bring forward several projects at different cost levels to enable TransTAC and TransPOL to select a package of projects that “meets the mark” of available funds.
6. Recognizing that not every jurisdiction will choose to participate in the package of preservation projects, regional equity will be reflected in the total set of projects funded with the countywide portion of the federal funds including the Non-Motorized set-aside and regular STP portion.
7. The intention of this funding set-aside is to supplement jurisdictions’ existing preservation programs.
  - Project sponsors will self-report their 5-year average spending on preservation of their transportation facilities, with a commitment to spend approximately 90% of that average on other preservation activities during the life of the project.
  - Each participating jurisdiction will provide information describing their pavement management system for use in evaluating “best use” of the available funding.

## **CRITERIA**

For preservation projects, the “Safety and Capacity” criterion is considered an “other consideration”. In addition, the “Air Quality Benefits and Emissions Reduction” criterion is not relevant for preservation projects and project sponsors will not need to answer application questions related to this question.

## **9. PROGRAMMING PROCESS: NEW FUNDS OR RE-PROGRAMMING FUNDS**

*Originally Adopted 1/7/06; Revised 1/28/14; 4/5/2016*

### **OVERVIEW**

This policy covers funds available between TIP programming cycles:

1. New Program Funds

2. Funds to be re-programmed because a project cannot be obligated or completed within the funding period. To identify “projects at risk” early, KRCC’s TransTAC will conduct a quarterly review of project status, using PSRC’s Project Tracking System that includes both Regional and Countywide projects.

## **REGIONAL COMPETITION**

For projects/funding through the Regional Competitive Program, use the Puget Sound Regional Council process.

## **COUNTYWIDE COMPETITION**

For funding available through the Countywide Program, two uses will be considered:

1. As part of the regular TIP programming process, KRCC’s TransTAC, TransPOL, and Executive Board will develop and approve a Contingency List that is 30-50% more than the expected funding. The Contingency List will be prioritized, at a minimum, to identify High, Medium, and Lower Priority Projects.
2. Funds can also be left to accumulate, if the amount left is not sufficient to fully fund a phase of a project on the Contingency List.

## **CONTINGENCY LIST**

TransTAC will review Contingency List, using the following considerations:

1. Matching the funds available to the project need.
2. Available match funding.
3. Ability to obligate and spend the funds.
4. Projected completion of activity.
5. Consequence of not funding (with these funds).

TransTAC will make recommendation to TransPOL on funding distribution. TransPOL reviews and recommends to KRCC Executive Board. Note: Funding recommendation may take a Contingency List project out of order, and/or accumulate funds until the next TIP cycle.

# **10. COUNTYWIDE COMPETITION CRITERIA AND EVALUATION PROCESS**

As part of the Countywide Competition, KRCC has developed criteria to evaluate project proposals. These criteria are intended to support a competitive, fair, and transparent selection process. The Countywide Criteria are consistent with the Regional Criteria but reflect the unique context of Kitsap County and the collaborative approach to making decision that is valued by KRCC. The evaluation process includes the following three components. Details on each are below.

- (1) Requirements
- (2) Ranked Criteria, and
- (3) Other Considerations.



## Requirements

All projects must meet the following requirements for consideration in the Countywide Competition:

- ☐ Must be consistent with a local Kitsap County jurisdiction's current (as of December 31, 2015) Comprehensive Plan (include citations when possible)
- ☐ Must be included on or proposed for inclusion in a Transportation Improvement Program (TIP)
- ☐ Must consider applicable planning factors identified in federal law
- ☐ Must be consistent with Kitsap's Countywide Planning Policy Guidance (with the exception of "Local Centers," which are adopted through each jurisdiction's comprehensive planning process or via the PSRC Regional Policy Framework for military locations)
- ☐ Must include a document from the jurisdiction's Board of Commissioners, Council, or other official authorizing body that acknowledges the time, phase, and funding obligations associated with federal funding

## Ranked Criteria

The objectives listed on the following pages are examples of possible ways of meeting the criteria; the list is not exhaustive. TransTAC will use qualitative metrics to determine how well each project proposal meets the criteria by selecting a “high,” “medium,” or “low” ranking. **These rankings will not be converted into scores.** The criteria are equally weighted.

CRITERIA	RELATIVE RANKING		
<b>Support for Regional/Local Centers &amp; the corridors that serve them</b> Project accomplishes one or more of the following objectives: <ul style="list-style-type: none"> <li>• Supports and/or connects regional or local centers</li> <li>• Helps to advance desired or planned public or private investment that support centers (e.g., housing, employment, redevelopment)</li> <li>• Supports mobility for people traveling to, from, and within centers</li> <li>• Makes connections to existing or planned infrastructure</li> <li>• Fills a physical gap or provides an essential link in the system</li> <li>• Supports multimodal transportation investments</li> </ul>	High (project provides significant benefits to Local or Regional Centers)	Medium (project provides benefits to Local or Regional Centers)	Low (project provides minimal benefits to Local or Regional Centers)
<b>Funding feasibility, requirements, and opportunities</b> Project meets one or more of the following objectives: <ul style="list-style-type: none"> <li>• Well-articulated financial plan that is in alignment with the project prospectus</li> <li>• Demonstrated project readiness</li> <li>• Phase can be completed with funding requested</li> <li>• Separate phase previously funded by PSRC’s federal funds</li> </ul>	High (strong financial plan, clear approach to completion, and project includes previous PSRC funding)	Medium (financial plan is complete but the ability to complete phase with requested funding is questionable)	Low (financial plan is weak or incomplete and project readiness is questionable)

<b>Cross-jurisdictional and coordination opportunities</b> Project meets one or more of the following objectives: <ul style="list-style-type: none"> <li>• Currently involves multiple jurisdictions, agencies, or projects</li> <li>• Provides opportunities for future coordination among jurisdictions, agencies, or projects</li> <li>• Benefits multiple jurisdictions, agencies, or projects</li> </ul>	<b>High</b> (at least two jurisdictions involved and some project coordination opportunities)	<b>Medium</b> (involves a single jurisdiction and few opportunities for coordination)	<b>Low</b> (involves a single jurisdiction and no opportunities for coordination)
<b>Safety/capacity benefits</b> Project improves safety by meeting one or more of these objectives: <ul style="list-style-type: none"> <li>• Improves a “high collision” intersection or corridor (as defined by the project sponsor based on collisions or fatalities/capita)</li> <li>• Reduces barriers to use</li> <li>• Provides safe access</li> <li>• Addresses vulnerable users</li> <li>• Makes capacity enhancements that improve safety</li> </ul> Note: this criterion is considered an “other consideration” for preservation projects.	<b>High</b> (project provides significant safety and capacity benefits)	<b>Medium</b> (project provides safety and capacity benefits)	<b>Low</b> (project provides minimal safety and capacity benefits)
<b>Growing Transit Communities and health/equity considerations</b> Project meets one or more of the following objectives: <ul style="list-style-type: none"> <li>• Benefits housing and business opportunities</li> <li>• Supports transit-oriented development and access to transit</li> <li>• Addresses negative health outcomes</li> <li>• Benefits highly impacted communities and populations such as those identified in the President’s Order on Environmental Justice, seniors, people with disabilities, and areas of high unemployment or chronic underemployment; benefits may include the following: educational opportunities, affordable housing and quality neighborhoods, economic opportunities, transportation and mobility options, and health benefits.</li> </ul>	<b>High</b> (project provides significant benefits to “highly-impacted communities” and greatly supports access to transit and positive health outcomes)	<b>Medium</b> (project provides benefits to “highly-impacted communities and supports access to transit and positive health outcomes)	<b>Low</b> (project provides minimal benefits to “highly-impacted communities” and minimally supports access to transit and positive health outcomes)

<p><b>Air quality benefits and emission reduction</b></p> <p>Project provides air quality benefits by:</p> <ul style="list-style-type: none"> <li>• Reducing congestion and improving circulation</li> <li>• Reducing delay, particularly of freight vehicles</li> <li>• Reducing single occupancy vehicle trips</li> <li>• Reducing vehicle miles traveled</li> <li>• Addressing vulnerable populations</li> <li>• Reducing pollutants with highest health risk</li> <li>• Supporting non-motorized travel</li> <li>• Improving engines or explores alternative fuel technologies</li> </ul> <p>Note: this criterion is not applicable for preservation projects.</p>	<p>High (project provides significant air quality benefits)</p>	<p>Medium (project provides air quality benefits)</p>	<p>Low (project provides minimal air quality benefits)</p>
<p><b>Multimodal elements and approach</b></p> <p>Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> <li>• Provides non-motorized transportation benefits</li> <li>• Improves freight movement</li> <li>• Improves access to transit</li> <li>• Provides transportation demand management benefits</li> <li>• Serves more than one mode of transportation</li> <li>• Connects to or supports other local/regional multimodal projects</li> </ul>	<p>High (project provides significant multimodal benefits)</p>	<p>Medium (project provides multimodal benefits)</p>	<p>Low (project provides minimal multimodal benefits)</p>

## Other Considerations

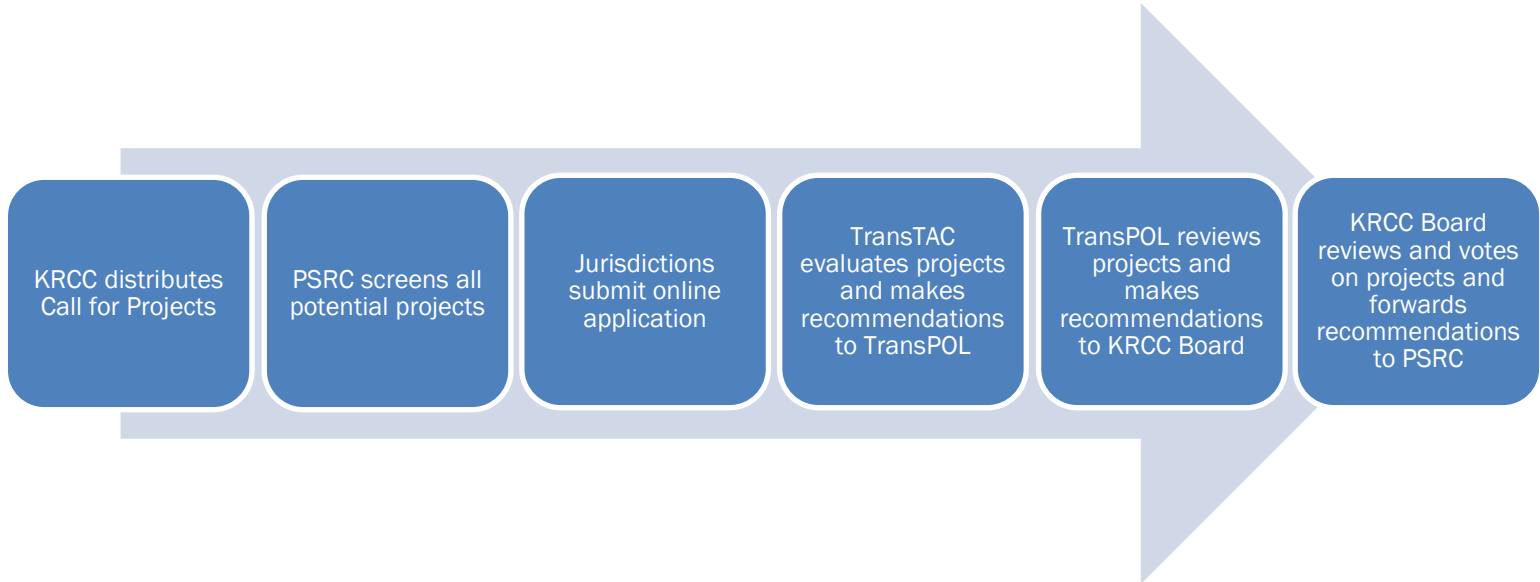
Beyond the criteria identified above, there are other considerations that can be used to evaluate projects. These considerations are applied on a case-by-case basis.

- **Supports Innovation** — Project includes innovative elements such as design, funding, technology, or implementation approach.
- **Addresses an Emergency Need** — Project is the result of an emergent need stemming from infrastructure failure, natural disaster, or another unanticipated activity or event.
- **Geographic Equity** — Project helps to balance the distribution of funds throughout Kitsap County. Equity can be established over multiple funding cycles and across funding types.
- **Leverages Funding** — Project has received funding from other sources and is able to leverage countywide funds for a greater impact. Project would have to return other funding sources if countywide funding is not provided.
- **Public Support** — Project has significant demonstrated public support. This could be documented in letters, attendance at public meetings/hearings, newspaper articles/editorials, or another format.
- **“Shovel Ready”** — Project is seeking funding for construction.
- **Practical Design** — Project proposal includes a description of jurisdictional analysis to determine project needs and benefits based on local circumstances.
- **Safety/Capacity Benefits (for Preservation Projects only)** - Project improves safety by meeting one or more of these objectives: improves a “high collision” intersection or corridor, reduces barriers to use, provides safe access, addresses vulnerable users and/or makes capacity enhancements that improve safety.

## 11. COUNTYWIDE COMPETITION SUBMITTAL AND REVIEW PROCESS

KRCC will distribute the Call for Projects to all Kitsap County jurisdictions. Applicants will submit an online screening form to PSRC. After PSRC screens the projects for eligibility, applicants will complete an online application. Both the screening form and online application are available online: [insert URL](#). KRCC’s TransTAC members will independently review each project application prior to a workshop during which they will hear presentations from project sponsors and rank each project using the criteria outlined above. After this ranking exercise and additional discussion, TransTAC will recommend projects (including a prioritized contingency list) to TransPOL. TransPOL will review TransTAC’s recommendations and finalize the project lists for review by the KRCC Board. During a KRCC Board meeting, Board members will vote on the project lists and forward their recommendations to PSRC for funding.

## Countywide Competition Application and Review Process

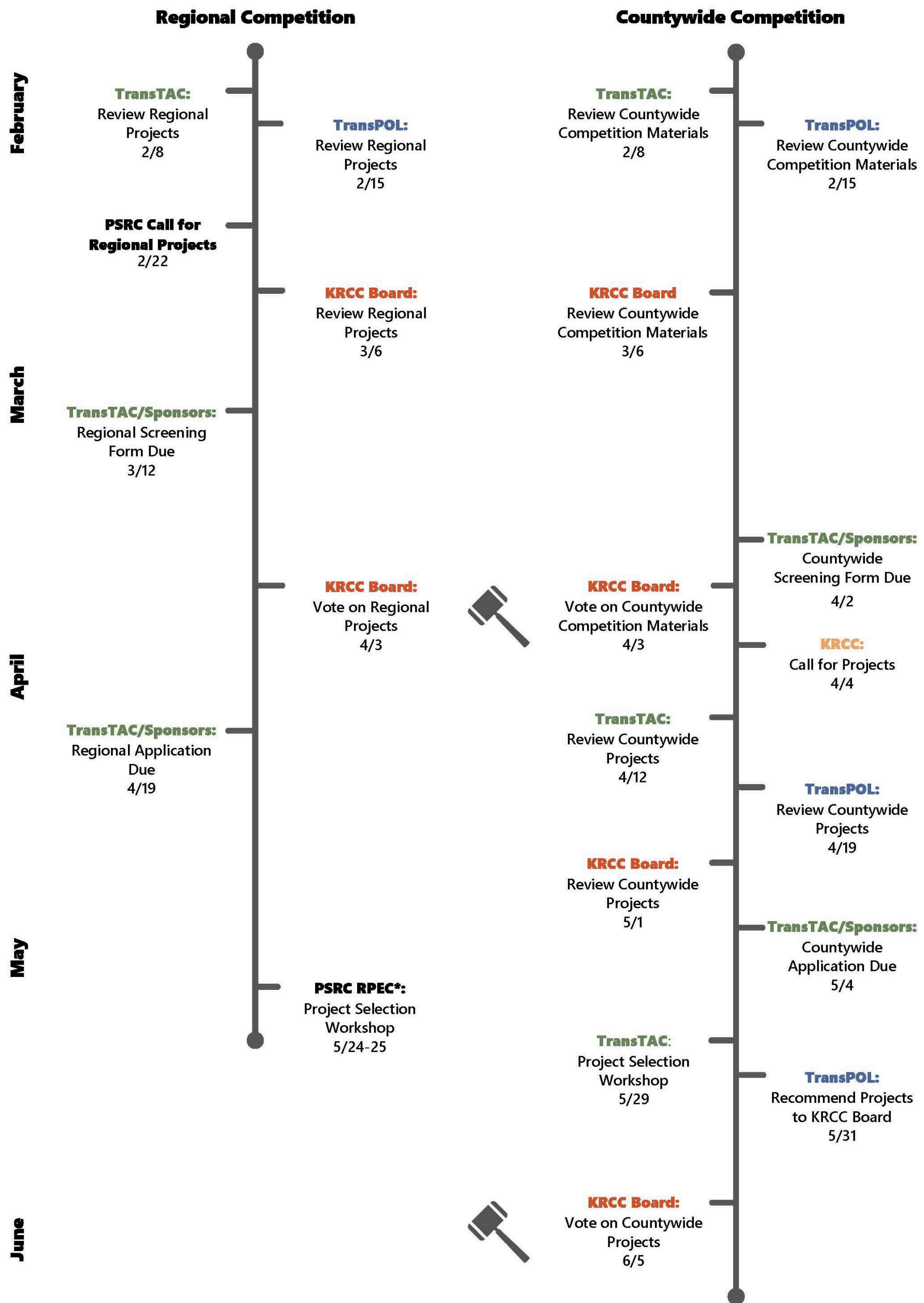


## 12. PUBLIC INVOLVEMENT

It is the intent of PSRC and KRCC that the public be involved with the allocation of federal transportation funds.

- As part of jurisdictions' Comprehensive Planning processes, all projects have been identified and prioritized with appropriate public involvement at the local level.
- TransTAC will notify other agencies and organizations throughout Kitsap County about the Regional and Countywide Competitions (PSRC maintains a list of relevant entities).
- Members of affected groups and the general public may attend TransPOL meetings; agendas include an opportunity for public comment.
- Presentation and discussion of proposed project programming of federal funding is conducted in the regular KRCC meetings, which are advertised, open to the public, and for which agendas are e-mailed to all relevant agencies and individuals, as well as posted on the KRCC website.

13. DRAFT KRCC SCHEDULE FOR COUNTYWIDE AND REGIONAL COMPETITIONS



\* Regional Project Evaluation Committee (RPEC)

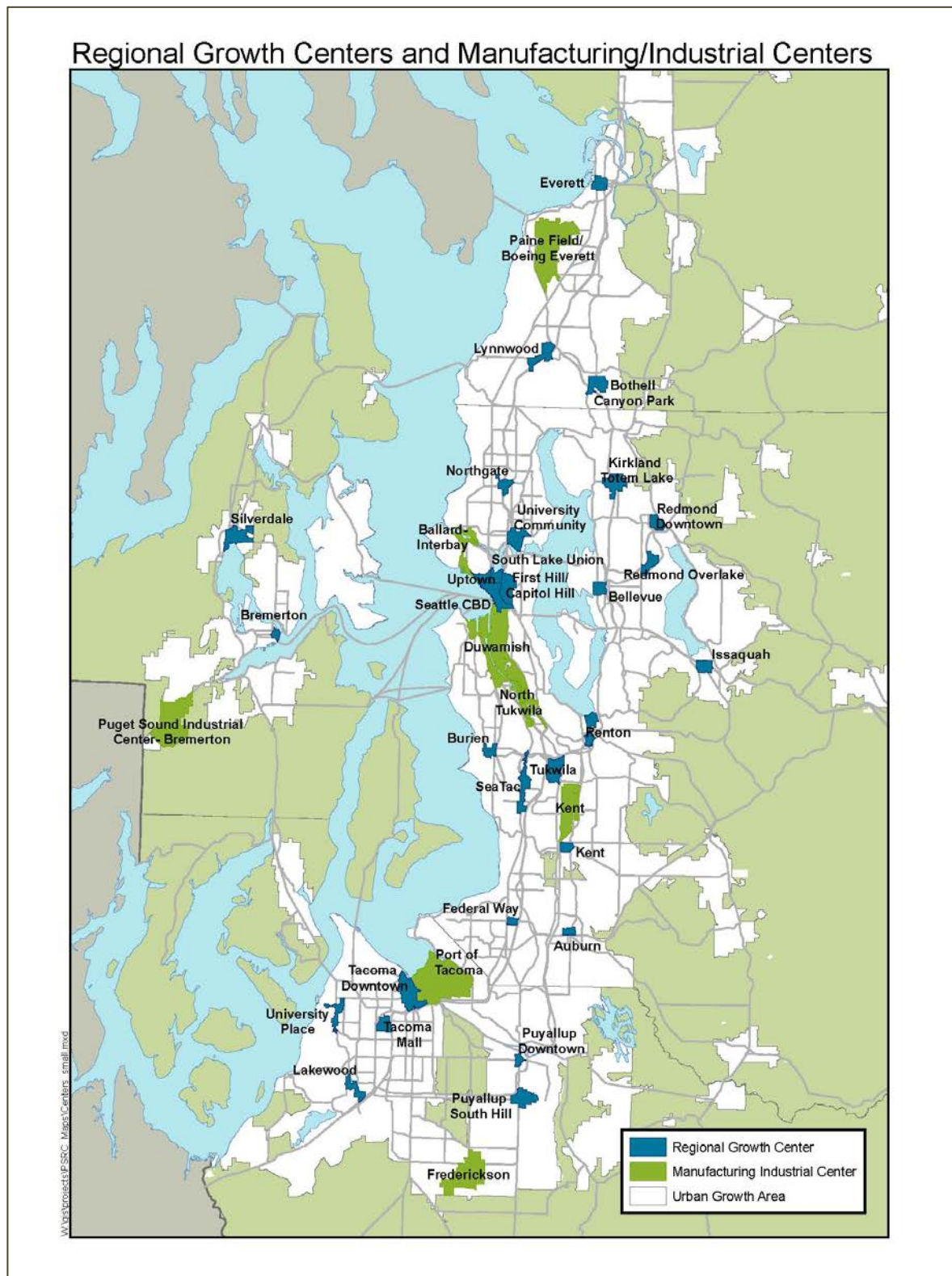
## 14. PROJECT SPONSOR RESOURCES

PSRC is developing a library of online resources for use by project sponsors, including Opportunity Maps and demographic information to support the Growing Transit Communities and health/equity considerations. A list of some of these resources is below, as well as available here: [UPDATE URLs](#).

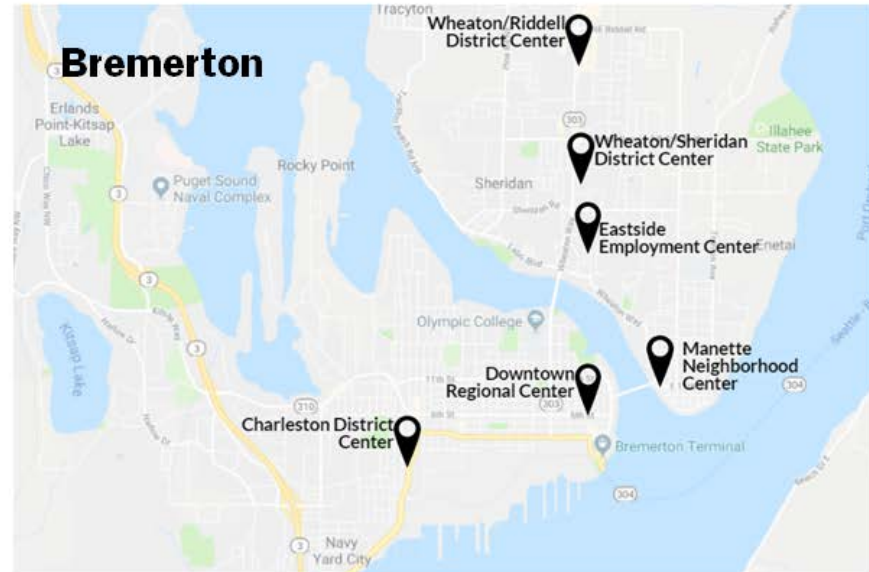
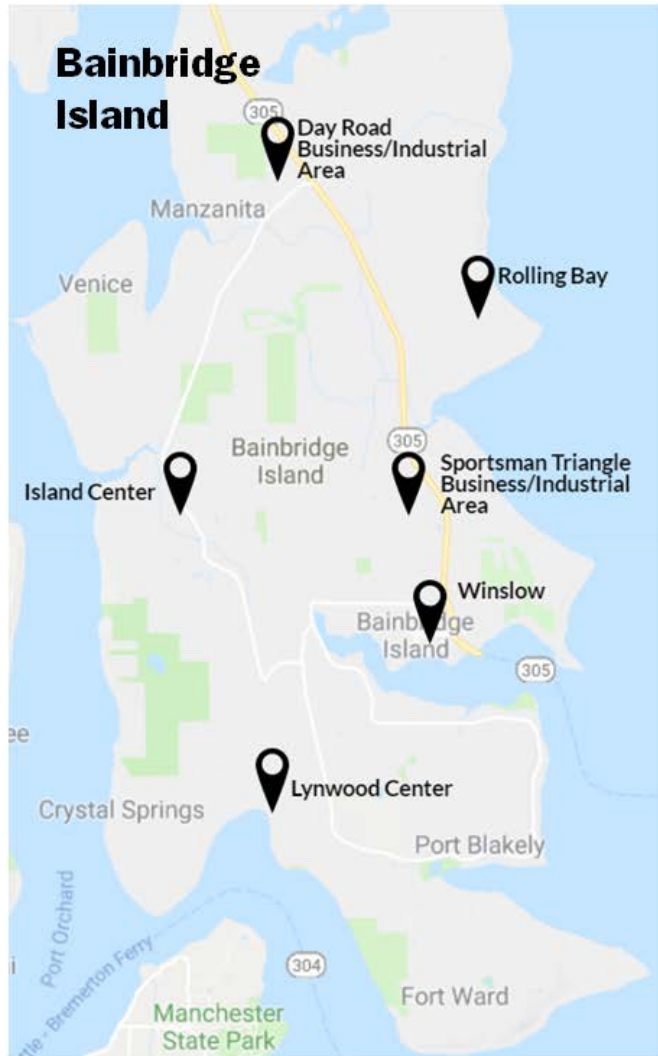
- [2018 Policy Framework for PSRC's Federal Funds](#)
- [Schedule and Deadlines](#)
- [Funding Eligibility](#)
- [Regional \[FHWA\]\(#\) Project Evaluation Criteria](#)
- [Applications and Screening Forms \(regional and countywide\)](#)
- [Screening Form Checklist](#)
- [Regional \[FHWA\]\(#\) Application Checklist](#)
- [Guidance for addressing populations served, health and equity](#)
- [Project Selection Resource Map \(works best in Firefox and Chrome\)](#)
- [Financial Constraint Guidance](#)

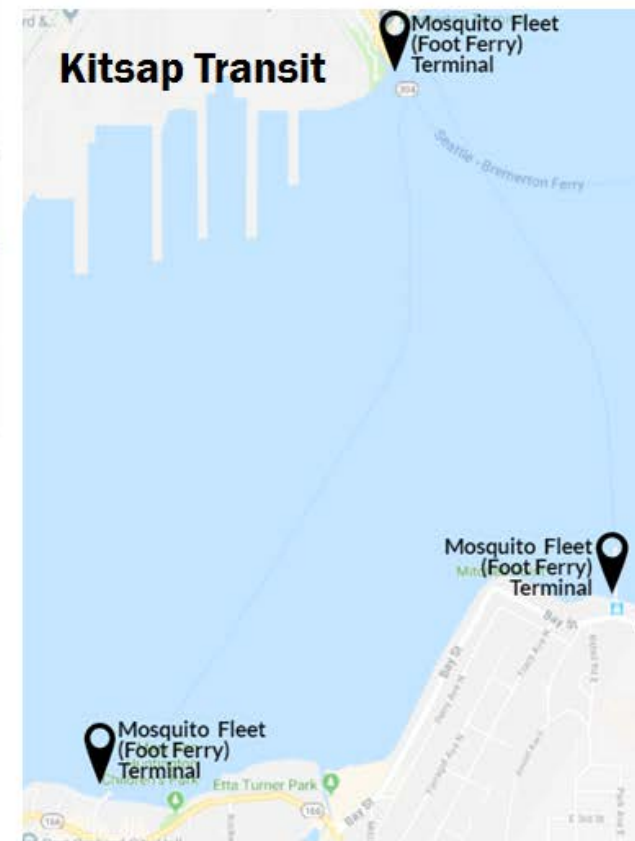
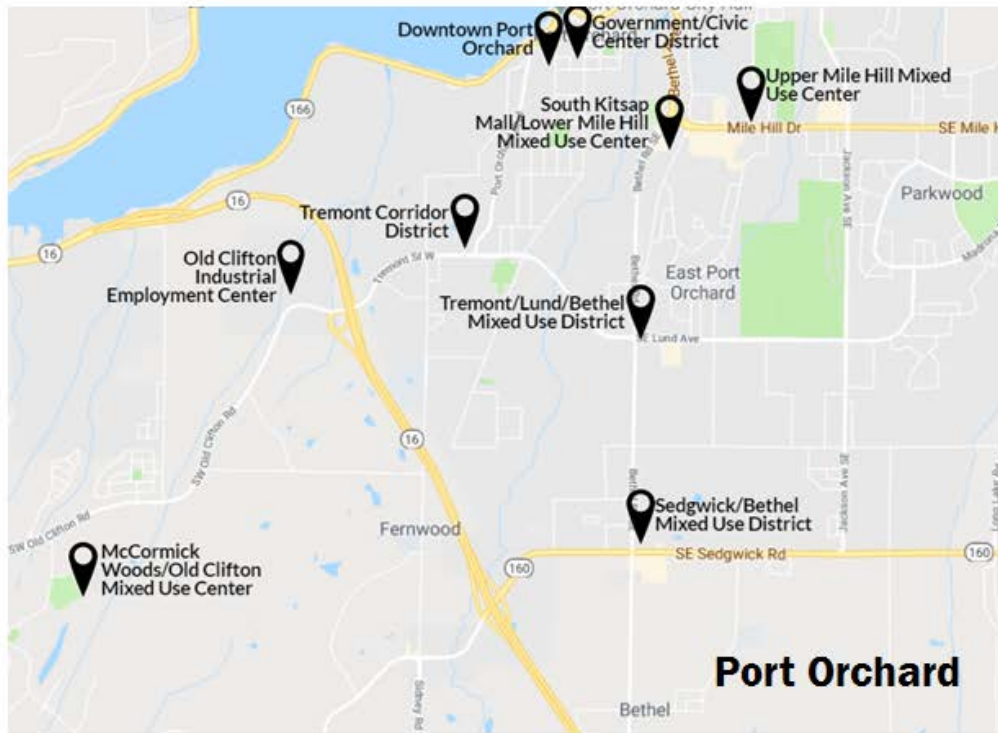


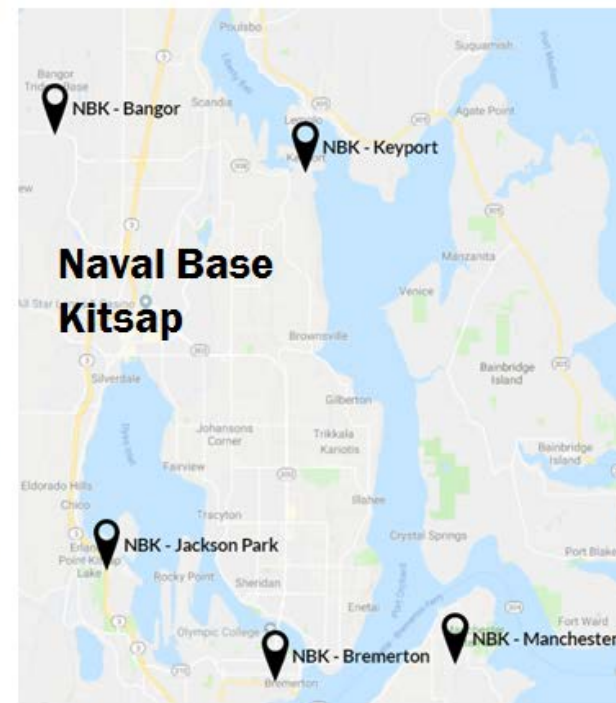
## APPENDIX A: REGIONAL GROWTH CENTERS AND MANUFACTURING INDUSTRIAL CENTERS



## APPENDIX B: LOCAL CENTERS











## Kitsap Regional Coordinating Council

### 2018 KITSAP COUNTYWIDE TRANSPORTATION COMPETITION

Draft Application Questions (v. 2/9/2018)

This application has the following sections:

- Requirements (3 questions)
- Overview (9 questions)
- Project Benefits (15 questions)
- Other Considerations (7 questions)
- Project Schedule (1 question)
- Project Budget (1 question)
- Project Partners (1 question)
- Additional Questions for Preservation Projects (9 questions)

**Commented [MP1]:** Online Application Request: Applicants should be allowed to answer questions out of order, rather than being required to answer a question before continuing on.

#### REQUIREMENTS

1. Does your project meet the following requirements?
  - ☐ Project is consistent with a local Kitsap County jurisdiction's current (as of January 1, 2018) Comprehensive Plan.
  - ☐ Project is included on or proposed for inclusion in a Transportation Improvement Program (TIP).
  - ☐ Project considers applicable planning factors identified in federal law.
  - ☐ Project is consistent with [Kitsap's Countywide Planning Policies](#).
  - ☐ Project includes a document from the jurisdiction's Board of Commissioners, Council, or other official authorized to commit the project sponsor that acknowledges the time, phase, and funding obligations associated with federal funding.
2. Required Attachments:
  - ☐ Vicinity map(s) (showing full project extent and its location within Kitsap County) (upload button)
  - ☐ Project graphic(s) (upload button)
  - ☐ Document(s) from the jurisdiction's Board of Commissioners, Council, or other official authorized to commit the project sponsor that acknowledges the time, phase, and funding obligations associated with federal funding. The document could be a letter or official meeting minutes. (upload button)
  - ☐ Financial document(s) (e.g. revenues vs. expenditures, or a section of a Transportation Improvement Plan, etc.) (upload button)
3. Were there any "points of concern" on the PSRC screening form?
  - ☐ No    ☐ Yes
  - If yes, describe below.

**Commented [MP2]:** Online Application Request: This section should allow for multiple uploads per attachment.



## Kitsap Regional Coordinating Council

### OVERVIEW

1. Project Name:
2. Project Contact:
  - Agency:
  - Contact Name:
  - Address:
  - Phone:
  - Email:
3. Project Category - Mark all the options that apply to your project:
  - ☐ Regionally Designated Center
  - ☐ Connection or Corridor
  - ☐ Rural
  - ☐ Locally Designated Center
  - ☐ Preservation
  - ☐ Non-Motorized
4. Name of local and/or regional center(s) served by project, or the corridor that serves the local and/or regional center. Mark all that apply: (dropdown menu with the options listed in Attachment A).
5. Amount of Funds Sought from Countywide Competition: \$
6. (Potential question): Amount of Funds Sought from Regional Competition: \$
7. Project Phase to be Completed:

Sponsors may request funding for any single phase. Requests for multiple phases are limited to preliminary engineering plus the subsequent phase needed. That is, requests for multiple phases are limited to the combination of 1) PE and ROW, or 2) PE and CE/CN.

  - ☐ Planning/Study
  - ☐ Preliminary Engineering (PE)
  - ☐ Right-of-Way Acquisition (ROW)
  - ☐ Construction (CE/CN)
  - ☐ Equipment
8. Brief Project Description (approx. 100-300 words):

Describe the scope of the project, including project location, modes served, and populations impacted. If the project is located on a transit route, school bus route, or freight route, please provide details about the specific routes and types of freight.

**Commented [MP3]:** Online Application Request: Automatically grey out the sections not required if the Preservation box is checked.

**Commented [MP4]:** Online Application Request: Allow for multiple selections

**Commented [MP5]:** Online Application Request: Allow applicants to select multiple centers.

**Commented [SG6]:** Depending on conclusion at the Countywide Chairs meeting, include "Amount of Funds Sought from Regional Program"



## Kitsap Regional Coordinating Council

9. Project Benefits (approx. 100-300 words):

Describe the anticipated benefits or outcomes of the project. Examples include reducing congestion, improving access to transit, providing non-motorized connectivity, or preserving existing infrastructure.

10. Project Challenges (approx. 50-300 words):

Describe any challenges the project may face. Examples include difficult topography, right-of-way acquisition, public support, or aggressive timeline.

### PROJECT BENEFITS

Answer each question below to the extent possible for the type of project proposed. Non-motorized and preservation projects will accomplish these criteria in different ways than transit or corridor projects. Select examples for various types of projects are provided throughout, and additional guidance is available by contacting KRCC staff.

#### REGIONAL/LOCAL CENTERS

1. Regional/local centers objectives:

- Supports and/or connects regional and/or local centers.
- Helps to advance desired or planned public or private investment that support centers (e.g., housing, employment, redevelopment).
- Supports mobility for people traveling to, from, and within centers.
- Makes connections to existing or planned infrastructure.
- Fills a physical gap or provides an essential link in the system.
- Supports multimodal transportation investments.

How well does your project meets the regional/local centers objectives?

☐ Very well      ☐ Somewhat well      ☐ Not well

2. Please explain how your project meets the regional/local centers objectives:

### PROJECT READINESS

1. Check the boxes in the table below to describe project readiness.

Phase	Completeness			
Right-of-Way	<input type="checkbox"/> Certified	<input type="checkbox"/> Not Certified	<input type="checkbox"/> n/a	<input type="checkbox"/> on schedule but not required at this time
NEPA	<input type="checkbox"/> Approved	<input type="checkbox"/> Submitted	<input type="checkbox"/> Not Submitted	<input type="checkbox"/> n/a
Design	<input type="checkbox"/> 100% Complete	<input type="checkbox"/> 90% Complete	<input type="checkbox"/> 60% Complete	<input type="checkbox"/> 30% Complete



## Kitsap Regional Coordinating Council

### FUNDING FEASIBILITY

1. Funding feasibility objectives:
  - The project's financial plan is well aligned with the project prospectus (e.g., accounting for costs such as terrain).
  - The project demonstrates "readiness" to begin.
  - The sponsoring jurisdiction has local match funds ready to obligate as required.
  - A phase of this project can be completed with the funding requested.
  - A separate phase has been previously funded by PSRC's federal funds.

How well does your project meets the funding feasibility objectives?

☐ Very well      ☐ Somewhat well      ☐ Not well

2. Please explain how your project meets the funding feasibility objectives.

### COORDINATION OPPORTUNITIES

1. Coordination objectives:
  - This project currently involves multiple jurisdictions, agencies, schools, or projects.
  - This project provides opportunities for future coordination among jurisdictions, agencies, schools, or projects.
  - This project benefits multiple jurisdictions, agencies, schools, or projects.

How well does your project meets the coordination objectives?

☐ Very well      ☐ Somewhat well      ☐ Not well

2. Please explain how your project meets the coordination objectives.

### SAFETY/CAPACITY BENEFITS

**Note: This criterion is an "other consideration" for preservation projects. Applicants submitting preservation projects may skip this question and answer it in the "other consideration" section if desired.**

1. Safety/capacity objectives:
  - This project improves a "high collision" intersection or corridor.
  - This project reduces barriers to use (e.g., improving a crossing) or creating new connections (e.g., within local neighborhoods).
  - This project provides safe access (e.g., street crossings, sidewalk connection to transit).
  - This project addresses vulnerable populations (e.g., children, seniors, people with disabilities).
  - This project makes capacity enhancements that improve safety in other ways (e.g., widening a shoulder to provide space for bicyclists)?

How well does your project meets the safety/capacity objectives?

☐ Very well      ☐ Somewhat well      ☐ Not well

**Commented [MP7]:** Online Application Request: Automatically gray out if Preservation project was selected at the beginning.





## Kitsap Regional Coordinating Council

2. Please explain how your project meets the safety/capacity objectives.

### GROWING TRANSIT COMMUNITIES AND EQUITY/HEALTH CONSIDERATIONS

1. [Growing Transit Communities](#) and equity/health objectives:
- This project benefits housing and business opportunities (e.g., supports growth of employment center).
  - This project supports transit-oriented development (TOD) or improves access to transit (e.g., improves a street crossing to a transit stop).
  - This project provides health benefits or address negative health outcomes for the population at large (e.g., provides a trail connection or decreases diesel pollutants).
  - This project benefits highly impacted communities and populations (those identified in the President's Order on Environmental Justice), seniors, people with disabilities, and areas of high unemployment or chronic underemployment by:
    - ...providing educational opportunities (e.g., connecting to a school).
    - ...providing affordable housing and quality neighborhoods (e.g., connecting transit to housing).
    - ...providing economic opportunities (e.g., connecting to job centers).
    - ...providing transportation and mobility options (e.g., creating options to walk or ride transit).
    - ...providing health benefits (e.g., opportunities for active transportation or reductions to emissions).

How well does your project meets the equity/health objectives? To help answer this question, please see PSRC's [Opportunity Maps](#) and/or [request demographic data](#) from PSRC.

☐ Very well      ☐ Somewhat well      ☐ Not well

2. Please explain how your project meets the equity/health objectives.

### AIR QUALITY BENEFITS

**Note:** This criterion is not required for preservation projects. Please check this box if you are submitting a preservation project: ☐

**Commented [MP8]:** Online Application Request: Automatically gray out if Preservation project was selected at the beginning.

1. Air quality objectives:
- This project reduces congestion and improves circulation (e.g., by adding a signal or prioritizing transit).
  - This project reduces delay, particularly of freight vehicles (e.g., by providing a new freight route).
  - This project reduces single occupancy vehicle trips (e.g., by supporting transit).



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- This project reduces vehicle miles traveled (e.g., by making it easier for people to walk to transit).
- This project reduces pollutants with the highest health risk (e.g., reduces idling).
- This project improves engines or explores alternative fuel technologies (e.g., replaces diesel vehicles).

How well does your project meet the air quality objectives?

☐ Very well      ☐ Somewhat well      ☐ Not well

2. Please explain how your project meets the air quality objectives.

### MULTIMODAL ELEMENTS AND APPROACH

1. Multimodal objectives:

- This project provides non-motorized transportation benefits (e.g., builds a sidewalk or signalizes an intersection).
- This project improves freight movement (e.g., reduces congestion in a freight corridor).
- This project improves access to transit (e.g., provides a park-and-ride lot).
- This project provides transportation demand management benefits (e.g., supports carpooling).
- This project connects to or supports other local/regional multimodal projects (e.g., improves ferry access).

How well does your project meet the multimodal objectives?

☐ Very well      ☐ Somewhat well      ☐ Not well

2. Please explain how this project meets the multimodal objectives:

### OTHER CONSIDERATIONS

1. Does this project support innovation?

☐ No      ☐ Yes

If yes, describe the ways the innovative elements of the project. Consider whether the project applies any of the following:

- Uses innovative design elements.
- Takes an innovative approach to project funding or implementation.
- Includes new and innovative technologies.

2. Does this project address an emergency need?

☐ No      ☐ Yes

If yes, describe the nature of the emergency addressed. Include the following elements:

- Identify the cause of the emergent need (e.g., infrastructure failure, natural disaster, another unanticipated activity or event).



## Kitsap Regional Coordinating Council

- Specify the ways the project addresses the emergency.

3. Has this project received funding from other sources or can the project leverage countywide funds for a greater impact?

☐ No ☐ Yes

If yes, describe what other sources are secured or highly likely to be secured if PSRC funding is granted. Identify any funds that would need to be returned if PSRC funding is not provided.

4. Does this project have significant demonstrated public support?

☐ No ☐ Yes

If yes, describe the evidence of public support (e.g., letters, attendance at public meetings/hearings, newspaper articles/editorials). Attach relevant supporting documentation, if desired (upload feature).

5. Has the sponsoring jurisdiction conducted an analysis to determine project needs and benefits based on local circumstances?

☐ No ☐ Yes

If yes, describe the outcomes of that analysis.

6. (For preservation projects only): Does the project improve safety by meeting one or more of the following objectives: improves a "high collision" intersection or corridor; reduces barrier to use; provides safe access; address vulnerable users; and/or makes capacity enhancements that improve safety?

If yes, describe the which objectives are improved and how so.

7. Is there anything else that would be useful for the committee to know in evaluating this application?

☐ No ☐ Yes

If yes, describe below and attach additional information as needed.

### PROJECT SCHEDULE

1. Provide estimated dates for each project phase in the table below.

	Planning	Plans, Specifications, and Estimates (PS&E)	Preliminary Engineering (PE)	Right-of-Way (ROW)	Construction (CN)
Estimated Start Date (m/d/yy)					



## Kitsap Regional Coordinating Council

Estimated Completion Date (m/d/yy)					
Current Status					

### PROJECT BUDGET

1. Indicate confirmed and potential funding in the table below.

	Planning	Plans, Specifications, and Estimates (PS&E)	Preliminary Engineering (PE)	Right-of-Way (ROW)	Construction (CN)
Fund Source					
Secured or Unsecured					
Amount of Funding					

### PROJECT PARTNERS

1. List project partners and their contributions to the project.

Project Partner	Contribution Amount	Commitment Document
		<input type="checkbox"/> No <input type="checkbox"/> Yes (upload on pg. 1)
		<input type="checkbox"/> No <input type="checkbox"/> Yes (upload on pg. 1)
		<input type="checkbox"/> No <input type="checkbox"/> Yes (upload on pg. 1)
		<input type="checkbox"/> No <input type="checkbox"/> Yes (upload on pg. 1)

### ADDITIONAL QUESTIONS FOR PRESERVATION PROJECTS

1. Preservation Project Type and Lifecycle Extension:

- ☐ Chip seal (+7 years)
- ☐ Overlay (+15 years)
- ☐ Overlay with grind out (+15 years)

2. If this project is a structural improvement, is it on your agency's TIP?

- ☐ Yes
- ☐ n/a

3. Has your jurisdiction coordinated with utility providers that may be affected by this project?

- ☐ Yes
- ☐ No
- ☐ n/a

If yes, describe the coordination below.

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## Kitsap Regional Coordinating Council

4. Does the project require Americans with Disabilities Act (ADA) accommodations?

- ☐ Yes
- ☐ N/A

5. Does the project trigger detention or treatment requirements?

- ☐ Yes
- ☐ No

If yes, does your jurisdiction have the secured funds to provide the required elements?

- ☐ Yes
- ☐ No

6. Agency's past 5-year average expenditure for preservation and maintenance: \$

7. Is the sponsoring agency committed to spending approximately 90% of that average on other preservation and maintenance projects during the life of this project?

- ☐ Yes
- ☐ No

Comments:

8. Number of center lane miles currently maintained by jurisdiction:

9. Type of pavement management system used by jurisdiction:



## Kitsap Regional Coordinating Council

### ATTACHMENT A: REGIONAL AND LOCAL CENTERS

#### Local Centers:

- Kitsap County - Kingston
- Kitsap County - Southworth
- Kitsap County - Suquamish
- Bainbridge Island - Winslow
- Bainbridge Island - Day Road Business/Industrial Area
- Bainbridge Island - Sportsman Triangle Business/Industrial Area
- Bainbridge Island - Lynwood Center
- Bainbridge Island - Rolling Bay
- Bainbridge Island - Island Center
- Bremerton - Downtown Regional Center
- Bremerton - Charleston District Center
- Bremerton - Wheaton/Riddell District Center
- Bremerton - Wheaton/Sheridan District Center
- Bremerton - Eastside Employment Center
- Bremerton - Manette Neighborhood Center
- Bremerton - Puget Sound Industrial Center-Bremerton Manufacturing and Industrial Center (also listed as a Regional Center)
- Poulsbo - Poulsbo Town Center
- Poulsbo - Olhava Mixed Use Center
- Port Orchard - Downtown Port Orchard
- Port Orchard - Tremont Corridor District
- Port Orchard - South Kitsap Mall/Lower Mile Hill Mixed Use Center
- Port Orchard - Government/Civic Center District
- Port Orchard - Upper Mile Hill Mixed Use Center
- Port Orchard - Tremont/Lund/Bethel Mixed Use Center
- Port Orchard - Sedgwick/Bethel Mixed Use Center
- Port Orchard - Old Clifton Industrial Employment Center
- Port Orchard - McCormick Woods/Old Clifton Mixed Use Center
- Naval Base Kitsap - Naval Base Kitsap Bangor
- Naval Base Kitsap - Naval Base Kitsap Bremerton
- Naval Base Kitsap - Naval Base Kitsap Jackson Park
- Naval Base Kitsap - Naval Base Kitsap Keyport
- Naval Base Kitsap - Naval Base Kitsap Manchester
- Kitsap Transit - Historic Mosquito Fleet Terminals

#### Regional Centers:

- Bremerton
- Silverdale
- Puget Sound Industrial Center
- Seattle Central Business District

Kitsap Regional Coordinating Council  
Final Contingency List for the Countywide Competition for 2018-2020 FHWA Funds (for Discussion at 2-15-18 TransPOL Meeting)

Jurisdiction	Project Title	Category	Phase	Requested Amount	Awarded Amount	Contingency Amount	Sum of Avrg Rankings	Notes
Bremerton	Warren Avenue Bridge - Shared Use Pathway	General	Construction	\$ 2,000,000	\$ 475,750	\$ 1,524,250	15.83	\$1,524,250 will fully fund the construction phase of this project. The priority list includes \$475,750 that will fully fund the PE phase of this project.
Kitsap County	SR104 Realignment	General	PE	\$ 740,000	\$ -	\$ 740,000	14.80	\$740,000 will fully fund the PE phase of this project.
Kitsap Transit	Gateway Center TOD Planning	General	Planning	\$ 160,000	\$ -	\$ 160,000	14.40	\$160,000 will fully fund the planning phase of this project.
Kitsap County	Ridgetop Boulevard Green Streets Phase 2/3	General	PE and Construction	\$ 2,225,000	\$ 1,188,000	\$ 1,037,000	14.40	\$1,037,000 will fully fund the PE and construction costs for Phase 3 of this project. The priority list includes \$1,188,000 that will fully fund the PE and construction phases of Phase 2 of this project.
Kitsap Transit	Bainbridge Island Transfer Center Lighting and Security Upgrade	General	Construction	\$ 50,160	\$ -	\$ 50,160	12.40	\$50,160 will fully fund the construction phase of this project.
Bainbridge Island	Sportsman's and New Brooklyn Intersection Improvement	General	Construction	\$ 858,945	\$ 156,000	\$ 702,945	12.20	\$702,945 will fully fund the construction phase of this project. The priority list includes \$156,000 that will fully fund the PE phase of this project.
Poulsbo	Forest Rock Road Preservation	Preservation	PE and Construction	\$ 865,000	\$ -	\$ 865,000	12.00	\$865,000 will fully fund the PE and construction phases of this project.
Bremerton	Bremerton Signal System Upgrade	General	PE and Construction	\$ 865,152	\$ -	\$ 865,152	10.67	\$865,152 will fully fund the PE and construction phases of this project.
TOTAL CONTINGENCY =						\$ 5,944,507		