



Kitsap Regional Coordinating Council

UPDATED Draft TransPOL Meeting Agenda

March 15, 2018 | 3:15–4:15 PM | Kitsap Transit 3rd Floor Conference Room, 60 Washington Ave. Bremerton

Topic	Documents
A. Welcome and Old Business <ul style="list-style-type: none"> 2018 KRCC calendar (standing agenda item) Approval of draft February 15, 2018 meeting summary 	<ul style="list-style-type: none"> - KRCC Meeting Calendar (pg 2) - Draft 2/15 Meeting Notes (pg 3)
B. Preparing for the 2018 Regional Competition <ul style="list-style-type: none"> Presentations from sponsors of projects to be submitted to the 2018 Puget Sound Regional Council (PSRC) Regional Competition Discussion 	<ul style="list-style-type: none"> - Draft overviews of projects for submission to the 2018 Regional Competition (pg 7)
C. Preparing for the 2018 Kitsap Countywide Competition <ul style="list-style-type: none"> Review the updated draft Countywide Competition call for projects, which includes the feedback from the 2/15 TransPOL meeting, as well as clarification from PSRC Review the updated draft Countywide Competition application, which includes the feedback from the 2/15 TransPOL meeting, as well as additional clarification from PSRC 	<ul style="list-style-type: none"> - Draft Updated 2018 Call for Projects (pg 9) - Draft Updated 2018 Application (pg 31)
D. PSRC Returned Funds <ul style="list-style-type: none"> Review the process for allocating \$848,635 in returned funds from PSRC Review the projects on the contingency list from the 2016 Countywide Competition. <i>Please note that Bremerton is no longer pursuing the pedestrian improvement project for the Warren Avenue Bridge (#1 on the contingency list). PSRC needs final recommendations for use of returned funds by the end of April 2018.</i> 	<ul style="list-style-type: none"> - Programming process for returned funds (pg 51) - 2016 contingency list from the Countywide Competition (pg 52)
E. Corridor Updates <ul style="list-style-type: none"> SR 305 SR 16/Gorst SR 104 Others 	
F. Announcements and Next Steps <ul style="list-style-type: none"> Next TransPOL meeting: April 19 from 3:15 – 4:45 PM (following the PlanPOL meeting). <i>Note: is there a conflict with this meeting date due to the celebration for the Gorst Creek Landfill cleanup?</i> 	
G. Public Comments	
Adjourn	



Kitsap Regional Coordinating Council

Draft 2018 Meeting Schedule

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



Kitsap Regional Coordinating Council (KRCC)
Draft Transportation Policy Committee (TransPOL) Meeting Summary
February 15, 2018 Meeting | 1:00-2:30 PM | Kitsap Transit, Bremerton
v. 3/11/2018

Decisions		
TransPOL decided to...		
<ul style="list-style-type: none">• Approve the draft December 7, 2017 TransPOL meeting summary as final.• Have KRCC staff will conduct the air quality scoring for the Countywide Competition with clear communication with TranSTAC about assumptions being included.• Include a criterion for a commitment from the jurisdiction's elected officials to complete the project phase proposed for the Countywide Competition scoring.		
Actions	Who	Status
Provide TranSTAC will the spreadsheet used to score air quality.	KRCC staff	Ongoing
Update calendar invitations for TransPOL and PlanPOL meetings.	KRCC staff	Complete
Document TranSTAC's process to rank the Health and Equity criteria.	KRCC staff	Ongoing
Add the date of RPEC recommendations for Regional Competition projects to the Competition Calendar.	KRCC staff	Complete
Remove preview of projects from March 6 Board meeting agenda.	KRCC staff	Complete
Add the presentation of proposed Regional Competition projects as an agenda item to the March TransPOL meeting agenda.	KRCC staff	Ongoing

A. WELCOME AND APPROVAL OF DRAFT DECEMBER 2018 MEETING SUMMARY

Sophie Glass, KRCC Transportation and Land Use Program Lead, welcomed participants to the meeting (see Attachment A for a list of TransPOL members and observers) and led a round of introductions. She acknowledged the new meeting times of TransPOL and PlanPOL and subsequent notifications from these changes.

TransPOL approved the draft December 7, 2018 meeting summary, contingent on Commissioner Gelder's first name being included in the participant list.

B. PREPARING FOR THE 2018 COUNTYWIDE COMPETITION

TransPOL members reviewed the draft Countywide Competition call for projects, which includes the programming process, local centers, and evaluation criteria, and made the following comments regarding each component:

Programming process:

- **Non-motorized projects:** No changes were made for non-motorized projects since the 2016 competition.
- **Preservation set aside:** TranSTAC recommended that the preservation set aside to maintain existing roads will not score for safety/capacity and air quality. Instead, these criteria are valued under other considerations.

- **Balancing by year:** The \$9.4 million available for Countywide Competition funding will be split between 2021 and 2022 resulting in \$4.7 million available each year. The funds are balanced by year so that money is not over-obligated. Councilmember Ashby reported that flexibility on balancing the funds is minimal and only considered once all applications are received.

Evaluation criteria:

- **Ranking system:** Kitsap will use a high, medium, low ranking system to allow for a better discussion of projects. Numerical values will not be attributed to a project's score for criteria.
- **Air quality scoring:** By TransPOL request, KRCC staff will conduct the air quality scoring, as previously done in 2016, acknowledging that PSRC will review the scoring. KRCC staff will provide TransTAC will the spreadsheet used to score air quality.
- **Commitment from elected body:** Councilmember Ashby requested that a criterion for a commitment from the jurisdiction's elected officials to complete the project phase be included, acknowledging that jurisdictions must complete the project phase to avoid returning funds and that PSRC requires a letter of commitment in its screening process.
- **Cross jurisdictional coordination opportunities:** This criterion is intentionally vague so that it can be scored on the high, medium, low ranking system. An example of a low score may be a letter of support while a high score may be a documented financial commitment.
- **Health and Equity:** Commissioner Gelder inquired about the metrics used to rank the Health and Equity criterion, encouraging standardized metrics to be used for comparison purposes. TransPOL members requested that TransTAC's process to rank the Health and Equity criterion be documented. PSRC has a resource to measure health and equity, which they recommend using to score this criterion.
- **Local Centers and corridors that serve them:** LUTAC identified local centers for their jurisdictions. Overall, the changes from the previous funding cycle are minimal and are mostly changes to the names of the centers. Countywide projects must support at least one of these local centers.

C. PREPARING FOR THE 2018 REGIONAL COMPETITION

TransPOL discussed preparation for the Regional Competition and made the following comments:

- **Funding:**
 - Kitsap can compete for \$9 million of the \$47.5 million. Due to geographic equity, Kitsap is typically awarded at least one project.
 - Confirmation from PSRC is needed regarding whether jurisdictions can apply for the same project phase for both the Countywide and Regional Competition, and furthermore, whether jurisdictions can receive funding for the same project phase from both the Countywide and Regional Competition.
 - Councilmember Ashby encouraged Kitsap jurisdictions to propose as many projects as possible in order to demonstrate the need for transportation funding and noted that not doing so would limit potential future funding.
- **Competition Calendar:** TransTAC recommended holding the Countywide Competition project selection workshop after the results of the Regional Competition are known on May 24. The date of RPEC recommendations for Regional Competition projects will be added to the Competition Calendar.

- **Potential projects:**
 - Kitsap County may apply for funding for a ridgetop boulevard widening and complete streets development in Silverdale.
 - Bremerton may apply for funding for a pedestrian improvement project on Warren Avenue Bridge.
- **KRCC Board approval:** Prior to the April 3 Board meeting in which the Board will vote on the Regional Competition projects, TransPOL will preview the proposed projects and discuss their level of support at their March 15 meeting. Due to the short turn around time as a result of the need for the Board to approve the projects prior to the [Regional Competition deadline] , the Board will be expected to review the written descriptions of proposed projects in their meeting materials for the April 3 Board meeting. Project sponsors, including Bremerton, would be invited to the Board meeting to discuss the projects.

D. CONTINGENCY LIST AND FUNDING PROCESS FOR 2018 EXPECTED RETURNED FUNDS

PSRC has reported that there are \$848,635 of returned funds available to Kitsap jurisdictions. The funds must be obligated by 2020. The funds must be designated for a project on the contingency list rolled into future Countywide Competition funding. TransTAC will discuss the contingency list at their March 15 meeting and recommend to Transpol whether it should be used for a contingency project or added to the Countywide pot of funds.

E. REGIONAL TRANSPORTATION PLAN

TransPOL acknowledged that the comment period for PSRC's Regional Transportation Plan is closed. The plan will be voted on at the May 31, 2018 General Assembly meeting. Kitsap Transit shared that they provided a comment on the plan.

F. 2018 KRCC TRANSPORTATION PROGRAM WORK PLAN

TransPOL discussed priorities for KRCC's transportation program in 2018. Although the transportation competitions will be a significant focus of the committee, Councilmember Ashby proposed that the committee continue SR 306 and 16 studies and find consistent transportation funding for Kitsap's military corridors. Mayor Erickson added that the committee should establish a method for long-term continuity on corridor projects because of their long term nature. TransPOL will revisit this agenda item once the transportation competitions are over.

G. CORRIDOR UPDATES

This item was postponed to a future meeting.

H. ANNOUNCEMENTS AND NEXT STEPS

The next TransPOL meeting will be on March 15 from 3:15 – 4:45 PM.

I. PUBLIC COMMENTS

There were no public comments.

The meeting adjourned at 2:35 PM.

Attachment A: Meeting Attendees

NAME	JURISDICTION (ALPHABETICAL)
TRANSPOL MEMBERS:	
Councilmember Matthew Tirman	City of Bainbridge Island
Mayor Rob Putaansuu	City of Port Orchard
Councilmember Bek Ashby	City of Port Orchard
Mayor Becky Erickson	City of Poulsbo
Commissioner Rob Gelder	Kitsap County
Executive Director John Clauson	Kitsap Transit
Commissioner Axel Strakeljahn	Port of Bremerton
Jay Mills	Suquamish Tribe
OBSERVERS:	
Barry Loveless	Bainbridge Island
Don Willott	Bainbridge Multi-Modal Transportation Advisory Committee
Tom Knuckey	Bremerton
Chal Martin	Bremerton
David Forte	Kitsap County
Mark Dorsey	Port Orchard
Dennis Engel	WSDOT
Roger Gay	Kitsap Taxpayer
Steffani Lillie	Kitsap Transit
Lynn Wall	Naval Base Kitsap
Duane Lenius	Poulsbo
Andrzej Kasiniak	Poulsbo
Fred Salisbury	Port of Bremerton
STAFF:	
Betsy Daniels	KRCC Program Director
Sophie Glass	KRCC Transportation and Land Use Program Lead
Mishu Pham-Whipple	KRCC Coordination Lead



Kitsap Regional Coordinating Council

Proposed List of Projects for the Puget Sound Regional Council's 2018 Regional Competition for Federal Highway Administration (FHWA) Funds

Draft v. 3-11-18

Below is a draft list of projects that are intended for submission to the Puget Sound Regional Council's (PSRC) 2018 Regional Competition for Federal Highway Administration (FHWA) Funds. The Kitsap Regional Coordinating Council's (KRCC) Transportation Policy Committee (TransPOL) will review these projects during their 3/15/2018 meeting. The KRCC Board will have the opportunity to approve these projects for submission to the Regional Competition during their 4/2/2018 meeting.

Jurisdiction	Project Name	Location	~Funding Request	Description
Bremerton	State Route 303 Improvements	SR303 from SR304 (Burwell) to Riddell Road	\$3.7 M (if Brem. receives the \$850K in returned funds); otherwise \$4.7 M	Project scope is design of an intelligent transportation system (ITS) throughout project limits, plus construction of pedestrian/bike improvements on the Warren Avenue Bridge.
Kitsap County	Ridgetop - Mickelberry to Myhre Complete Streets	Ridgetop Boulevard from Mickelberry Rd. to Myhre Rd. (see map on back)	~\$2.2 M	Preliminary Engineering: Widen Ridgetop Blvd to 4 lanes with median access control, turn pockets that support u-turns, sidewalks, & bike lane on Mickelberry to Myhre. Explore low stress bike lanes and protected intersections at Mickelberry, Myhre, with a potential mid-bloc intersection TBD. West of Myhre add 2nd eastbound lane and uphill bike lane.
Kitsap County	National – STEM School	Intersection of National Ave S., Loxie Eagans Blvd., and Arsenal Way (see map on back)	~\$2.0 M	Construction: Add sidewalk and bike lane on west side and "mill & fill" travel lanes of National - Arsenal Way to Preble St. Add south bound left turn lane on National at Loxiee Eagans. Overlay and ADA renovation (as needed) Loxiee Eagans-City limits to Arsenal Way and National Avenue-Charleston Beach to 1st Street.
Kitsap Transit	SR 104 and Bond Park and Ride	Bond Road NE and SR 104	~\$4.6 M	The creation of a park-n-ride at SR 104 and Bond Road NE for approximately 215 parking stalls and 2 buses.
(open slot)				
(open slot)				

Maps of Kitsap County's Proposed Projects for the 2018 Regional Competition

Kitsap County's Ridgetop - Mickelberry to Myhre Complete Streets Project



Kitsap County's National – STEM School Project





**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. 3-2-18

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.

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.

Regional Competition	Countywide Competition
Feb. 22, 2018 - Call for Regional Projects	April 2, 2018 - Countywide Project eligibility screening deadline
March 13, 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](#))
- ☐ Obtain letter of support from sponsoring jurisdiction
- ☐ Finalize financial plan for project
- ☐ Submit KRCC Application Form (available [here](#))

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.

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

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

Total Federal Funds to Kitsap Countywide Competition: \$9.42 Million		
Urbanized Area \$8.52 million	Rural Area Minimum \$340,000	
Capacity, Safety, Environmental Retrofit Projects \$7.06 million	Preservation Projects \$1.34 million	Non-Motorized Projects \$1.01 million
<u>2021: Approx. \$4.71 million available</u>		<u>2022: Approx. \$4.71 million available</u>

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.

Since the rural funds are based on the required minimum amounts that need to be spent in the rural area, by year, this program should be balanced by year to the amounts provided. Deviations to this may occur on a case by case basis, to accommodate the fact that these are small amounts and project requests may not match one-to-one. please work with PSRC on any issues that arise within your forums, so we can monitor and prepare the appropriate final regional rural figures to meet the federal requirements. For example, if the rural minimum is not split evenly across 2021 and 2022, then one of the other funding 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.

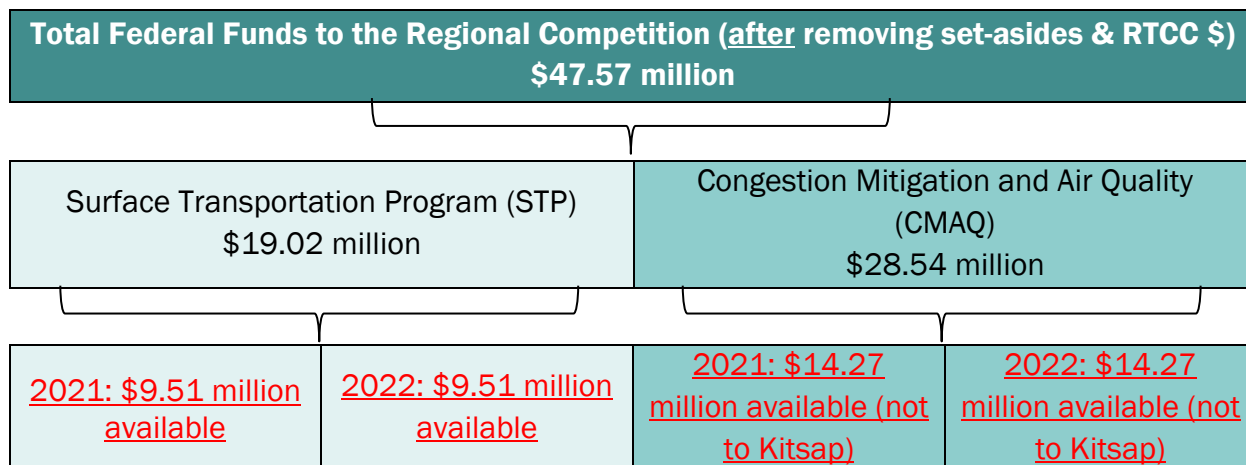
Applying to Both the Regional and Countywide Competitions

Projects may be submitted in both competitions, but the following rules apply:

- Separate phases of the same project may not be submitted separately – i.e., preliminary engineering cannot be submitted in one, and construction in another.
- Separate segments or independent components of the same project may be submitted separately – i.e., Segment A may be submitted in one, and Segment B in another; or the roadway improvements in one, and the trail in another, as long as they have independent utility.
- If the same phase for the same project is submitted into both competitions, the project cannot be awarded “two” awards – i.e., both applications should reflect the amount needed to fully fund the phase; if funds are awarded in the Regional Competition, the expectation is that it will not then also be funded in the Countywide Competition. The caveat to this is if the regional award is less than the requested amount, the countywide forums have the discretion to alleviate the backfill of local funds that will be required to fully fund the phase as requested.
- Please speak with PSRC for any additional clarifications.

Regional Competition Funding

The graphic on the following page shows the flow of 2021-2021 federal funds to the 2018 Regional Competition. The graphic excludes the Rural Town Centers and Corridors (RTCC), which typically takes place the year following the Regional Competition (i.e. 2019).



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 its 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.

Jurisdiction	Location
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, TransPOL 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 non-motorized set-aside, consider non-motorized projects alongside all other STP projects in the Countywide Competition. General project selection criteria will be used for project prioritization, in addition to the non-motorized policy guidelines described herein.

Please note that the 10% set-aside can be met through multiple projects’ non-motorized components, as opposed to a stand-alone non-motorized project.

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 the following types of funds that become available between Transportation Improvement Program (TIP) competition 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		
A. Support for Regional/Local Centers & the corridors that serve them Project accomplishes one or more of the following objectives: <ul style="list-style-type: none"> • Supports and/or connects regional 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 	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 Project meets one or more of the following objectives: <ul style="list-style-type: none"> • Well-articulated financial plan that is in alignment with the project prospectus • Demonstrated project readiness • Phase can be completed with funding requested • Separate phase previously funded by PSRC’s federal funds • Financial commitment by the jurisdiction’s elected officials to complete the project phase 	High (strong financial plan, clear approach to completion, project includes previous PSRC funding, and demonstrated commitment by elected officials)	Medium (financial plan is complete but the ability to complete phase with requested funding is questionable, and moderate commitment by elected officials)	Low (financial plan is weak or incomplete and project readiness is questionable, and lack of commitment by elected officials)

C. Cross-jurisdictional and coordination opportunities Project meets one or more of the following objectives: <ul style="list-style-type: none"> • Currently involves multiple jurisdictions, agencies, or projects • Provides opportunities for future coordination among jurisdictions, agencies, or projects • Benefits multiple jurisdictions, agencies, or projects 	High (at least two jurisdictions involved and some project coordination opportunities)	Medium (involves a single jurisdiction and few opportunities for coordination)	Low (involves a single jurisdiction and no opportunities for coordination)
D. Safety/capacity benefits Project improves safety by meeting one or more of these objectives: <ul style="list-style-type: none"> • Improves a “high collision” intersection or corridor (as defined by the project sponsor based on collisions or fatalities/capita) • Reduces barriers to use • Provides safe access • Addresses vulnerable users • Makes capacity enhancements that improve safety Note: this criterion is considered an “other consideration” for preservation projects.	High (project provides significant safety and capacity benefits)	Medium (project provides safety and capacity benefits)	Low (project provides minimal safety and capacity benefits)
E. Growing Transit Communities and health/equity considerations Project meets one or more of the following objectives: <ul style="list-style-type: none"> • Benefits housing and business opportunities • Supports transit-oriented development and access to transit • Addresses negative health outcomes • 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. 	High (project provides significant benefits to “highly-impacted communities” and greatly supports access to transit and positive health outcomes)	Medium (project provides benefits to “highly-impacted communities and supports access to transit and positive health outcomes)	Low (project provides minimal benefits to “highly-impacted communities” and minimally supports access to transit and positive health outcomes)

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

Other Considerations

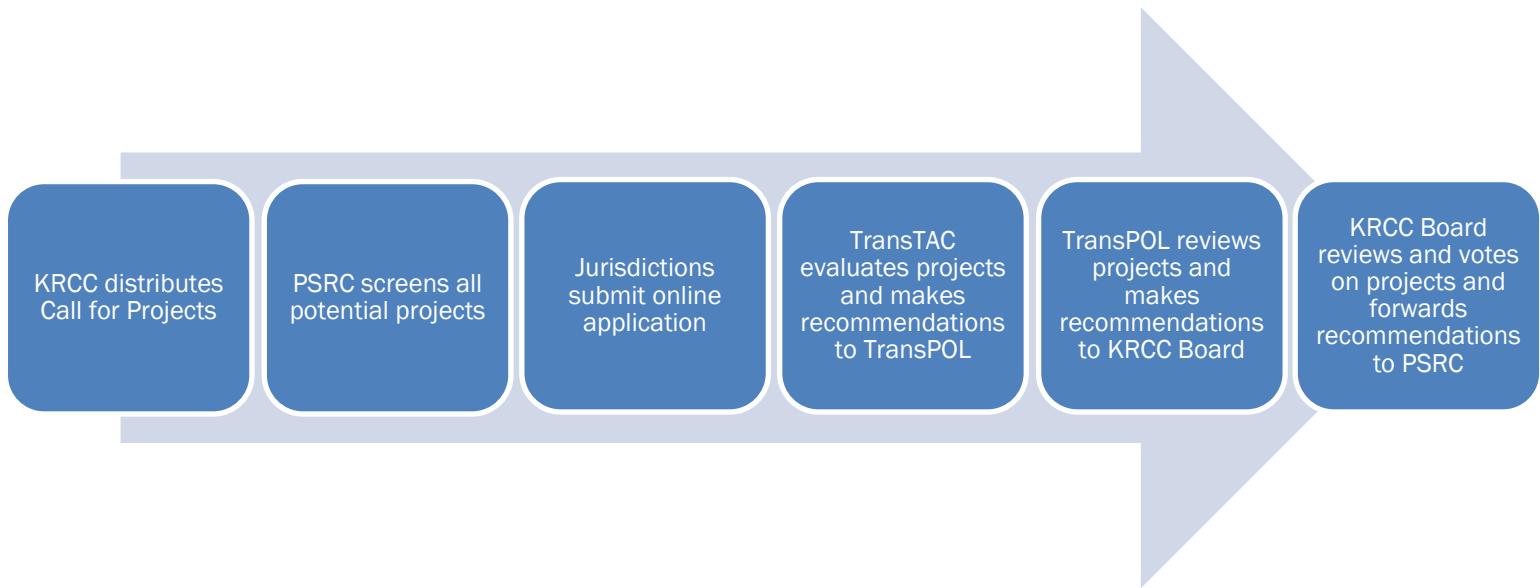
Beyond the criteria identified above, there are other considerations that can be used to evaluate projects. These considerations are applied on a case-by-case basis.

- **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: <https://www.psrc.org/our-work/funding/project-selection/fhwa-and-fta-regional-funding>. 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



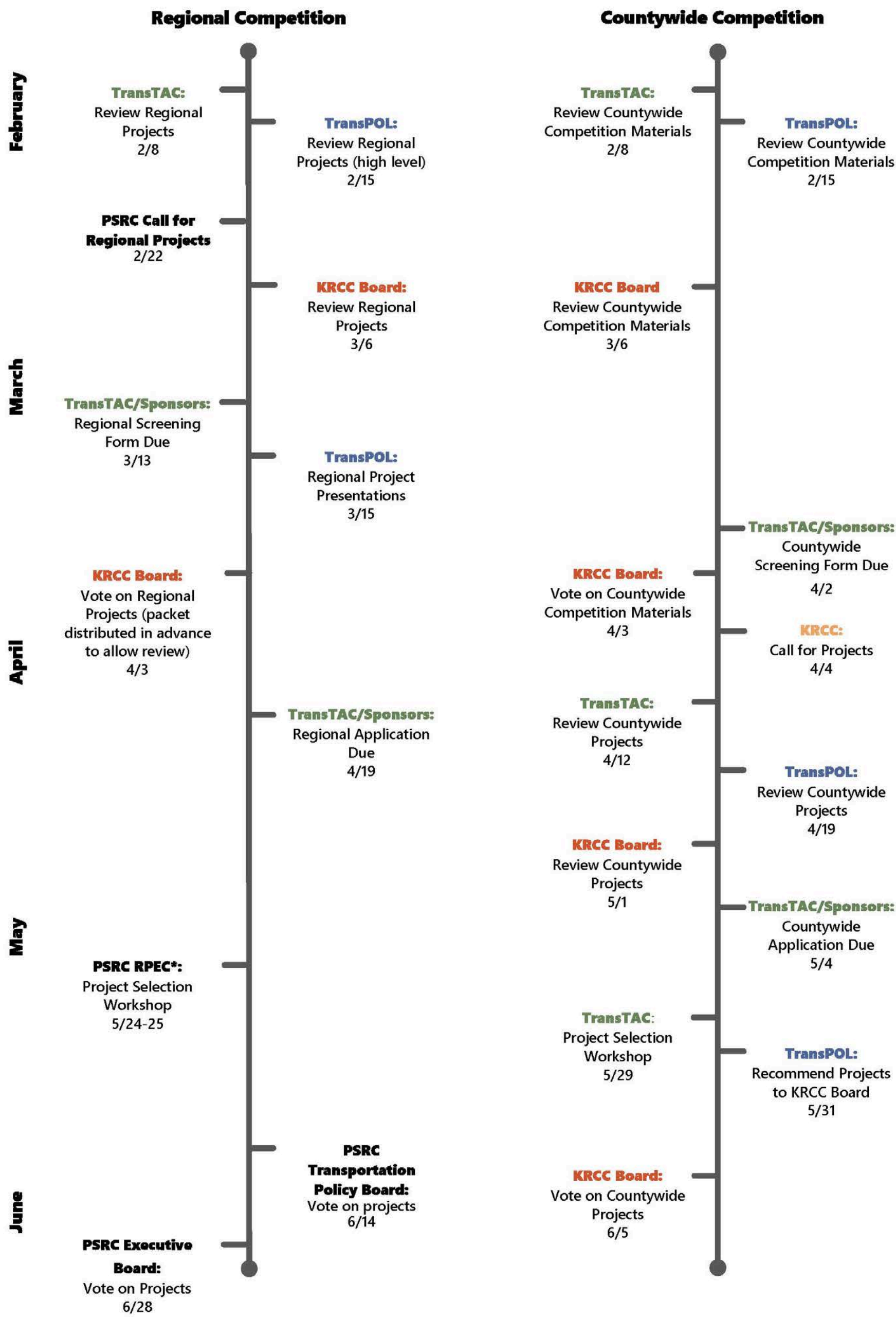
12. PUBLIC INVOLVEMENT

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

Below is a draft schedule of the PSRC Countywide and Regional Competitions.



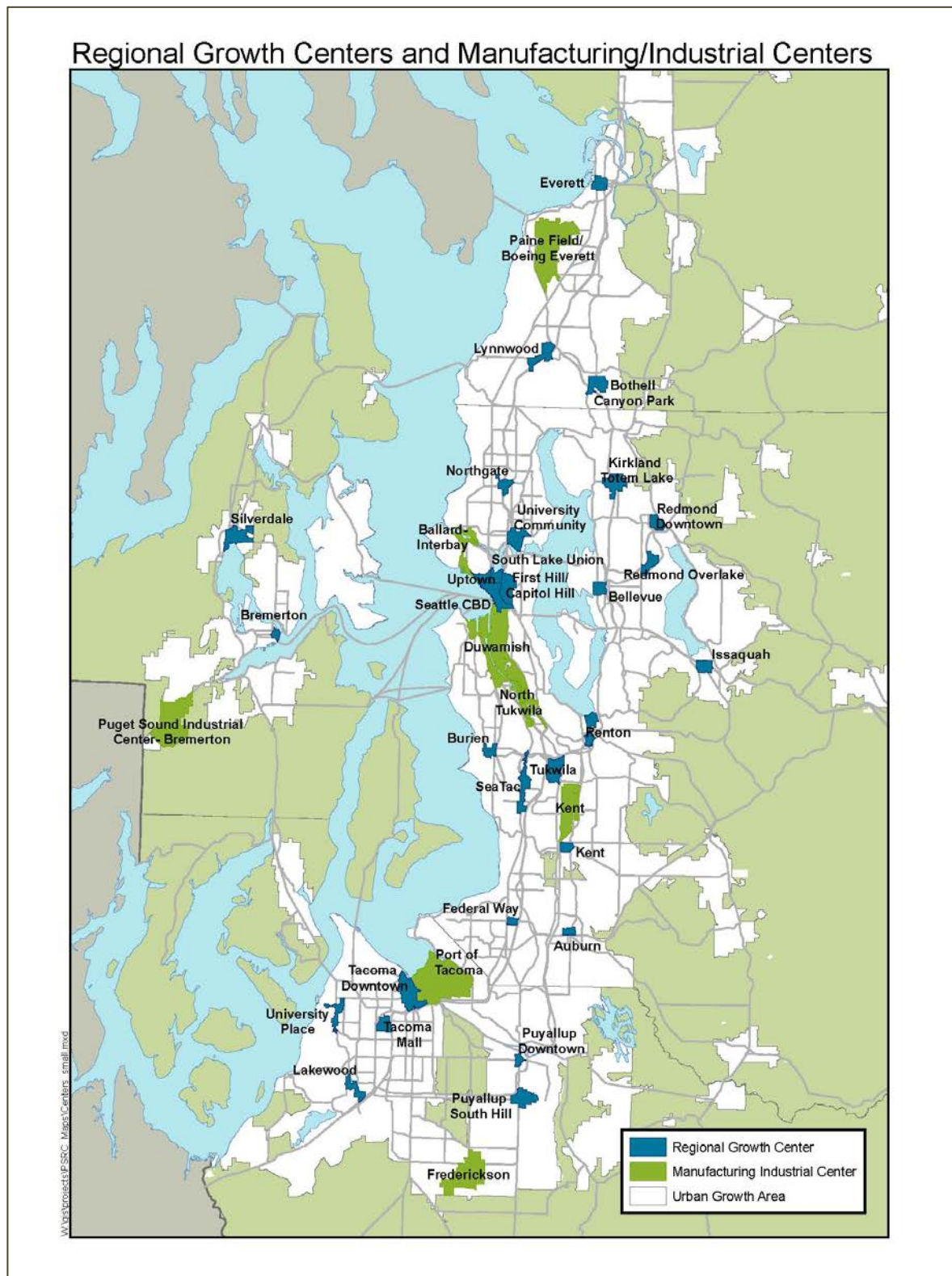
* Regional Project Evaluation Committee (RPEC)

14. PROJECT SPONSOR RESOURCES

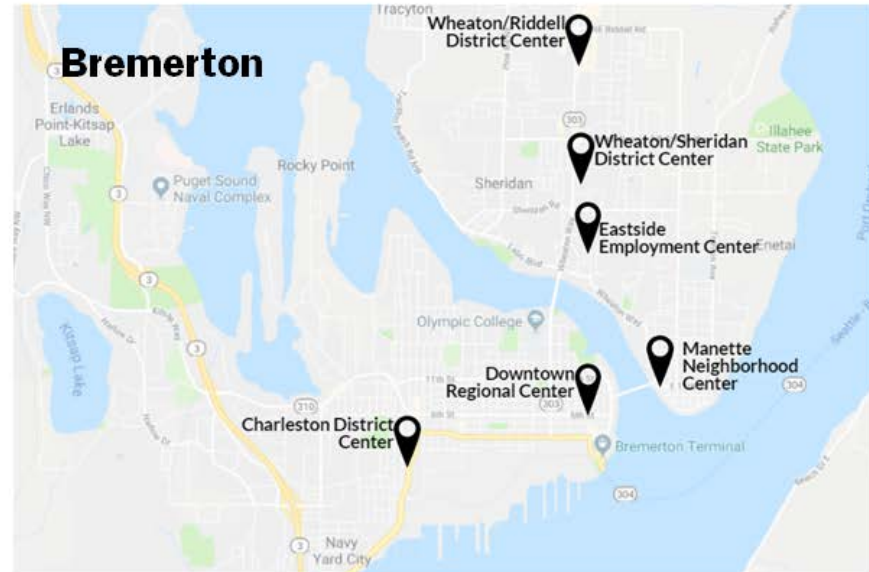
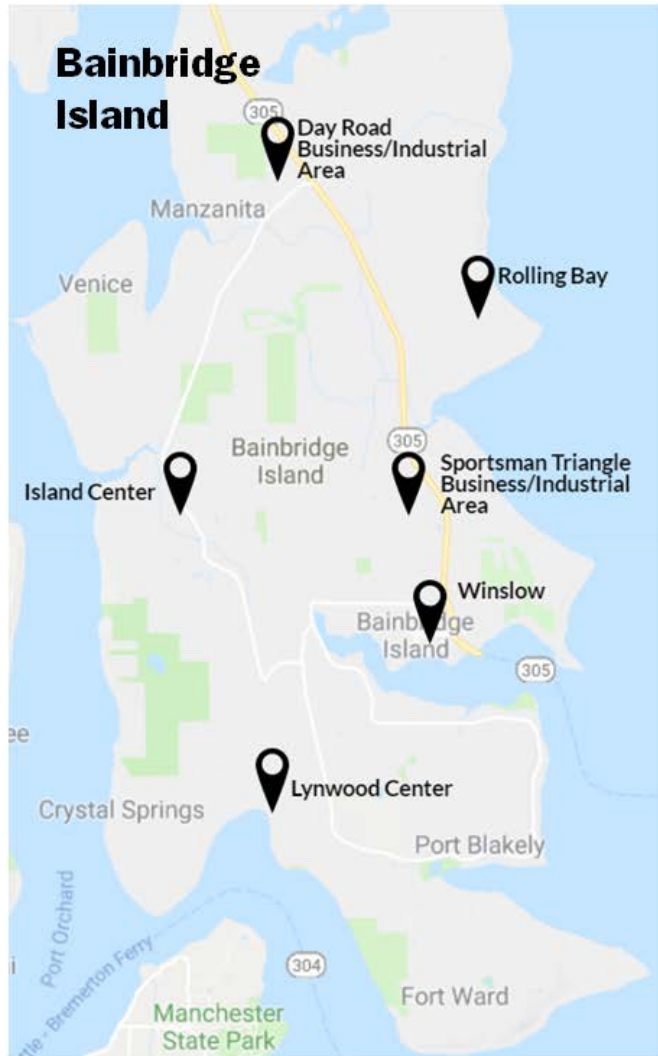
PSRC is developing a library of online resources for use by project sponsors, including Opportunity Maps and demographic information to support the Growing Transit Communities and health/equity considerations. A list of some of these resources is below, as well as available here:

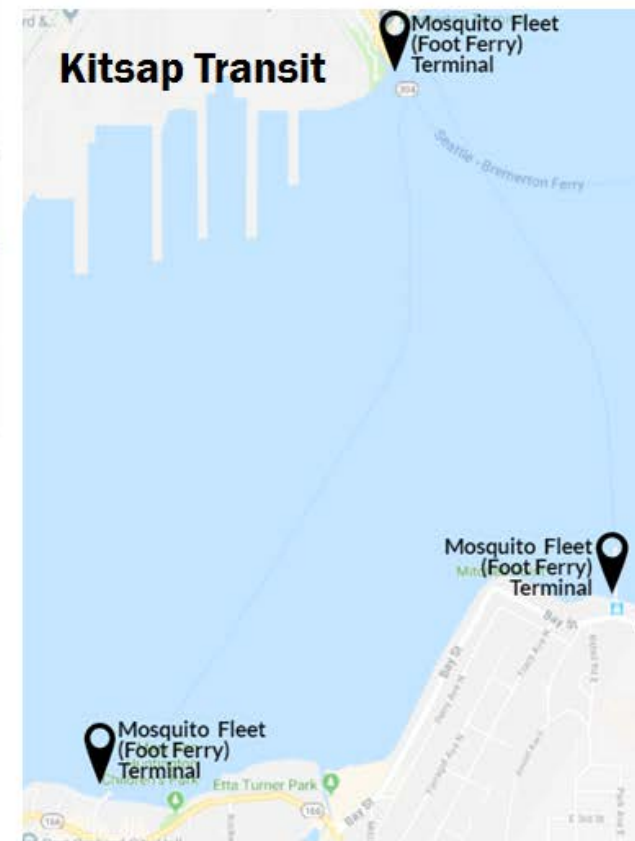
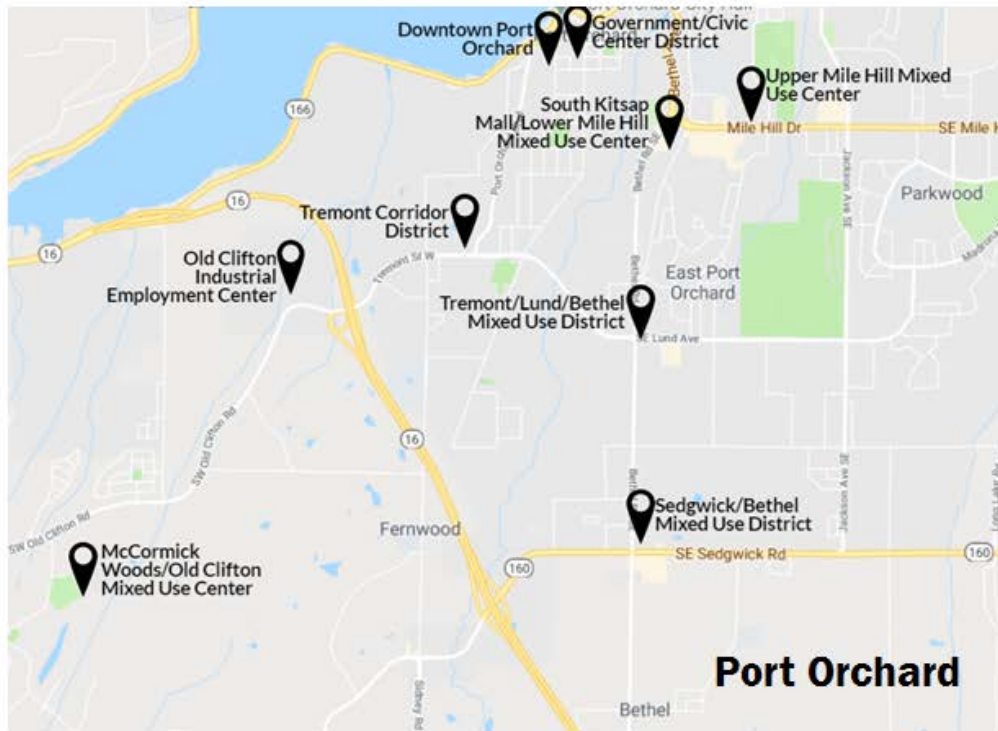
- [2018 Policy Framework for PSRC's Federal Funds](#)
- [Schedule and Deadlines](#)
- [Funding Eligibility](#)
- [Regional FHWA Project Evaluation Criteria](#)
- [Applications and Screening Forms \(regional and countywide\)](#)
- [Screening Form Checklist](#)
- [Regional FHWA Application Checklist](#)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

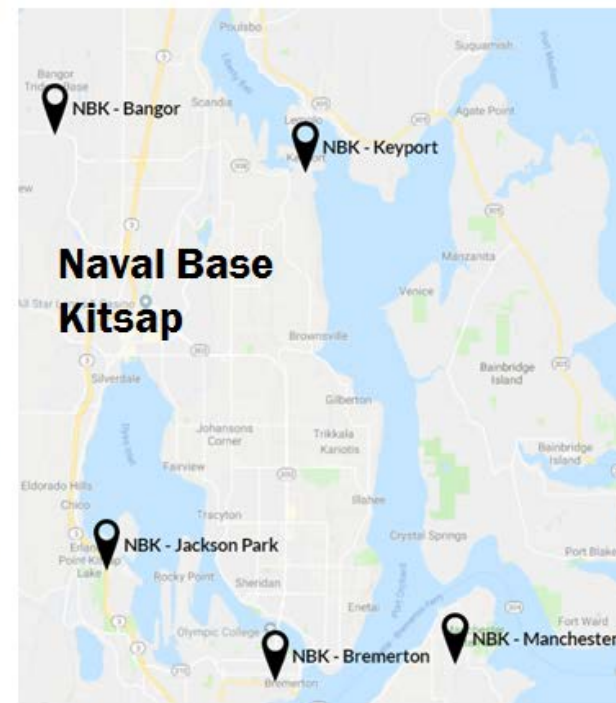
APPENDIX A: REGIONAL GROWTH CENTERS AND MANUFACTURING INDUSTRIAL CENTERS



APPENDIX B: LOCAL CENTERS







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Notes for the Kitsap Regional Coordinating Council (KRCC) Transportation Policy Committee (TransPOL):

This is a draft application for the 2018 Kitsap Countywide Competition for Federal Highway Administration (FHWA) transportation funds. This application includes a mixture of questions based on:

- a) The Kitsap Countywide Competition criteria developed by the KRCC Transportation Technical Advisory Committee (TransTAC), TransPOL, and the KRCC Board;
- b) Mandatory questions from the Puget Sound Regional Council (PSRC) to ensure consistency across Countywide Competitions in Pierce, Snohomish, King, and Kitsap Counties.

TransPOL reviewed a version of the draft application for the Kitsap Countywide Competition during their February 15, 2018 meeting. This draft application has been reformatted to match the style of PSRC's online form.

The KRCC Board will have the opportunity to approve this draft application during their 4/3 KRCC Board meeting.

A. Intro Page

Using the dropdown menu below, please indicate you are submitting a project as part of the Kitsap Countywide Competition. Note: you will have an opportunity to indicate what type of project you are submitting (preservation, non-motorized, general, etc.) later in the application.

Dropdown Menu:

- Kitsap Countywide Competition project

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B. Project Information

Before beginning this application, please be aware that your project needs to 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.

In addition, please note that throughout this application you will be asked to upload the following documents:

- Vicinity map(s) (showing full project extent and its location within Kitsap County)
- Project graphic(s)
- 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.
- Financial document(s) (e.g. revenues vs. expenditures, or a section of a Transportation Improvement Plan, etc.)

1. **Project Title:** (Text Box)

2. **Regional Transportation ID:**

Projects must be in, or consistent with, the Regional Transportation Plan in order to apply for funding. The current list of investments contained in the draft Regional Transportation Plan Regional Capacity Projects List may be found [here](#). Please note the draft Regional Transportation Plan is expected to be adopted on May 31, 2018, therefore, projects should be in, or consistent, with this document. Each project has a unique plan ID. If your project is below the threshold requirements for the Regional Capacity Projects List and is therefore exempt, please enter ‘N/A.’ Assistance in determining whether your project is exempt or requires a plan ID may be found [here](#). (Text Box) Separate multiple IDs with a comma, ie: “54, 32, 19”

3. **Sponsoring Agency:** (Dropdown Menu)

If your agency is not listed here, please contact Chris Peak at cpeak@psrc.org.

4. **Cosponsors:** (Text Box)

5. Does the sponsoring agency have “Certification Acceptance” status from WSDOT?

More information on Certification Acceptance and to find a listing of current CA agencies can be found [here](#).

- Yes
- No

6. **Ca sponsoring agency**

- Select one (menu)

C. Contact Information

Navigation

. Contact name: (Text Box)

Project Information

Contact Information

. Contact phone: (Text Box)

Project Description

. Contact email: (Text Box)

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D. Project Description

1. **Brief Project Description** (Approx. 100-300 words):
Describe the scope of the project, including project location, modes served, and population 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.
(Text Box)
2. **Project Benefits** (Approx. 100-300 words):
Please explain the intent, need or purpose of this project. For example, what is the goal or desired outcome?
(Text Box)
3. **Project Challenges** (Approx. 50-300 words):
Describe any challenges the project may face. Examples included difficult topography, right-of-way acquisition, public support, or aggressive timeline.
(Text Box)

E. Project Location

1. Project Location:

For example, please include street, route or trail names, or other identifiable location.
(Text Box)

2. Please identify the county(ies) in which the project is located.

Note to users of Internet Explorer: use the “control” key if you wish to select multiple counties.
a. (Dropdown menu)

Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below, or enter “N/A” if appropriate.

3. Crossroad/landmark nearest the beginning of the project: (Text Box)

4. Crossroad/landmark nearest the end of the project: (Text Box)

5. Upload a vicinity map (showing full project extent and its location within Kitsap County)

a. (File Upload: Choose Files)

6. Upload an additional project graphic

a. (File Upload: Choose Files)

F. Plan Consistency

1. Is the project specifically identified in a local comprehensive plan as of Jan 1, 2018?
Projects must be in, or consistent with, the transportation element of the appropriate local comprehensive plan that has been updated consistent with RCW 36.70A.130 and certified (including conditionally certified) by PSRC. Please refer to PSRC's [Plan Review Page](#) for additional information. (Yes/No checkbox)
2. If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found. (Text Box)
3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable. (Text Box)

Does your project meet the following requirements?

4. Project is included on or proposed for inclusion in a Transportation Improvement Program (TIP) (Yes/No checkbox)
5. Project considers applicable planning factors identified in federal law (Yes/No checkbox)
6. 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). (Yes/No checkbox)
7. Upload 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.
 - a. (File Upload: Choose File)

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G. Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on them may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement may be found [here](#).

Assistance in determining the functional classification of a project is available by contacting Gary Simonson at 206-971-3276 or gsimonson@psrc.org.

1. Please select a functional classification:

Rural Projects

- 01 Rural Interstate
- 02 Rural Principal Arterial
- 06 Rural Minor Arterial
- 07 Rural Major Collector
- 08 Rural Minor Collector
- 09 Rural Local Access
- 21 Proposed Rural Principal Arterial
- 22 Proposed Rural Minor Arterial
- 26 Proposed Rural Minor Arterial
- 27 Proposed Rural Major Collector
- 27 Proposed Rural Minor Collector
- 29 Proposed Rural Local Access

Urban Projects

- 11 Urban Interstate
- 12 Urban Principal Arterial – Expressway
- 14 Urban Principal Arterial
- 16 Urban Minor Arterial
- 17 Urban Collector
- 19 Urban Local Access
- 31 Proposed Urban Interstate
- 32 Proposed Principal Arterial – Expressway
- 34 Proposed Principal Arterial
- 36 Proposed Minor Arterial
- 37 Proposed Collector
- 39 Proposed Local Access

- i. 00 Not applicable (transit, enhancements, Etc.)

H. Support for Centers

1. Which Local Centers (including military installations) and/or Regional Centers and corridors that serve them does your project support? Click here [\(add link to Attachment A\)](#) for a list of local centers, including military installations. (text box)
2. 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 outlined above? (check one)

☐ Very well
 ☐ Somewhat well
 ☐ Not well

3. Please explain how your project meets the regional/local centers objectives, outlined above: (text box)

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I. 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, outlined above?

☐ Very well ☐ Somewhat well ☐ Not well

2. Please explain how your project meets the coordination objectives, as outlined above: (text box)

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J. Safety and Capacity Benefits

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, outlined above? Please note that the safety/capacity criteria do not apply to Preservation Projects.

☐ Very well

☐ Somewhat well

☐ Not well

☐ N/A (Preservation Project).

2. Please explain how your project meets the safety/capacity objectives, as outlined above: (text box)

K. Growing Transit Communities and Health/Equity Considerations

1. Growing Transit Communities (GTC) 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 outlined above? 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, outlined above: (text box)

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L. 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: (text box)

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M. Air Quality Benefits

1. Below are the air quality objectives defined by the Kitsap Regional Coordinating Council:
- 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).
 - 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 meets the air quality objectives, outlined above? Please note that the air quality criteria do not apply to Preservation Projects.

☐ Very well ☐ Somewhat well ☐ Not well ☐ N/A (Preservation Project).

2. Please explain how your project meets KRCC’s air quality objectives, as outlined above: (text box)

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N. Air Quality and Climate Change: Element Selection

Additional guidance on the evaluation of air quality and climate change benefits is available [here](#). In addition to the information contained in the 2018 FHWA Regional Project Evaluation Criteria.

Please describe how your project will reduce emissions. Include a discussion of the population served by the project (who will benefit, where, and over what time period). Specific questions have been prepared to assist you in responding to this criterion depending on the type of project.

1. Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.

Note to users of Internet Explorer: use the "control" key if you wish to select multiple elements

- a. (Select menu)

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O. PSRC Funding Request

Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e., a sponsor may request funding for both preliminary engineering and right of way phases, or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for STP and CMAQ funds. The combination of the requested PSRC funds plus all other identified funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding. Sponsors will be asked to provide more detail on their financial plan in the next section.

Obligation Requirements: Funding is awarded by year, and sponsors are asked to select their first and second preference for the year of funding requested. Per PSRC’s project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC’s project tracking policies.

- 1. What is the PSRC funding source being requested? Note: STP is the only option for Kitsap applicants.
 - a. (Dropdown menu)
- 2. Has this project received PSRC funds previously? (Yes/No checkbox)
- 3. If yes, please provide the project’s PSRC TIP ID: (Text Box)

Phase	Amount Requested	Year	Alternate Year
Total Amount	\$		

- 4. Please provide any comments regarding the phase, amount requested, year, or alternate year: (text box)

P. Total Estimated Project Cost and Schedule

Please include all funding amounts by source (including the requested PSRC funds) and status of each. If funds are not yet fully secure but are anticipated to be available for the project, please select “reasonably expected” and identify the specific source on the next page, along with the current status of the funds and the steps you’ll take to secure them by the requested obligation date. If funds are not secure and there is not yet a plan in place to obtain them by the requested obligation date, please select “unsecure,” and provide additional information on the next page. PSRC’s definitions and guidance for determining secure and reasonable expected funds may be found [here](#).

Planning Phase

Fund Type	Fund Source	Secured Status	Amount
	(simplify options, per Kelly)		
Expected year of completion for phase:			

Preliminary Engineering Phase

Fund Type	Fund Source	Secured Status	Amount
Expected year of completion for phase:			

Right of Way Phase

Fund Type	Fund Source	Secured Status	Amount
Expected year of completion for phase:			

Construction Phase

Fund Type	Fund Source	Secured Status	Amount
Expected year of completion for phase:			

Other Phase

Fund Type	Fund Source	Secured Status	Amount
Expected year of completion for phase:			

Estimate Project Completion Date (month and year): (Text Box)

Estimated Total Project Cost: (Text Box)

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Q. Funding Documentation

Please describe the source of all secure or reasonably expected funds *identified* in the project budget. For funds that are reasonable expected, provide an explanation of the procedural steps necessary to be completed in order to secure the funds by the obligation date requested; include a timeline for when these steps will be taken. If the project contains unsecured funds, please describe the plan for fully funding the phase with local or other funds if those funds do not become available by the obligation date.

For more information, refer to PSRC's financial constraint guidance.

(Text Box)

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonable expected. Include letters of commitment from any project partners.

(File Upload: Choose File)

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R. Project Readiness

(PSRC's questions vary depending on the project phase that you are requesting funding for)

T. Other Considerations

1. Does this project address an emergency need? (Required)
 (If so, 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)
 - Specify the ways the project addresses the emergency
 - Describe any relevant externalities
 (Text Box)
2. Has this project received funding from other sources or can the project leverage countywide funds for a greater impact? (Required)
 If so, 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.
 (Text Box)
3. Does this project have significant demonstrated public support? (Required)
 If so, describe the evidence of public support (e.g., letters, attendance at public meetings/hearings, newspaper articles/editorials). Attach relevant supporting documentation, if desired. (Text Box)
4. Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations. (Optional) (Text Box)
5. Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined. (Optional) (Text Box)
6. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendations and decision-making process. (Optional) (Text Box)
7. For Preservation Projects only: Preservation Projects are not required to answer the “Safety and Capacity” questions in this application. However, if there any features of your Preservation Project that might improve safety and/or capacity, please explain here and these features will be part of the “other considerations” used to evaluate this project: (Text Box)

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

PROGRAMMING PROCESS: NEW FUNDS OR RE-PROGRAMMING FUNDS

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

OVERVIEW

This policy covers the following types of funds that become available between Transportation Improvement Program (TIP) competition 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.

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		