



Kitsap Regional Coordinating Council

The Kitsap Peninsula is the home of sovereign Indian nations, namely the Suquamish and Port Gamble S'Klallam Tribes.

TransTAC Meeting Agenda

Thursday, January 18, 2024 | 1:30-3:00 PM | Virtual Meeting

Link to participate in the video conference and view the screen share:

<https://us06web.zoom.us/j/88025579550>

A. Welcome and Old Business

- Introductions
- Approve [Nov 9, 2023 TransTAC meeting summary](#) (pg. 2)
- Review [2024 TransTAC/TransPOL Meeting Plan](#) (pg. 5)
- Review [2024 meeting calendar](#) and identify in-person meeting locations (pg. 7)

B. 2024 Transportation Competitions

- Update from PSRC re: [Policy Framework for PSRC's Federal Funds](#) (pg. 8)
 - Discuss PSRC direction re: relative weights of criteria (e.g. safety)
 - Confirmed dates for Regional Project Selection Workshop?
- Review the [draft 2024 Call for Projects](#) (pg. 25)
- Review the [draft 2024 Countywide Competition Application](#) (pg. 53)
- Compare [Regional Application to Countywide Application](#) (pg. 84)
- Discuss project screening forms
- For reference:
 - PSRC's draft [schedule table with the key 2024 milestones](#) (pg. 87)
 - PSRC's draft [Kitsap Countywide Competition schedule](#) (pg. 88)

C. PSRC Updates

- Additional updates from PSRC

D. Cross-Jurisdictional Transportation Issues

- 2024 Legislative Session priorities?

E. Corridor Updates

- SR 305, SR 16/Gorst, SR 104, SR 303, others

F. Announcements and Next Steps

- Review action items
- Announcements

G. Adjourn



Kitsap Regional Coordinating Council (KRCC)
Transportation Technical Committee (TransTAC) Meeting Summary
November 9th, 2023, Meeting | 1:00 – 3:30 PM | Poulsbo City Hall (200 NE Moe St, Poulsbo,
Washington 98370)

Actions	Entity Responsible	Status
Update TransTAC meeting to January 18 th	KRCC Staff	Complete
Post approved meeting summary on website	KRCC Staff	In Progress
Cancel March 21 st TransPOL meeting	KRCC Staff	Complete
Update Ruby Creek on the KRCC map	KRCC Staff	Complete

A. Welcome and Old Business

Sophie Glass, Program Director of KRCC began the meeting. See Attachment A for list of participants. TransTAC members approved the September meeting summary and reviewed the approved 2024 KRCC Transportation Work plan. Members agreed to have three of the future meetings in person and to rotate locations.

B. Regional and Countywide Competitions

TransTAC members reviewed TransTAC and TransPOL’s feedback on 2022 Transportation Competitions. Members shared a desire to keep the regional application as similar as possible to the countywide competitions to streamline the process. Members requested to create a cheat sheet about what is changing from the 2022 competition. A weakness in the 2022 application was that not everyone received a pdf after submitting their PSRC application. PSRC shared that they are hiring a consultant to update their entire system for 2026.

Jennifer Barnes, PSRC, shared that safety, climate and equity are the three main topics that are being updated for 2024 competition.

- Safety: There is interest in increasing the weight of the safety criteria in the competition this year.
- Equity: Regarding equity, the deadline for the Equity Pilot Program has been extended to November 15th. TransTAC members discussed the benefits of having equity distributed throughout all the criteria compared to having a designated equity section in the application.
- Climate: The points awarded for climate benefits will likely increase in this year’s competition.

PSRC is having an ongoing discussion on whether there should be eligibility requirements for projects that increase vehicle capacity. TransTAC members asked about how capacity projects are being defined by PSRC. PSRC responded that at this point, the discussion around capacity is still very high level and policy focused. TransTAC members discussed concerns and unintended consequences about eliminating capacity projects. TransTAC members will have more clarity in January when the final Policy Framework is expected.

TransTAC members reviewed the 2024 Countywide Competition Call for Projects. TransTAC members discussed Candidate Centers and supported including them for potential funding. Sophie asked members about the maximum number of applications per jurisdiction. Last competition cycle,

TransTAC came up with a formula to calculate the number of applications per jurisdiction. TransTAC members decided the maximum number of applications for 2022 worked well and they recommended using the same protocols for 2024. TransTAC members also decided to keep a relative ranking (high medium low) evaluation process. Lastly, TransTAC members discussed other considerations and supported removing practical design, which is no longer part of WSDOT's strategic plan. PSRC clarified that for a project to be eligible for rebalancing funding it has to be on the current cycle's contingency list.

TransTAC members reviewed the draft 2024 Competition Calendar and made the following suggestions:

- Add a tentative March 5, 2024 KRCC Board meeting.
- Move TransTAC's January 11th meeting to January 18th to allow time for the PSRC Transportation Policy Board to recommend the Policy Framework.
- Cancel the March 21st TransPOL meeting and the April 18th TransPOL meeting will be the project presentation day.

Additionally, TransTAC members noted that Ruby Creek is missing as a center for Port Orchard on the current map.

C. PSRC Updates

PSRC shared a call to add to the Regional Transportation Plan (RTP) list. TransTAC members will receive an email from Alexa with more details. Members can reach out to Jennifer if you have questions about whether this applies to them.

D. Cross-Jurisdictional Transportation Issues

No updates were shared during the round robin.

E. Corridor Updates

TransTAC members discussed updates on SR 305. Roundabout construction has started. The project is supposed to take 14 months. The Gorst Coalition is hiring a consultant to support their project. Regarding SR 104, there are plans for the realignment of ferry lanes and a new system for ferry tickets. Construction funds will be obligated by June 1st.

F. Announcements and Next Steps

- The next TransTAC meeting is January 18th.
- The next TransPOL is January 18th.

G. Adjourn

The meeting adjourned at 2:55 pm.

Attachment A: TranSTAC Meeting Participants

Member Name	Member Affiliation (alphabetical)
Chris Wierzbicki	Bainbridge Island
Shane Weber	Bremerton
Melissa Mohr on behalf of David Forte	Kitsap County
Joe Rutan	Kitsap County
Jennifer Barnes	PSRC
Steffani Lillie	Kitsap Transit
Arne Bakker	Port of Bremerton
Chris Hammer	Port Orchard
Josh Ranes	Poulsbo
Ned Lever	Bremerton
Denis Ryan	Port Orchard
George Mazur	WSDOT
Sophie Glass	KRCC



Kitsap Regional Coordinating Council

Tentative 2024 Meeting Plan for Transportation Technical Advisory Committee (TransTAC) and Transportation Policy Committee (TransPOL)

DRAFT v. 1/11/2024

January 18th TransTAC Meeting	January 18th TransPOL Meeting	Feb. 8 th TransTAC Meeting	March 14th TransTAC Meeting
Agenda Items: <ul style="list-style-type: none"> • Discuss Regional Projects • Review/Finalize Countywide Competition Materials • Update from PSRC re: Competition Policy Framework • Review the <u>updated 2024 Call for Projects</u> • Review the <u>draft 2024 Countywide Competition application</u> 	Agenda Items: <ul style="list-style-type: none"> • Regional Safety Action Plan presentation led by PSRC • Recommend Call for Projects 	Agenda Items: <ul style="list-style-type: none"> • Review initial Regional and Countywide Projects 	Agenda Items: <ul style="list-style-type: none"> • Presentations for Regional and Countywide Projects • PSRC mini competition workshop
April 4th TransTAC Meeting (Hybrid)	April 18th TransPOL Meeting (Hybrid)	May 9 th TransTAC Meeting (Hybrid)	Late May TransTAC Meeting (Hybrid)
Agenda Items: <ul style="list-style-type: none"> • Review TransPOL feedback 	Agenda Items: <ul style="list-style-type: none"> • Presentation of projects 	Agenda Items: <ul style="list-style-type: none"> • Review Board Feedback 	Agenda Items: <ul style="list-style-type: none"> • Project Selection Workshop



Kitsap Regional Coordinating Council

Late May or Early June TransPOL Meeting	September 12th TransTAC Meeting	October 17th TransPOL Meeting	December 14th TransTAC Meeting
<p>Agenda Items:</p> <ul style="list-style-type: none">• Recommend Countywide Projects for selection to Board	<p>Agenda Items:</p> <ul style="list-style-type: none">• Debrief 2024 competitions• 2025 transportation program work plan	<p>Agenda Items:</p> <ul style="list-style-type: none">• Debrief 2024 competitions• 2025 transportation program work plan	<p>Agenda Items:</p> <ul style="list-style-type: none">• <i>TBD</i>

2024 KRCC Calendar of Meetings

		January	February	March	April	May	June	July	August	September	October	November	December
Executive	Board* 1 st Tues. Time varies		Feb 6 Board Meeting TBD	Mar 5 Board Meeting TBD <i>Cancel if needed</i>		May 7 Board Meeting TBD	Jun 4 Board Meeting TBD				Oct 1 Board Meeting TBD	Nov 5 Board Meeting TBD	Dec 3 Board Meeting TBD
	Executive Committee 3 rd Thurs. 11:00AM–1:00PM	Jan 18 Executive Committee Meeting	Feb 15 Executive Committee Meeting	Mar 14 Executive Committee Meeting	Apr 18 Executive Committee Meeting	May 16 Executive Committee Meeting	Jun 20 Executive Committee Meeting	Jul 18 Executive Committee Meeting <i>(cancel if not needed)</i>		Sept 19 Executive Committee Meeting	Oct 17 Executive Committee Meeting	Nov 21 Executive Committee Meeting	Dec 19 Executive Committee Meeting
Land Use	PlanPOL 3 rd Tues. 1:30-3:00PM			Mar 19 PlanPOL Meeting			Jun 18 PlanPOL Meeting				Oct 15 PlanPOL Meeting		
	LUTAC 2 nd Thurs. 10:00-12:00PM		Feb 8 LUTAC Meeting		Apr 11 LUTAC Meeting					Sept 12 LUTAC Meeting		Nov 14 LUTAC Meeting	
Transportation	TransPOL 3 rd Thurs. 3:00-4:30PM	Jan 18 TransPOL Meeting			Apr 18 TransPOL Meeting (Hybrid)	Late May or Early June* TransPOL Meeting (Hybrid)					Oct 17 TransPOL Meeting		
	TransTAC 2 nd Thurs. 1:30-3:00PM	Jan 18 TransTAC Meeting	Feb 8 TransTAC Meeting	Mar 14 TransTAC Meeting (Hybrid)	Apr 4 <i>(not 11)</i> TransTAC Meeting (Hybrid)	May 9 TransTAC Meeting (Hybrid)				Sept 12 TransTAC Meeting			Dec 14 TransTAC Meeting

KRCC Retreat Date: February 29, 2024
 Legislative Reception Date: TBD date

*The May or June TransPOL meeting will occur after the May KRCC Project Selection Workshop but before the June 4 KRCC Board meeting.



Puget Sound Regional Council

January 4, 2024

ACTION ITEM

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Preparing for the 2024 Project Selection Process and Recommendation of the 2024 Policy Framework for PSRC's Federal Funds**

IN BRIEF

PSRC has project selection authority for several sources of funds from both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Prior to each funding cycle, the policies and procedures for the project selection process are reviewed and updated as needed to reflect current regional priorities and requirements and are documented in the *Policy Framework for PSRC's Federal Funds*. The next process will be conducted in 2024 for PSRC's 2027-2028 FHWA and FTA funds.

The board has been discussing potential improvements to the 2024 project selection process since September 2023, focused on the specific emphasis areas of safety, climate and equity. At the January 11 meeting, the board will review the options discussed and areas of consensus to date for a final recommendation on the suite of improvements to be incorporated into the *2024 Policy Framework for PSRC's Federal Funds*.

RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board approval of the policies and procedures for the 2024 project selection process, to be documented in the *2024 Policy Framework for PSRC's Federal Funds*. A summary of these policies and procedures is contained in Attachment A.

DISCUSSION

A competitive project selection process is conducted every two to three years for the distribution of PSRC's federal funds. The next process will be conducted in 2024 for PSRC's 2027-2028 FHWA and FTA funds. Prior to each process a Policy Framework is adopted, outlining the policy guidance for the distribution of funds and other details on how the process will be conducted.

Safety, equity and climate are priority themes in both the Regional Transportation Plan and PSRC's funding processes. Over the past four months the board has been provided information on how these policy focus areas are currently addressed and discussed various options for improvements to the 2024 project selection process. Information has been provided to support these discussions, including background on the project evaluation criteria, information on the projects funded in the last cycle, and administrative details of the project selection process.

At the meeting in December, the potential revisions related to safety, climate and equity were further discussed and specific options for both criteria and scoring changes were reviewed. Following the December meeting a poll was sent to board members to further identify whether consensus had been achieved on each element. A total of 14 responses were received, and the overall results by topic are provided below.

- Refine the safety criteria to align with a Safe System Approach – 12 Yes, 2 No
- Ask agencies to commit to develop plans/policies in line with a Safe System Approach – 12 Yes, 2 No
- Restrict projects adding general purpose capacity on limited access highways from competing – 5 Yes, 9 No
- Incorporate the Equity Advisory Committee recommendations for the equity criteria – 12 Yes, 2 No
- Establish a minimum project scoring threshold to award funding – 7 Yes, 7 No
- Draft scoring options preference – Option 1 (5), Option 2 (6), Option 3 (3)

The following summarizes in greater detail the suite of potential improvements for the 2024 project selection process and the feedback from the board member poll related to each. After reviewing the survey findings, the board Chair and Vice Chair crafted a new alternative Option 2A, found in Attachment B.

Safety

1. Update the scoring values for safety in the project evaluation criteria (currently 6-8 points in the regional competition).
 - *There is board consensus to increase the point values for safety, however some concerns were raised about raising this to 20 points, in particular due to the resulting reduction in points for the centers criterion. An alternative scoring*

system is proposed under Option 2A in Attachment B. The project scores from the 2022 regional competition are contained in Attachment D, for background.

2. Update the safety criterion & language to more concretely tie to the [Safe System Approach](#) and [FHWA proven safety countermeasures](#).
 - *There is strong board consensus to update the criteria language in this manner.*
3. Consider a requirement that each agency have, or commit to develop, a safety plan based on a Safe System Approach in order to be eligible to compete for PSRC funding. Specific language proposed was as follows:

“USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach, to reduce fatalities and serious injuries?
PSRC will continue to monitor local safety action plans and revisit prior to the 2026 project selection process.”

 - *There is strong board consensus to include this language in the 2024 process.*

Climate

In December, staff provided background on the project-level emissions estimation tool that is used to evaluate every project, regardless of funding source. Projects resulting in a substantial reduction in fine particulate and/or greenhouse gas emissions – the two highest priority pollutants in the region - score the highest under the Air Quality / Climate criterion.

The following summarizes the climate-related options for improvements under discussion by the board.

1. PSRC is in the process of updating the project-level emissions estimation tool to reflect current state of the practice, including consideration of induced demand for capacity expansion of highways and major arterials.
2. The Air Quality / Climate Change criterion will continue to prioritize projects that result in significant emission reductions of greenhouse gases and fine particulates through the substantial elimination of vehicle trips, reduction of vehicle miles traveled, conversion to alternative fuels, and reduction of heavy duty diesel truck idling or the shortening of heavy duty diesel truck trip lengths.
3. To further address concerns raised regarding general purpose roadway projects, the board has considered the exclusion of projects that include general purpose capacity expansion on limited access highways into the competition. A map of these facilities is included in Attachment C. Projects on these facilities that do not add general purpose capacity, for example those that provide preservation or safety improvements, would still be eligible to compete.
 - *A majority of board members opposed restricting eligible projects in this manner.*

4. Update the scoring values for air quality / climate in the project evaluation criteria (currently 20-50 points in the regional competition). This option is illustrated in Option 3 in Attachment B.
 - *A majority of board members selected Options 1 or 2 over Option 3 in the poll.*

Equity

The Equity Advisory Committee (EAC) finalized recommendations on the Equity Pilot and improvements to the equity criterion at their meeting on December 7. This information was presented to the board for review at the December 14 meeting, and included improvements both to the criteria and scoring values for equity in the upcoming project selection process. Specific criteria improvements include updates to how community outreach and engagement and displacement risk is evaluated, and incorporating equity throughout all criteria. Proposed changes to point values are illustrated in Attachment B.

- *There is strong board consensus to incorporate the EAC recommendations.*

Additional Policy Framework Revisions

In December the board also reviewed recommendations from the Regional Project Evaluation Committee for improvements to the adopted Project Tracking policies and procedures. These recommendations are included in Attachment A.

In addition, since the final scores and rankings reflect how well each project meets each of the project evaluation criteria and regional policies, the question of setting a threshold for funding projects only above a certain total score - e.g., 60% of total available points – was raised. The board did not have time to discuss this question at the December meeting, but it was included in the follow-up poll for consideration.

- *Board members were evenly split on this topic.*

At the January 11, 2024 meeting, the board will review each potential revision discussed above and be asked to take final action to recommend adoption of the *2024 Policy Framework for PSRC's Federal Funds*. This document will encompass the final revisions recommended by the board at the January meeting, in addition to the existing elements summarized in Attachment A. Upon approval of the *Policy Framework* the call for projects for the project selection will be released, anticipated in early February.

For more information, please contact Kelly McGourty, Director of Transportation Planning, at 206-971-3601 or kmcgourty@psrc.org.

ATTACHMENTS

- A. Draft Summary of the *2024 Policy Framework for PSRC's Federal Funds*
- B. Draft Scoring Options
- C. Map of Limited Access Roadways in the PSRC Region
- D. 2022 Regional FHWA Competition Project Scores

Attachment A: Policy Framework for PSRC's Federal Funds 8.a – Att. A

- Policy direction from Board adopted in the *Policy Framework for PSRC's Federal Funds*
- Based on VISION 2050 policies and consistent with the Regional Transportation Plan
 - Adopted policy focus = *support for centers and the corridors that serve them*
- Projects must be consistent with local comprehensive plans
- Process conducted every two years
 - 2024 process will distribute FFY 2027–2028 funds



Process Details to be Included

- Funding estimates (pending guidance from FHWA, FTA)
- Distribution splits between FHWA Regional and Countywide competitions, FTA Earned Share and Equity Formula Distributions
- FHWA Set-Asides: Preservation, Bicycle / Pedestrian, Kitsap County, Rural Town Centers & Corridors Program, PSRC funding
- Caps on number of applications / funding requests
- Contingency lists
- Project tracking policies

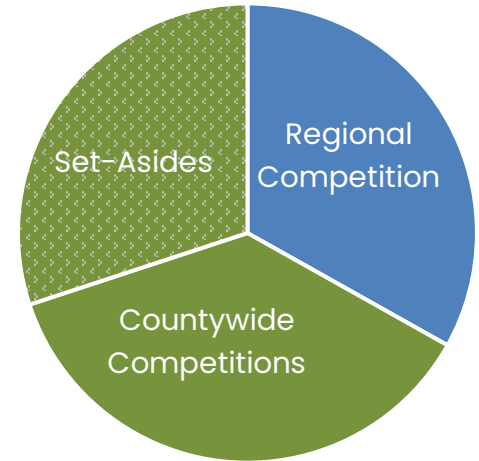
Funding Distributions

Federal Highway Administration Funds	Federal Transit Administration Funds
Regional Competition	Equity Formula Distribution
Countywide Competitions	Earned Share Distribution

FHWA Funding Distributions

- 50/50% split of funds between Regional and Countywide competitions, *after* set-asides are taken off the top

Set-Aside	Application
Preservation	20% of STBG Funds, distributed in countywide competitions
Bicycle / Pedestrian	10% of all Funds, distributed in countywide competitions
Kitsap County Adjustment	Population adjustment from STBG for Kitsap countywide process
Rural Town Centers & Corridors Program	10% of Regional Funds, distributed in off-year
PSRC Funding	\$1 million of STBG Funds per year



Number of Regional Applications:

- Total of 36 for the regional FHWA competition
 - 12 King County, 6 each for Kitsap, Pierce and Snohomish Counties, 2 each for regional agencies – WSDOT, PSCAA, Sound Transit

Amounts by Source in FHWA Competitions:

- Predetermined amount of FHWA funds by source, by competition
- Regional competition = 60% CMAQ, 40% STP



Funding Limits:

- Limit on FHWA regional applications at 50% of available annual funding by source

Contingency Lists:

- Continue long-standing procedure of creating prioritized contingency lists, should additional funds become available prior to the next cycle



FTA Distributions

- 2023 Revised Process
 - Maintained the earned share distribution process
 - Regional portion of funds in the Seattle–Tacoma–Everett Urbanized Area distributed via an equity formula process
 - Focused, intentional distribution that looks at all transit service being provided to the region’s equity populations and distributes funds accordingly
 - Projects address PSRC’s equity criterion and improvements for equity focus area populations



Project Tracking Policies and Procedures

Project Tracking Program:

- In place since 2003
- Goal = efficient and timely project delivery, minimize cost of delays, preserve federal funds coming to the region

Policies updated over time

- Current policies address annual delivery target for FHWA funds
- Policies set firm obligation deadlines but allow opportunity for one extension
- Revised extension request policies for FHWA in 2021



Project Tracking Policies and Procedures

5-Step Process for rebalancing and supplemental funding actions, if necessary to fill a delivery gap each year:

1. *Advance projects from later years of the TIP*
2. *Exchange federal funds for local or state funds between phases of a single project, or between projects within the same agency*
3. *Fund immediately ready-to-go projects from the current adopted contingency lists*
4. *Increase the federal share of awarded projects*
5. *Award new funds to new projects, outside of the standard PSRC project selection process*



In funding competitions:

1. Change project readiness/financial plan from a scored criterion to an eligibility criterion
2. Award only one phase per competition (no PE+1)

In annual rebalancing process, for supplemental funding:

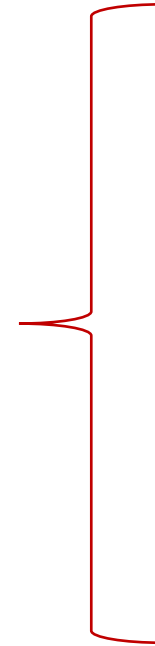
3. Award increased federal shares before contingency projects
4. Adjust process timeline to accommodate more June 1 deadlines



Project Evaluation Criteria and Point Values

Criteria includes:

- Development of Centers
- Circulation, Mobility and Accessibility
- Equity
- Safety
- Air Quality / Climate Change
- Project Readiness / Financial Plan



Attachment B: Draft Scoring Options

The following scoring options reflect the proposals from the Equity Advisory Committee and the Regional Project Evaluation Committee discussed elsewhere in the board agenda packet, and include draft revisions to safety and climate. Shown here is the scoring framework for the Regional competition; the final revisions will also be applied to each of the four countywide competitions.

Surface Transportation Block Grant Program Funding (STP)

CRITERIA	STP Point Values Option 1, Current Process	STP Point Values Option 2, Safety and Equity Increased	STP Point Values Option 2A, Safety and Equity Increased	STP Point Values Option 3, Safety, Equity and Climate Increased	Staff notes
Development of Centers	30	25	28	18	To increase the point values in Safety, Equity and Climate, point reductions must come from these two criteria
Circulation, Mobility and Accessibility	27	23	24	15	
Equity	10	--	--	--	The EAC recommendation is to incorporate Equity throughout <u>all</u> criteria, but leave a stand-alone Outreach and Displacement criterion.
Outreach and Displacement	--	12	12	12	
Safety	8	20	16	20	Based on preliminary board consensus to increase safety points, these options increase safety to be in line with climate and equity. The EAC also recommended to increase safety points, to better allow for the differentiation across projects. The new Option 2A increases safety within a range between Options 1 and 2.
Air Quality / Climate Change	20	20	20	35	Option 2 does not change the Air Quality / Climate Change scoring value. Option 3 increases it to 35 points, and reduces points for Development of Centers and Circulation, Mobility and Accessibility.
Project Readiness / Financial Plan	5	--	--	--	Per the RPEC recommendation, Project Readiness / Financial Plan is moved to an eligibility threshold for all projects to meet prior to submittal into the competitions.
TOTAL	100	100	100	100	

Congestion Mitigation and Air Quality Improvement Program Funding (CMAQ)

CRITERIA	CMAQ Point Values Option 1, Current Process	CMAQ Point Values Option 2, Safety and Equity Increased	Staff notes
Development of Centers	15	13	The Air Quality / Climate criterion has a much larger share of points for CMAQ projects. As such, the distribution of points to reflect increases in safety and equity is attempted to be balanced across the other criteria.
Circulation, Mobility and Accessibility	14	12	
Equity	10	--	
Outreach and Displacement	--	10	
Safety	6	15	
Air Quality / Climate Change	50	50	
Project Readiness / Financial Plan	5	--	
TOTAL	100	100	



**2024 Call for Projects for the Kitsap Countywide Competition and
Puget Sound Regional Council’s Regional Competition
for 2027-2028 Federal Transportation Funding**

v. 1.11.2024

INTRODUCTION

In 2024, Kitsap County jurisdictions are invited to submit projects to the Puget Sound Regional Council (PSRC) Regional and Kitsap Countywide Competitions to receive Federal Highway Administration (FHWA) transportation funding for the 2027-2028 funding cycle. This document is intended to guide jurisdictions in submitting applications and includes the following sections:

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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
February 5 - Call for Regional Projects	February 7 - Call for Countywide Projects
March 4 - Regional Project Eligibility Screening Deadline	March 11 - Countywide Project eligibility screening deadline
April 8 – Applications due for Regional Projects	May 6 – 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 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
- Bremerton
- Port Orchard
- Poulsbo
- Suquamish Tribe
- Port Gamble S’Klallam Tribe
- Port of Bremerton
- Port of Kingston
- Kitsap Transit

Please note that Naval Base Kitsap is not eligible to directly apply for FHWA funds as a project sponsor through the Countywide or Regional Competitions, even though Naval Base Kitsap is a member of KRCC. See Section 6: Policy Focus for more information on the role of Naval Base Kitsap – Bremerton in the Regional Competition.

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), which is followed by final approval by the PSRC Executive Board, 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, which is followed by final approval by the PSRC Executive Board, 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 2021, the Rural Town Centers and Corridors Program was converted from a set dollar amount to 10% 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.
- **Equity Pilot Program:** 5% of the total estimated STP funds in 2024 will be set aside for a new Equity Pilot Program.

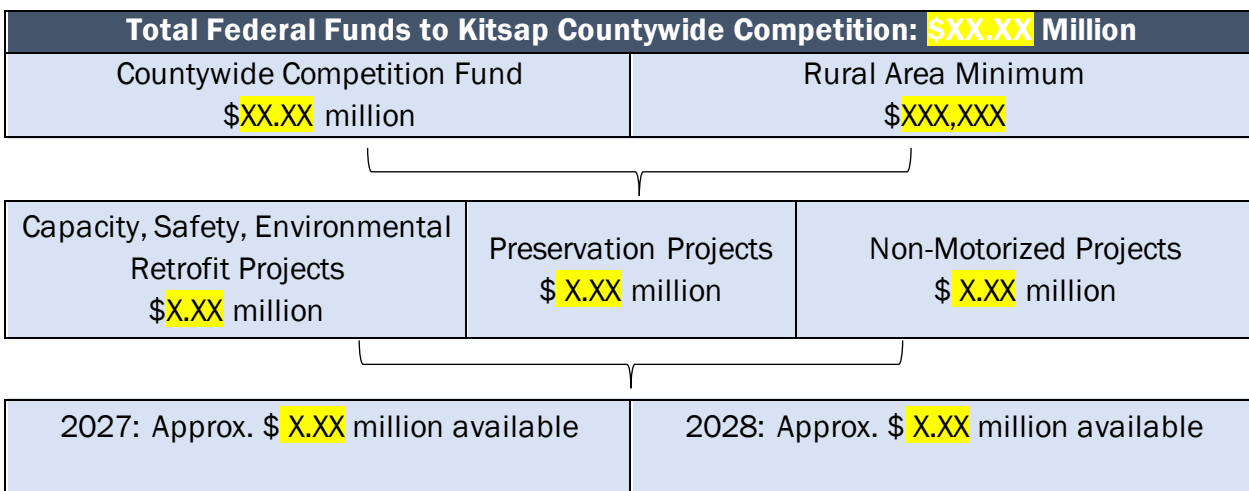
Balancing by Year

FHWA funding awards must 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 2027 and 2028. If KRCC is unable to evenly divide its funding in 2027 and 2028, then it needs to work with PSRC to see if there is any flexibility. The amount that may be requested in the FHWA Countywide Competition is limited to 50% of the total available STP funding. For the 2024 Countywide Competition, this equates to a maximum request of \$X.XX million per project (see Countywide Competition funding section).

Countywide Competition Funding

See below for a schematic of *draft* funding estimates for the Countywide Competition:



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 KRCC staff 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 2027 and 2028, 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 2027, then KRCC might move \$400,000 more into 2028.

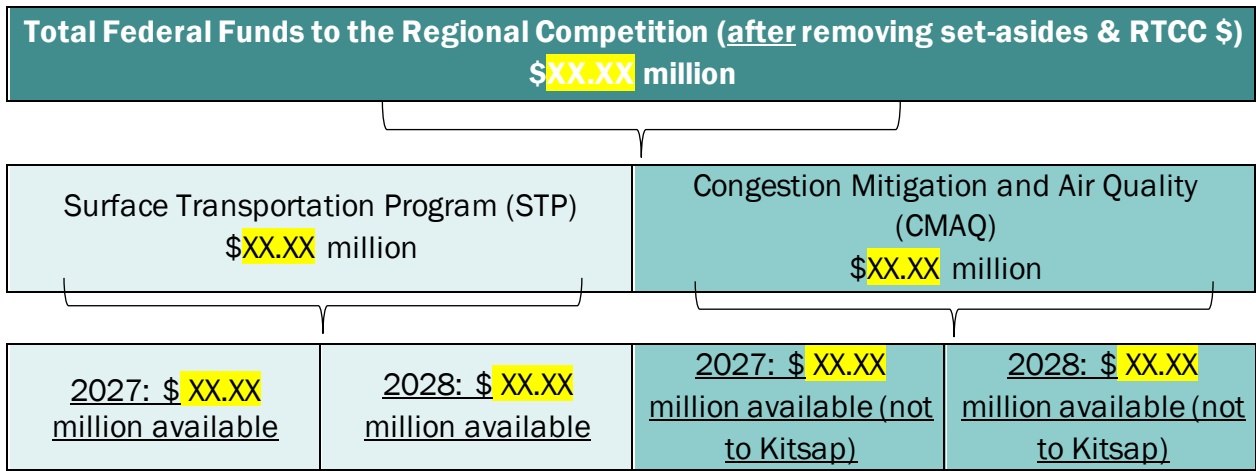
Applying to Both the Regional and Countywide Competitions

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

1. Separate phases of the same project may not be submitted separately – i.e., preliminary engineering cannot be submitted in one, and construction in another.
2. 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.
3. 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.
4. Please speak with PSRC for any additional clarifications.

Regional Competition Funding

The graphic on the following page shows the flow of 2027-2028 federal funds to the 2024 Regional Competition. The graphic excludes the Rural Town Centers and Corridors (RTCC), which typically takes place the year following the Regional Competition (i.e. 2025).



6. POLICY FOCUS

For the 2027-2028 Funding Cycle, the policy focus of **support for Centers of Growth and the corridors that serve them is retained**. The intent of this policy focus is to support implementation of VISION 2050, Transportation 2050 and the Regional Economic Strategy. See Appendix B for a synopsis of different center types and their eligibility for funding in the Regional and Countywide Competitions. See below for descriptions of Centers of Growth.¹

Regional Growth Centers

- **Description:** Regional Growth Centers are locations of more compact, pedestrian oriented development with a mix of housing, jobs, retail, services, and other destinations. Centers receive a significant share of the region’s population and employment growth compared with other parts of the urban areas while providing improved access and mobility – especially for walking, biking, and transit. See Appendix A for a map of Regional Centers.
- **Funding Eligibility:** Regional Centers and the corridors that serve them are eligible for funding the Regional and Countywide Competitions.
- **Regional Centers in Kitsap:**
 - Downtown Bremerton (see VISION 2050 for the boundary lines of Downtown Bremerton)
 - Silverdale (see VISION 2050 for the boundary lines of Silverdale)
- **Note:** Kitsap County jurisdictions can submit transportation projects to the Regional Competition if they support Regional Centers and 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.
- **Countywide Planning Policies Reference:** See Appendix C; Table C-1 and Appendix D.

¹ Rural Centers are described in this document for clarity but they are not Centers of Growth.

Regional Manufacturing/Industrial Centers (MICs)

- **Description:** Manufacturing/Industrial Centers preserve lands for family-wage jobs in basic industries and trade and provide areas where employment may grow in the future. Manufacturing/Industrial Centers form a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue and offers higher than average wages.
- **Funding Eligibility:** MICs and the corridors that serve them are eligible for funding the Regional and Countywide Competitions.
- **MIC in Kitsap:**
 - Puget Sound Industrial Center – Bremerton (see VISION 2050 for the boundary lines)
- **Countywide Planning Policies Reference:** See Appendix C; Table C-2 and Appendix D.

Countywide Growth Centers

- **Description:** Countywide Growth Centers serve important roles as places for concentrating jobs, housing, shopping, and recreation opportunities. These are areas linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment. Countywide Growth Centers are designated through the Kitsap Countywide Planning Policies. See Appendix C for a map of Countywide Growth Centers.
- **Funding Eligibility:** Countywide Growth Centers/Candidate Countywide Growth Centers and the corridors that serve them are eligible for funding through the Countywide Competition.
- **Countywide Growth Centers in Kitsap:**

Jurisdiction	Countywide Growth Center Name
Kitsap County	Kingston
Kitsap County	McWilliams/SR 303
Bremerton	Charleston DCC Center
Bremerton	Eastside Village Center (previously Harrison Hospital)
Port Orchard	Downtown Port Orchard
Jurisdiction	Candidate Countywide Growth Center Name
Port Orchard	Ruby Creek
Port Orchard	Mile Hill
Port Orchard	Sedgwick/Bethel Center
Poulsbo	Downtown Poulsbo/SR 305
Bainbridge	Winslow

Please see each jurisdiction’s Comprehensive Plan, sub-area plan, or other planning document to locate the boundary lines of each Countywide Growth Center or Candidate Countywide Growth Center.

- **Countywide Planning Policies Reference:** See Appendix C Table C-2 and Appendix D.

Military Installations

- **Description:** Military Installations are a vital part of the region, home to thousands of personnel and jobs, and a major contributor to the region’s economy. While military installations are not subject to local, regional or state plans and regulations, Kitsap local governments and Tribes recognize the relationship between regional growth patterns and military installations, and the importance of how military employment and personnel affect all aspects of regional planning.
- **Funding Eligibility:**
 - **Countywide Competition:** Naval Base Kitsap (NBK) cannot be a project sponsor for the Countywide Competition. However, the corridors that serve NBK’s military installations identified in the CPPs (NBK – Bremerton, NBK – Jackson Park, NBK – Bangor, NBK – Keyport) are eligible for funding through the Countywide Competition if an eligible jurisdiction is the project sponsor.
 - **Regional Competition:** NBK cannot be a project sponsor for the Regional Competition. However, the corridors that serve NBK – Bremerton are eligible for Regional Competition funds per the 2018 Regional Centers Framework update: “Jurisdictions may count military activity towards center thresholds when the installation is directly adjacent or surrounded by the center (such as NBK - Bremerton and the downtown Bremerton regional growth center)” (page 13). Projects benefiting a corridor serving NBK-Bremerton need to be introduced by an eligible project sponsor (i.e. City of Bremerton).
- **Military Installations in Kitsap:**

Military Installations	
Bremerton	Naval Base Kitsap – Bremerton
Bremerton	Naval Base Kitsap – Jackson Park
Kitsap County	Naval Base Kitsap – Bangor
Kitsap County	Naval Base Kitsap - Keyport

Please refer to Naval Base Kitsap’s planning documents for the official boundary lines of each military installation.

- **Countywide Planning Policies Reference:** See Appendix C Table C-6 and Appendix D.
- **Update to Regional Centers Framework:** See Designation Criteria for Types of Military Installations (pages 13-14).

Countywide Industrial Centers

- **Description:** Countywide Industrial Centers serve as important local industrial areas that support living wage jobs and serve a key role in the county's manufacturing/industrial economy.
- **Funding Eligibility:** Countywide Industrial Centers and the corridors that serve them are eligible for funding through the Countywide Competition.
- **Countywide Industrial Centers in Kitsap:** None included in the 2021 Countywide Planning Policies.
- **Countywide Planning Policies Reference:** See Appendix C Table C-4.

Local Centers

- **Description:** Local Centers are central places that support communities. These places range from neighborhood centers to active crossroads and play an important role in the region. Local centers help define community character and usually provide as local gathering places and community hubs; they also can be suitable for additional growth and focal points for services. As local centers grow, they may become eligible for designation as a countywide or regional center.
- **Funding Eligibility:** Local Centers and the corridors that serve them are eligible for funding through the Countywide Competition. Project applicants need to demonstrate the designation of the local center in their respective Comprehensive Plan.
- **Local Centers in Kitsap:** See each jurisdiction's individual Comprehensive Plan.
- **Countywide Planning Policies Reference:** See Appendix C Table C-5.

Rural Centers

- **Description:** Rural Centers are Limited Areas of More Intense Rural Development (LAMIRDs) that are identified in the County's Comprehensive Plan. These existing residential and commercial areas of more intensive rural development are designated in the Kitsap County Comprehensive Plan under RCW30.70A.070(5). In-fill, consistent with Growth Management Act requirements, is expected. Rural Centers should be served by transportation providers and other services consistent with the Levels of Service adopted by Kitsap County for roads and by service standards set by Kitsap Transit for transit service upon designation as an area of more intensive development.
- **Funding Eligibility:** Rural Centers are not eligible for funding in either the Regional Competition nor the Countywide Competition.
- **Rural Centers in Kitsap:** See Kitsap County's Comprehensive Plan.
- **Countywide Planning Policies Reference:** See Element D.

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, 2027-2028, 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 2050. 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 Centers of Growth 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, project sponsors 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. 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 a 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, 2023) 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
- 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
- Each KRCC Member has been assigned a limit for the number of projects they can apply for in any one Countywide Competition cycle. The total number of projects in any one cycle is capped at 28, allocated across eligible members as outlined below. Any eligible KRCC member can appeal to the KRCC Executive Board to expand the number of projects to greater than 28 for a specific partnership project.

Jurisdiction	Maximum Number of Applications	Additional Applications if Eligible
Bainbridge Island	4	
City of Bremerton	4	
Kitsap County	4	+1 project serving an unincorporated UGA +1 project that qualifies for the rural set-aside
Kitsap Transit	4	+1 project serving an unincorporated UGA +1 project that qualifies for the rural set-aside
City of Port Orchard	4	

City of Poulsbo	4	
Suquamish Tribe	1 or a partnership application*	
Port Gamble S’Klallam Tribe*	1 or a partnership application*	
Port of Bremerton	1 or a partnership application*	
Port of Kingston	1 or a partnership application*	
Totals	28 possible applications	4 possible applications

*Each Port or Tribe can choose to submit a project directly to the Countywide Competition or they can submit a project in partnership with a City, the County, or Kitsap Transit. If a Port or Tribe chooses to submit a project in partnership with a City, the County, or Kitsap Transit, this action would reduce the number of projects allocated to those entities. A partnership is defined as an application submitted by a City, County, or Kitsap Transit with a Port or Tribe with the flexibility of the applicants to decide funding recipient, lead applicant, partner roles, and partner responsibilities.

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		
<p>A. Support for Centers of Growth & the corridors that serve them Project accomplishes one or more of the following objectives:</p> <ul style="list-style-type: none"> • Supports and/or connects Centers of Growth • 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 of Growth • Makes connections to existing or planned infrastructure • Fills a physical gap or provides an essential link in the system • Supports multimodal transportation investments • Addresses capacity and concurrency level of services for one or more modes of transportation. 	<p>High (project provides significant benefits to Centers of Growth)</p>	<p>Medium (project provides benefits to Centers of Growth)</p>	<p>Low (project provides minimal benefits to Centers of Growth)</p>
<p>B. Funding feasibility, requirements, and opportunities Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> • Well-articulated financial plan that is in alignment with the project prospectus • Demonstrated project readiness through a thought-out approach and reasonable ability to secure funds • 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 	<p>High (strong financial plan, clear approach to completion, project includes previous PSRC funding)</p>	<p>Medium (financial plan is complete but the ability to complete phase with requested funding is questionable)</p>	<p>Low (financial plan is weak or incomplete and project readiness is questionable)</p>

CRITERIA	RELATIVE RANKING		
<p>C. Cross-jurisdictional and coordination opportunities Project meets one or more of the following objectives:</p> <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 	<p>High (at least two jurisdictions and agencies involved and some project coordination opportunities)</p>	<p>Medium (involves a single jurisdiction or agency and few opportunities for coordination)</p>	<p>Low (involves a single jurisdiction or agency and no opportunities for coordination)</p>
<p>D. Social/racial equity considerations Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> • Identifies population groups to be served by the project, addressing i.e. people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, identifies disparities or gaps that in service that need to be addressed, and how the project is immigrants and refugees, and transit dependent populations. • Address the public outreach process and how it influenced project development. • Addresses displacement risk and mitigation strategies to address those risks. 	<p>High (project provides significant social equity benefits to identified communities)</p>	<p>Medium (project provides social equity benefits to identified communities)</p>	<p>Low (project provides minimal social equity benefits to identified communities)</p>

(Continues on next page)

CRITERIA	RELATIVE RANKING		
<p>E. Safety and security Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> • Addresses safety and security, especially at “high collision” intersections or corridors (as defined by the project sponsor based on collisions or fatalities/capita). • Protects vulnerable users of the transportation system by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or improving facilities for pedestrian and bicycle safety and comfort, and/or reduced barriers to use. • Reduces reliance on enforcement and/or designs for decreased speed. • If applicable, addresses how adopted safety policies (e.g. Vision Zero, Target Zero) informed the development of the project. <p>Note: this criterion is considered an “other consideration” for preservation projects.</p>	<p>High (project provides significant safety and security benefits)</p>	<p>Medium (project provides safety and security benefits)</p>	<p>Low (project provides minimal safety and security benefits)</p>
<p>F. Air quality benefits and emission reduction Project provides air quality benefits by:</p> <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 <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>

CRITERIA	RELATIVE RANKING		
<p>G. Multimodal elements and approach</p> <p>Project meets one or more of the following objectives:</p> <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 	<p>High (project provides significant multimodal benefits)</p>	<p>Medium (project provides multimodal benefits)</p>	<p>Low (project provides minimal multimodal benefits)</p>

(see the next page for other considerations)

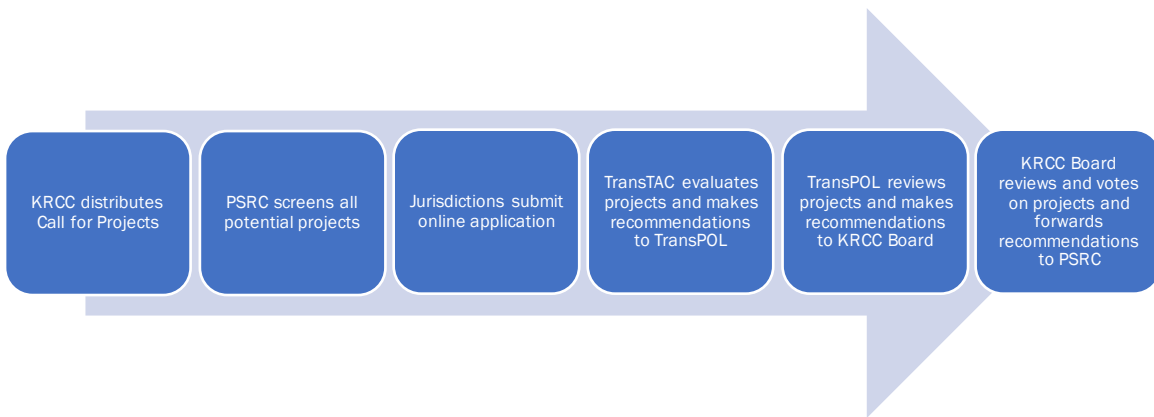
Other Considerations

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 significantly 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.
- **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.



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 APPLICATION	
Task/Meeting	Date
TransTAC Meeting <i>Discuss Regional Projects</i>	1/18
TransPOL Meeting <i>Discuss Regional Projects</i>	1/18
PSRC Call for Regional Projects	2/5
PSRC Regional Workshop	Various
Screening Forms Due	3/4
TransTAC Meeting <i>Review Regional Projects</i>	3/14
Applications Due	4/8
TransPOL Meeting <i>Regional Projects Presentations</i>	4/18
PSRC RPEC Regional Project presentations	???
KRCC Board Regional Project presentations	5/7
PSRC RPEC Project Selection Workshop	5/23- 5/24 (likely but not confirmed yet)
Project recommendations due to PSRC	6/24

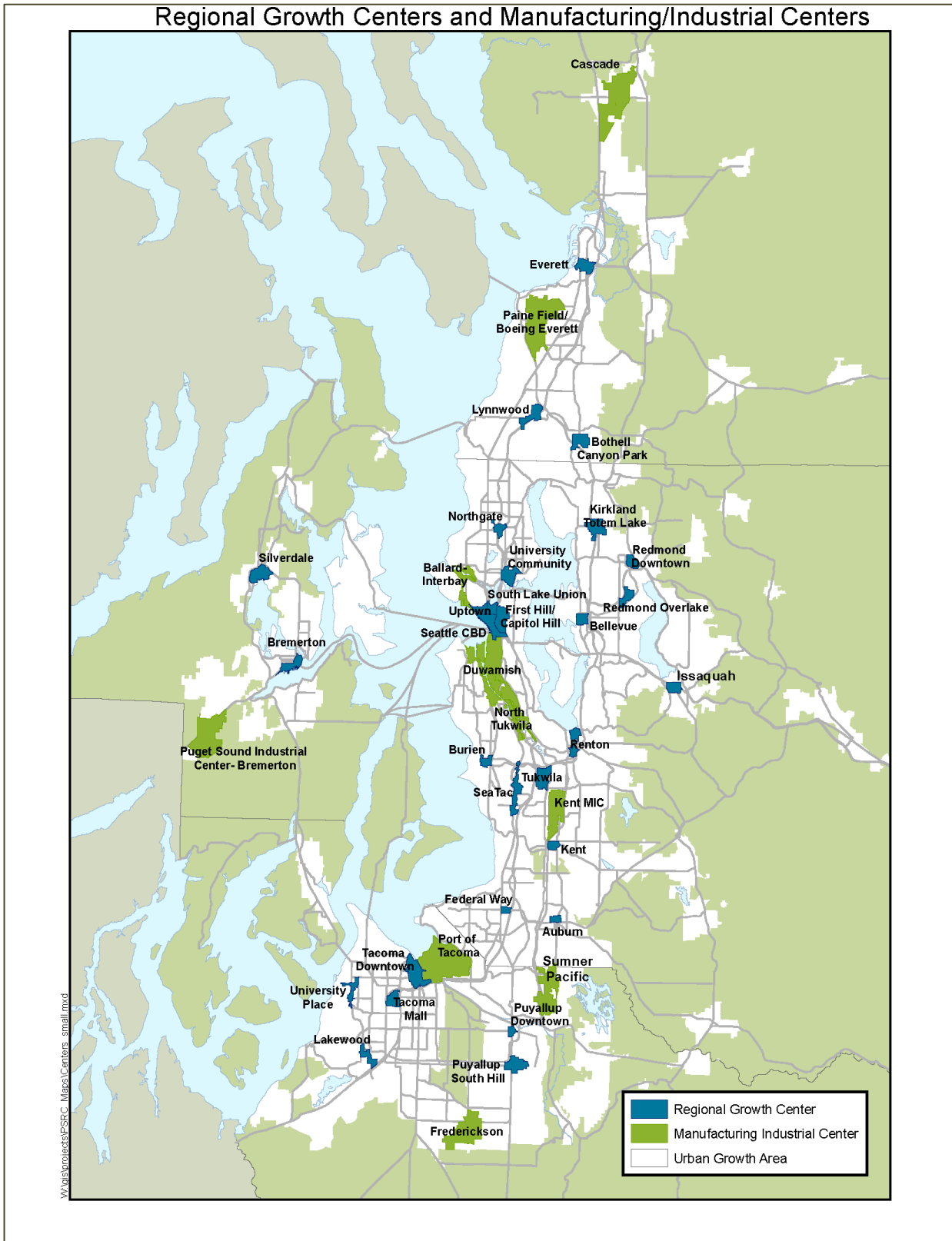
COUNTYWIDE APPLICATION	
Task/Meeting	Date
TransTAC Meeting <i>Review Call for Projects</i>	1/18
TransPOL Meeting <i>Recommend Call for Projects</i>	1/18
KRCC Board <i>Approve Call for Projects</i>	2/6
Release Countywide Call for Projects	2/7
TransTAC Meeting	2/8
KRCC Board Meeting <i>Cancel if needed</i>	3/5
PSRC Countywide Screening Form Due	3/11
TransTAC Meeting <i>Review Countywide Projects + PSRC Mini Workshop (add 30 min to agenda?)</i>	3/14
TransTAC Meeting Countywide Projects Presentations?	4/4
TransPOL Meeting Countywide Projects Presentations	4/18
Countywide Applications Due	5/6 (tentative)
KRCC Board Countywide Project presentations	5/7
TransTAC Meeting Review Board feedback	5/9
TransTAC members submit evaluations	???
KRCC staff air quality scoring	???
TransTAC Selection Workshop	5/28
TransPOL Meeting Review recommended projects	5/30
KRCC Board Meeting Approve Countywide Projects	6/4
Project recommendations due to PSRC	6/24

14. PROJECT SPONSOR RESOURCES

PSRC is developing a library of online resources for use by project sponsors. A list of some of these resources is below:

- [2022 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 and Resources for Equity Criterion](#)
- [Project Selection Resource Map \(works best in Firefox and Chrome\)](#)
- [Financial Constraint Guidance](#)

APPENDIX A: REGIONAL GROWTH CENTERS AND MANUFACTURING INDUSTRIAL CENTERS

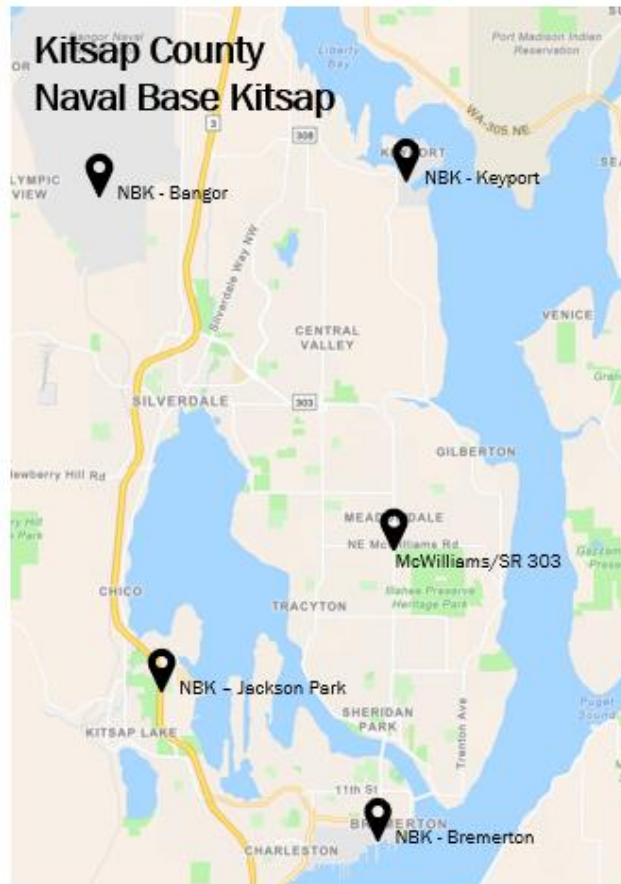
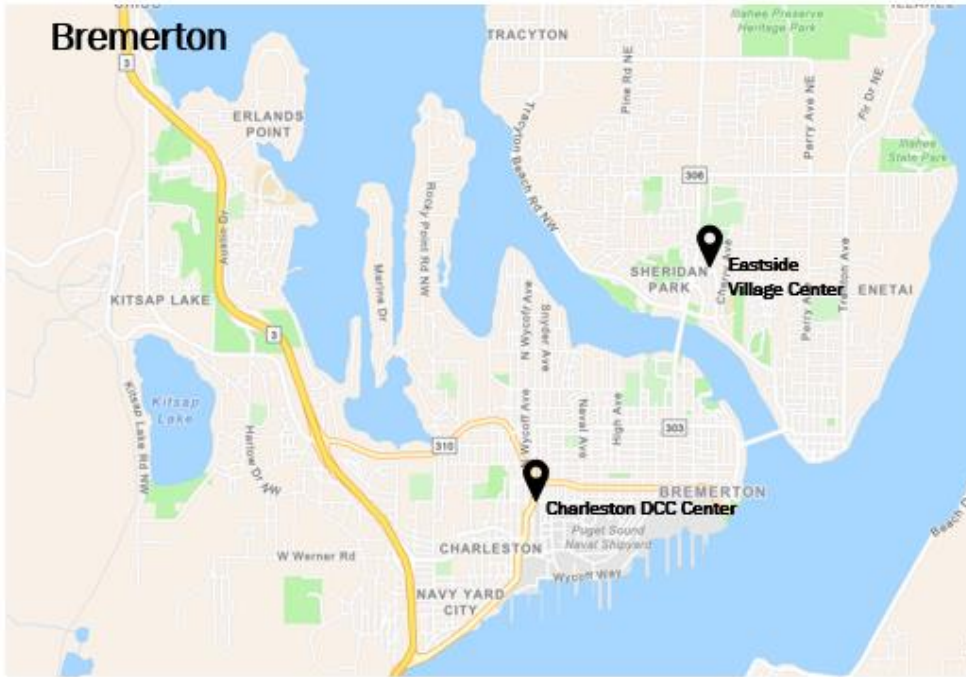


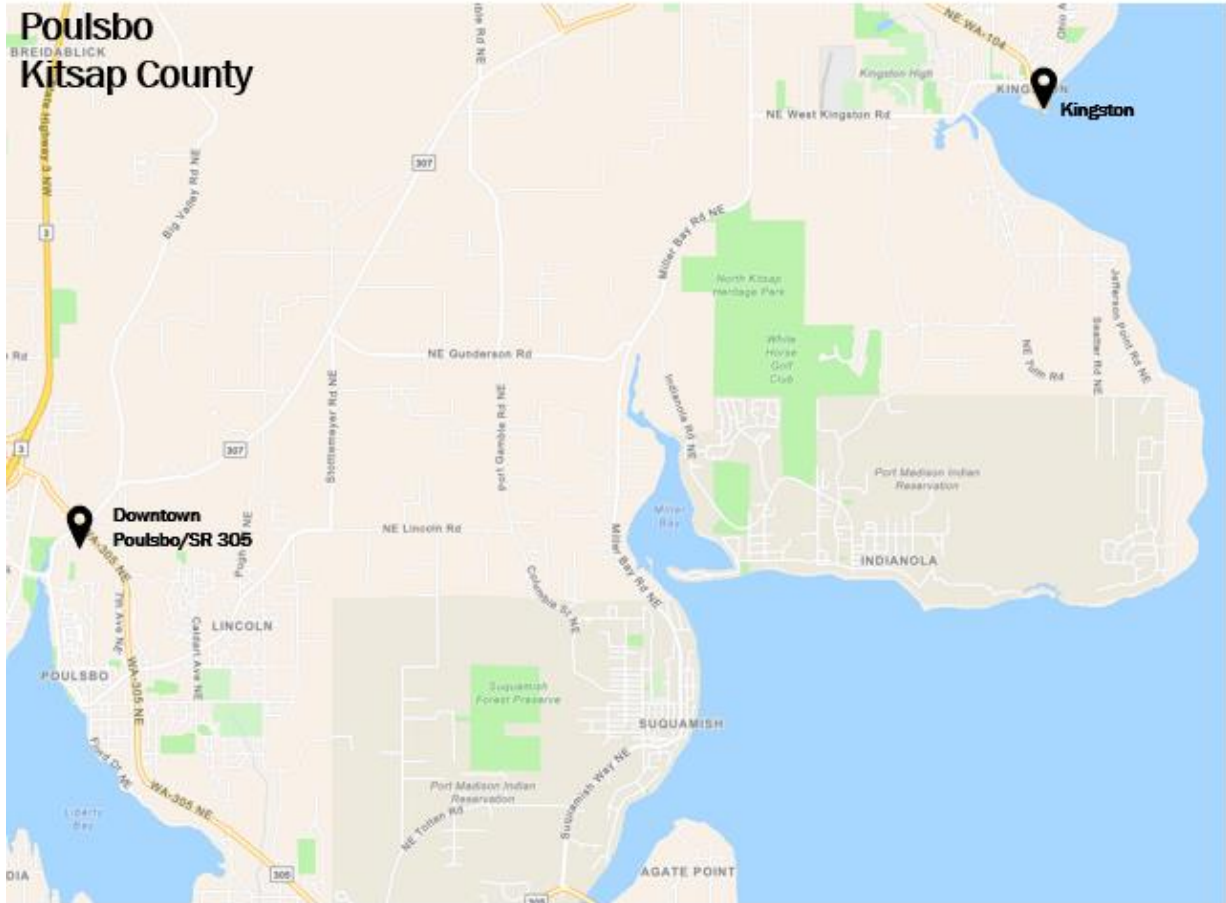
APPENDIX B: CENTER TYPES AND FUNDING ELIGIBILITY FOR REGIONAL AND COUNTYWIDE TRANSPORTATION COMPETITIONS

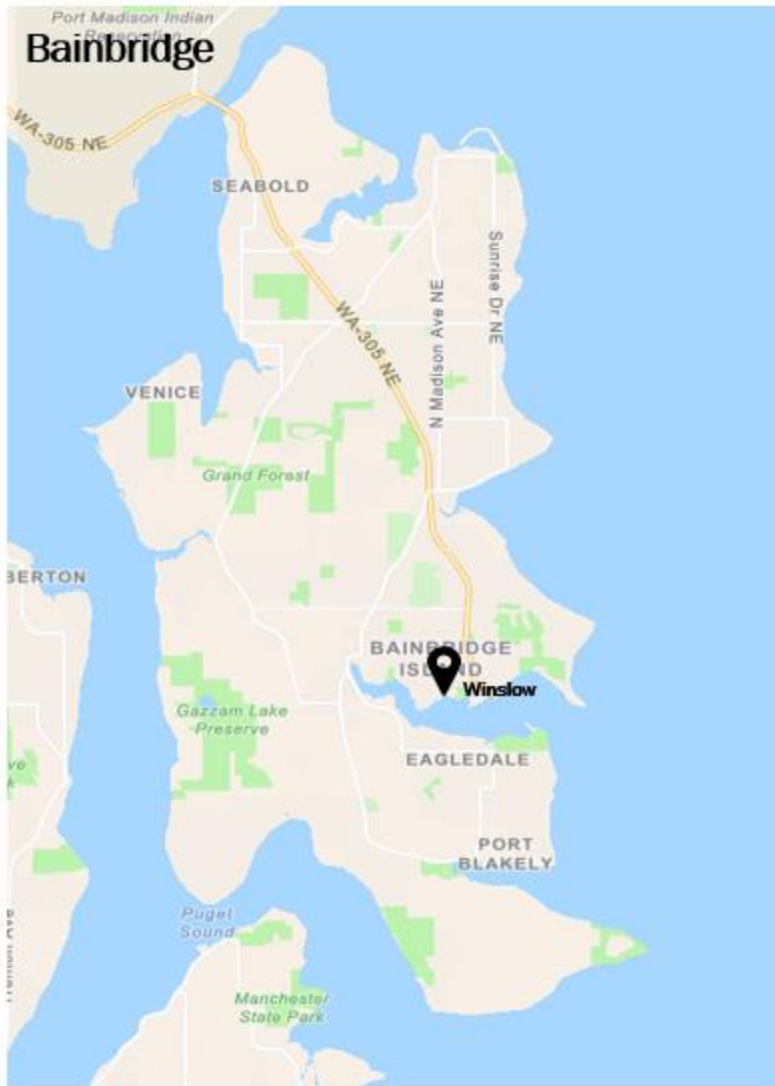
Center Type in Call for Projects	Eligible for Countywide Competition?	Eligible for Regional Competition?	Notes
Countywide Growth Centers	Yes	No	See CPPs – Element C: Centers of Growth: “They guide regional growth allocations, advance local planning, inform transit service planning, and represent priority areas for PSRC federal transportation funding.”
Candidate Countywide Growth Centers	Yes	No	Candidate Countywide Centers are classified as “Growth Centers” in the CPPs. The locations that are now designated as “Candidate Countywide Centers” were eligible for funding in the 2020 Countywide Competition
Local Centers	Yes	No	See CPPs - Local Centers are central places that support communities. These places range from neighborhood centers to active crossroads and play an important role in the region. Local centers help define community character and usually provide as local gathering places and community hubs; they also can be suitable for additional growth and focal points for services. Local Centers are not listed in the CPPs. They are in each jurisdiction’s Comprehensive Plans. Draft 2022 Countywide Call for Project Criteria – “Supports and/or connects regional or local centers” Note – no Local Centers are currently listed in the Call for Projects.
Rural Centers (LAMIRDS)	No	No	See CPPs – “Rural Centers are not Centers of Growth as designated in Element C and in Appendix C” See 2022 Policy Framework for PSRC’s Federal Funds – “10% of the total regional competitive portion of funds is set aside for the Rural Town Centers and Corridors Program.”
Military Installations	Yes	No*	See 2022 Policy Framework for PSRC’s Federal Funds: “Military facilities are included in the definition of local centers, with each countywide forum responsible for determining the definition of a military ‘facility’ within their county.” *NBK cannot be a project sponsor for the Regional Competition. However, the corridors that serve NBK – Bremerton are eligible for Regional Competition funds per the 2018 Regional Centers Framework update: “Jurisdictions may count military activity towards center

Center Type in Call for Projects	Eligible for Countywide Competition?	Eligible for Regional Competition?	Notes
			thresholds when the installation is directly adjacent or surrounded by the center (such as NBK - Bremerton and the downtown Bremerton regional growth center)” (page 13). Projects benefiting a corridor serving NBK-Bremerton need to be introduced by an eligible project sponsor (i.e. City of Bremerton).
Countywide Industrial Centers	Yes	No	<p>See 2022 Policy Framework for PSRC's Federal Funds</p> <p>“Centers are defined as regional growth and regional manufacturing/industrial centers as designated by PSRC’s Executive Board.”</p> <p>“Centers are defined as regional growth and regional manufacturing/industrial centers as designated through countywide processes, town centers, and other locally identified centers.”</p>
Regional Manufacturing Industrial Centers	Yes	Yes	<p>See 2022 Policy Framework for PSRC's Federal Funds</p> <p>“Centers are defined as regional growth and regional manufacturing/industrial centers as designated by PSRC’s Executive Board.”</p> <p>“Centers are defined as regional growth and regional manufacturing/industrial centers as designated through countywide processes, town centers, and other locally identified centers.”</p>
Regional Growth Centers	Yes	Yes	<p>See 2022 Policy Framework for PSRC's Federal Funds</p> <p>“Centers are defined as regional growth and regional manufacturing/industrial centers as designated by PSRC’s Executive Board.”</p> <p>“Centers are defined as regional growth and regional manufacturing/industrial centers as designated through countywide processes, town centers, and other locally identified centers.”</p>

APPENDIX C: MAPS OF COUNTYWIDE GROWTH CENTERS AND CANDIDATE COUNTYWIDE GROWTH CENTERS







Note: Please see each jurisdiction's individual Comprehensive Plan for maps of local centers.

PROJECT INFORMATION

https://webapps.psrc.org/funding_applications/1609/edit?step=1

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

2. Regional Transportation Plan ID

Projects must be in, or consistent with, the Draft Regional Transportation Plan in order to apply for funding. The current list of investments contained in the adopted Regional Transportation Plan Regional Capacity Projects List may be found [here](#). Each project has a unique plan ID. If your project is below the threshold requirement 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 Regional Transportation Plan ID may be found [here](#).

Separate multiple IDs with a comma, ie: "54, 32, 19"

3. Sponsoring agency

If your agency is not listed here, please contact [Mitch Koch at mkoch@psrc.org](mailto:mkoch@psrc.org).

Change to Miles Stepleton at mstepleton@psrc.org

4. Cosponsors

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. If not, which agency will serve as your CA sponsor?

https://webapps.psrc.org/funding_applications/1609/edit?step=2

NO CHANGES

Contact Information

1. Contact name

2. Contact phone

3. Contact email

Back

Save/Next

https://webapps.psrc.org/funding_applications/1609/edit?step=3

NO CHANGES

Project Description

In the questions below you will be asked to provide a brief description of the project scope, followed by a statement regarding the project need and purpose. Please keep your responses to both questions as clear and concise as possible.

1. 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.

2. Project Benefits (Approx. 100-300 words)

Please explain (in 300 words or less) the intent, need or purpose of this project. For example, what is the goal or desired outcome?

3. 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.

4. Please choose one or more categories associated with this project

Countywide Growth Center	▲
Locally Designated Center	
Rural	
Nonmotorized	▼

https://webapps.psrc.org/funding_applications/1609/edit?step=4

NO CHANGES

Project Location

1. Project Location

For example, please include street, route or trail name, or other identifiable location.

2. Please identify the county(ies) in which the project is located. (Select all that apply.)

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

 King
 Kitsap
 Pierce
 Snohomish

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

4. Crossroad/landmark nearest the end of the project

5. Upload a vicinity map (showing full project extent and its location within Kitsap County) and a Project Graphics document (two 8.5" x 11" pages maximum)

File Upload

No file selected.

6. Upload an additional project graphic

File Upload

No file selected.

https://webapps.psrc.org/funding_applications/1609/edit?step=5

Plan Consistency

1. Is the project specifically identified in a local comprehensive plan as of January 1, 2022?

Change to January 1, 2024

Projects must be in, or consistent with, the transportation element of the appropriate local comprehensive plan that has been adopted under RCW 36.70A.130 and certified (including conditionally certified) by PSRC. Please refer to PSRC's [Plan Review Page](#) for additional information.

- Yes
 No

2. If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.

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.

Does your project meet the following requirements?

4. Project is included on or proposed for inclusion in a Transportation Improvement Program (TIP)

- Yes
 No

5. Project considers applicable planning factors identified in federal law

- Yes
 No

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)

- Yes
 No

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.

No file selected.

https://webapps.psrc.org/funding_applications/1609/edit?step=6

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 Interstate
- 22 Proposed Rural Principal Arterial
- 26 Proposed Rural Minor Arterial
- 27 Proposed Rural Major Collector
- 28 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

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

https://webapps.psrc.org/funding_applications/1609/edit?step=7

Support for Centers

1. Which Centers of Growth and/or Regional Centers and corridors that serve them does your project support?

Click [here](#) and view Section 6 for a list of Centers of Growth.

Update link to <https://www.psrc.org/our-work/centers>

Regional/Local Centers Objectives:

- Supports and/or connects Centers of Growth.
- 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 of Growth.
- Makes connections to existing or planned infrastructure.
- Fills a physical gap or provides an essential link in the system.
- Supports multimodal transportation investments.
- Address capacity and concurrency levels of service for one or more modes of transportation.

2. How well does your project support the regional/local centers objectives outlined above?

Please select

3. Please explain how your project meets the regional/local centers objectives outlined above:

https://webapps.psrc.org/funding_applications/subforms/1458/edit?step=1

Coordination Opportunities

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.

1. How well does your project meets the coordination objectives, outlined above?

Please select

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

CRITERION: EQUITY

https://webapps.psrc.org/funding_applications/subforms/1458/edit?step=2

PSRC WILL PROVIDE CHANGES FOR EQUITY QUESTIONS AFTER BOARD DECISION

Equity Considerations

Equity objectives:

- This project identifies population groups to be served by the project (e.g. people of color, people with low-income, older adults, people with disabilities, people with Limited English proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, identifies disparities or gaps in service that need to be addressed, and how the project addresses immigrants and refugees, and transit dependent populations.)
- This project addresses the public outreach process and how it influences project development
- This project addresses the displacement risk and mitigation strategies to address those risks

1. How well does your project meets the equity objectives outlined above?

To help answer this question, please see [PSRC's Opportunity Maps](#) and/or [request demographic data from PSRC](#).

Please select

2. Please explain how your project meets the equity/health objectives, outlined above:

CRITERION:SAFETY

https://webapps.psrc.org/funding_applications/subforms/1458/edit?step=3

PSRC WILL PROVIDE CHANGES FOR SAFETY QUESTIONS AFTER BOARD DECISION

Safety and Security Benefits

Safety/Security objectives:

- This project improves a "high collision" intersection or corridor.
- This project protects vulnerable users of the transportation system, for example, by improving pedestrian safety and addressing existing risks for connections (e.g., children, seniors, people with disabilities).
- This project reduces barriers to use (e.g., improving a crossing) or creating new connections (e.g., within local neighborhoods).
- This project reduces reliance on enforcement and/or designs for decreased speed.
- This project addresses how adopted safety policies (e.g. Vision Zero, Target Zero) inform the development of the project.

1. How well does your project meet the safety/security objectives, outlined above? Please note that the safety/security criteria is considered an "other consideration" for Preservation Projects.

Please select

2. Please explain how your project meets the safety/security objectives, as outlined above:

https://webapps.psrc.org/funding_applications/subforms/1458/edit?step=4

Multimodal Elements and Approach

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).

1. How well does your project meet the multimodal objectives?

Please select

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

CRITERION: PRESERVATION

https://webapps.psrc.org/funding_applications/subforms/1459/edit?step=5

Preservation

Current Project Type Options =

1. Preservation Project Type and Lifecycle Extension

Please select

Chip Seal (+ 7 Years)

Overlay (+15 Years)

2. Agency's past 5-year average expenditure for preservation and maintenance

Overlay w/ grind out (+ 15 Years)

3. 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

4. Comments:

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

6. Preservation Projects are not required to answer the "Safety and Security" questions in this application. However, if there are any features of your Preservation Project that might improve safety, please explain here:

AIR QUALITY

https://webapps.psrc.org/funding_applications/subforms/1459/edit?step=6

AND

https://webapps.psrc.org/funding_applications/subforms/1458/edit?step=5

Air Quality Benefits

Air Quality Objectives:

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).

1. How well does your project meet the air quality objectives, outlined above? Please note that the air quality criteria do not apply to Preservation Projects.

Please select

2. Summarize how this project improves air quality. For every question above that was checked "yes" or "somewhat," ensure that your narrative response indicates how your project accomplishes each. If your project accomplishes this in any way not specified above, please explain.

https://webapps.psrc.org/funding_applications/1610/edit?step=8

Criteria: Air Quality and Climate Change

In this section you will provide information that will be used to estimate the potential emissions reduction from your project. Specific questions have been prepared to assist you in responding to this criterion depending on the type of project. Guidance on the evaluation of air quality and climate change benefits is available [here](#), in addition to the information contained in the Equity Pilot Program Evaluation Criteria.

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

Engine Replacement or Retrofit	▲
Alternative Fuels or Vehicle Technology	
Roadway Improvement (general purpose and high occupancy vehicle lanes)	
Transit and Ferry Service	
Bicycle and Pedestrian Facilities	
Intelligent Transportation Systems (signalizations, corridor efficiency, etc)	
Transportation Demand Management (outreach, subsidies, rideshare programs, etc.)	
Other	▼

https://webapps.psrc.org/funding_applications/1610/edit?step=9

Air Quality and Climate Change: Engine Replacement or Retrofit

1. Describe the types of vehicles, vessels or engines being replaced or retrofit, and the nature of the improvement.

x

2. How many vehicles/engines are being replaced or retrofit?

x

3. What is the model year and/or type of vehicle/engine being replaced or retrofit?

x

4. What is the annual miles traveled per vehicle/engine?

x

5. Please enter fuel consumption information for the existing and improved vehicle/engine, if available.

x

6. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)

x

https://webapps.psrc.org/funding_applications/1609/edit?step=10

Air Quality and Climate Change: Alternative Fuels or Technology

1. Describe the change in fuel or vehicle technology.

x

2. How many vehicles/equipment are affected?

x

3. What are the current conditions (model year, fuel type, etc.) of the vehicles/equipment?

x

4. Describe the annual activity per vehicle/equipment (e.g. miles traveled per vehicle, amount of fuel used per engine, etc.)

x

5. Please describe the source of the alternative fuel or technology data provided above (e.g. manufacturer data, EPA/DOE data, previous projects, etc.)

x

https://webapps.psrc.org/funding_applications/1609/edit?step=11

Air Quality and Climate Change: Roadway Improvement

Describe the roadway and travel conditions before and after the proposed project.

1. What is the length of the project?

x

2. What is the average daily traffic before and after the project?

x

3. What is the average speed before and after the project?

x

If the project includes Business Access Transit or High Occupancy Vehicle lanes, please answer the questions below. If project specific data is unavailable, PSRC will utilize regional default data.

4. What is the average daily transit ridership along the corridor?

x

5. How many daily peak period transit trips serve the corridor?

x

6. What is the expected increase in transit speed due to the BAT/HOV lanes?

x

7. What is the expected increase in transit ridership due to the BAT/HOV lanes?

x

8. What is the percentage of freight truck traffic on the facility?

x

9. Will the project result in shorter trips and reduced VMT? If so, please explain.

x

10. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).

x

https://webapps.psrc.org/funding_applications/1609/edit?step=12

Air Quality and Climate Change: Transit and Ferry Service

1. What is the current transit ridership for the affected transit stops or routes?

x

2. What is the average transit trip length for the affected routes?

x

3. What is the average transit trip length of the entire system?

x

4. If the project includes a park and ride, how many new stalls are being provided?

x

5. Are there other amenities included to encourage new transit ridership? If so, please describe.

x

6. What is the expected increase in transit ridership from the project?

x

7. If a new or expanded ferry service, what is the length of the driving route being replaced?

x

8. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).

x

https://webapps.psrc.org/funding_applications/1609/edit?step=13

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. Describe the facilities being added or improved

x

2. What is the length of the proposed facility?

x

3. Describe the connections to existing bicycle/pedestrian facilities and transit.

x

For the following questions, if no project specific data is provided, PSRC will utilize regional default data:

4. Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.

x

5. What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles

x

6. What is the average bicycle trip length?

x

7. What is the average pedestrian trip length?

x

8. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)

x

https://webapps.psrc.org/funding_applications/1609/edit?step=14

Air Quality and Climate Change: Intelligent Transportation Systems and Corridor Efficiency

Describe the existing conditions in the project area:

1. What is the existing level of service?

x

2. What are the existing number of lanes (in one direction)?

x

3. What is the existing average daily traffic?

x

4. What is the existing average speed?

x

5. What are the ITS improvements being provided?

x

6. How many intersections are being improved?

x

7. What is the length of the project?

x

8. What is the percentage of freight truck traffic in the project area?

x

CONTINUED - https://webapps.psrc.org/funding_applications/1609/edit?step=14

Describe the expected conditions after the project. If project specific data is unavailable, PSRC will utilize regional default data:

9. What is the expected improvement to level of service?

x

10. What is the expected improvement to average speed?

x

11. What is the expected improvement to average vehicle delay?

x

12. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)

x

https://webapps.psrc.org/funding_applications/1609/edit?step=15

Air Quality and Climate Change: Transportation Demand Management

1. How many employees or potential users will be targeted?

x

2. What percentage of the targeted population is expected to shift from driving to transit, bicycling, or other alternative mode?

x

3. What is the average commute trip length in the project area?

x

If the project includes a vanpool program:

4. How many new vanpools will be formed?

x

5. What is the average vanpool trip length?

x

6. What is the vanpool occupancy?

x

7. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)

x

https://webapps.psrc.org/funding_applications/1609/edit?step=16

Air Quality and Climate Change: Other

1. You selected "other" as an emissions-related element in your project's scope of work. Please describe the improvements expected to result in emissions reduction and the sources used to determine expected results. These could include technology implementation, anti-idling programs, and any other project types that do not fit the options provided in this form.

x

File Upload

No file chosen

https://webapps.psrc.org/funding_applications/1609/edit?step=17

Air Quality and Climate Change: Disparities

This page is intentionally left blank for Kitsap Countywide projects.

https://webapps.psrc.org/funding_applications/1609/edit?step=18

Delete "Criteria"

Criteria: Project Readiness and Financial Plan

In this section you will identify the PSRC funds requested, and respond to the questions for the project readiness and financial plan criterion, including providing information related to the total project cost and schedule.

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 preference for the year of funding requested (2025 or 2026). 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](#).

PSRC Funding Request

1. What is the PSRC funding source being requested?

STP ▼

2. Has this project received PSRC funds previously?

Yes
 No

3. If yes, please provide the project's PSRC TIP ID

x

Please identify the phase, amount and year of funding requested below.

Phase	Amount Requested	Year
Planning ▼	\$1	2025 ▼
Please select ▼	Amount	Please select ▼
Please select ▼	Amount	Please select ▼
Please select ▼	Amount	Please select ▼
Total Amount:		1

4. Please provide any comments regarding the phase, amount requested, year, or alternate year:

x

https://webapps.psrc.org/funding_applications/1609/edit?step=19

Total Estimated Project Cost and Schedule

In the table below, provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be completed. For example, if PSRC funds are requested in PE, the total project cost through to construction must still be provided.

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 reasonably expected funds may be found [here](#).

When providing estimated completion dates, please carefully consider the schedule required for each phase and associated milestones. Refer to [WSDOT's Local Agency Guidelines Manual](#) and [Key Elements of Project Delivery](#) for more information.

Planning Phase

Fund Type	Fund Source	Secured Status	Amount
<input type="text" value="federal"/>	<input type="text" value="5307"/>	<input type="text" value="Secured"/>	<input type="text" value="\$1"/> Remove
<input type="button" value="New Row"/>			Expected year of completion for this phase: <input type="text" value="1111"/>

Preliminary Engineering Phase

Fund Type	Fund Source	Secured Status	Amount
<input type="button" value="New Row"/>			Expected year of completion for this phase: <input type="text"/>

Right of Way Phase

Fund Type	Fund Source	Secured Status	Amount
<input type="button" value="New Row"/>			Expected year of completion for this phase: <input type="text"/>

Construction Phase

Fund Type	Fund Source	Secured Status	Amount
<input type="button" value="New Row"/>			Expected year of completion for this phase: <input type="text"/>

Other Phase

Fund Type	Fund Source	Secured Status	Amount
<input type="button" value="New Row"/>			Expected year of completion for this phase: <input type="text"/>

Estimated Project Completion Date (month and year)

Estimated Total Project Cost

https://webapps.psrc.org/funding_applications/1609/edit?step=20

Funding Documentation

As a reminder, per federal requirements the combination of the requested PSRC funds and all other funds must be adequate to fully fund the identified phase.

For the phases for which PSRC funds are requested, please describe the source of all secured and reasonably expected funds identified in the total project cost and schedule. You will be prompted to provide supporting documentation in the next step.

For funds that are reasonably expected, provide an explanation of the procedural steps necessary to be completed in order to secure the funds by the June 1 obligation date of the year requested, and include a timeline for when these steps will be taken.

If the project contains unsecured funds, describe the plan for fully funding the phase with local or other funds if those funds do not become available by the obligation date. **If funds are identified as Unsecured with no additional information provided, the project will be considered ineligible.**

Please enter your description of your financial documentation in the text box below.

For more information, refer to PSRC's [financial constraint guidance](#).

x

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

File Upload

No file chosen

https://webapps.psrc.org/funding_applications/1609/edit?step=21

Project Readiness: PE

In the sections below, provide information on the milestones for *all* of the project phases – from design through implementation. If a phase is not necessary for the full project, select "Not Applicable." All sections should be completed, regardless of which phase is being requested for PSRC funds.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to be obligated. The questions in this section are designed to identify those requirements and assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the following section, sponsors will be asked a series of questions about the project. Based on these responses, sponsors will be directed to the appropriate set of subsequent questions addressing the project's readiness.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

1. Are you requesting funds for **ONLY** a planning study or preliminary engineering?

- Yes
 No

2. What is the actual or estimated start date for preliminary engineering/design?

X

3. Is preliminary engineering complete?

- Yes
 No

4. What was the date of completion (month and year)?

X

5. Have preliminary plans been submitted to WSDOT for approval?

- Yes
 No

6. When are preliminary plans expected to be complete?

For non-certified agencies, please enter the expected approval date.

7. Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

X

https://webapps.psrc.org/funding_applications/1609/edit?step=22

Project Readiness: NEPA

1. What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?

Environmental Assessment (EA) ▼

2. Has the NEPA documentation been approved?

- Yes
 No

3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

x

https://webapps.psrc.org/funding_applications/1609/edit?step=23

Project Readiness: Right of Way

1. Will Right of Way be required for this project?

- Yes
 No

2. What is the actual or estimated start date for right of way?

x

3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?

If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

x

4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.

Refer to Chapter 25 of WSDOT's Local Agency Guidelines Manual for more information.

x

5. What is the zoning in the project area?

x

CONTINUED https://webapps.psrc.org/funding_applications/1609/edit?step=23

6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

x

7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

Yes

No

8. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

9. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.

For example, these might include:

- True cost estimate of right of way
- Relocation plan
- Right of way certification
- Right of way acquisition
- FTA concurrence
- Certification audit by Washington State Department of Transportation Right of Way Analyst
- Relocation certification, if applicable

Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

x

https://webapps.psrc.org/funding_applications/1609/edit?step=24

Project Readiness: Construction

1. Are funds being requested for construction?

- Yes
 No

2. Do you have an engineer's estimate?

- Yes
 No

File Upload

No file chosen

4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.

x

5. Are Plans, Specifications & Estimates (PS&E) approved?

- Yes
 No

6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).

x

7. When is the project scheduled to go to ad (month and year)?

x

https://webapps.psrc.org/funding_applications/1609/edit?step=25

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

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.

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.

4. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process. (Optional)

CONTINUED https://webapps.psrc.org/funding_applications/1609/edit?step=25

5. Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations. (Optional)

6. 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)

7. Describe the jurisdiction's Apprenticeship Utilization Program / Ordinance in place for projects over \$1 million with at least 15% Apprenticeship Utilization or programs that prioritize the use of local hire and the diversification of the workforce.

7. Please upload any relevant documents here, if they have not been uploaded previously in this application.

No file selected.

https://webapps.psrc.org/funding_applications/1609/edit?step=26

Final Review

Congratulations – you have almost completed your application. Please review all questions for completion and accuracy, then click SUBMIT below.

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need to edit an application that has already been submitted, please contact Mitch Koch at mkoch@psrc.org to have it returned to you.

SUBMIT

Change to Miles Stepleton at
mstepleton@psrc.org

Kitsap Regional Coordinating Council

Comparing the 2024 Countywide vs. Regional Applications for Federal Transportation Funding

Section	Countywide	Regional	Question for TransTAC
Project Description	<ul style="list-style-type: none"> Project Description Project Benefits Project Challenges Center Type 	<ul style="list-style-type: none"> Project Scope Project Justification, Need or Purpose 	Keep Countywide version or make consistent with Regional?
Requirements	<ul style="list-style-type: none"> Included in a TIP? Considers federal law? Consistent with CPPs? Upload a document from elected body 	<i>Not included or captured elsewhere</i>	Keep Countywide version or make consistent with Regional?
Support for Centers	<ul style="list-style-type: none"> Which Centers of Growth or Regional Centers / Corridors Served? How well does project support centers objectives? (dropdown) Explain project meets regional/local centers 	<ul style="list-style-type: none"> Describe the relationship of the project to the centers. Identify the regional growth or MIC. 	Keep Countywide version or make consistent with Regional?
Equity	TBD based on forthcoming Policy Framework	TBD based on forthcoming Policy Framework	Follow the Regional application or create something unique for Countywide?
Safety	TBD based on forthcoming Policy Framework	TBD based on forthcoming Policy Framework	Follow the Regional application or create something unique for Countywide?
Climate	TBD based on forthcoming Policy Framework	TBD based on forthcoming Policy Framework	Follow the Regional application or create something unique for Countywide?

Section	Countywide	Regional	Question for TransTAC
Circulation, Mobility, Accessibility	<i>Does not exist</i>	<ul style="list-style-type: none"> Describe how project approves access to major destinations in the Center... Describe how the project will improve circulation... Describe how the project remedies a current or anticipated problem.... Describe parking component... 	Add the Regional Application questions to the Countywide Application?
Multimodal Elements and Approach	<ul style="list-style-type: none"> How well does the project meet multimodal objectives? (dropdown) Explain how this project meets multimodal objectives 	<i>Does not exist</i>	Keep the Countywide questions or eliminate for consistency with the Regional application?
Air Quality Benefits	<ul style="list-style-type: none"> How well does your project meet air quality objectives? (dropdown) Summarize how this project improves air quality 	Questioned nestled in the "Climate and Air Quality section" instead	Merge the air quality questions in with the new climate section or keep it as a stand alone?
Other Considerations	<ul style="list-style-type: none"> Emergency Other funding Public support Other considerations Innovation Process to determine benefits 	<ul style="list-style-type: none"> Other comments Innovation Process to determine benefits Apprenticeship Utilization Upload other documents 	Consistency with Regional Competition or keep Countywide distinct?
Funding	<ul style="list-style-type: none"> Has project received funding from other sources? 	<i>Included in the Total Estimated Project Cost and Schedule</i>	Keep funding sources as a standalone question or nestle within Total Estimated Project Cost?
Preservation	<ul style="list-style-type: none"> Preservation Project Type 	<i>Does not exist</i>	

Section	Countywide	Regional	Question for TransTAC
	<ul style="list-style-type: none"> • 5-Year Average Expenditure • Commitment to spending on preservation • Lane miles maintained • Safety and security (optional) 		
Multimodal	<i>Does not exist as stand-alone page. It's a question.</i>	N/A	Should there be a stand-alone page for Multimodal Projects or does the question above suffice? See below for examples

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

X

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.

X

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.

X

4. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process. (Optional)

X

5. Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations. (Optional)

X

6. 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)

X

[View/Download PDF](#)

Multimodal Elements and Approach

Multimodal Objectives:

- This project provides non-motorized transportation benefits (e.g., builds a sidewalk or signals 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).

1. How well does your project meet the multimodal objectives?

Very Well

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

X

Back Save/Next

2022 Countywide Schedule




Schedule Milestone	King	Kitsap	Pierce	Snohomish
Call for Projects	March 7	February 7	March 4	March 11
Screening Forms Due	March 25	March 21	April 4	April 1
PSRC Screening Form Review	March 30 – April 8 (7 business days)	March 23 – 28 (4 business days)	April 6 – 12 (5 business days)	April 5 – 11 (5 business days)
Applications Due	April 29	May 9	May 2	April 25

Draft 2024 Countywide Schedule

Schedule Milestone	King	Kitsap	Pierce	Snohomish
Call for Projects	To be determined by each forum			
Screening Forms Due	March 11 – for all forums			
PSRC Screening Form Review	<ol style="list-style-type: none"> 1. Submitted screening forms will be reviewed in the order they are submitted, regardless of forum. 2. Initial review completed by April 15 – each will be given a green light (OK to proceed), yellow light (needs more information/sponsor coordination to confirm eligibility), or red light (determined to be ineligible). Return of initial review comments, and coordination with sponsors, may be staggered as initial reviews are completed. 3. Final review completed by April 25 – this will focus on yellow and red light determinations identified in initial review, including coordination with sponsors, WSDOT, and forum chairs as appropriate, after which a final eligibility determination will be made. 4. Final summary provided to chairs on April 26. 			
Applications Due	To be determined by each forum – but no earlier than April 29			

Next Steps: In early to mid-December, PSRC staff will schedule separate meetings with the chairs of each forum to (1) discuss schedules, (2) provide base applications for mark-up, which will note PSRC in-progress elements, and (3) confirm logistics and schedule for application updates.

- 1 = PSRC task
 - 2 = External staff task
 - 3 = Consultant task
 - 4 = Deliverable
 - 5 = Applicant task
- Use "Delete" to clear calendar shading

-  Meeting
-  Call for Projects
-  Deadline for external deliverable

		2023												2024																								
		December				January				February				March				April				May				June				July								
Completed	Due Date	TASK	wk of	12/4	12/11	12/18	12/25	1/1	1/8	1/15	1/22	1/29	2/5	2/12	2/19	2/26	3/4	3/11	3/18	3/25	4/1	4/8	4/15	4/22	4/29	5/6	5/13	5/20	5/27	6/3	6/10	6/17	6/24	7/1	7/8	7/15	7/22	
		Kitsap Countywide Process (add TransTAC / TransPOL meetings)																																				
	1/26/24	Application mark-ups - KRCC																																				
	1/30/24	Consultant update applications - Kitsap																																				
	2/2/24	PSRC review and testing of final application - Kitsap																																				
	2/2/24	KRCC review and testing of final application - Kitsap																																				
	TBD	KRCC update Call for Project materials																																				
	TBD	KRCC Release Call for Projects																																				
	by 3/11	Kitsap countywide applicants complete screening forms																																				
	3/12/24	Screening Form downloads/processing																																				
	3/13 - 4/25	PSRC review Kitsap screening forms/coordinate with chairs/sponsors																																				
	5/6/24	Kitsap applicants complete applications																																				
	5/7/24	Application downloads/processing																																				
	5/8 - 6/21	KRCC review and score applications																																				
	6/24/24	KRCC Funding Recommendation (due to PSRC by 6/24)																																				