



Kitsap Regional Coordinating Council

Draft TransTAC Project Selection Workshop Agenda

Wednesday, May 27, 2020 | 9:30 AM–3 PM | Remote Meeting:

- Link to participate in the video conference and view the screen share: <https://zoom.us/j/938664782>
- Phone in via cellphone (1-touch dial): +17207072699,,938664782#,,#
- Phone in on a landline: Dial 720-707-2699 and enter the Meeting ID: 938-664-782#

Please note that the meeting summary for this 5/29 workshop will solely consist of the recommended allocation of Federal Highway Administration (FHWA) funds, as well as a contingency list.

Time	Topic	Documents
9:30 AM	A. Welcome and Old Business <ul style="list-style-type: none"> • Introductions • Review of 3/12/20 TransTAC meeting summary (distributed on 3/13/20) 	- 2020 meeting calendar (pg 3) - Draft 3/12/20 Meeting Summary (pg 4)
	B. Regional Competition Debrief <ul style="list-style-type: none"> • Identify any projects that have received partial or full funding through the Regional Competition. 	
	C. Project Selection Workshop: Instructions and Ground Rules <ul style="list-style-type: none"> • Review the proposed process for the Project Selection Workshop. 	- Countywide Competition Call for Projects (pg 8)
	D. Review of Projects and Evaluation submitted by TransTAC <ul style="list-style-type: none"> • Overview of submitted projects • For full applications, including attachments, visit: https://file.ac/f-CQmdLZqgg/ • Review results of initial project evaluation by TransTAC • Develop project rankings and have discussion as needed 	- 1-pg overview of Countywide Projects (pg 31) - Summary of Countywide Project Applications (pg 32) - Summary of Project Evaluations, including Air Quality Evaluations (provided during meeting)
11:00 AM	20 Min Break	
11:10 AM	E. Project Selection Part 1 <ul style="list-style-type: none"> • KRCC staff will use live spreadsheet editing as TransTAC members discuss the allocation of FHWA funds across projects. <ul style="list-style-type: none"> ○ Preservation ○ Non-motorized ○ Rural 	
12:30 PM	1 Hour Lunch Break	
1:30 PM	F. Project Selection Part 2 <ul style="list-style-type: none"> • KRCC staff will use live spreadsheet editing as TransTAC members discuss the allocation of FHWA funds across projects. <ul style="list-style-type: none"> ○ General • Review the initial project selection recommendations and contingency list and make adjustments as needed. • TransTAC will create the contingency list. 	

2:45 PM	G. Wrap Up <ul style="list-style-type: none">• TransPOL will meet on May 28 to review TransTAC's project selection recommendations.• The next TransTAC meeting is scheduled for July 9. Please suggest agenda items or consider cancelling the meeting.	
3:00 PM	Adjourn	



Kitsap Regional Coordinating Council

2020 Meeting Schedule

Draft v.4-22-20

		January	February	March	April	May	June	July	August	September	October	November	December
Executive	Board* 1 st Tues. 10:15AM-12:15PM Norm Dicks Gov. Center		Feb. 4 Board Meeting		April 7 (cancelled)	May 5 Remote** Board Meeting	June 2 Remote** Board Meeting			Sept. 1 Board Meeting			Dec. 1 Board Meeting
	Executive Committee 3 rd Tues. 11:00AM-1:00PM Kitsap Transit	Jan. 21 Executive Committee Meeting	Feb. 18 Remote Executive Committee Meeting	March 17 (cancelled)	April 21 Remote Executive Committee Meeting	May 19 Remote Executive Committee Meeting	June 16 Remote Executive Committee Meeting		Aug. 18 Executive Committee Meeting	Sept. 15 (by phone) Executive Committee Meeting	Oct. 20 (by phone) Executive Committee Meeting	Nov. 17 Executive Committee Meeting	Dec. 15 (by phone) Executive Committee Meeting
Transportation	TransPOL* 3 rd Thurs. 3:15-4:45PM Kitsap Transit			March 19 Remote** TransPOL Meeting		May 28 (4 th Thurs.) Remote** TransPOL Meeting	June 18 Remote** TransPOL Meeting		Aug. 20 TransPOL Meeting		Oct. 15 TransPOL Meeting		Dec. 17 TransPOL Meeting
	TransTAC 2 nd Thurs. 12:30-2:30PM Kitsap Transit	Jan. 9 TransTAC Meeting	Feb. 12 PSRC Workshop (Wed.)	March 12 Remote TransTAC Meeting		May 27 Remote Project Selection Workshop (Wed.)		July 9 TransTAC Meeting		Sept. 10 TransTAC Meeting		Nov. 12 TransTAC Meeting	
Land Use	PlanPOL* 3 rd Tues. 1:30-3:00PM Kitsap Transit		Feb. 18 (cancelled)		April 21 (cancelled)		June 16 Remote** PlanPOL Meeting				Oct. 20 PlanPOL Meeting		
	LUTAC 2 nd Thurs. 9:30-11:30AM Norm Dicks Gov. Center	Jan. 9 LUTAC Meeting			April 9 Remote LUTAC Meeting	May 14 Remote LUTAC Meeting		July 9 LUTAC Meeting		Sept. 10 LUTAC Meeting			

*Open to the public

**<https://zoom.us/j/938664782>; +1 669 900 9128; Meeting ID: 938 664 782

Other Dates

Board Retreat: TBD

Legislative Reception: TBD



Kitsap Regional Coordinating Council

Transportation Technical Advisory Committee (TransTAC)

DRAFT Meeting Summary

March 12, 2020 | 12:30 – 2:30 PM

Remote: Zoom Meeting

Actions	Person Responsible
Send Mishu Countywide Project presentation materials by COB Wednesday 3/18.	Project Sponsors
Distribute KRCC Contingency List	KRCC Staff

A. Welcome and Administration

Mishu Pham-Whipple, facilitator of the KRCC Transportation Technical Advisory Committee (TransTAC), welcomed the group and reviewed the meeting’s agenda (see Attachment A for a list of participants).

Mishu explained that due to public health concerns surrounding COVID-19, Chair Wolfe recommended that KRCC meetings in March take place remotely. She encouraged TransTAC members to inform KRCC staff if they experience technical difficulties while using Zoom or other concerns about the remote meeting approach.

February 12, 2020 TransTAC meeting summary (distributed on 3/5/20):

Mishu noted that the summary would be posted to the KRCC website following the meeting.

B. Regional Project Evaluation Committee and other PSRC Updates

RPEC and other Boards and Committee Updates:

- The last RPEC meeting took place on February 28, and the next meeting is on March 27.
- TransTAC members who attended the February 28 RPEC meeting reported that the meeting included discussion of rebalancing efforts in 2020 in response to a growing list of extension requests. PSRC will be looking to jurisdictions to indicate through their progress reports whether they are able to move projects forward. Jurisdictions should evaluate their projects that are on the contingency list in preparation for funds being available.
- Mishu noted that TransTAC recently reviewed its own contingency list but will redistribute the list for reference.

Other PSRC Updates:

Ryan Thompto, PSRC, shared that more extension requests have been submitted and that the amount of returned funds has not been confirmed yet. He emphasized that progress reports, which are key for conducting rebalancing, are due March 13. He reminded TransTAC that extension request forms are now live and are due April 1. He also noted that PSRC staff are all working remotely at this time but are still reachable by phone or email.

C. Countywide Competition Coordination

Finalized presentation format for the 3/19 TransPOL Meeting:

- Mishu reviewed the Countywide Competition schedule, noting that project sponsors will be presenting projects to TransPOL on March 19.

- As the TransPOL meeting will take place remotely, Mishu requested that project sponsors send her their presentation materials digitally by no later than COB Wednesday, March 18, in order for them to be displayed for attendees of the Zoom meeting.
- She clarified that presentation materials for each project should be up to 4 slides Powerpoint slides, or a single PDF “placemat.”

Presentation preferences for the 4/7 KRCC Board Meeting:

- Mishu inquired as to whether TransTAC members would prefer to present their proposed transportation projects to the KRCC Board at its April 7 meeting, or to delegate the responsibility of presenting to KRCC staff. Mishu noted that the Board meeting will likely be held remotely due to ongoing public health concerns, and that the Zoom platform has the capability of hosting multiple presenters.
- TransTAC members agreed to defer the decision on whether KRCC staff or project sponsors would provide presentations to the KRCC Board until after the TransPOL meeting so that they could get a sense of the mechanics of participating in a remote meeting with policy level participants.

Countywide Project Presentations by Project Sponsors:

- Project sponsors provided brief overviews of their projects for the Countywide Transportation Competition, including information about the project type, phase(s), approximate funding request, and the Local or Regional Center the project supports. KRCC staff recorded project information into a draft Project List Spreadsheet.
- The Project List Spreadsheet includes a tally of total funding requests from projects sponsors in the Countywide Competition, compared to available funds. TransTAC members noted that the gap between total funding requests and available funds was lower than in the last competition cycle.
- A TransTAC member inquired if PSRC’s project scoring takes into account whether a project competing for funding in the current competition cycle is related to any projects that have been funded in the past but are on hold due to I-976 . Ryan clarified that based on PSRC’s survey of the impacts of I-976 to project sponsors, no Kitsap County FHWA-funded projects would run into this issue.

Review of approach to the 5/27 Countywide Project Selection Workshop:

- Mishu provided an overview of the proposed approach to the 5/27 Countywide Project Selection Workshop, which resembles the process taken during the last funding cycle. She reviewed the step-by-step process for the project selection workshop. TransTAC provided no recommended adjustments to the project selection process.
- Mishu, along with TransTAC members who have participated in project selection in the past, encouraged participants to review all applications in advance and come prepared with drafted scores for each project.
- TransTAC members will have the opportunity to take personal notes and assign or edit project scores during presentations. Staff will then compile the scores and populate a visual for the group to review.
- As part of their deliberation process, TransTAC will develop a contingency list and finalize a list of recommended projects for TransPOL to review at its next meeting.
- Ryan clarified that while PSRC manages project screening to determine whether projects are eligible for FHWA funding in the Countywide Competition, PSRC does not participate in the scoring process. In addition, KRCC staff coordinate with PSRC to determine projects’ air quality scores after applications are submitted.

D. Regional Competition Coordination

- Mishu invited TransTAC to discuss proposed projects for the Regional Transportation Competition. The following jurisdictions shared that they intend to submit projects in the Regional Competition, for a total of four projects:
 - City of Bainbridge Island: Sound to Olympics Trail Phase 4, to extend along the west side of HWY 305. At a total project cost of \$3million, Bainbridge will request \$2.6 million in the Regional Competition.
 - Kitsap County: Phase 1 of SR 104 (a project also being submitted in the Countywide Competition). The County is still determining the funding amount to be requested.
 - Kitsap Transit: Southworth Ferry Terminal replacement, PE phase, in partnership with Washington State Ferries. The requested funding amount will be \$3 million.
 - Port of Bremerton: Airport Industrial Way Phase 2-2 (a project also being submitted in the Countywide Competition). The requested funding amount will be \$2.9 million.

- In response to an inquiry regarding what happens to returned funds for projects approved during the last funding cycle, Ryan clarified that returned funds are allocated to the rebalancing process, rather than being added to the current amount of funds in the Countywide Competition.

E. Corridor Updates

- SR 305 has not met since the last TransTAC meeting.
- SR 16/Gorst has not met recently.
- SR 104 has not met recently.
- SR 303: an upcoming stakeholder meeting was postponed to March 26th.

F. Solutions and Support

TransTAC members raised no items for discussion.

G. Announcements and Next Steps

- The next TransTAC meeting (Project Selection Workshop) will take place on Wednesday, May 27 9am – 4pm.
- The next TransPOL meeting will take place on Thursday, March 19, from 3:15-4:45pm in the Kitsap Transit third-floor conference room.
- Project Sponsors should send Mishu supporting materials for presentations to TransPOL by COB Wednesday, March 18.

H. Adjourn. The meeting adjourned at 1:30pm.

Attachment A: TranSTAC Meeting Participants

Member Name	Member Affiliation (alphabetical)
Chris Wierzbicki	Bainbridge Island
Shane Weber	Bremerton
David Forte	Kitsap County
Jeff Davidson	Kitsap Transit
Fred Salisbury	Port of Bremerton
Mark Dorsey	Port Orchard
Diane Lenius	Poulsbo
Dennis Engel	WSDOT
Mishu Pham-Whipple	KRCC
Rosa Ammon-Ciaglo	KRCC
Ryan Thompto	Puget Sound Regional Council



**2020 Call for Projects for the Kitsap Countywide Competition and
Puget Sound Regional Council’s (PSRC) Regional Competition
for 2023-2024 Federal Transportation Funding**

INTRODUCTION

In 2020, Kitsap County jurisdictions are invited to submit projects to the PSRC Regional and Kitsap Countywide Competitions to receive Federal Highway Administration (FHWA) transportation funding for the 2023-2024 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
Feb. 3, 2020 - Call for Regional Projects	February 5, 2020 - Call for Countywide Projects
March 2, 2020 - Regional Project Eligibility Screening Deadline	March 20, 2020 - Countywide Project eligibility screening deadline
April 3, 2020 – Applications due for Regional Projects	May 8, 2020 – 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 through the Countywide or Regional Competitions, even though Naval Base Kitsap is a member of KRCC.

4. COMPETITIONS

Regional Competition

PSRC coordinates a Regional Competition, and the Regional Project Evaluation Committee (RPEC) is responsible for recommending projects from this competition to the Transportation Policy Board (TPB), 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. In 2020, 10% of the Regional funds is \$5.47 million. This program was created in 2003 to assist rural communities in implementing town center and corridor improvements, in coordination with state highway corridor interests.

Balancing by Year

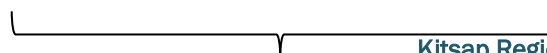
FHWA funding awards must now be balanced by year, and the amount of funds that are able to be utilized in a given year is limited by the annual estimated allocation amount by funding source. Since only a certain amount of funding may be used each year, and to ensure the region continues to meet its annual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

For the Countywide Competition, KRCC needs to aim to evenly divide its funding across 2023 and 2024. If KRCC is unable to evenly divide its funding in 2023 and 2024, then it needs to work with PSRC to see if there is any flexibility.

Countywide Competition Funding

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

Total Federal Funds to Kitsap Countywide Competition: \$9.57 Million	
Countywide Competition Fund \$9.23 million	Rural Area Minimum \$340,000



Capacity, Safety, Environmental Retrofit Projects \$7.17 million	Preservation Projects \$1.37 million	Non-Motorized Projects \$1.03 million
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2023: Approx. \$4.78 million available	2024: Approx. \$4.78 million available
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Rural Minimum

Under federal regulations, the region is required to spend a minimum amount of STP funds in rural areas. Per policy, these amounts by county are based on the average between the federally defined rural population and rural center line miles.

Since the rural funds are based on the required minimum amounts that need to be spent in the rural area, by year, this program should be balanced by year to the amounts provided. Deviations to this may occur on a case by case basis, to accommodate the fact that these are small amounts and project requests may not match one-to-one. please work with PSRC on any issues that arise within your forums, so we can monitor and prepare the appropriate final regional rural figures to meet the federal requirements. For example, if the rural minimum is not split evenly across 2021 and 2022, then one of the other funding pots should counter it in the other direction – i.e., if the rural minimum were to be allocated entirely in 2021, then KRCC might move \$340,000 more into 2022.

Applying to Both the Regional and Countywide Competitions

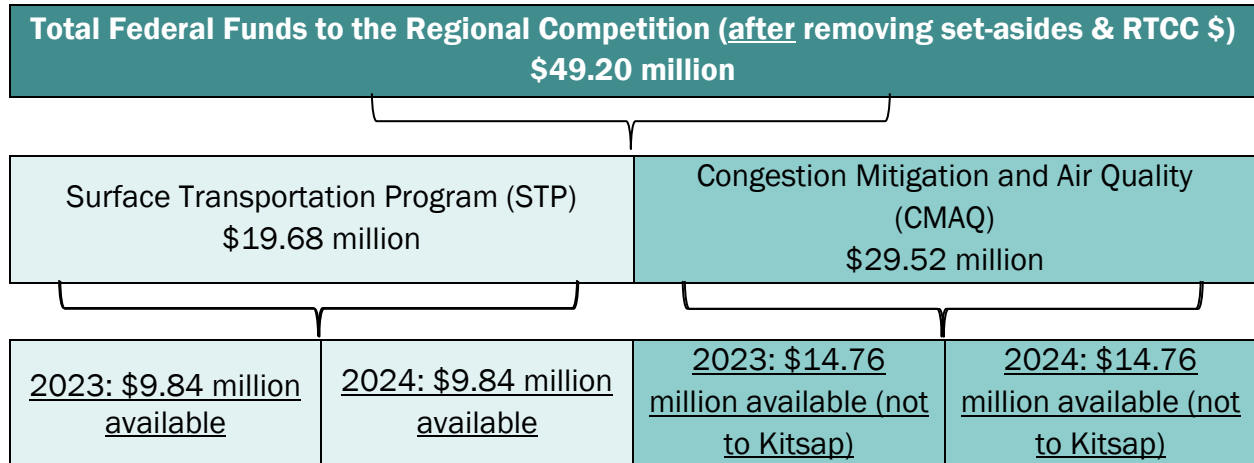
Projects may be submitted in both competitions, but the following rules apply:

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

- Please speak with PSRC for any additional clarifications.

Regional Competition Funding

The graphic on the following page shows the flow of 2023-2024 federal funds to the 2020 Regional Competition. The graphic excludes the Rural Town Centers and Corridors (RTCC), which typically takes place the year following the Regional Competition (i.e. 2021).



6. POLICY FOCUS

For the 2023-2024 Funding Cycle, the policy focus of support for centers and the corridors that serve them is retained. The intent of this policy focus is to support implementation of VISION 2040, Transportation 2040 and the Regional Economic Strategy.

Regional Centers

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

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

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

Please note that PSRC’s Draft VISION 2050 will not impact the 2020 Regional or Countywide Competitions.

Local Centers (VISION 2040)

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

Jurisdiction	Location
Kitsap County	Kingston
Kitsap County	Southworth
Kitsap County	Suquamish
Bainbridge Island	Winslow
Bainbridge Island	Day Road Business/Industrial Area
Bainbridge Island	Sportsman Triangle Business/Industrial Area
Bainbridge Island	Lynwood Center
Bainbridge Island	Rolling Bay
Bainbridge Island	Island Center
Bremerton	Downtown Regional Center
Bremerton	Charleston District Center
Bremerton	Wheaton/Riddell District Center
Bremerton	Wheaton/Sheridan District Center
Bremerton	Eastside Employment Center
Bremerton	Manette Neighborhood Center
Bremerton	Puget Sound Industrial Center-Bremerton Manufacturing and Industrial Center
Poulsbo	Poulsbo Town Center
Poulsbo	Olhava Mixed Use Center
Port Orchard	Downtown Port Orchard
Port Orchard	Tremont Corridor District
Port Orchard	South Kitsap Mall/Lower Mile Hill Mixed Use Center
Port Orchard	Government/Civic Center District
Port Orchard	Upper Mile Hill Mixed Use Center

Port Orchard	Tremont/Lund/Bethel Mixed Use Center
Port Orchard	Sedgwick/Bethel Mixed Use Center
Port Orchard	Old Clifton Industrial Employment Center
Port Orchard	McCormick Woods/Old Clifton Mixed Use Center
Naval Base Kitsap	Naval Base Kitsap Bangor
Naval Base Kitsap	Naval Base Kitsap Bremerton
Naval Base Kitsap	Naval Base Kitsap Jackson Park
Naval Base Kitsap	Naval Base Kitsap Keyport
Naval Base Kitsap	Naval Base Kitsap Manchester
Kitsap Transit	Historic Mosquito Fleet Terminals

7. PROGRAMMING PROCESS: NON-MOTORIZED PROJECTS

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

OVERVIEW

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

POLICY GOALS FOR NON-MOTORIZED FUNDING

1. Reaffirmed the criteria originally developed in 2004 (the first cycle that the Countywide Forums had responsibility for distributing these funds), that candidate projects should:
 - Be high priority to the sponsoring jurisdictions
 - Meet federal eligibility criteria (i.e., focus on bike/pedestrian transportation rather than recreation)
 - Not be disproportionately burdened by federal administrative costs
 - Produce visible results
 - Contribute to Kitsap’s regional transportation system
2. Support projects that address the identified countywide policy goal of increasing safe walking/biking routes to schools, including elementary, middle, and high schools, over other projects.
3. Acknowledge that Kitsap County has developed and adopted a Countywide Non-Motorized Spine System. Once the system improvements are prioritized, these countywide policy goals will again be reviewed, and potentially revised to include the

Spine System. Project selection should be a multi-jurisdictional, collaborative process that uses the approved project selection criteria.

4. Favor right-of-way (ROW) acquisition and PS&E/construction project-segments over planning, in general.

OTHER GUIDANCE

Beyond the non-motorized set-aside, consider non-motorized projects alongside all other STP projects in the Countywide Competition. General project selection criteria will be used for project prioritization, in addition to the non-motorized policy guidelines described herein. Please note that the 10% set-aside can be met through multiple projects' non-motorized components, as opposed to a stand-alone non-motorized project.

8. PROGRAMMING PROCESS: PRESERVATION SET-ASIDE

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

OVERVIEW

Based on extensive discussion within TransTAC, and including input from TransPOL, the following criteria and selection process is recommended for Kitsap's share of federal funds that has been set-aside from the regional portion of the available federal allocation to the PSRC region for the upcoming funding cycle, 2023-2024, for use in preservation activities. The context for this set-aside is the substantial under-funded need for preservation and maintenance of the existing transportation infrastructure throughout the Puget Sound Region, documented and highlighted in Transportation 2040. PSRC senior staff and the PSRC Regional Project Evaluation Committee recommend continuing this specific set-aside with the intention of evaluating its effectiveness for the future.

POLICY GOALS

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

1. Use of these funds for this cycle is focused exclusively on projects in the roadway, including overlay, chip seal, and grind out preservation projects and the work needed to meet ADA requirements for these. Elements outside the scope of the roadway preservation must be funded locally.
2. Projects must support regionally- or locally-designated centers or their connecting corridors. Some preference will be given to projects that support transit, freight, and/or school routes.
3. There is no minimum/maximum project size, although projects should be substantial enough to warrant federal-aid participation and to extend facility life cycle 7+ years for surface treatments and 15+ years for overlays. Once the set of Kitsap projects

have been identified through the KRCC Project Selection Process, 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 that is 30-50% more than the expected funding. The Contingency List will be prioritized, at a minimum, to identify High, Medium, and Lower Priority Projects.
2. Funds can also be left to accumulate if the amount left is not sufficient to fully fund a phase of a project on the Contingency List.

CONTINGENCY LIST

TransTAC will review Contingency List, using the following considerations:

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

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

10. COUNTYWIDE COMPETITION CRITERIA AND EVALUATION PROCESS

As part of the Countywide Competition, KRCC has developed criteria to evaluate project proposals. These criteria are intended to support a competitive, fair, and transparent selection process. The Countywide Criteria are consistent with the Regional Criteria but reflect the unique context of Kitsap County and the collaborative approach to making 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, 2015) Comprehensive Plan (include citations when possible)

- Must be included on or proposed for inclusion in a Transportation Improvement Program (TIP)
- Must consider applicable planning factors identified in federal law
- Must be consistent with Kitsap’s Countywide Planning Policy Guidance (with the exception of “Local Centers,” which are adopted through each jurisdiction’s comprehensive planning process or via the PSRC Regional Policy Framework for military locations)
- Must include a document from the jurisdiction’s Board of Commissioners, Council, or other official authorizing body that acknowledges the time, phase, and funding obligations associated with federal funding

Ranked Criteria

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

CRITERIA	RELATIVE RANKING		
<p>A. Support for Regional/Local Centers & 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 regional or local centers • Helps to advance desired or planned public or private investment that support centers (e.g., housing, employment, redevelopment) • Supports mobility for people traveling to, from, and within centers • Makes connections to existing or planned infrastructure • Fills a physical gap or provides an essential link in the system • Supports multimodal transportation investments 	<p>High (project provides significant benefits to Local or Regional Centers)</p>	<p>Medium (project provides benefits to Local or Regional Centers)</p>	<p>Low (project provides minimal benefits to Local or Regional Centers)</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>

<p>C. Cross-jurisdictional and coordination opportunities</p> <p>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. Safety/capacity benefits</p> <p>Project improves safety by meeting one or more of these objectives:</p> <ul style="list-style-type: none"> • Improves a “high collision” intersection or corridor (as defined by the project sponsor based on collisions or fatalities/capita) • Reduces barriers to use • Provides safe access • Addresses vulnerable users • Makes capacity enhancements that improve safety <p>Note: this criterion is considered an “other consideration” for preservation projects.</p>	<p>High (project provides significant safety and capacity benefits)</p>	<p>Medium (project provides safety and capacity benefits)</p>	<p>Low (project provides minimal safety and capacity benefits)</p>
<p>E. Growing Transit Communities and health/equity considerations</p> <p>Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> • Benefits housing and business opportunities • Supports transit-oriented development and access to transit • Addresses negative health outcomes • Benefits highly impacted communities and populations such as those identified in the President’s Order on Environmental Justice, seniors, people with disabilities, and areas of high unemployment or chronic underemployment; benefits may include the following: educational opportunities, affordable housing and quality neighborhoods, economic opportunities, transportation and mobility options, and health benefits. 	<p>High (project provides significant benefits to “highly-impacted communities” and greatly supports access to transit and positive health outcomes)</p>	<p>Medium (project provides benefits to “highly-impacted communities and supports access to transit and positive health outcomes)</p>	<p>Low (project provides minimal benefits to “highly-impacted communities” and minimally supports access to transit and positive health outcomes)</p>

<p>F. Air quality benefits and emission reduction</p> <p>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>
<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>

Other Considerations

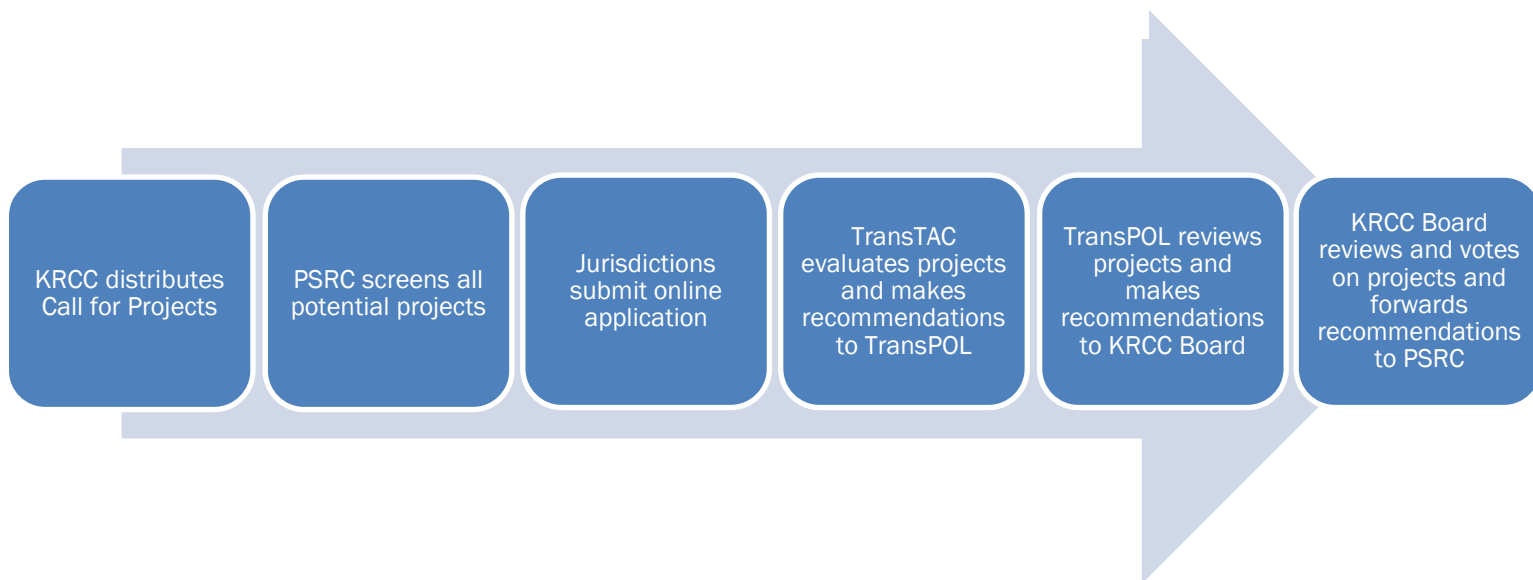
Beyond the criteria identified above, there are other considerations that can be used to evaluate projects. These considerations are applied on a case-by-case basis.

- **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.
- **Practical Design** – Project proposal includes a description of jurisdictional analysis to determine project needs and benefits based on local circumstances.
- **Safety/Capacity Benefits (for Preservation Projects only)** - Project improves safety by meeting one or more of these objectives: improves a “high collision” intersection or corridor, reduces barriers to use, provides safe access, addresses vulnerable users and/or makes capacity enhancements that improve safety.

11. COUNTYWIDE COMPETITION SUBMITTAL AND REVIEW PROCESS

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

Countywide Competition Application and Review Process



12. PUBLIC INVOLVEMENT

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

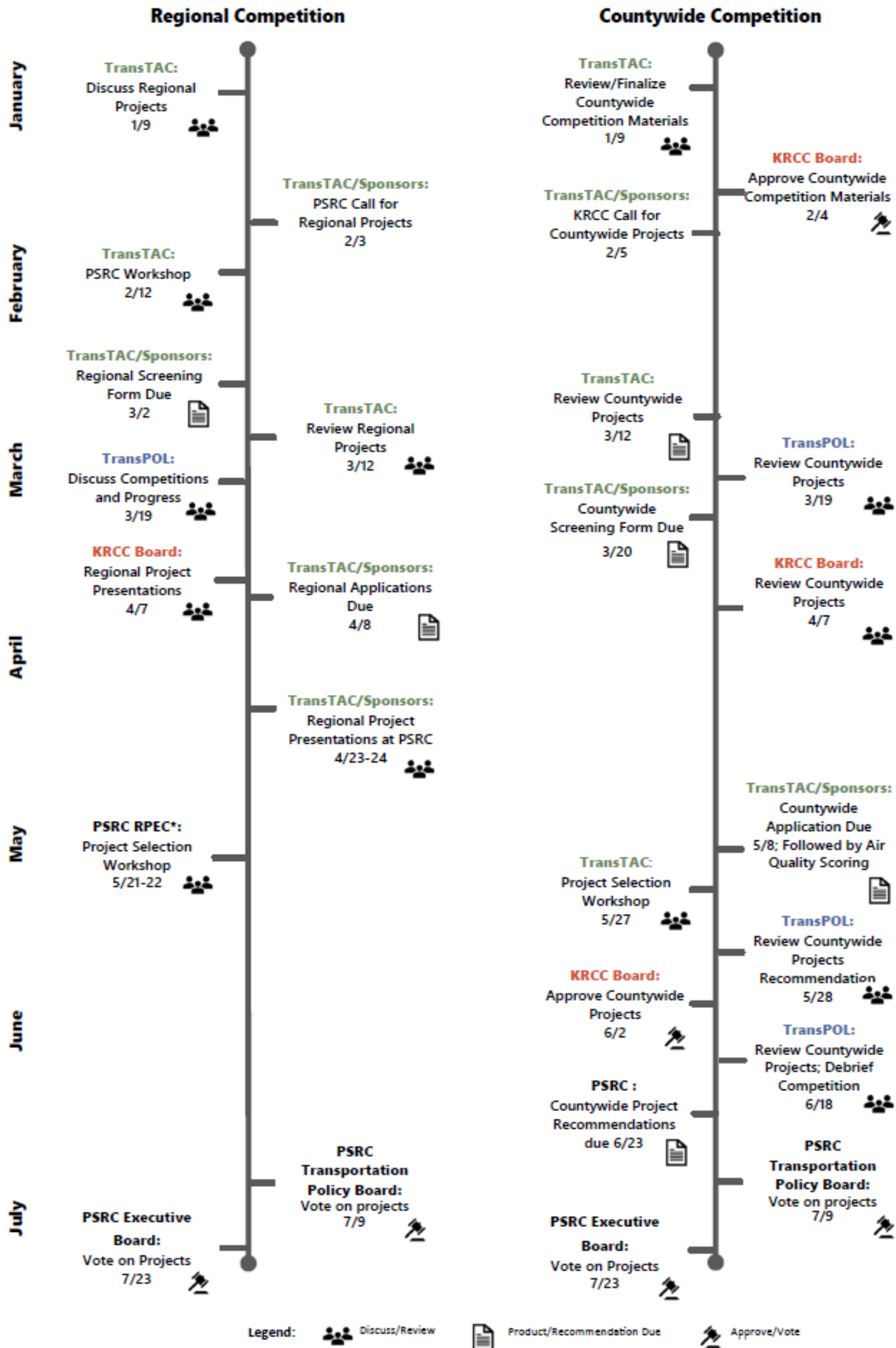
- As part of jurisdictions' Comprehensive Planning processes, all projects have been identified and prioritized with appropriate public involvement at the local level.
- TransTAC will notify other agencies and organizations throughout Kitsap County about the Regional and Countywide Competitions (PSRC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

13. DRAFT KRCC SCHEDULE FOR COUNTYWIDE AND REGIONAL COMPETITIONS

DRAFT Schedule of the 2020 Regional Puget Sound Regional Council (PSRC) Regional & Countywide Transportation Competitions

Draft v. 2-12-20

Below is a DRAFT schedule of the 2020 Regional and Countywide Competitions.

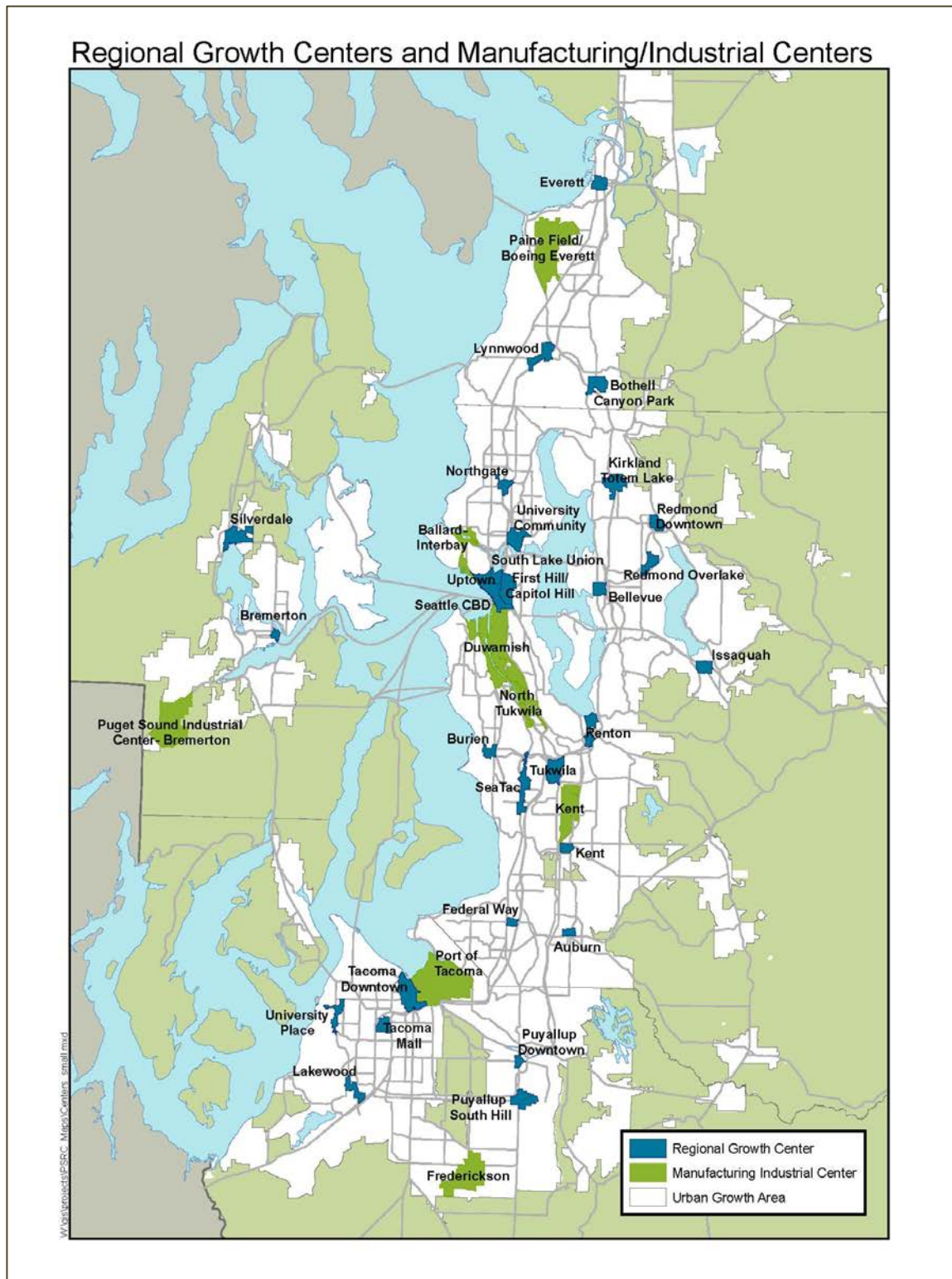


14. PROJECT SPONSOR RESOURCES

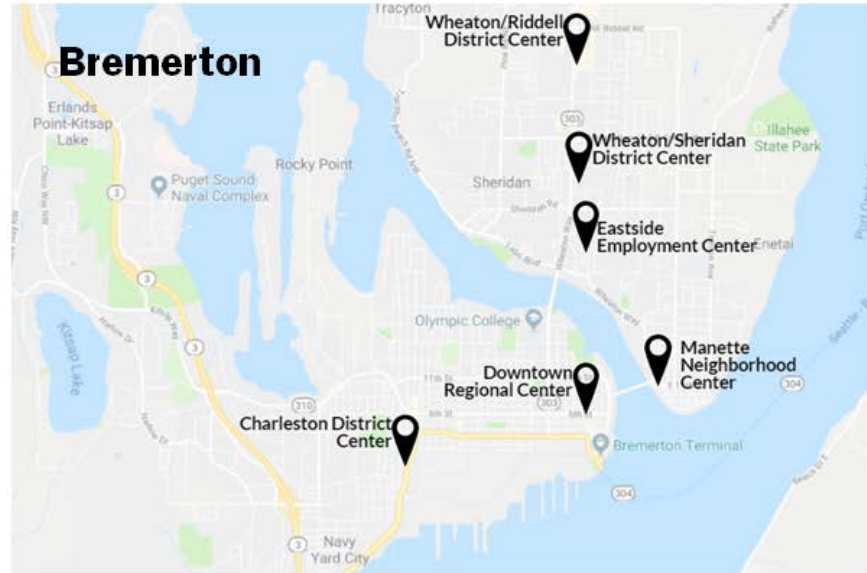
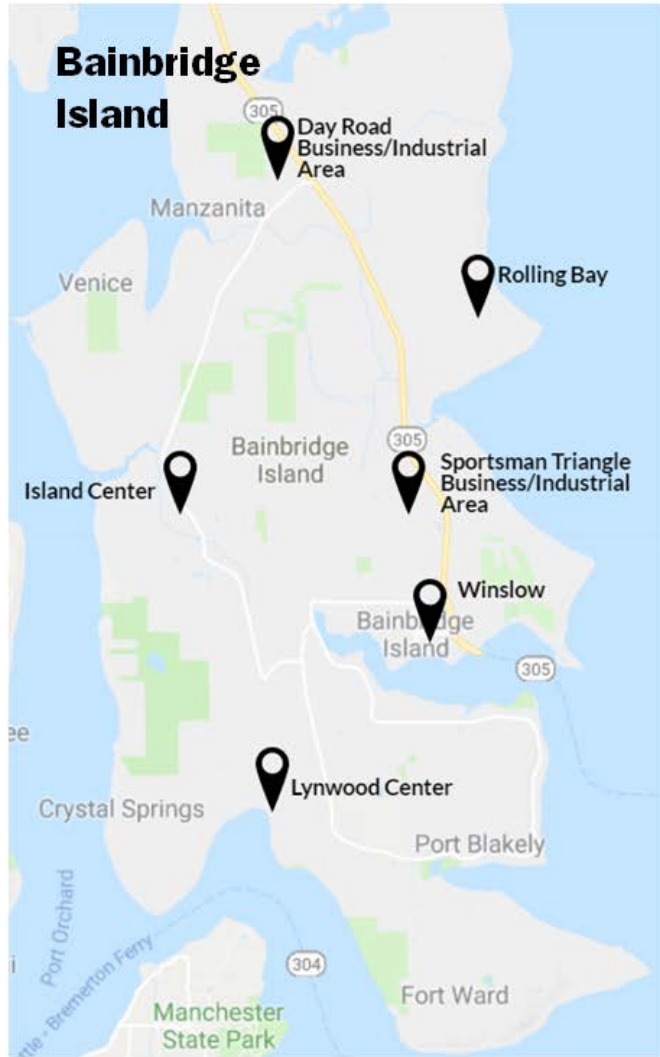
PSRC is developing a library of online resources for use by project sponsors, including Opportunity Maps and demographic information to support the Growing Transit Communities and health/equity considerations. A list of some of these resources is below:

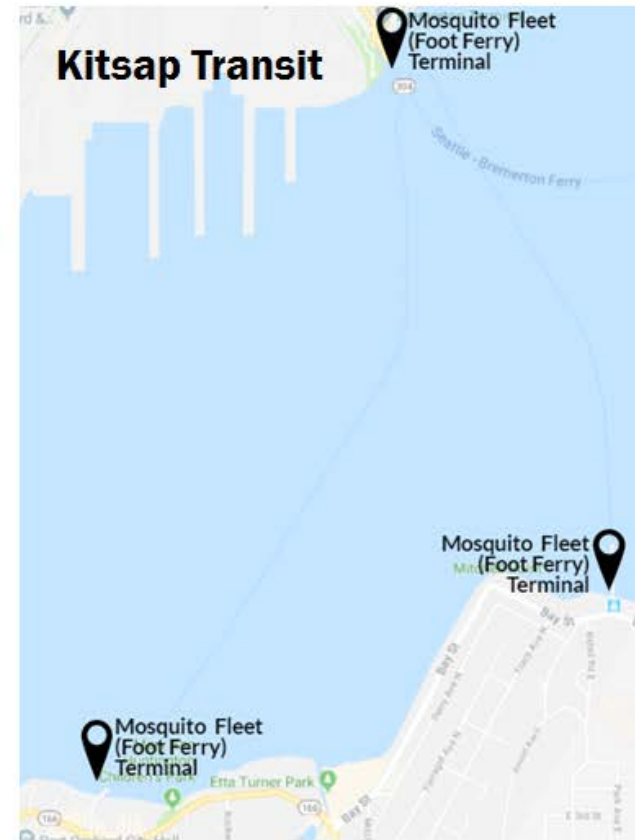
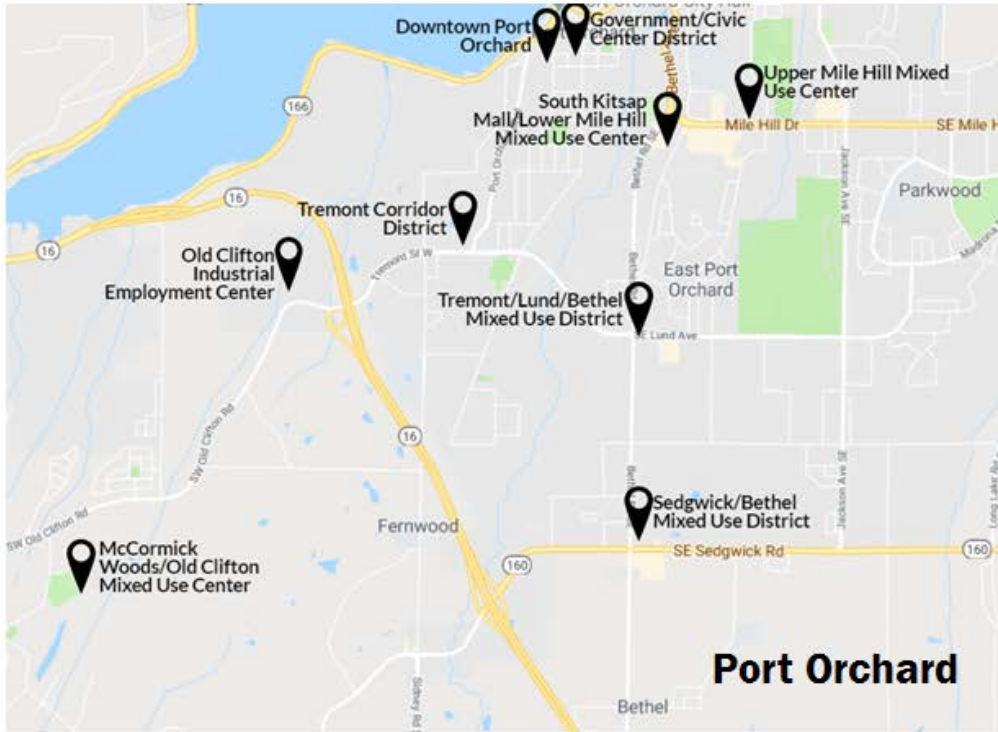
- [2020 Policy Framework for PSRC's Federal Funds](#)
- [Schedule and Deadlines](#)
- [Funding Eligibility](#)
- [Regional FHWA Project Evaluation Criteria](#)
- [Applications and Screening Forms \(regional and countywide\)](#)
- [Screening Form Checklist](#)
- [Regional FHWA Application Checklist](#)
- [Guidance for addressing populations served, health and equity](#)
- [Project Selection Resource Map \(works best in Firefox and Chrome\)](#)
- [Financial Constraint Guidance](#)

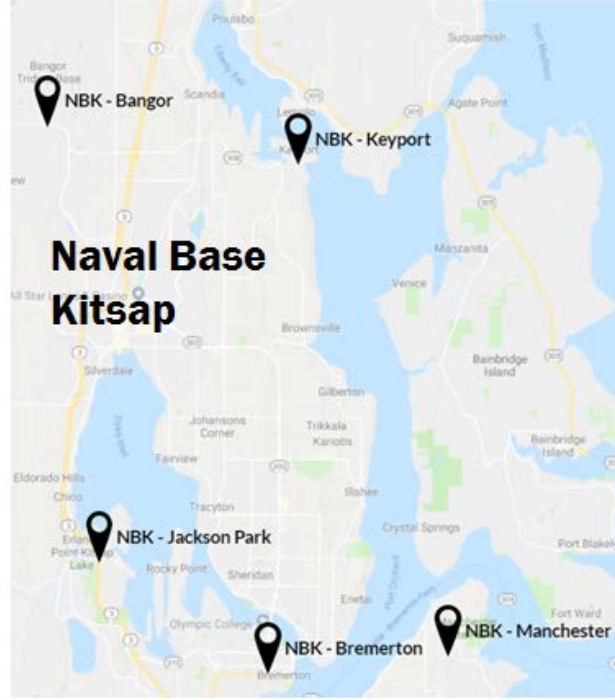
APPENDIX A: REGIONAL GROWTH CENTERS AND MANUFACTURING INDUSTRIAL CENTERS



APPENDIX B: LOCAL CENTERS







2020 Kitsap Countywide Competition Draft Project List v4/20/20

Jurisdiction	Name of Project	Phase	Local/Regional Center	General	Non-Motorized	Rural	Preservation	\$ Request	Obligation Yr.
Bainbridge Island	Winslow to Eagledale Bicycle Improvements	PE/CN	Local Center	x	x			\$ 1,038,000	2023
Bainbridge Island	Blakely to Lynwood	PE/CN	Local Center (Lynnwood Center)	x	x			\$ 1,150,000	2023
Bainbridge Island	Rolling Bay Bicycle & Ped Improvements	PE/CN	Local Center (Rolling Bay)	x	x			\$ 1,426,000	2023
Bremerton	Kitsap Way - Northlake Way to SR3	Planning	Local/Regional Center	x				\$ 524,190	either (contingency)
Bremerton	6th Street Preservation - Phase 3 Naval Ave to Warren Avenue	PE/CN	Local/Regional Center	x			x	\$ 1,877,050	2023
Kitsap County	SR 104 Realignment - Kingston Phase 1 (also in Regional Comp.)	Construction	Local Center/Regional	x				\$ 4,909,460	2023
Kitsap County	SR 104 Realignment - Kingston Phase 2	Construction	Local Center/Regional	x	x			\$ 2,363,230	2023
Kitsap County	STO - Port Gamble Trail A, B, & D	Construction	Local Center	x	x	x		\$ 2,660,162	either
Kitsap County	Fairgrounds Road Complete Streets	Construction	Local Center	x	x			\$ 2,300,000	either
Kitsap County	North STO Trail Planning Study	Planning	Local Center	x	x	x		\$ 350,000	either (contingency)
Kitsap County	County Paver Bundle	Construction	Local Center			x	x	\$ 1,001,873	either (contingency)
Kitsap Transit	SR16 Park & Ride	ROW	Local Center	x				\$ 2,200,000	2023
Kitsap Transit	Port Orchard Transit Center	Planning	Local Center	x				\$ 750,000	2023
Kitsap Transit	Gateway Center	Construction (Phase I)	Local Center	x				\$ 3,500,000	2024
Port of Bremerton	Airport Industrial Way Phase 2-2(also in Regional Comp.)	Construction	MIC	x				\$ 2,942,656	2023
Poulsbo	Noll Corridor - North Segment	Construction	Local Center	x	x			\$ 2,335,000	2024

Total Requests \$ 31,327,621
Total Available \$ 9,570,000
Delta \$ (21,757,621)

	2023	2024	Total
Rural Minimum	\$170,000	\$170,000	\$340,000
Preservation	\$685,000	\$685,000	\$1,370,000
Non-Motorized	\$515,000	\$515,000	\$1,030,000
General	\$3,585,000	\$3,585,000	\$7,170,000

*Note the Rural Minimum is accounted for within the \$9,570,000, not in addition to



2020 Kitsap Countywide Compiled Project Overview Sections

v. 5-12-20

Bainbridge Island

Blakely to Lynwood

The Blakely to Lynwood Bicycle and Pedestrian Improvements Project improves safety and accessibility for all Island bicyclists and walkers as well as the residential and commercial businesses in the City's Lynwood Neighborhood Center. The project consists of three distinct approaches along a single corridor, approximately 1.5 miles in length: the first segment is along Bucklin Hill Road from Blakely Avenue to Fletcher Bay Road, where improvements serving residents and a private school will include bicycle lanes on both sides of the road and a north and south-bound separated multi-use path; the second segment is along Lynwood Center Road (Bucklin Hill Road turns into Lynwood Center Road at Fletcher Bay Intersection) where improvements will include a southbound bicycle lane and separated multi-use path; the third segment is along Lynwood Center Road to the intersection with Baker Hill Road, where improvements will include a southbound bicycle lane and traffic calming, sidewalk improvements and bicycle storage at Baker Hill Road, which is also a popular transit stop.

Rolling Bay Bicycle & Ped Improvements

The Rolling Bay Bicycle and Pedestrian Improvement Project is a suite of bicycle and pedestrian facilities that will improve safety and non-motorized accessibility and safety for all community members, but specifically the local Rolling Bay Neighborhood Center. The project includes approximately a half mile of visually separated bicycle lanes utilizing a painted buffer area along the residential portion of Valley Road, which will transition into ADA sidewalks, and a mixed traffic bicycle boulevard and a mini roundabout in the Rolling Bay commercial center. The facilities will serve a residential and commercial district with an increasing number of bicyclists and walkers, as well as support vehicular safety through the implementation of traffic calming.

Winslow to Eagledale Bicycle Improvements

The Winslow to Eagledale Bicycle Improvements will improve safety and accessibility for a heavily utilized bicycle commuter route between the City's downtown core of Winslow, south end commuters from the Fort Ward and Lynwood Center neighborhoods and center, and the Eagledale neighborhood and all points south. The project consists of approximately a half mile of bicycle lanes on both sides of Eagle Harbor Drive from Wyatt Way south to point where the roadway leaves the shoreline of Eagle Harbor, including a segment with a very sharp curve and presently limited facilities. The project will include a fish passage improvement at Cooper Creek that will facilitate widening of the roadway to accommodate the bicycle lanes on both sides. The southernmost portion of the project meets up with another proposed City project to continue the bicycle lanes south to McDonald Avenue. That project is currently listed on the KRCC project contingency list (and the City's Capital Improvement Plan) as Eagle Harbor Drive Phase II.

Bremerton

6th Street Preservation - Phase 3 Naval Ave to Warren Avenue

6th Street is one of three major east/west arterial streets serving the Downtown Bremerton Regional Center and 6th Street connects the Charleston Local Center to the Downtown Regional Center. The roadway carries approximately 11,700 vehicles per day (measured in 2017). In 2017, the City's roadway network condition was inventoried and the Pavement Condition Index (PCI) of 6th Street between Naval Avenue and Warren was rated at 58, or fair, with recommendation for an overlay. The roadway was previously overlaid in early 1990's and is in need of another preservation treatment. A Grind and overlay is proposed to preserve the subgrade and extend the service life of the existing roadway for another 15+ years. The 1 of 8 subgrade and extend the service life of

the existing roadway for another 15+ years. The project will update all curb ramps along the segment that do not currently meet ADA standards. A new signal at Veneta Avenue will replace the existing span wire signal. At this intersection all curb ramps will be upgraded, ADA accessible pedestrian signals will be added, and crosswalks will now allow all users to cross 6th Street safely.

Kitsap Way - Northlake Way to SR3

Kitsap Way west of SR 3 to Chico Way is an old state route that connects Bremerton to Silverdale. Built in 1942, the original roadway is in poor condition, with wide lanes and shoulders that encourage high speeds. The pavement condition index (PCI) for the corridor ranges between 53 and 67, which indicates that substantial panel replacement is needed and the pavement has reached the end of its service life. The corridor lacks non-motorized facilities including sidewalks, crosswalks, bike lanes, and ADA compliant facilities. The project is on Kitsap Transit route 212, is on Bremerton School District and Central Kitsap School District bus routes, and is part of the City's pedestrian priority network. This is a corridor planning study that addresses mobility, safety, and multimodal travel on West Kitsap Way from Chico Way to State Route 3. The study will identify a set of improvements for multimodal travel that include transit, freight, cars, bicyclists and pedestrians. The study will involve a public process to ensure that the input and concerns of diverse stakeholders are understood, considered and directly reflected in the final 1 of 10 diverse stakeholders are understood, considered and directly reflected in the final recommendations. Minimal design 5%-10% level will be performed to inform feasibility of recommended solutions and future project implementation.

[Kitsap County](#)

SR 104 Realignment - Kingston Phase 1

Realign SR 104 to move inbound ferry traffic to the north couplet (NE 1st Street). This project will provide 2 eastbound and 1 or 2 westbound (TBD) lanes from the WSF loading area to vicinity Iowa Ave., sidewalks, intersection improvements at Iowa/1st and Iowa/Main St., stormwater, illumination, restriping and signage of Main St. to two-way traffic and bike lanes, restriping of SR 104 mainline and associated signal work as need to support rerouting of traffic and bikes, and ferry toll booth relocation and associated holding area improvements.

SR 104 Realignment - Kingston Phase 2

Reconfigure Main Street to two-lane, two-way traffic, sidewalk widening, bike lanes, and illumination. Reconfiguration of SR 104 (mainline) west of Iowa Avenue to vicinity Bannister St. to support realignment, add sidewalks where appropriate, bike lanes, and illumination.

STO - Port Gamble Trail A, B, & D

Construct 10' (minimum) paved shared use path, STO Port Gamble Trail Segments A, B, & D, approximately 17,927 foot (3.4 mile).

Fairgrounds Road Complete Streets

Construct 6' sidewalks on both sides, east bound bike lane, 11' travel lanes, and illumination on Fairgrounds Road from vicinity Woodridge Lane to vicinity Nels Nelson intersection.

North STO Trail Planning Study

North Sound to Olympics (STO) Trail Planning Study. Planning study for a paved, shared-use path from:

- West Kingston Rd. through North Kitsap Heritage Park west to Miller Bay Rd. and south to White Horse Drive;
- Miller Bay Rd. to Port Gamble Rd. through the "Divide Property";
- Port Gamble Rd. to the southern trailhead of the Port Gamble Trail shared-use-path on Stottlemeyer Road; and

- Crossing locations and designs alternatives at West Kingston Rd., Miller Bay Rd., Port Gamble Rd., SR 307 (Bond Rd), and Stottlemeyer Road.

County Paver Bundle

Pavement overlays: Finn Hill Rd. (FC 16) vicinity Clear Creek Rd. to vicinity Poulsbo city limits (1 mile); Glenwood Rd. (FC 16) vicinity Lake Flora Rd. to vicinity Port Orchard city limits (.966 miles); Holly Road (FC 07) vicinity Seabeck-Holly Rd. to vicinity Tahuyeh Lake Rd. (.939 miles).

Kitsap Transit

SR16 Park & Ride

This project requests funding for the SR 16 Park and Ride (ROW) following the alternatives analysis determination and after or in parallel with preliminary engineering. With stakeholder guidance from Washington Department of Transportation (WSDOT), the City of Port Orchard, Naval Base Kitsap, neighborhood and community groups and other decision makers, the park and ride location will be identified in 2020. The planned SR 16 Park and Ride will be placed in the most convenient, practical and accessible location to serve the majority of the surrounding population and anticipated growth in Port Orchard. Current alternatives analysis has targeted half-mile zones around both Tremont/SR 16 and Sedgwick/SR 16 interchanges. Identified are approximately six (6) locations that will accommodate greater than 150 vehicles. The park and ride will be paved and have lighting, cameras, bike racks and shelters. This ROW funding request complements the goal of reducing highway congestion and vehicle miles traveled per capita as well as enhance the results of WSDOT's current SR 16 Tacoma Narrows to SR 3 Congestion Study. The proximity to the highway, visibility from the 1 of 10 Tacoma Narrows to SR 3 Congestion Study. The proximity to the highway, visibility from the highway or adjacent arterial roadway and a large enough parcel will provide a vital alternative to improve mobility by offering more attractive transportation choices in the corridor. Connections to multimodal services provide access to opportunities in regional growth areas such as Bremerton, Silverdale, and Seattle. Cost estimation for this request is based on similar size and scope park and ride projects. Port Orchard area commercial land is estimated around \$24.00 per square foot.

Port Orchard Transit Center

Kitsap Transit (KT) is seeking this project to plan for a needed multi-modal transportation center in South Kitsap County. The concept is for KT develop a transportation hub directly adjacent to the Port Orchard ferry terminal. Currently buses are utilizing city streets as their bus stops nearest the ferry terminal causing conflicts between, passengers, buses and single occupancy vehicles. The popularity of KT's ferry program has grown and more customers are utilizing the bus to ferry connection to either get to Kitsap County's largest employer (Puget Sound Naval Shipyard) or to the Bremerton Fast Ferry Terminal to commute to Seattle. The Port Orchard multi-modal transit center will continue supporting the KT long range vision of centralized transit centers in each of the major communities within Kitsap County. KT has successfully completed transit centers in Bainbridge Island, Poulsbo, two in Bremerton and is in final design for Silverdale. This Port Orchard hub would complete a transportation connection gap and provide for safe access between bus, ferry, bicyclists and pedestrians. 1 of 7 KT also envisions that this transportation hub also provide some office and storage space for ferry maintenance. All ferry maintenance that can be done in-water is conducted at the Port Orchard terminal. In 2021 Kitsap Transit will be assuming operations of it's currently contracted passenger only ferry service between Port Orchard, Annapolis and Bremerton. Taking on this additional service means that KT will have 3 additional vessels to maintain as well as the existing 5 fast ferries with 2 more fast ferries expected by mid-2020. This totals 10 vessels requiring regular maintenance and supplies to support that work. Within 3 years KT's Marine Services Department now employs 43 staff and anticipates 12 more positions will be added totaling 55 positions by the end of 2020. The rapid expansion of KT's new Marine Department and vessels, demands additional space required to efficiently operate and maintain service. This project requests planning funds for a Port Orchard

Multi-modal Transit Center. The study will complete an alternatives analysis, initial environmental overview, required space study, vehicle flows, warehouse storage needs and transit center analysis and will align with the City of Port Orchard's redevelopment planning efforts. KT's objective is to lean on this planning to help answer and guide the development of the center.

Gateway Center

Kitsap Transit (KT) is expanding bus routes over the next three years as part of the 20-year Long Range Transit Plan. In order to implement the additional bus routes to serve the 200,000 residents of Kitsap County, more buses need to be added to the fleet. The current facilities in our central core are above capacity and there is no room for expansion immediately surrounding the site due to the shared fence line with the Puget Sound Naval Shipyard. The Gateway Center Phase 1 project is located a mere .9 miles from our main fueling, washing and maintenance center and will allow for expansion with continuity of operations at the existing site. The project will expand transit revenue vehicle storage, electric charging infrastructure and improve an existing park and ride facility within the central core of Kitsap County. Keeping the 100 stall park and ride is imperative for commuters travelling on Kitsap Transit Services including the Kitsap Fast Ferries. In order to accommodate for route expansion KT's objective is to be able to expand bus storage capacity into an area that is in close proximity to the Charleston Main Base that is 1 of 13 storage capacity into an area that is in close proximity to the Charleston Main Base that is centrally located relative to the County's transit demand. The first phase of the Gateway Center Redevelopment project will include demolition and civil construction. The demolition includes razing the former Gateway Center retail building and pavements. The civil construction will include utility relocation, grading, new underground utilities, electric charging infrastructure, fencing and pavements for the site. Kitsap Transit has long range plans for this site and future phases will include construction of a maintenance facility that could be up to 25,000 square feet and have up to 8 bus bays.

[Port of Bremerton](#)

Airport Industrial Way Phase 2-2

This project consists of the construction of Phase 2, Segment 2 of Airport Way, formally known as the Cross SKIA Connector. Phase 1 & 2.1 (completed in 2010 & 2015 respectively) begins at the revised SR-3 Access Point (MP 31.48) extending through the northern portions of the PSIC-B connecting to Old Clifton Road. This segment consists of 3,800 LF from Old Clifton Road to the south end of Bremerton National Airport with future connectivity to Lake Flora Road and the Belfair Freight Corridor. This segment will open approx. 340 acres for development. The ROW for this segment is owned by the Port. This roadway includes two 12-foot paved vehicle lanes, 5-foot pervious concrete bicycle lanes and 3-foot shoulders, a separated 5-foot pervious asphalt pedestrian path, grass lined storm water swales, and installation of a 7-foot high wildlife fence.

[Poulsbo](#)

Noll Corridor - North Segment

The project will complete the North Segment 3A of the Noll Road Corridor Improvements project. This project will construct approximately 1,800 linear feet of new roadway, sidewalk and shared use path between NE Mesford Road and NE Kevos Pond Road. The new roadway will consist of two 11-ft lanes and will replace an existing gravel road. The sidewalk will be 6-ft wide and will connect to existing sidewalks at both project termini. The shared use path will be 14-ft wide and will connect to an existing shared use path on the south termini, and a future shared use path on the north termini, which will be constructed in the future as part of North Segment 3B.