



# Kitsap Regional Coordinating Council

Draft v. 2-5-2020

## Draft TranSTAC Meeting Agenda

February 12, 2020 | 12:30 – 2:30 PM

Kitsap Transit 3<sup>rd</sup> Floor Conference Room, 60 Washington Ave. Bremerton

Topic	Documents
<p><b>A. Welcome and Old Business</b>  <i>Objective: Maintain the business and operations of KRCC.</i></p> <ul style="list-style-type: none"> <li>• Introductions</li> <li>• Review 1/9/20 TransTAC meeting summary (distributed on 2/5/20)*</li> </ul>	<ul style="list-style-type: none"> <li>○ <a href="#">2020 meeting calendar</a> (pg. 2)</li> <li>○ <a href="#">1/9/20 TransTAC meeting summary</a> (pg. 3)</li> </ul>
<p><b>B. Regional Project Evaluation Committee and other PSRC Updates</b>  <i>Objective: Share updates on recent regional planning related developments at Puget Sound Regional Council.</i></p> <ul style="list-style-type: none"> <li>• RPEC and other Boards/Committees updates*</li> <li>• Updates from PSRC</li> </ul>	<ul style="list-style-type: none"> <li>○ <a href="#">PSRC Committee updates</a> (pg. 7)</li> </ul>
<p><b>C. Regional Project Workshop</b>  <i>Objective: Review the materials included in the Call for Projects for the 2020 project selection process for PSRC's federal funds.</i></p> <ul style="list-style-type: none"> <li>• Presentation from Ryan Thompto, PSRC</li> </ul>	<ul style="list-style-type: none"> <li>○ <a href="#">Call for Regional Projects Website (link)</a></li> </ul>
<p><b>D. Regional and Countywide Competition Coordination</b>  <i>Objective: Coordinate on the upcoming Regional and Countywide transportation competitions to support the success of Kitsap projects.</i></p> <ul style="list-style-type: none"> <li>• Review KRCC Countywide Call for Projects and Regional and Countywide Competition Calendar*</li> <li>• Preview competition award data to be provided to TransPOL*</li> <li>• Reminder to be prepared to discuss Regional and Countywide projects at 3/12 TransTAC and have materials prepared for 3/19 TransPOL</li> <li>• Review online application form for Countywide Projects*</li> </ul>	<ul style="list-style-type: none"> <li>○ <a href="#">2020 Countywide Competition Call for Projects</a> (pg. 8)</li> <li>○ <a href="#">2009-2019 Competition Award Data</a> (pg. 31)</li> <li>○ <a href="#">Countywide Online Application Form</a> (pg 34)</li> </ul>
<p><b>E. Corridor Updates</b>  <i>Objective: Share updates on cross jurisdictional corridor projects.</i></p> <ul style="list-style-type: none"> <li>• SR 305, SR 16/Gorst, SR 104, SR 303, others</li> </ul>	
<p><b>F. Solutions and Support</b>  <i>Objective: Support fellow TranSTAC members in troubleshooting current challenges.</i></p> <ul style="list-style-type: none"> <li>• Discussion of challenges faced by individual jurisdictions and potential solutions from TranSTAC members</li> </ul>	
<p><b>G. Announcements and Next Steps</b>  <i>Objective: Ensure follow up on proposed ideas and tasks.</i></p> <ul style="list-style-type: none"> <li>• Review action items</li> <li>• Next TranSTAC meeting (PSRC Workshop): Thursday, March 12</li> <li>• Next TransPOL meeting: Thursday, March 19</li> </ul>	
<p><b>Adjourn</b></p>	

\*Supporting document provided



# Kitsap Regional Coordinating Council

## Draft 2020 Meeting Schedule

Draft v.1-23-20

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

\*Open to the public

**Other Dates**

**Board Retreat:** TBD

**Legislative Reception:** TBD



## Kitsap Regional Coordinating Council

### Transportation Technical Advisory Committee (TransTAC)

#### DRAFT Meeting Summary

January 9, 2020 | 12:30 – 2:30 PM

Kitsap Transit 3<sup>rd</sup> Floor Conference Room, 60 Washington Ave. Bremerton

### Decisions and Actions

Decisions	
<ul style="list-style-type: none"> <li>TransTAC decided to finalize proposed amendments to the Call for Projects at this January meeting for approval at the February 4 KRCC Board meeting.</li> </ul>	
Actions	Person Responsible
Incorporate edits to Call for Projects document, including final funding amounts, and distribute to TransTAC for final review.	KRCC staff
Update PSRC committee rosters with changes reported by TransTAC members.	KRCC staff
Reserve a meeting room for May 27 Project Selection Workshop (Kitsap Transit conference room).	KRCC Staff
Propose to Executive Committee: Additional TransPOL meeting between May 27 and June 2 to review Countywide project recommendations prior to review by Executive Board.	KRCC Staff
Tee up Executive Board approval of Call for Projects edits at February 4 Board Meeting.	KRCC Staff
Reserve room for PSRC-led workshop on February 12, 12:30 – 2:30pm.	KRCC Staff
Send updated Call for Projects document to LUTAC as an FYI.	KRCC Staff
Include Kitsap Contingency lists in materials for next TransTAC meeting.	KRCC Staff
Ongoing: Send calendar reminders for deadlines and key items on transportation project funding timeline to TransTAC members.	KRCC Staff

#### A. Welcome & Old Business

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).

- December 12, 2019 TransTAC meeting summary (distributed on 12/13/19): Mishu noted that the summary would be posted to the KRCC website following the meeting.
- 2020 TransTAC Roster: Mishu noted that updated roster would be sent to the KRCC Executive Board at its February 4 meeting.

#### B. Regional Project Evaluation Committee and other PSRC Updates

RPEC and other Boards/Committees updates:

RPEC's next meeting is on January 24. The Committee has not met since December 6.

PSRC Update: Project Tracking Check ins for “Watchlist” Projects:

- Ryan Thompto, PSRC, introduced the purpose of the new project tracking check ins, which is to identify projects with potential need for an extension as far in advance as possible so that PSRC and project sponsor can coordinate on possible solutions. Having open communication about project delays or other challenges also helps PSRC facilitate the rebalancing process.
- Data on projects were pulled from the progress reports submitted to PSRC in November 2019 and were used to identify any red flags regarding milestones or schedules for obligated funds.
- There is no penalty for projects that are on the watchlist.
- While project funding is slightly overprogrammed for this cycle of projects, there is currently capacity for some project extensions.
- Project tracking check ins will occur three times annually during TransTAC meetings, after each round of progress reporting.
- TransTAC will review their contingency list at their next meeting to determine what projects would be eligible for any returned funds.

Other PSRC Updates:

Ryan provided additional updates from PSRC, including:

- The PSRC Transportation Policy Board (TPB) approved the final funding amounts for the Regional and Countywide competitions.
- The Regional Transportation Plan (RTP) update initial schedule and first phase of scoping and public outreach was presented to the PSRC Board.
- PSRC distributed a survey to collect feedback about impacts of I-976 on projects receiving 2020 – 2022 funds. The survey seeks to understand both direct impacts (such as loss of local matching funds) and indirect impacts (such as shifting priorities to deal with fund losses). PSRC’s primary goal is to identify changes in project obligation timelines.
- Project sponsors should submit any outstanding annual certifications to PSRC.
- The Project Delivery Summit held in December was well attended. The materials are available on the [PSRC website](#).

Kitsap appointees on PSRC Committees:

- The following roster changes were reported:
  - Regional Staff Committee: Jeffrey Mack as the alternate for Kitsap County
  - Regional Project Evaluation Committee (RPEC): Shane Weber as the primary, with Ned Lever and Chris Dimmitt as the alternates
  - Regional Transportation Operations Committee (RTOC): Andrea Archer-Parsons as primary for Bremerton, with Shane Weber as the alternate
  - Regional Intelligent Transportation Systems Committee: Andrea Archer-Parsons as alternate
  - Regional Transportation Demand Management: Cathy Bonsell as the primary for Bremerton; Shane Weber as the alternate
  - Transportation Operators Committee: Ed Coviello as the alternate for Kitsap Transit

**C. Regional and Countywide Competition Coordination**

KRCC Regional and Countywide Competition Calendar:

Mishu reviewed updates made to the KRCC competition calendar following the last TransTAC meeting, including additional items to clarify the flow of deliverables between committees. TransTAC members suggested that the item regarding LUTAC’s review of the Call for Projects be removed, as they do not have a formal role in the review cycle of the Regional and Countywide competition processes. TransTAC proposed finalizing their recommended edits to the 2018 Call for Projects at

this meeting in order for the KRCC Board to approve the Call for Projects at their February 4<sup>th</sup> meeting. TransTAC members expressed interest in finalizing the Call for Projects as early as possible so that jurisdictions have more time to complete the Screening Form. The Competition Calendar was adjusted to accommodate the Call for Projects being approved at the February 4<sup>th</sup> Board meeting.

Regional Competition Key Dates:

- **March 2:** Regional screening forms due
- **April 13:** Applications due<sup>1</sup>
- **April 24:** Presentations at PSRC will take place.

PSRC will hold a workshop on February 12 from 12:30-2:30pm to discuss the Regional Competition. A location will be announced once KRCC staff have reserved a space.

Countywide Competition Key Dates:

The Competition Calendar was adjusted to accommodate the Call for Projects being approved at the February 4 Board meeting. The new milestones are as follows:

- **February 5:** Call for Projects opens (following Board approval of Call for Projects at February 4 meeting).
- **March 12:** Review Countywide Projects at TransTAC meeting. Presentations would be informal presentations intended to provide the committee with a preliminary understanding of project proposals underway.
- **April 6:** Screening forms due to PSRC.<sup>2</sup>
- **May 8:** KRCC staff to complete Air Quality Scoring, as requested by the Executive Committee.
- **May 27:** TransTAC confirmed this date for the Project Selection Workshop to take place from 9am to 4pm at Kitsap Transit.
- **Date TBD:** TransTAC recommended that a TransPOL meeting be held after the Project Selection Workshop and prior to the Board meeting.
- **June 2:** KRCC Board to approve the Countywide projects, in advance of PSRC deadline.
- **June 23:** PSRC deadline for Countywide project recommendations.
- **July 7 and July 23:** PSRC Transportation Policy Board votes on Regional and Countywide projects at 7/9 meeting, followed by final PSRC Executive Board vote on 7/23.

Potential Amendments to 2018 Countywide Competition materials:

TransTAC reviewed the 2018 Countywide Competition materials (Call for Projects) with attention to the following sections:

- **List of Countywide Centers:** TransTAC indicated that adding clarification that the Countywide Centers are based on VISION 2040 will eliminate any confusion about the designation of Centers. There were not changes in Local Centers in jurisdictions' Comprehensive Plans since the last funding cycle.
- **Criteria and high, medium, low evaluation:** TransTAC recommended minor changes to the wording of criteria B, C, and D. Additional discussion included minor clarifications on the meaning of demonstrated project readiness, and the challenge of comparing safety ratings across projects. TransTAC did not have any changes to the scoring methodology.

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<sup>1</sup> Following the January 9 TransTAC meeting, PSRC announced updates to the Regional Competition schedule. Regional Applications are due to PSRC on April 3.

<sup>2</sup> Following the January 9 TransTAC meeting, PSRC announced updates to the Countywide Competition. Countywide screening forms are due to PSRC on March 20.

- **“Other considerations:”** TransTAC discussed a few potential considerations but had consensus on the addition of “Climate Resilience” under the Other Considerations criteria, citing it as an alternative environmental benefit to complement the air quality criteria.<sup>3</sup>

KRCC staff will distribute the red-lined Call for Projects with updated Competition Calendar and final funding dollar amounts for TransTAC to have a final review before its inclusion in the Board meeting materials.

Identify Regional Competition Projects:

TransTAC members briefly discussed priorities and preliminary ideas about projects in their jurisdictions/agencies. Of note, the Port of Bremerton intends to apply for funding in the Regional Competition. TransTAC will discuss Regional projects in further detail at their March 12 meeting.

**D. Corridor Updates**

This item was postponed to a future meeting.

**E. Solutions and Support**

Diane Lenius, City of Poulsbo, shared that although the Poulsbo Highway 305 roundabout project, which was halted due to the passing of I-976, was ready to move forward, had received a letter of support from PSRC, had clear safety benefits, and had staff working closely with WSDOT staff, the project still did not receive supplemental funds from WSDOT to move the project forward. She indicated that although the project seemed eligible for the funds, the bar for WSDOT funding must be high, and that other project sponsors interested in seeking financial support through WSDOT should be aware.

**F. Announcements and Next Steps**

- The next TransTAC meeting (PSRC Workshop): Wednesday, February 12
- The next TransPOL meeting: Thursday, February 20

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<sup>3</sup> Following the January 9 TransTAC meeting, the KRCC Executive Committee recommended removing the climate resiliency “Other Considerations” item if jurisdictions’ priority is to have the Call for Projects approved at the February 4<sup>th</sup> Board meeting. TransTAC did not object to removing the climate resiliency consideration in order to stick to their desired schedule.



**PUGET SOUND REGIONAL COUNCIL (PSRC) UPDATES FOR THE  
KITSAP REGIONAL COORDINATING COUNCIL (KRCC)**



**PSRC COMMITTEES v.1 /20/20**

**Regional Staff Committee (RSC)**

Date of Next Meeting: **February 20, 2020** • 9:30 AM – 12:00 PM (**January 16 meeting cancelled**)

Topics from **December 19, 2019** Meeting: (packet posted [here](#)):

- Reports: Meeting Summary for 10/23/19; PSRC Board Reports; Updates from PSRC Planning Department
- Discussion: VISION 2050; Regional Aviation Baseline Study Update; Around the Room Highlights
- Information: 20120 Regional Staff Committee Schedule

**Contact:** Mikayla Svob - [msvob@psrc.org](mailto:msvob@psrc.org)

**KRCC Affiliates:** Eric Baker, Nick Bond, Ed Coviello, Andrea Spencer, Karla Boughton, Ike Nwankwo; Alternates: Jeff Rimack, Heather Wright

**Regional FTA Caucus**

Date of Next Meeting: **April 8, 2020** • 10:30 AM – 12:00 PM

Topics from **January 8, 2020** Meeting: (packet posted [here](#)):

- Action: Approval of Meeting Summary – 11/13/19
- Discussion: PSRC’s FTA Project Tracking Update; 2020 FTA Project Selection Process; Caucus Office Elections

**Contact:** Sarah Gutschow - [sgutschow@psrc.org](mailto:sgutschow@psrc.org)

**KRCC Affiliates:** Steffani Lillie; Alternate: Jeff Davidson

**Bicycle/Pedestrian Advisory Committee (BPAC)**

Date of Next Meeting: **March 10, 2020** • 10:00 AM – 12:00 PM

Topics from **January 14, 2019** Meeting: (agenda posted [here](#)):

- Action: Approval of Meeting Summary for 10/10/19
- Regional Project Evaluation Committee and Regional Staff Committee Debrief
- Discussion: Updates on Bike and Pedestrian Work Program Projects
- Discussion: 2022 Regional Transportation Plan; Federal Safety Targets; PSRC 2020 Project Selection Update
- Roundtable announcements
- Information: 202 BPAC Meeting Calendar; 2020 BPAC Planned Meeting Topics

**Contact:** Sarah Gutschow - [sgutschow@psrc.org](mailto:sgutschow@psrc.org)

**KRCC Affiliates:** David Forte, Chris Dimmitt; Chris Wierzbicki; Alternates: Melissa Mohr, Andrea Archer-Parson; Anthony Burgess

**Regional Project Evaluation Committee**

Date of Next Meeting: **February 28, 2020** • 9:30 – 11:00 AM

Topics from **January 24, 2020** Meeting: (agenda posted [here](#)):

- Approve Meeting Summary for 12/6/19 Meeting
- Transportation Policy Board Debrief
- Discussion: 2020 Project Selection process
- Discussion: Initiative 976 Project Survey
- Discussion: Project Tracking
- Discussion Regional Transportation Plan

**Contact:** Kelly McGourty - [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org)

**KRCC Affiliates:** David Forte, Steffani Lillie, Fred Salisbury, Shane Weber, Diane Lenius  
Alternates: Mark Dorsey, Jeff Shea, Arne Bakker, Jeff Davidson; Ned Lever, Chris Dimmitt

**Transportation Operators Committee (TOC)**

Date of Next Meeting: **February 26, 2020** • 10:00 – 11:30 AM

Topics from **December 4, 2019** Meeting: (packet posted [here](#)):

- Action: Approval of Meeting Summary – 10/23/19
- Discussion: Report on PSRC Committee and Board Activities; Transit Agency Long Range Plans and Planning Timeframes
- Discussion: High Capacity Transit Thresholds for Regional Planning. Pierce Transit Long Range Plan Update and How it Identifies its Bus Rapid Transit Corridors
- Discussion: FTA Project Tracking and Progress Report Update
- Roundtable: Highlights from Transit Agency and Ferry Operators in the Region
- Information: 1995 ADA Paratransit MOA; 2020 Planned Meeting Topics; 2020 TOC Meeting Calendar

**Contact:** Gil Cerise - [gcerise@psrc.org](mailto:gcerise@psrc.org);

**KRCC Affiliates:** Steffani Lillie; Alternate: Ed Coviello

**Regional Traffic Operations Committee (RTOC)**

Date of Next Meeting: **March 5, 2020** • 9:30 – 11:00 AM

Topics from **January 16, 2020** Meeting (agenda posted [here](#)):

- Discussion: 2020 Regional Transportation Plan Overview and Schedule
- Presentation: Bellevue Integration Dashboard for Traffic Incident
- Discussion: Integrating the ITS Inventory with Other Datasets to Identify Needs and Opportunities

**Contact:** Gary Simonson - [gsimonson@psrc.org](mailto:gsimonson@psrc.org)

**KRCC Affiliates:** Jeff Shea, Andrea Archer Parsons, Steffani Lillie; Alternates: Shane Weber



**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.

<b>Regional Competition</b>	<b>Countywide Competition</b>
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

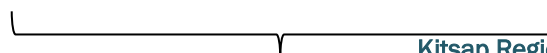
FHWA funding awards must now be balanced by year, and the amount of funds that are able to be utilized in a given year is limited by the annual estimated allocation amount by funding source. Since only a certain amount of funding may be used each year, and to ensure the region continues to meet its annual 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:

<b>Total Federal Funds to Kitsap Countywide Competition: \$9.57 Million</b>	
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

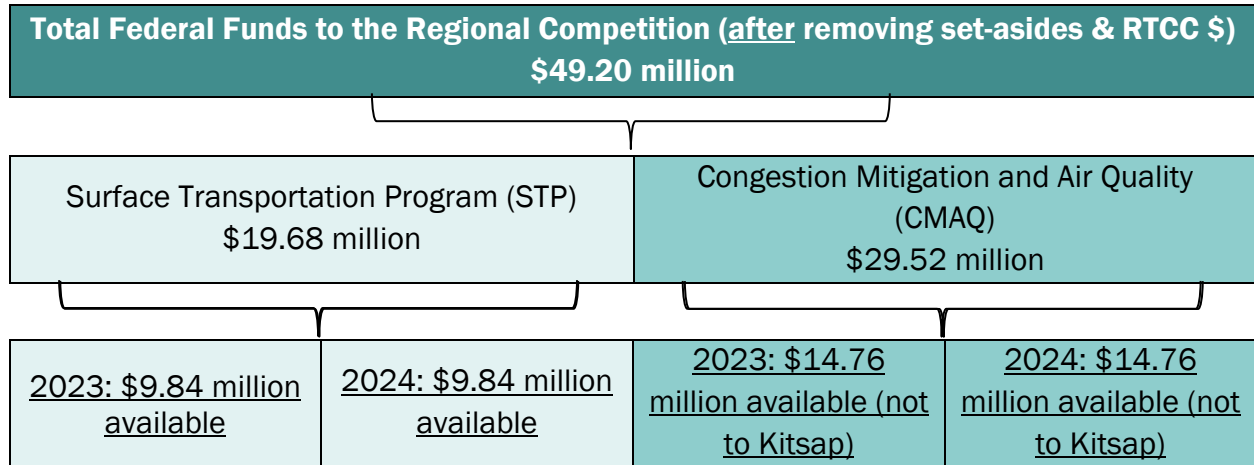
Projects may be submitted in both competitions, but the following rules apply:

- 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.

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

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

## 7. PROGRAMMING PROCESS: NON-MOTORIZED PROJECTS

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

### OVERVIEW

At this time, 10% of the federal countywide allocation of federal STP funding is set-aside [as per regional/Puget Sound Regional Council policy] to distribute among eligible non-motorized projects, with a 13.5% local project match required. During 2010, the Kitsap Regional Coordinating Council undertook an extensive review of non-motorized needs and priorities in Kitsap County. Findings were published in the report “Looking for Linkage” and included policy recommendations on the use of non-motorized federal funding, beginning with the 2013-14 cycle. During 2011/2012, and again in 2013/2014, 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><b>A. Support for Regional/Local Centers &amp; the corridors that serve them</b>            Project accomplishes one or more of the following objectives:</p> <ul style="list-style-type: none"> <li>• Supports and/or connects regional or local centers</li> <li>• Helps to advance desired or planned public or private investment that support centers (e.g., housing, employment, redevelopment)</li> <li>• Supports mobility for people traveling to, from, and within centers</li> <li>• Makes connections to existing or planned infrastructure</li> <li>• Fills a physical gap or provides an essential link in the system</li> <li>• Supports multimodal transportation investments</li> </ul>	<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>B. Funding feasibility, requirements, and opportunities</b>            Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> <li>• Well-articulated financial plan that is in alignment with the project prospectus</li> <li>• Demonstrated project readiness through a thought-out approach and reasonable ability to secure funds</li> <li>• Phase can be completed with funding requested</li> <li>• Separate phase previously funded by PSRC’s federal funds</li> <li>• Financial commitment by the jurisdiction’s elected officials to complete the project phase</li> </ul>	<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><b>C. Cross-jurisdictional and coordination opportunities</b></p> <p>Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> <li>• Currently involves multiple jurisdictions, agencies, or projects</li> <li>• Provides opportunities for future coordination among jurisdictions, agencies, or projects</li> <li>• Benefits multiple jurisdictions, agencies, or projects</li> </ul>	<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><b>D. Safety/capacity benefits</b></p> <p>Project improves safety by meeting one or more of these objectives:</p> <ul style="list-style-type: none"> <li>• Improves a “high collision” intersection or corridor (as defined by the project sponsor based on collisions or fatalities/capita)</li> <li>• Reduces barriers to use</li> <li>• Provides safe access</li> <li>• Addresses vulnerable users</li> <li>• Makes capacity enhancements that improve safety</li> </ul> <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><b>E. Growing Transit Communities and health/equity considerations</b></p> <p>Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> <li>• Benefits housing and business opportunities</li> <li>• Supports transit-oriented development and access to transit</li> <li>• Addresses negative health outcomes</li> <li>• Benefits highly impacted communities and populations such as those identified in the President’s Order on Environmental Justice, seniors, people with disabilities, and areas of high unemployment or chronic underemployment; benefits may include the following: educational opportunities, affordable housing and quality neighborhoods, economic opportunities, transportation and mobility options, and health benefits.</li> </ul>	<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><b>F. Air quality benefits and emission reduction</b></p> <p>Project provides air quality benefits by:</p> <ul style="list-style-type: none"> <li>• Reducing congestion and improving circulation</li> <li>• Reducing delay, particularly of freight vehicles</li> <li>• Reducing single occupancy vehicle trips</li> <li>• Reducing vehicle miles traveled</li> <li>• Addressing vulnerable populations</li> <li>• Reducing pollutants with highest health risk</li> <li>• Supporting non-motorized travel</li> <li>• Improving engines or explores alternative fuel technologies</li> </ul> <p>Note: this criterion is not applicable for preservation projects.</p>	<p>High (project provides significant air quality benefits)</p>	<p>Medium (project provides air quality benefits)</p>	<p>Low (project provides minimal air quality benefits)</p>
<p><b>G. Multimodal elements and approach</b></p> <p>Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> <li>• Provides non-motorized transportation benefits</li> <li>• Improves freight movement</li> <li>• Improves access to transit</li> <li>• Provides transportation demand management benefits</li> <li>• Serves more than one mode of transportation</li> <li>• Connects to or supports other local/regional multimodal projects</li> </ul>	<p>High (project provides significant multimodal benefits)</p>	<p>Medium (project provides multimodal benefits)</p>	<p>Low (project provides minimal multimodal benefits)</p>

## Other Considerations

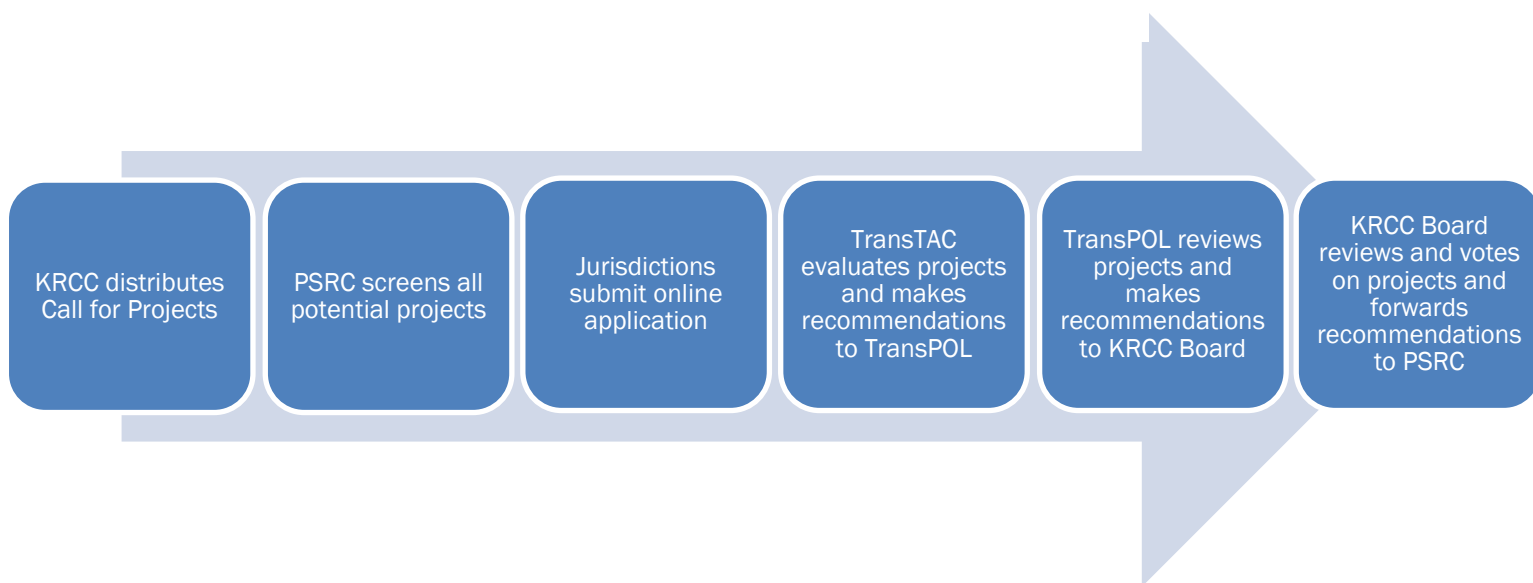
Beyond the criteria identified above, there are other considerations that can be used to evaluate projects. These considerations are applied on a case-by-case basis.

- **Supports Innovation** – Project includes innovative elements such as design, funding, technology, or implementation approach.
- **Addresses an Emergency Need** – Project is the result of an emergent need stemming from infrastructure failure, natural disaster, or another unanticipated activity or event.
- **Geographic Equity** – Project helps to balance the distribution of funds throughout Kitsap County. Equity can be established over multiple funding cycles and across funding types.
- **Leverages Funding** – Project has received funding from other sources and is able to leverage countywide funds for a greater impact. Project would have to return other funding sources if countywide funding is not provided.
- **Public Support** – Project has 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.

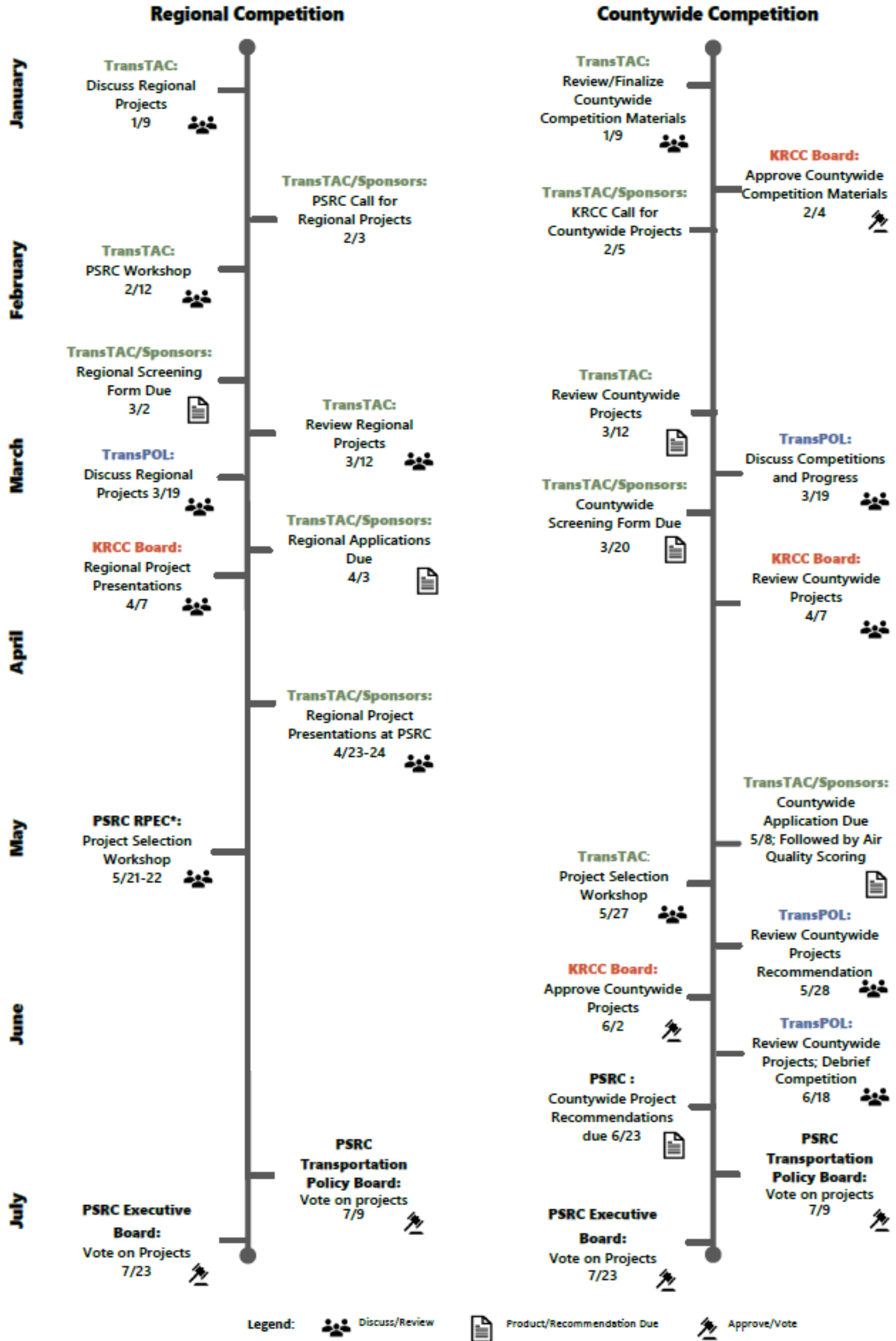


# 13. DRAFT KRCC SCHEDULE FOR COUNTYWIDE AND REGIONAL COMPETITIONS

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

Draft v. 1-22-20

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

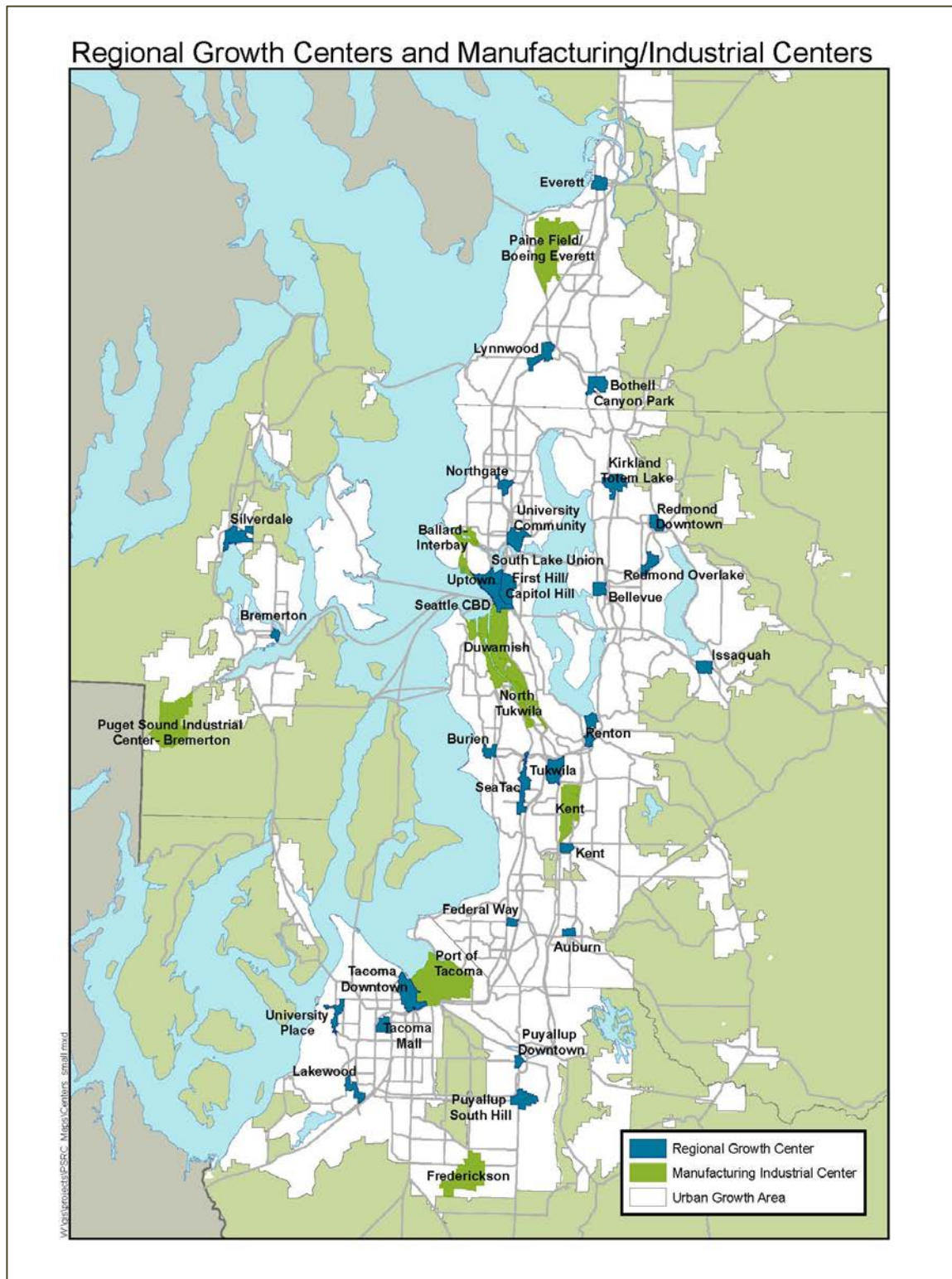


## 14. PROJECT SPONSOR RESOURCES

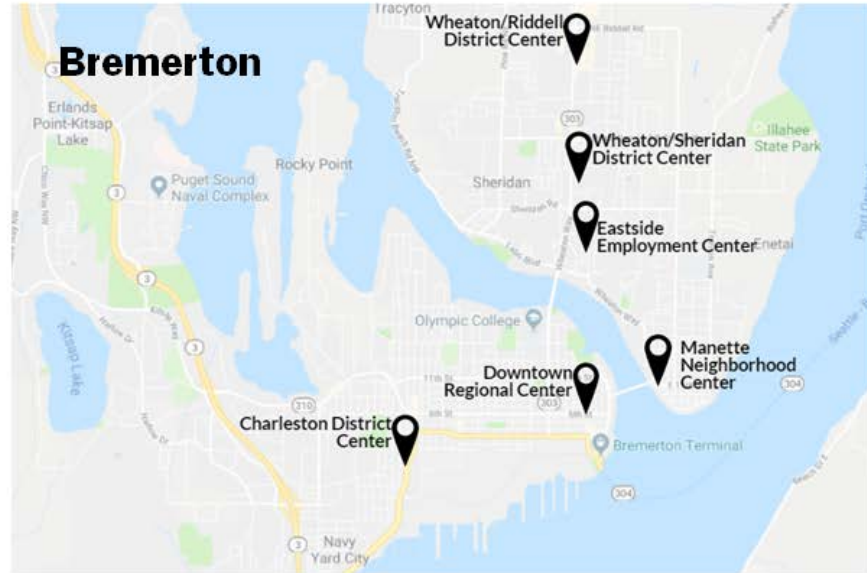
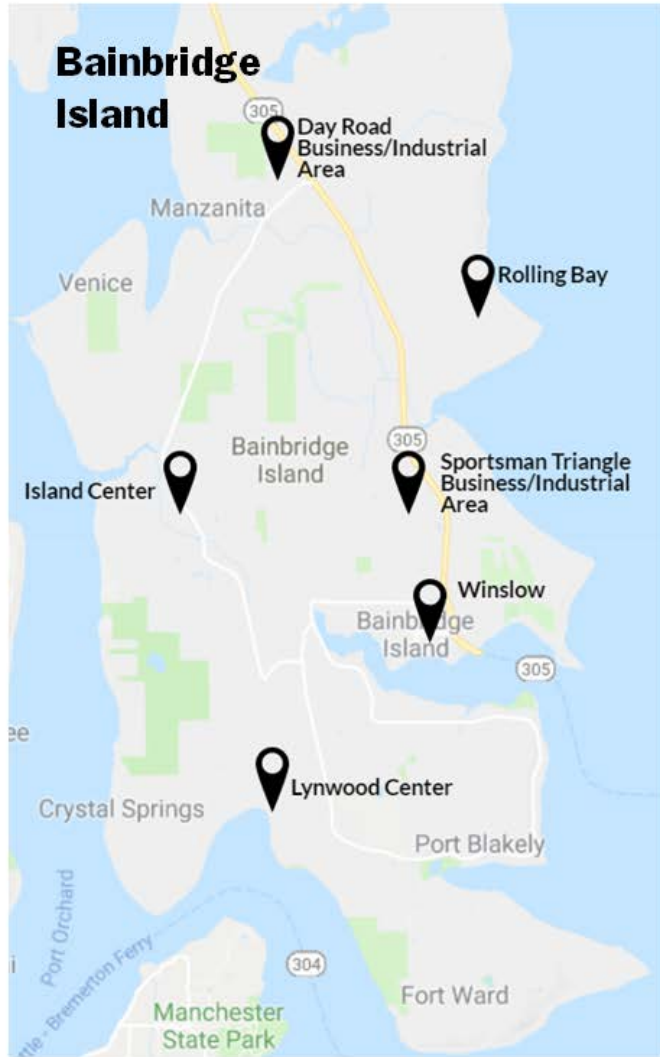
PSRC is developing a library of online resources for use by project sponsors, including Opportunity Maps and demographic information to support the Growing Transit Communities and health/equity considerations. A list of some of these resources is below:

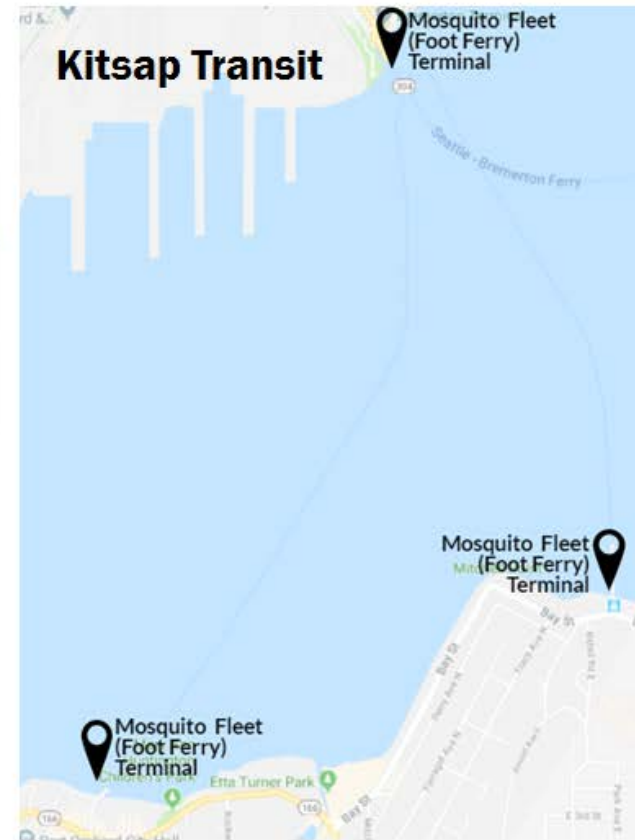
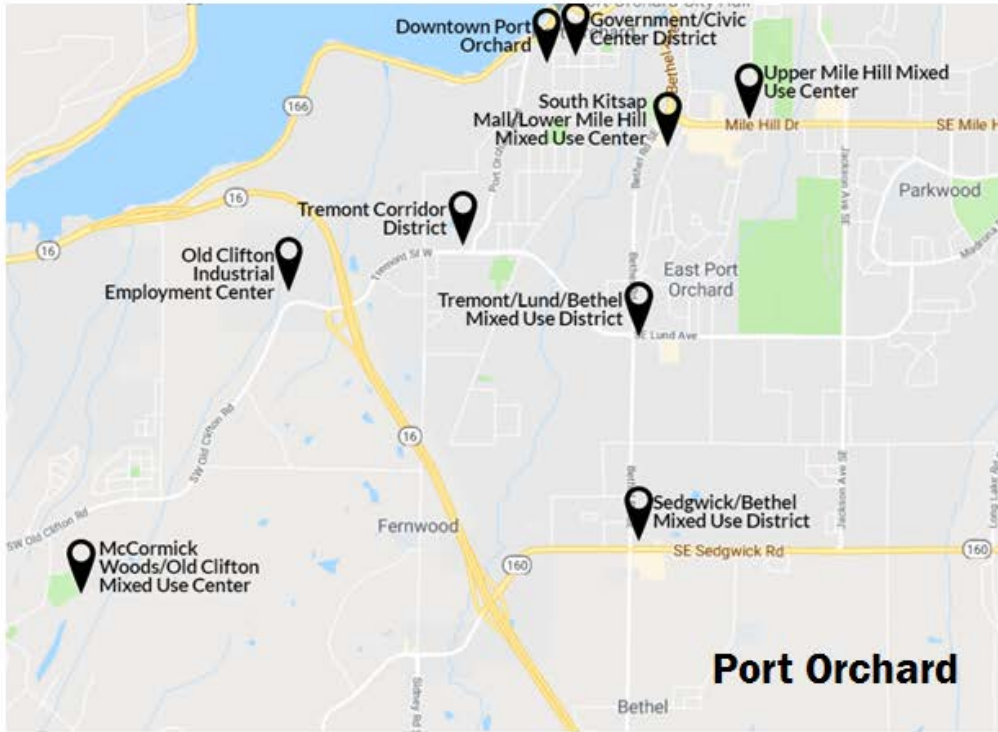
- [2020 Policy Framework for PSRC's Federal Funds](#)
- [Schedule and Deadlines](#)
- [Funding Eligibility](#)
- [Regional FHWA Project Evaluation Criteria](#)
- [Applications and Screening Forms \(regional and countywide\)](#)
- [Screening Form Checklist](#)
- [Regional FHWA Application Checklist](#)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

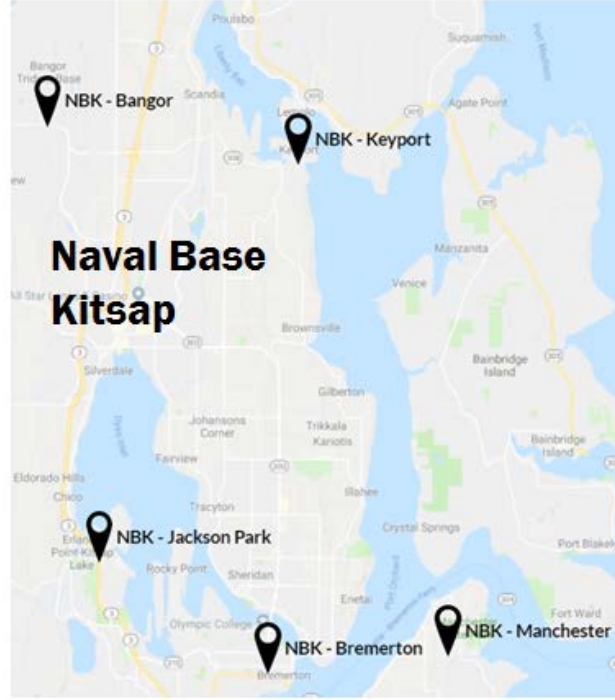
## APPENDIX A: REGIONAL GROWTH CENTERS AND MANUFACTURING INDUSTRIAL CENTERS



## APPENDIX B: LOCAL CENTERS







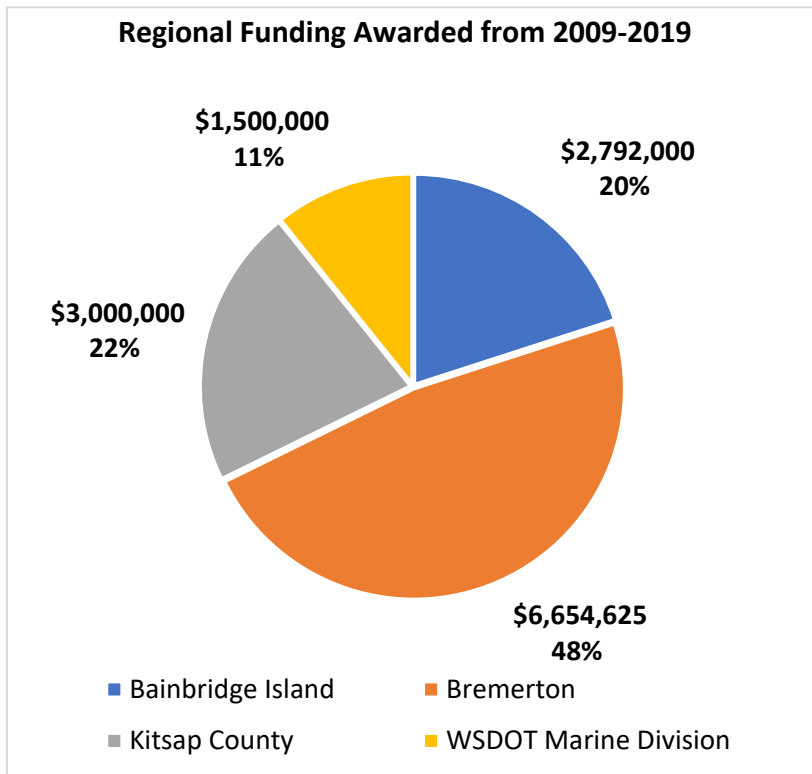


## Kitsap Regional Coordinating Council

### Federal Transportation Funds Awarded through the Regional, Countywide, and Rural Town Centers and Corridors (RTCC) Competitions from 2009-2019

v.2/3/20

This document is intended to show the allocation of awards to Kitsap jurisdictions from the Puget Sound Regional Council’s Regional, Countywide, and Rural Town Centers and Corridors competition forums for Federal Highway Administration (FHWA) and Surface Transportation Program (STP) funds from 2009-2019. This data reflects dollar values after any funds were returned to PSRC.



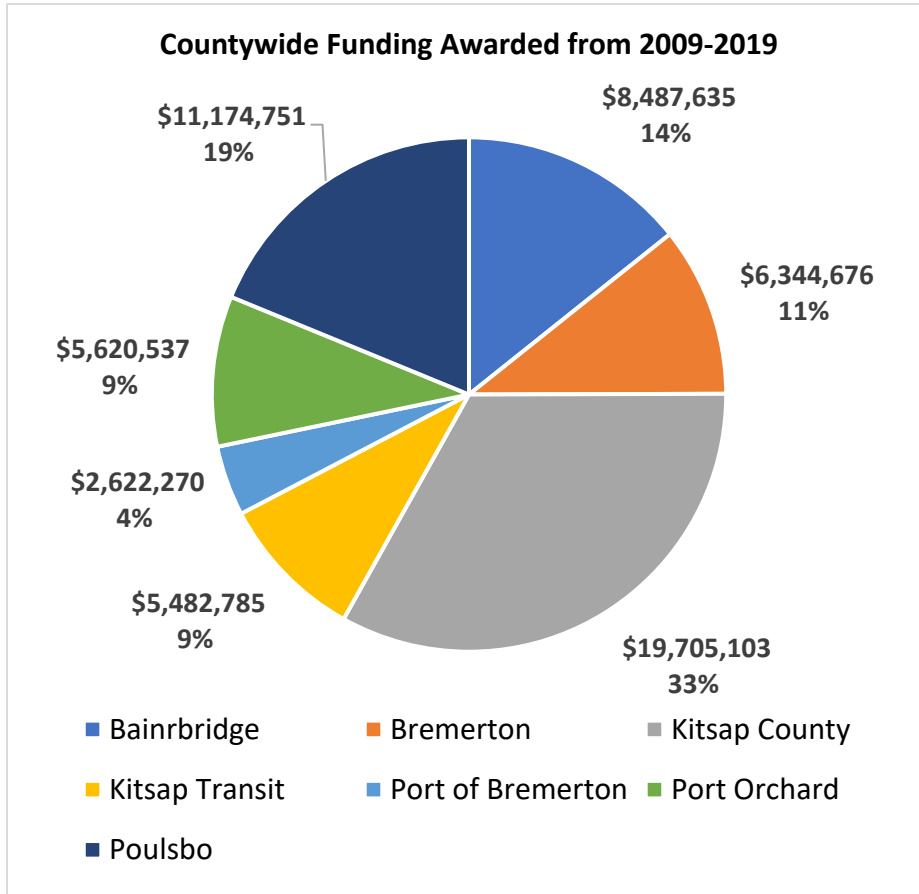
Jurisdiction	Regional Funding Amount	Percentage
Bainbridge Island	\$2,792,000	20%
Bremerton	\$6,654,625	48%
Kitsap County	\$3,000,000	22%
WSDOT Marine Division	\$1,500,000	11%
<b>TOTAL</b>	<b>\$13,946,625</b>	



## Kitsap Regional Coordinating Council

### Federal Transportation Funds Awarded through the Regional, Countywide, and Rural Town Centers and Corridors (RTCC) Competitions from 2009-2019

v.2/3/20



Jurisdiction	Amount	Percentage
Bainbridge	\$8,487,635	14%
Bremerton	\$6,344,676	11%
Kitsap County	\$19,705,103	33%
Kitsap Transit	\$5,482,785	9%
Port of Bremerton	\$2,622,270	4%
Port Orchard	\$5,620,537	9%
Poulsbo	\$11,174,751	19%
	\$59,437,757	



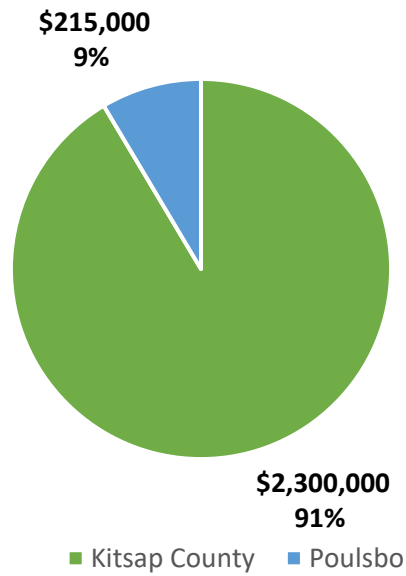


## Kitsap Regional Coordinating Council

### Federal Transportation Funds Awarded through the Regional, Countywide, and Rural Town Centers and Corridors (RTCC) Competitions from 2009-2019

v.2/3/20

**Rural Town Centers and Corridors (RTCC)  
Funding Awarded from 2009-2019**



Jurisdiction	Regional Funding Amount	Percentage
Kitsap County	\$3,200,000	91%
Poulsbo	\$215,000	9%
<b>TOTAL</b>	<b>\$2,515,000</b>	

- Navigation
- Project Information
- Contact Information
- Project Description
- Project Location
- Plan Consistency
- Federal Functional Classification
- Support for Centers
- Coordination Opportunities
- Safety/Capacity Benefits
- Growing Transit Communities/Equity/Health Considerations
- Multimodal Elements/Approach
- Air Quality Benefits
- Air Quality and Climate Change
- PSRC Funding Request
- Total Project Cost and Schedule
- Funding Documentation
- Project Readiness
- Other Considerations
- Final

## **A. Intro Page**

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

Dropdown Menu:

- General Application (including non-motorized and rural projects)
- Preservation Application

- Navigation
- Project Information
- Contact Information
- Project Description
- Project Location
- Plan Consistency
- Federal Functional Classification
- Support for Centers
- Coordination Opportunities
- Safety/Capacity Benefits
- Growing Transit Communities/Equity/Health Considerations
- Multimodal Elements/Approach
- Air Quality Benefits
- Air Quality and Climate Change
- PSRC Funding Request
- Total Project Cost and Schedule
- Funding Documentation
- Project Readiness
- Other Considerations
- Final

## B. Project Information

Before beginning this application, please be aware that your project needs to meet the following requirements:

- Project is consistent with a local Kitsap County jurisdiction’s current (as of January 1, 2020) Comprehensive Plan.
- Project is included on or proposed for inclusion in a Transportation Improvement Program (TIP).
- Project considers applicable planning factors identified in federal law.
- Project is consistent with Kitsap’s Countywide Planning Policies.
- Project includes a document from the jurisdiction’s Board of Commissioners, Council, or other official authorized to commit the project sponsor that acknowledges the time, phase, and funding obligations associated with federal funding.

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

- Vicinity map(s) (showing full project extent and its location within Kitsap County)
- Project graphic(s)
- Document(s) from the jurisdiction’s Board of Commissioners, Council, or other official authorized to commit the project sponsor that acknowledges the time, phase, and funding obligations associated with federal funding. The document could be a letter or official meeting minutes.
- Financial document(s) (e.g. revenues vs. expenditures, or a section of a Transportation Improvement Plan, etc.)

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

2. **Regional Transportation ID:**

Projects must be in, or consistent with, the Regional Transportation Plan in order to apply for funding. The current list of investments contained in the draft Regional Transportation Plan Regional Capacity Projects List may be found [here](#).

Please note the draft Regional Transportation Plan is expected to be adopted on May 31, 2018, therefore, projects should be in, or consistent, with this document. Each project has a unique plan ID. If your project is below the threshold requirements for the Regional Capacity Projects List and is therefore exempt, please enter ‘N/A.’ Assistance in determining whether your project is exempt or requires a plan ID may be found [here](#).

(Text Box) Separate multiple IDs with a comma, ie: “54, 32, 19”

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

If your agency is not listed here, please contact Chris Peak at [cpeak@psrc.org](mailto:cpeak@psrc.org).

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

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

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

a. Yes

b. No

6. **Ca sponsoring agency**

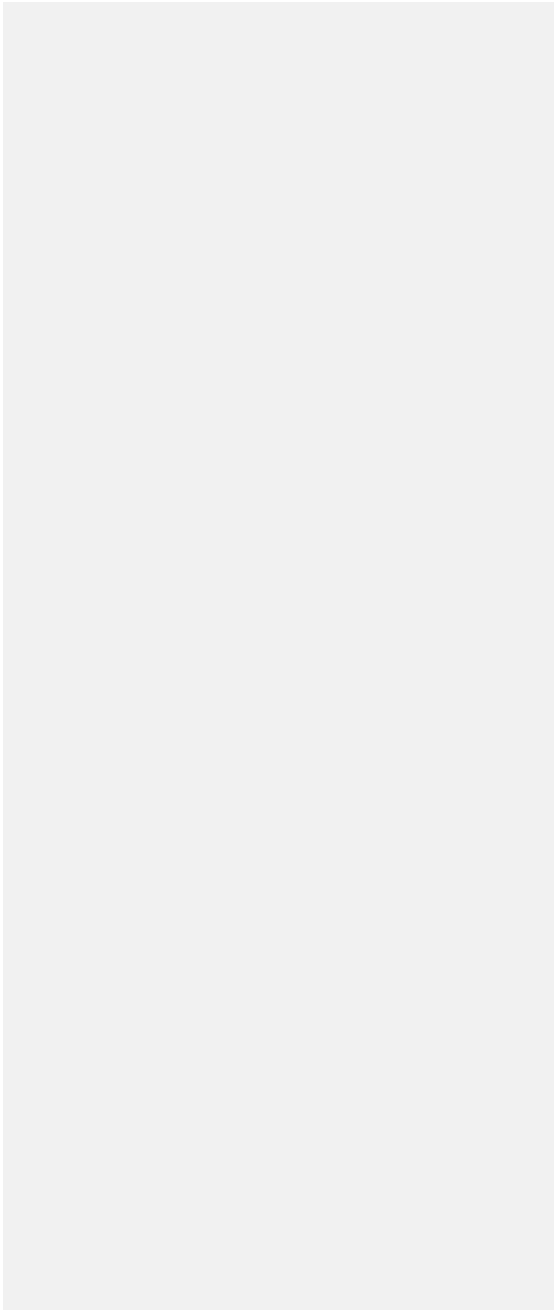
a. Select one (menu)

Commented [MP1]: PSRC to link

- Navigation
- Project Information
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- Other Considerations
- Final

### C. Contact Information

1. Contact name: (Text Box)
2. Contact phone: (Text Box)
3. Contact email: (Text Box)



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## D. Project Description

### 1. Project Type

Select all that apply (\*allow for multiple selections\*):

- Regionally Designated Center
- Connection or Corridor
- Rural
- Locally Designated Center
- Preservation
- Non-Motorized

### 2. Brief Project Description (Approx. 100-300 words):

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

(Text Box)

### 3. Project Benefits (Approx. 100-300 words):

Please explain the intent, need or purpose of this project. For example, what is the goal or desired outcome?

(Text Box)

### 4. Project Challenges (Approx. 50-300 words):

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

(Text Box)

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## E. Project Location

1. **Project Location:**  
For example, please include street, route or trail names, or other identifiable location.  
(Text Box)
2. **Please identify the county(ies) in which the project is located.**  
Note to users of Internet Explorer: use the “control” key if you wish to select multiple counties.
  - a. (Dropdown menu)

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

3. **Crossroad/landmark nearest the beginning of the project:** (Text Box)
4. **Crossroad/landmark nearest the end of the project:** (Text Box)
5. **Upload a vicinity map** (showing full project extent and its location within Kitsap County)
  - a. (File Upload: Choose Files)
6. **Upload an additional project graphic**
  - a. (File Upload: Choose Files)

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## F. Plan Consistency

1. Is the project specifically identified in a local comprehensive plan as of Jan 1, 2020?  
Projects must be in, or consistent with, the transportation element of the appropriate local comprehensive plan that has been updated consistent with RCW 36.70A.130 and certified (including conditionally certified) by PSRC. Please refer to PSRC’s [Plan Review Page](#) for additional information. (Yes/No checkbox)
2. If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found. (Text Box)
3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable. (Text Box)

Does your project meet the following requirements?

4. Project is included on or proposed for inclusion in a Transportation Improvement Program (TIP) (Yes/No checkbox)
5. Project considers applicable planning factors identified in federal law (Yes/No checkbox)
6. Must be consistent with Kitsap’s Countywide Planning Policy Guidance (with the exception of “Local Centers,” which are adopted through each jurisdiction’s comprehensive planning process or via the PSRC Regional Policy Framework for military locations). (Yes/No checkbox)
7. Upload a document from the jurisdiction’s Board of Commissioners, Council, or other official authorized to commit the project sponsor that acknowledges the time, phase, and funding obligations associated with federal funding.
  - a. (File Upload: Choose File)

Commented [MP2]: PSRC to link

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## G. Federal Functional Classification

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

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

### 1. Please select a functional classification:

#### Rural Projects

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

#### Urban Projects

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

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



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## H. Support for Centers

1. Which Local Centers (including military installations) and/or Regional Centers and corridors that serve them does your project support? Click here and view Section 6 [\(add link to Kitsap Call for Projects\)](#) for a list of local centers, including military installations.  
(text box)
  
2. Regional/local centers objectives:
  - Supports and/or connects regional and/or local centers.
  - Helps to advance desired or planned public or private investment that support centers (e.g., housing, employment, redevelopment).
  - Supports mobility for people traveling to, from, and within centers.
  - Makes connections to existing or planned infrastructure.
  - Fills a physical gap or provides an essential link in the system.
  - Supports multimodal transportation investments.

How well does your project meets the regional/local centers objectives outlined above? (check one)

Very well       Somewhat well       Not well

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

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## I. Coordination Opportunities

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

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

- Very well       Somewhat well       Not well

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

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## J. Safety and Capacity Benefits

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

How well does your project meet the safety/capacity objectives, outlined above? Please note that the safety/capacity criteria do not apply to Preservation Projects.

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

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

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## K. Growing Transit Communities and Health/Equity Considerations

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

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

- Very well       Somewhat well       Not well

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

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## L. Multimodal Elements and Approach

1. Multimodal objectives:

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

How well does your project meet the multimodal objectives?

- Very well       Somewhat well       Not well

2. Please explain how this project meets the multimodal objectives: (text box)

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### M. Air Quality Benefits

1. Below are the air quality objectives defined by the Kitsap Regional Coordinating Council:
  - This project reduces congestion and improves circulation (e.g., by adding a signal or prioritizing transit).
  - This project reduces delay, particularly of freight vehicles (e.g., by providing a new freight route).
  - This project reduces single occupancy vehicle trips (e.g., by supporting transit).
  - This project reduces vehicle miles traveled (e.g., by making it easier for people to walk to transit).
  - This project reduces pollutants with the highest health risk (e.g., reduces idling).
  - This project improves engines or explores alternative fuel technologies (e.g., replaces diesel vehicles).

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

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

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

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## N. Air Quality and Climate Change: Element Selection

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

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

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

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

- a. (Select menu)

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## O. PSRC Funding Request

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

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

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

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

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

Phase	Amount Requested	Year	Alternate Year
<b>Total Amount</b>	<b>\$</b>		

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

**Commented [MP3]:** STP is the only choice for Kitsap



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## P. Total Estimated Project Cost and Schedule

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

Commented [MP4]: PSRC to link

### Planning Phase

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

### Preliminary Engineering Phase

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

### Right of Way Phase

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

### Construction Phase

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

### Other Phase

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

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

Estimated Total Project Cost: (Text Box)

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### Q. Funding Documentation

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

For more information, refer to PSRC’s financial constraint guidance.  
(Text Box)

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

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## R. Project Readiness

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

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## T. Other Considerations

1. Does this project address an emergency need? (Required)  
(If so, describe the nature of the emergency addressed. Include the following elements:
  - Identify the cause of the emergent need (e.g., infrastructure failure, natural disaster, another unanticipated activity or event)
  - Specify the ways the project addresses the emergency
  - Describe any relevant externalities(Text Box)
2. Has this project received funding from other sources or can the project leverage countywide funds for a greater impact? (Required)  
If so, describe what other sources are secured or highly likely to be secured if PSRC funding is granted. Identify any funds that would need to be returned if PSRC funding is not provided.  
(Text Box)
3. Does this project have significant demonstrated public support? (Required)  
If so, describe the evidence of public support (e.g., letters, attendance at public meetings/hearings, newspaper articles/editorials). Attach relevant supporting documentation, if desired. (Text Box)
4. Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations. (Optional) (Text Box)
5. Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined. (Optional) (Text Box)
6. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendations and decision-making process. (Optional) (Text Box)

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## U. Application for Preservation Projects

The following questions apply to preservation projects only.

1. Preservation Project Type and Lifecycle Extension (choose chip seal, overlay, etc): (text box)
2. Agency’s past 5-year average expenditure for preservation and maintenance: (text box)
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? Comments: (text box)
4. Number of center lane miles currently maintained by jurisdiction: (text box)
5. Preservation Projects are not required to answer the “Safety and Capacity” questions in this application. However, if there any features of your Preservation Project that might improve safety and/or capacity, please explain here: (Text Box)