



Kitsap Regional Coordinating Council

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

KRCC Board Meeting Agenda

v. 1/30/2024

Date: February 6, 2024

Time: 12:30 PM – 2:30 PM

Place: This meeting will be held primarily in person with virtual options.

In-Person option: Norm Dicks Government Center Chambers, 345 6th Street, Bremerton, WA 98337

Virtual option (if needed):

- To participate in the video conference remotely and view the screen share:
<https://us06web.zoom.us/j/88278378408>. If you are joining by video, please add your affiliation after your name.
- To participate by phone only: Dial 253 215 8782 and enter the Webinar ID: 882 7837 8408

This meeting will be recorded via Bremerton Kitsap Access Television (BKAT).

1. Welcome and Introductions

2. Chair's Comments

3. Consent Agenda (vote)

- A. **ACTION:** Approve the [12/5/2023 KRCC Board Meeting Summary](#) Page 3
- B. **ACTION:** Approve [expense vouchers 2024-01 to 2024-04](#) Page 10
- C. Review the December 19, January 18 Executive Committee meeting summary (Reference Packet pages #2 & #5)

4. Presentations

- A. Presentation on the Legacy of Structural Racism from Dr. Charles Patton, Puget Sound Regional Council – [Slides](#) Page 11
- B. Presentation on the Climate Pollution Reduction Grant Program from Sara Hetrick, Puget Sound Clean Air Agency - [Slides](#) Page 39

5. Full Discussion/Action Items

- A. Announcement of the [2024 KRCC Executive Committee](#) Page 61
- B. **ACTION:** Approve the draft [2024 Kitsap Countywide Competition Call for Projects](#) Page 62
- C. Discuss new appointments to [KRCC Boards](#) (roster) Page 90
- D. Discuss new appointments to [PSRC Boards](#) (roster) Page 91
- E. Update on postponed homelessness and housing workshop
- F. Review [Letter of Invitation to PGST Chairwoman](#) Page 93

6. KRCC Committee Reports

- A. Land Use Items
 - *No land use updates*
- B. Transportation Items
 - Other 2024 Federal Highway Administration Funding Competition updates

The KRCC Board meeting agendas are available prior to the meeting date online at www.kitsapregionalcouncil.org and available in large-print format upon request. If you need accessibility accommodations for this public meeting, please contact Sophie Glass at (360) 337-4960 or via email at sglass@kitsapregionalcouncil.org by 12 PM on the Wednesday before the meeting.



Kitsap Regional Coordinating Council

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7. PSRC Board and Committee Reports

A. PSRC Committees and Boards Report (*Reference Packet page #9*) and other updates*

- Updates from the PSRC Executive Board
- Updates from the Growth Management Policy Board
- Updates from the Transportation Policy Board
- Updates from the Economic Development District Board

8. Corridor Committee Reports*

9. Homelessness and Affordable Housing*

10. KRCC Emergent and Countywide Issues

Report out on new and upcoming land use policies or work of interest*

11. Staff Report

A. KRCC Income Statement

Page 95

B. KRCC Dues Update

12. Public Comment

13. KRCC Board Questions, Concerns, and Announcements

14. ~~Adjourn~~ agenda item



Kitsap Regional Coordinating Council

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

DRAFT KRCC Board Meeting Summary

v. 1/10/2024

Date: December 05, 2023

Time: 2:15 pm – 4:15 pm

Hybrid meeting with in-person participation at Norm Dicks Government Center Chambers and remote participation via Zoom

Decisions		
The KRCC Board approved:		
<ul style="list-style-type: none"> • The 11/7 Board meeting summary • Vouchers 23-17 - 23-18 • Nominations for 2024 KRCC Chair and Vice Chair • 2024 KRCC dues • Annual Annexation Report 		
Actions	Who?	Status
Follow-up with Commissioner Garrido’s request for guest speaker at KRCC 2024 workshop on homelessness and housing.	KRCC Staff	Complete
Follow-up on Commissioner Rolfes’ question on roundabouts on SR 305.	KRCC Staff	Complete
KRCC staff to send calendar invitations for all 2024 meetings	KRCC Staff	Complete
Follow-up on future meeting presentation by the Puget Sound Clean Air Agency.	KRCC Staff	Complete

1. Welcome and Introductions

KRCC Chair/Bremerton Mayor Greg Wheeler welcomed the Executive Board to the hybrid meeting and read a land acknowledgment that Kitsap Peninsula is home of sovereign Indian nations, namely the Suquamish and Port Gamble.

2. Chair’s Comments

- Chairman Wheeler noted that this is the last KRCC meeting of 2023 and his last Board meeting as Chair and acknowledged that it been an honor to serve KRCC this year. The Chair allowed some guests in the audience to come forward and provide some brief comments and updates at the state and federal level:

State Sen. Drew MacEwen

- The Senate completed its Assembly Days, which involved preparing for the short 60-day session. Sen. MacEwen encouraged KRCC members to track the supplemental state capital budget during the session. He requested that KRCC members share their highest and most pragmatic requests, aiming for under \$1M. He expressed appreciation for serving Kitsap and offered to be resource to KRCC Board members.

Stephanie Hahn – Rep. Kilmer’s Office

- Rep. Derek Kiler is not running for another term and his focus is to channel funds into the community before he leaves office. Ms. Hahn is available to help schedule meetings with Rep. Kilmer.

State Rep. Spencer Hutchins

- Rep. Hutchins, who serves on the Transportation Committee, expressed interest in the Gorst Corridor project. He shared that the Transportation Committee recognizes rising project costs as a result of decreasing workforce and other factors. Rep. Hutchins shared that he will focus on getting funding for crucial infrastructure projects in Kitsap.

3. Gorst Updates Presentation

The Gorst Coalition, led by Thompson Consulting, presented on the progress that has been made on the Gorst Corridor in 2023. Tim Thompson, Chief Executive Officer, David Overton, EE Overton Manager, and George Mazur, WSDOT, thanked everyone in the Gorst Coalition and shared that the Coalition continues to gain interest from stakeholders. With the help of State Legislators, the Gorst Corridor received nearly \$80 million in funding from the state to begin initial design work, as well environmental and cultural resources review. The Coalition will continue to work with WSDOT on additional funding and preliminary engineering. Next year with the assistance of Rep. Kilmer’s office, WSDOT, and Thompson Consulting, the Coalition will focus on receiving federal funding. The Coalition has received good support from other elected officials including Senator Maria Cantwell and U.S Rep. Rick Larson.

Comment from Board Member: The Lieutenant Governor’s office will conduct a study on the economic impact of military installations throughout the state. This study will contain useful information for the Gorst Coalition.

Response: Gorst Coalition leadership has met with the Lieutenant Governor’s office on this matter, as well as others in the WA congressional delegation including Rep. Wasserman Schultz. We are also in conversation with Sen. Liias regarding opportunities for federal funding.

Question from Board Member: Regarding traffic patterns, where are people coming from and where are they going to during the congested hours?

WSDOT Response: WSDOT has obtained access to some databases that include travel patterns. WSDOT is mining these databases in advance of bringing our consultants on board for engineering. They expect to have some of this work ready for the consultant to incorporate into the environmental studies.

Comment from Board Member: The presence of two Navy Carriers will greatly impact traffic and WSDOT can reach out to Naval Base Kitsap for more information regarding timing and impacts.

WSDOT response: WSDOT would like to meet with NBK as soon as possible. WSDOT can pull data based on individual days over the last several years when there were two carriers in the base to better align data with these realities.

Question from Board Member: It’s important that emergency access is being considered, especially when traffic is at a standstill.

Response: The Coalition is in conversation with first responders in the Gorst Corridor. The Coalition understands the challenges and how this jeopardizes people’s safety and getting to accidents.

4. Consent Agenda

- Approve the November 07 Board meeting summary and expense voucher 23-17 & 23-18

Commissioner Garrido moved to approve the November 07 Board meeting summary. Mayor Erickson seconded. The summary and expense vouchers were approved as drafted without objection.

5. Full Discussion/Action Items

- Approve the nominations for 2024 KRCC Chair and Vice Chair

Mayor Putaansuu moved to approve the nominations of Councilmember Deets and Commissioner Strakeljahn as 2024 KRCC Chair and Vice Chair respectively. Mayor Erickson seconded the motion. The nominations were approved unanimously.

- Approve the 2024 KRCC dues

Mayor Putaansuu moved to approve the 2024 KRCC dues. Councilmember Deets seconded. The 2024 KRCC dues were approved unanimously.

- Debrief 2023 KRCC Legislative Reception and invoice payment reminder

The Board was debriefed on the 2023 Legislative Reception and members were asked if they had any remarks about the event. One member noted that it was the best Legislative Reception KRCC has had. It was also noted that there are still some remaining payments from reception and a reminder was made for those who haven't paid already.

- Discuss 2024 KRCC workshop on homelessness and shelter

The Executive Board discussed the draft agenda for the upcoming 2024 KRCC workshop on homelessness and housing. They noted that topics that may require attention including:

- The importance of having a workshop on this subject matter early in the year to see what each jurisdiction is doing.
- Important to discuss different faces and causes regarding homelessness, and the appropriate solutions for each root cause.
- Tomasz Biernacki, documentarian from Gig Harbor, should be invited to speak on this subject.
- Organizations like the Salvation Army and CARE team will be invited.
- The Executive Committee will continue working on the agenda items in their upcoming meeting.

- Reminder of 2024 PSRC Board and Committee appointment process

The Board was reminded of the appointment process for the 2024 PSRC Board and Committee appointments. It was noted that early next year, KRCC staff will be updating the roster.

- Review 2024 KRCC meeting calendar

The Board reviewed the 2024 KRCC meeting calendar and were informed of the addition of a potential March 2024 KRCC Board meeting if there are delays with the transportation competitions. KRCC staff are working to adjust some of KRCC Board meeting times, if possible, to make "Super Tuesday" schedules easier to manage.

- Update on 2023 Triangle annual evaluation survey

The Board was given an update on the 2023 Triangle annual evaluation survey. Board members were thanked for those who have filled out the survey and the survey remain open till Friday, December 8. The Executive Committee will be able to review the data and decide how to report the findings.

6. KRCC Committee Reports

Land Use

- [Approve Annual Annexation report](#)

Mayor Putaansuu moved to approve the annual annexation report. Commissioner Rolfes seconded. The motion was carried out without objection.

Transportation

The Board was informed about preparation for 2024 Transportation Competitions and will be soon receiving updates and tentative schedules from PSRC.

7. PSRC Board and Committee Reports

- [Growth Management Policy Board](#)

The Growth Management Policy Board is focused on keeping Silverdale as a Regional Growth Center.

- [Transportation Policy Board](#)

The Transportation Policy Board discussed the climate pollution reduction grant funds that are available. There was also discussion about highway safety. The Board is also looking at the Equity Pilot to better incorporate equity into project selection.

- [Economic Development District Board](#)

Axel Strakeljahn has been serving as the President of the Economic Development District Board and will be completing his term early next year. Starting in March, the new President will be Conrad Lee from the City of Bellevue. Greater Seattle Partners (GSP) will be working with the new President of the Board and creating a new seat on the EDDB that will have GSP participation.

8. Corridor Committee Reports

- [SR 305](#)

The SR 305 group has not had a meeting since May of this year. The group is scheduled to meet at the beginning of January. There has been continued work on SR 305 and construction has commenced on new roundabouts on Bainbridge Island. Additionally, there are 2 fish barrier removal projects.

9. Staff Report

- [KRCC Income Statement](#)

The income statement is provided in the meeting packet.

It was noted by Board that in the past, every 2 years, following election cycles, the KRCC staff would go out and meet with each of KRCC jurisdictions so that the councils are engaged. KRCC staff will work on scheduling these meetings in 2024.

10. Public Comment

An opportunity for public comment was offered. There were no public comments.

11. KRCC Board Questions, Concerns, and Announcements

[Capt. Hale comments](#)

Board member Capt. Hale of NBK made some comments regarding his tenure as the Base Commander. He shared that it's his role as the NBK Commanding Officer to understand the impact of larger Navy or federal policies on the Kitsap constituency, including civilian employees. Captain Hale is available to meet with KRCC members to answer questions.

Comment/Question for Capt. Hale: The traffic congestion that occurs effectively from 3:30 to 5pm seems to have a very strategic impact on the Navy. From a federal perspective, what is the attitude toward that and base readiness and preparedness.

Response: NBK is able to coordinate with partners and work around the traffic congestion as best as possible. From the Navy's perspective, the main risk to the Gorst Corridor is related to long-term closures of indefinite periods due to issues like a lack of climate resiliency, tidal changes, etc.

Statement by Mayor Putaansuu on Councilmember Clauson's years of service

Board member Mayor Putaansuu expressed his privilege of serving with Councilmember Clauson as a councilmember and as mayor for 17 years. Councilmember Clauson has been dedicated to service to Port Orchard and it started when he was in high school. He began volunteering in high school at Port Orchard Fire Department and was later appointed to the Civil Service Commission in the late 80s. He was then later appointed to the City Council in 1983 and after 41 years of public service, Councilmember Clauson is stepping back from his role on the Port Orchard City Council. Mayor Putaansuu thanked Councilmember Clauson for his leadership, mentorship, and service.

Councilmember Clauson: As an elected official you learn something new everyday and after 41 years you will continue to learn something every day. Thank you very much.

12. Adjourn

The meeting adjourned at 3:20 PM.

Appendix A – Board Members in Attendance

Jurisdiction	Board Member	In Attendance?
Bainbridge Island		
	Councilmember J. Deets (V. Chair)	present
	Councilmember L. Schneider	present
Bremerton		
	Mayor G. Wheeler (Chair)	present
	Council Member D. Frey	
	Council Member M. Goodnow	
Kitsap County		
	Commissioner C. Garrido	present
	Commissioner K. Walters	present
	Commissioner C. Rolfes	present
Kitsap Transit		
	Director J. Clauson	present
Naval Base Kitsap		
	Captain J. Hale	present
	Allison Satter (alt.)	
Port Gamble S'Klallam Tribe		
	vacant	
Port of Bremerton		
	Commissioner A. Strakeljahn	
	Commissioner G. Anderson (alt.)	
	Commissioner C. Bozeman (alt.)	
Port of Kingston		
	Commissioner M. McClure	
	Commissioner S. Heacock (alt.)	
Port Orchard		
	Mayor R. Putaansuu	present
	Council Member J. Rosapepe	
	Council Member Mark Trenary (alt.)	
Poulsbo		
	Mayor B. Erickson	present
	Council Member E. Stern	
Suquamish Tribe		
	Council Chair L. Forsman	
	Council Member J. Mills (alt.)	
Other		
WSDOT	George Mazur	present
WSDOT	Ashley Carle (alt.)	
WSF		
Dept. of Commerce		

Appendix B – Non-Board-Member Participants

Affiliation	Name
KRCC Facilitation Team	
KRCC Program Lead	Sophie Glass
KRCC Administrative Coordinator	Zak Ott
KRCC Transportation Program Lead	Emilie Pilchowski
KRCC Land Use Program Lead	Pauline Mogilevsky
Presenters	
Name	
Thompson Consulting	Tim Thompson
EE Overton	David Overton
Elected Officials	
Name	
WA State House of Representative	Rep. Spence Hutchins
WA State Senate	Sen. Drew MacEwen
Rep. Kilmer’s Regional Representative	Stephanie Hahn

DRAFT February 6, 2024 Consent Agenda

To: KRCC Board

From: KRCC Executive Committee

Subject: Approval of Vouchers

In Brief: The KRCC Executive Committee has authority to authorize payment of KRCC expenses. The KRCC Executive Committee recommends that the KRCC Board approve the following expenses for allowability.

Voucher Number	Date of Invoice/Expense	Description	Amount
24-1	January 9, 2024	Triangle invoice for December 2023 services	\$15,981.15
24-2	January 1, 2024	AWC Membership Invoice	\$300.00
24-3	January 1, 2024	AWC RMSA Invoice	\$4,280.00
24-4	January 11, 2024	Kitsap County Prosecuting Attorney's Office Legal Services Invoice	\$1,204.98
		TOTAL	\$21,766.13

Regional Equity Strategy

Kitsap Regional Coordinating Council (KRCC)

February 6, 2024



Puget Sound Regional Council



We are leaders in the region to realize equity for all. Diversity, racial equity and inclusion are integrated into how we carry out all our work.

psrc.org/equity

2/6 Executive Board packet page 11



The region's vision for equity...

All people have the means to attain the resources and opportunities that improve their quality of life and enable them to reach full potential. Differences in life outcomes cannot be predicted by race, class, or any other identity. Communities of color, historically marginalized communities, and those affected by poverty are engaged in decision-making processes, planning, and policy-making.



Today's Agenda

- Regional Equity Strategy
- Legacy of Structural Racism Interactive Report
- Q&A

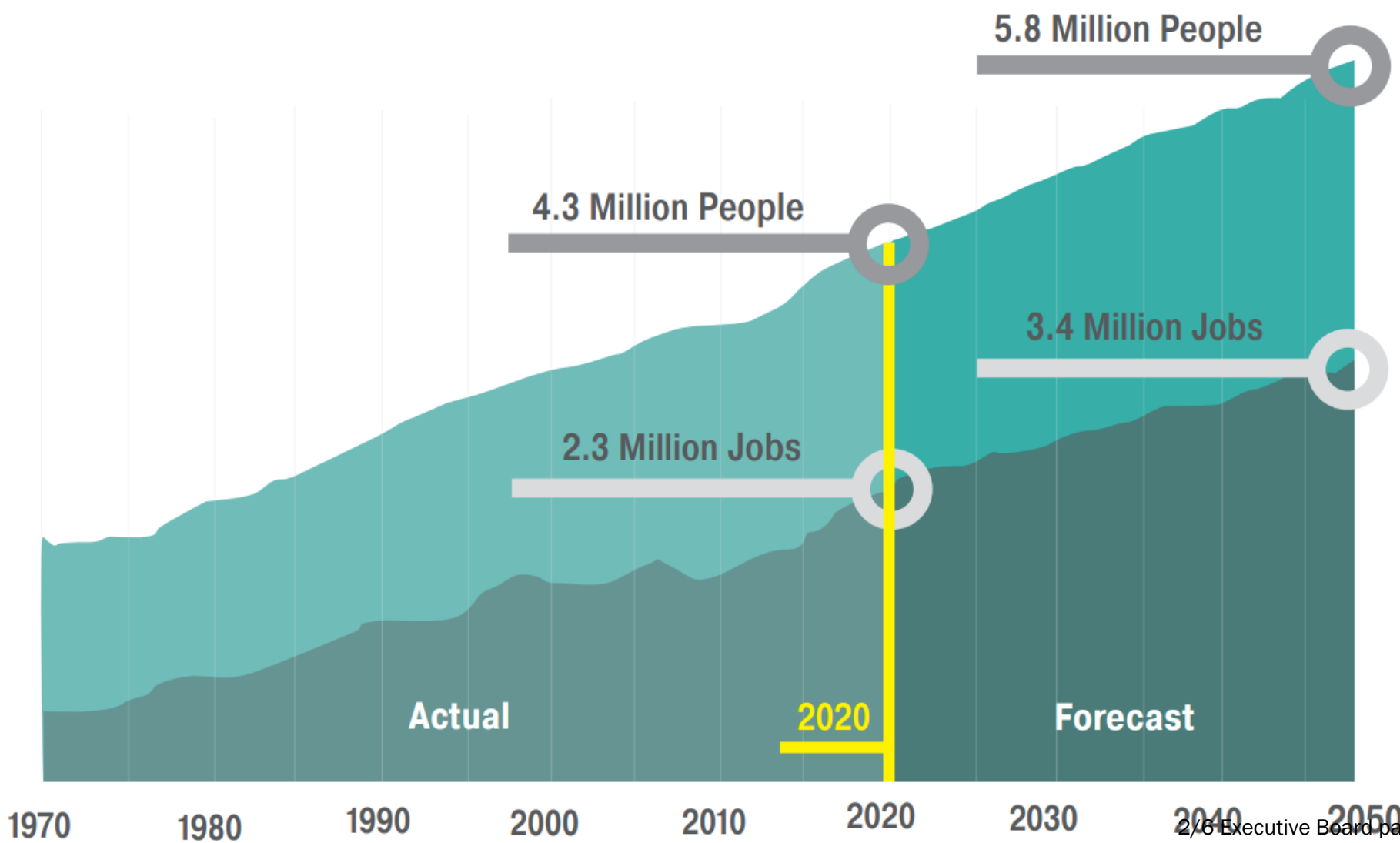


Central Puget Sound Region

- 4.3 million people
- 2.3 million jobs
- 4 counties
- 82 cities and towns
- Urban and rural
- 6400 square miles
- 1000 square miles urbanized



We are a growing region

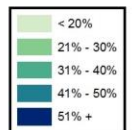
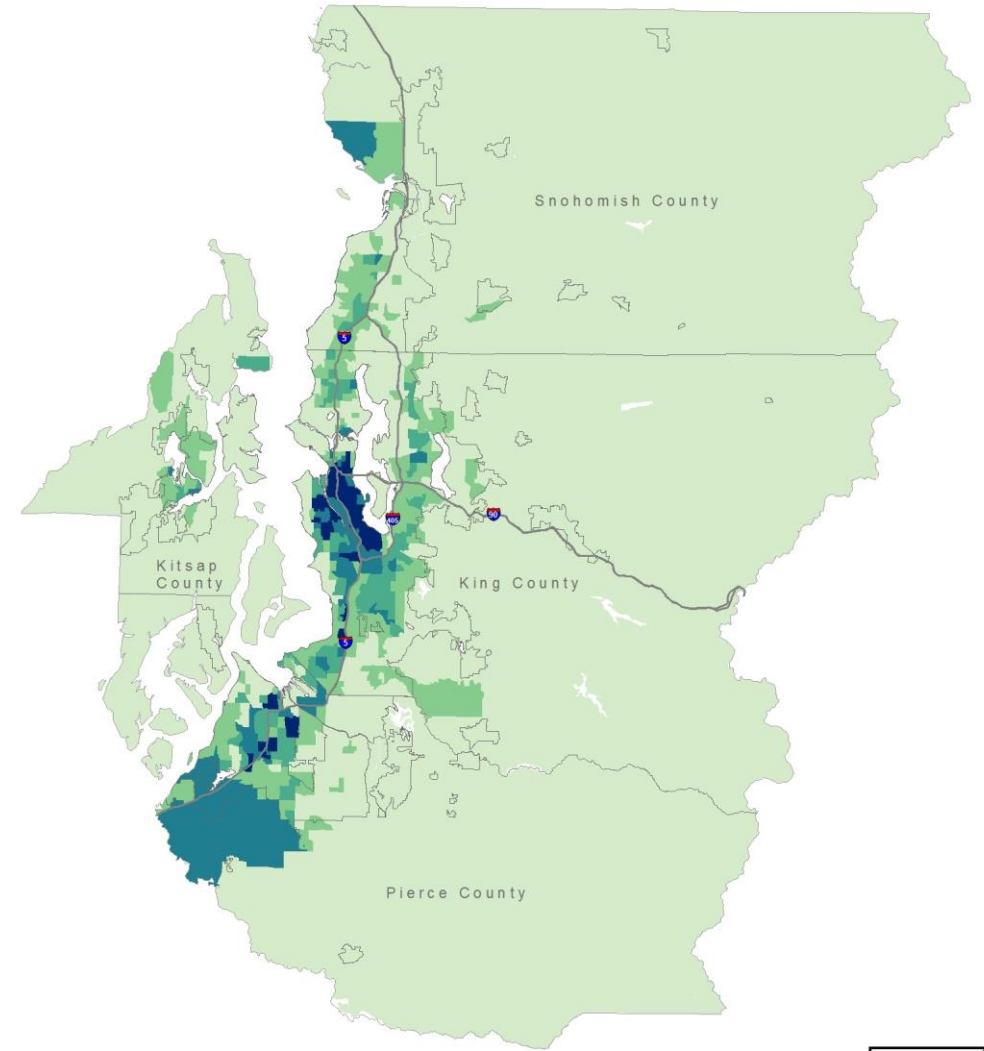


Source: PSRC



Increasing Diversity

People of color represent:
24% of region's population in 2000



Population by Race and Hispanic/Latinx Origin: 2000

Source: American Community Survey, 1995-1999 5-Year Estimates

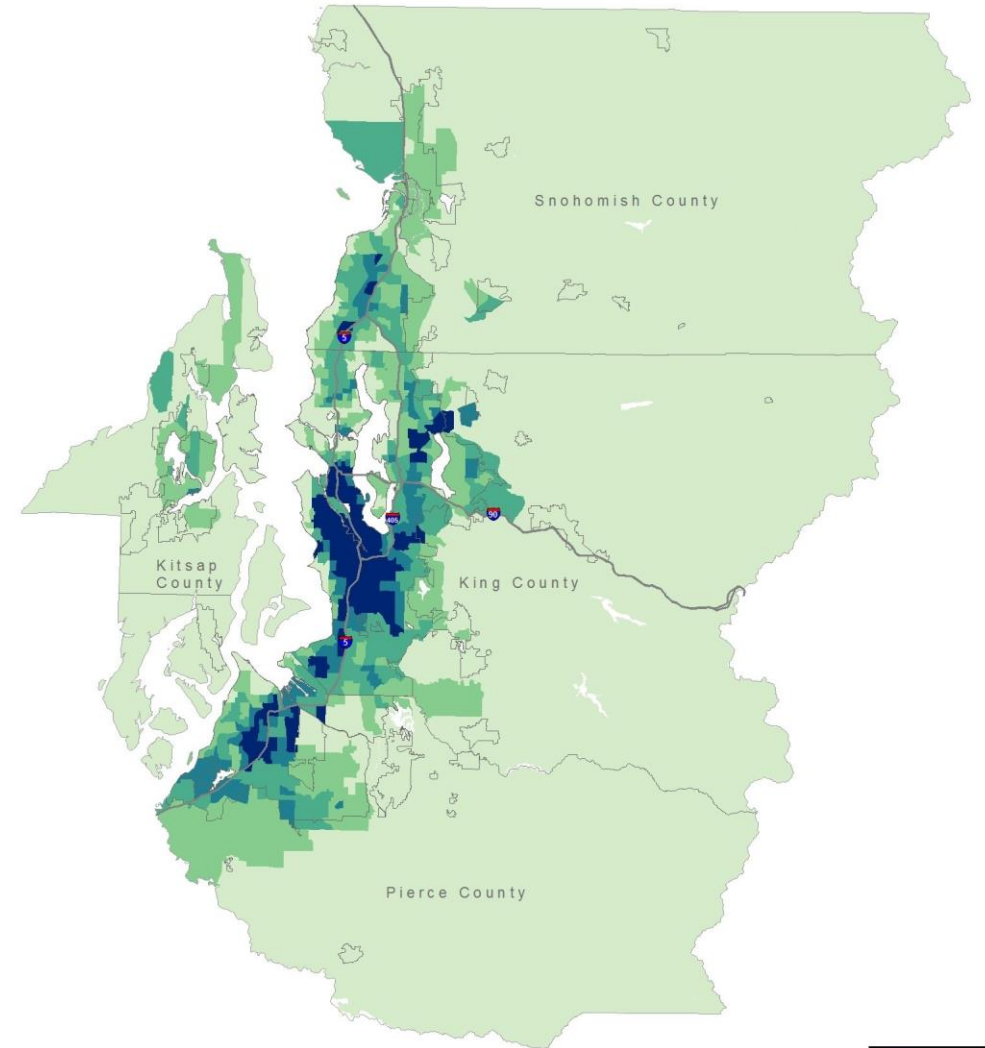


Increasing Diversity

People of color represent:

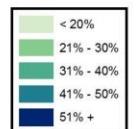
24% of region's population in 2000

31% of region's population in 2010



Population by Race and Hispanic/Latinx Origin: 2010

Source: American Community Survey, 2000-2009 5-Year Estimates



Increasing Diversity

People of color represent:

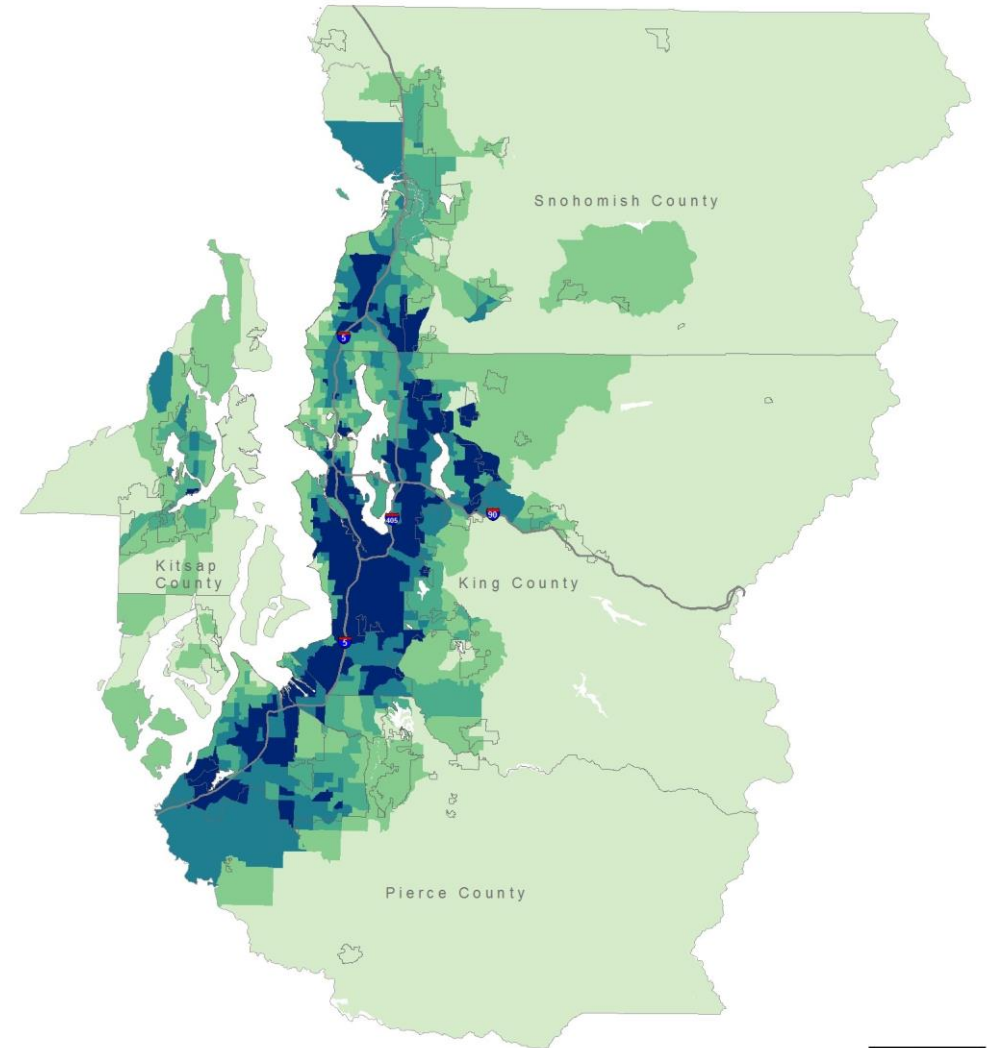
24% of region's population in 2000

31% of region's population in 2010

41% of region's population in 2021

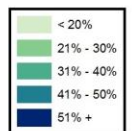
84% of region's growth since 2000

15 cities at 50%+ people of color in 2019



Population by Race and Hispanic/Latinx Origin: 2020

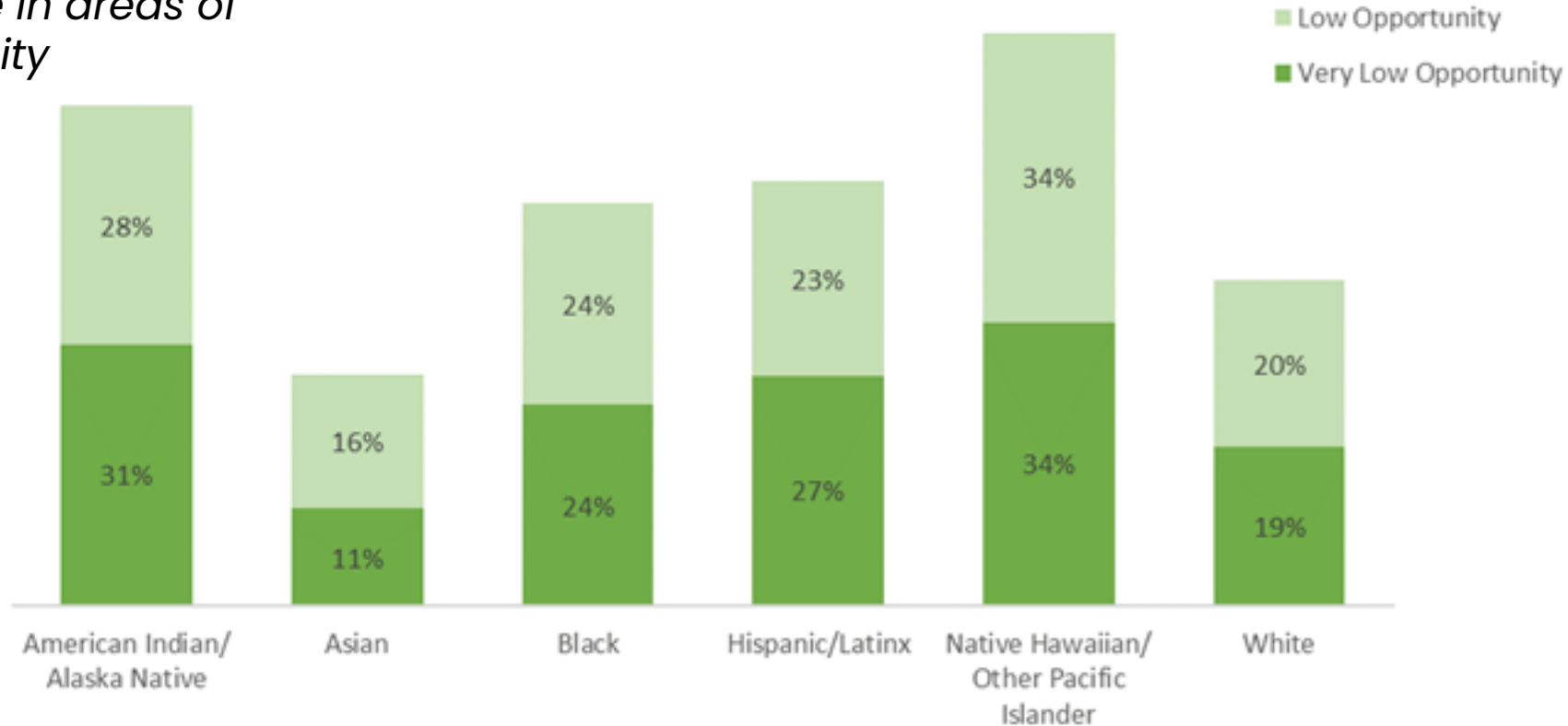
Source: American Community Survey, 2010–2019 5-Year Estimates



Opportunity Mapping

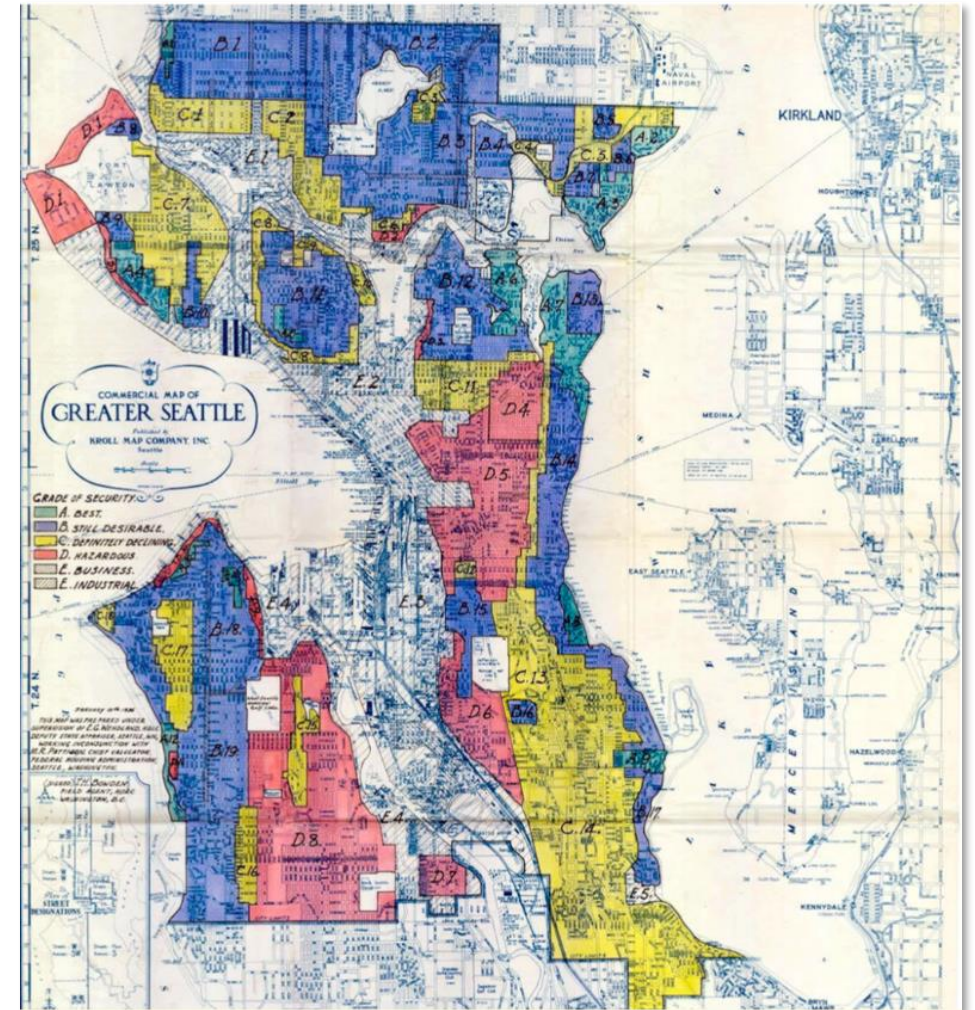
Population in Areas of Lower Opportunity by Race and Ethnicity

Almost 6 out of 10 AIAN households live in areas of lower opportunity



Why Lead with Race?

- Attempts to be race-neutral only led to continued barriers for communities of color
- Planning and policies have played a role in creating and perpetuating these barriers
 - *Donation Land Claims Act*
 - *Redlining*
 - *Restrictive Covenants*
 - *Urban Renewal*
 - *Single-Family Zoning*



Board Direction on Equity

VISION 2050 Scoping Direction

- Define equity
- Assess policies through an equity lens
- Develop strategies to mitigate disparities and reduce displacement

Work Sessions with Members and Stakeholders

- Incorporate equity into vision statement
- Provide local jurisdictions with tools
- Engage underrepresented groups



Regional Equity Strategy

The Strategy includes a suite of resources co-created with the Equity Advisory Committee. It will provide guidance to help members and staff work towards the region's equity goals.



Community Engagement

- ▶ Equity Advisory Committee
- ▶ Anti-Displacement Organizations Report
- ▶ Equitable Engagement Guidance



Capacity Building

- ▶ Learning Opportunities
- ▶ Prioritizing Equity
- ▶ Inclusive Procurement
- ▶ Hiring and Retention



Best Practices

- ▶ Racial Equity Impact Assessment
- ▶ Equity Planning Resources



Data and Research

- ▶ Equity Tracker
- ▶ Data and Analysis
- ▶ Legacy of Structural Racism Interactive Report

Regional Equity Strategy

All Resources Located Here:

<https://www.psrc.org/equity>

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Community Engagement

- ▶ Equity Advisory Committee
- ▶ Anti-Displacement Organizations Report (**Available Now!**)
- ▶ Equitable Engagement Guidance (**Available Now!**)



Capacity Building

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- ▶ Prioritizing Equity
- ▶ Inclusive Procurement
- ▶ Hiring and Retention



Best Practices

- ▶ Racial Equity Impact Assessment (**Available Now!**)
- ▶ Equity Planning Resources (**Available Now!**)



Data and Research

- ▶ Equity Tracker
- ▶ Data and Analysis
- ▶ Legacy of Structural Racism Interactive Report (**Available Now!**)



Community Engagement



Equity Advisory Committee (Launched Fall 2021)

Co-create products with staff and the Executive Board, as well as advise PSRC committees and boards on policies and programs with an equity lens.



Anti-Displacement Organizations Report (Fall 2023)

Develop a directory to connect member agencies and interested parties to organizations that are developing locally appropriate and community-driven solutions for displacement. Explore potential opportunities to support these efforts.



Equitable Engagement Guidance (Available Now)

An equitable engagement guidebook that empowers member agencies and PSRC staff to develop and implement engagement plans for marginalized communities.

Community Engagement

Equity Advisory Committee

- Center equity in PSRC work
- Involve stakeholders early and often
- Co-create Equity Strategy



Keshreeyaji Oswal



Ben Sung Henry



Annie Tran



Debbie Lacy



Hien "Elly" Trinh



Maria Fergus



Lisa Espinosa



Megan Espinoza



Atrina Martindale



Jewel Shepherd-Sampson



Shannon Turner



Lily Distelhorst



Laurenne Sayles



Julius Moss



Julia Jannon-Shields



Lupe Valtierra-Prieto



Corey Orvold



Thanh Nguyen



Michelle Stewart



Mindy Woods

Regional Representation

Counties

- King: **8** members
- Kitsap: **3** members
- Pierce: **4** members
- Snohomish: **5** members





Capacity Building



Learning Opportunities (Ongoing)

Expand staff and board knowledge of racial equity and its role in the agency's work.



Prioritizing Equity (Ongoing)

Explores and implements strategies that systemically elevate equity across the agency.



Inclusive Procurement (Ongoing)

Help PSRC spend its resources to improve equity outcomes by proactively working to create a system where BIPOC and/or women-owned businesses experience elevated participation in PSRC procurement and contracting.



Hiring and Retention (Ongoing)

Implement strategies that create a staff that reflects the diversity of the region and retains talent by establishing an equitable workplace.

Summer Planning Academy

SPA introduces students to planning topics through engaging sessions, activities, and site visits. Students receive a \$500 scholarship.

SPA Schedule:

- July 21-Introduction to Planning
- July 28-Regional Transit
- August 4-Environmental Planning
- August 11-Housing and Equity





Best Practices



Racial Equity Impact Assessment (Available Now)

Help cities and counties assess the impact of planning initiatives and implementation efforts on different populations.



Equity Planning Resources (Available Now)

A resource for cities and counties to address racial disparities in housing, transportation, and other policies and planning.

What is a Racial Equity Impact Assessment?

Racial equity assessments are designed to **integrate explicit consideration of racial equity in decisions, including policies, practices, programs, and budgets.** It is both a product and a process. Use of a racial equity tool can help to develop strategies and actions that **reduce racial inequities and improve success for all groups.**

Racial Equity Impact Assessment Checklist

Complete the worksheet for each proposal to be assessed. Use the checklist below to keep track of your progress using the Racial Equity Impact Assessment. See the guidance and resources for each step for additional information.

- Early inclusive engagement.** Conduct inclusive community engagement before completing the assessment, preferably before the comprehensive plan update process begins to identify key issues to address in the plan.
- Step 1. Identify comprehensive plan proposals to assess.** Select the policies, programs, or other elements of the comprehensive plan to include in the assessment, with consideration of input from the early engagement. Identify desired outcomes.
- Step 2. Gather and analyze information and data.** Once the proposals are identified, use qualitative and quantitative data to identify and analyze potential impacts to underserved communities.
- Step 3. Engage communities.** Once the proposals are identified, engage the community to learn about potential impacts of the proposal. Completing Step 2 may inform the communities to engage with in Step 3.
- Step 4. Identify strategies for advancing racial equity.** After Steps 2 and 3 are complete, look for potential unintended consequences, identify strategies to reduce disparate impacts, and find opportunities to partner.
- Step 5. Ensure accountability and communicate.** Shortly after the comprehensive plan is adopted, consider how to ensure implementation of the strategies identified in Step 4, including communication strategies and ongoing engagement.
- Step 6. Evaluate outcomes and next steps.** During and after proposal implementation, evaluate whether you are achieving the anticipated outcomes. Adjust actions if negative impacts or unintended consequences arise and incorporate findings into plan updates and other work.



Data and Research



Equity Tracker (Fall 2023)

Public facing dashboard that quantifies equity related policies in VISION 2050 to track, explain, and share solutions for disparities.



Data and Analysis (Ongoing)

Conduct research on racial equity and provide data support for other REAP teams.



Legacy of Structural Racism Interactive Report (Available Now)

Historical overview of structural racism in the Puget Sound region and how this history informs existing disparities.

Legacy of Structural Racism Interactive Report



Who is the Audience?

- Local government staff exploring racial history that created disparities
 - Racial Equity Impact Assessment
 - House Bill 1220
 - Bipartisan Infrastructure Law (BIL)
- They will need a resource to provide this historical background
- Not exhaustive; limited to policies



Who is the Audience?

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House Bill 1220 & Commerce's RDI Guidance

- Requires to plan better for affordable housing and address the impacts from historic racist housing policies
- Department of Commerce offering Racially Disparate Impacts (RDI) guidance to help address new requirement
- Jurisdictions will need a resource that captures this history



Washington State
Department of
Commerce

RDI Review Checklist:

- Did you look at local historical factors that could lead to racially disparate impacts?
- Did you look at housing data disaggregated by race?
- Did you review the preliminary data findings with impacted community members to get their perspectives on the policies, regulations, actions or root causes driving the disparities in outcomes?

House Bill 1220 & Commerce's RDI Guidance

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Washington State
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Report Overview

- Colonization
- Immigration and Migration
- Redlining and Restrictive Covenants
- WWII Era
- Civil Rights Movement and Urban Renewal
- Contemporary History and Policies





Thank You!

Charles Patton, PhD

Program Manager, Equity Policy & Initiatives
cpatton@psrc.org



Puget Sound Regional Council

2/6 Executive Board packet page 38



Climate Pollution Reduction Grant (CPRG) Update

Kitsap Regional Coordinating Council

February 6, 2024

To be covered

- CPRG Phase 1 and Phase 2 Program Overview
- Phase 1 and Phase 2 Updates
- Next Steps & Questions

CPRG Overview

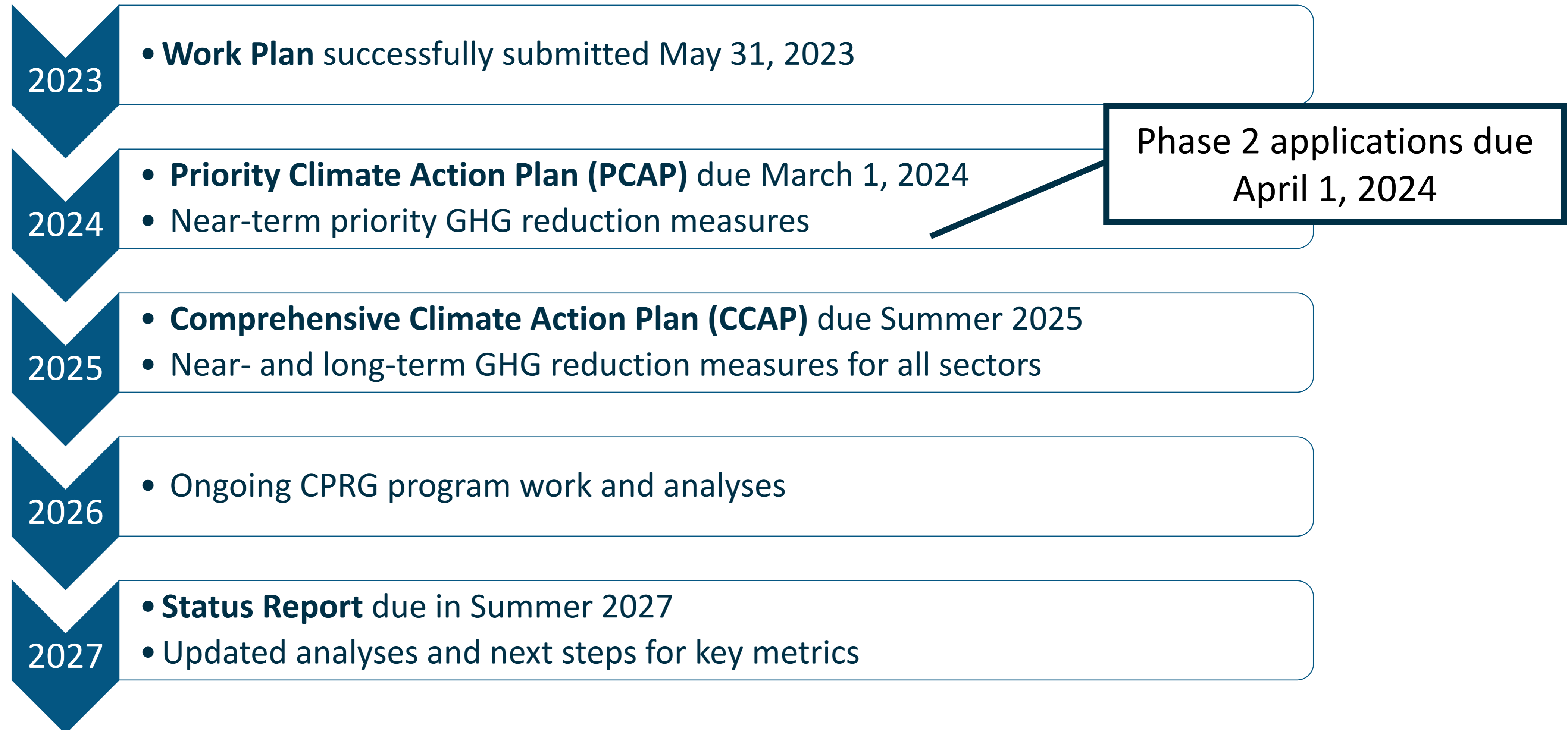
- Part of the Inflation Reduction Act (IRA), the CPRG program is just one of the tools EPA is implementing to reduce climate and air pollution
- CPRG is comprised of two phases:
 - Phase 1 (Non-Competitive Planning Grants) to develop strong climate pollution reduction strategies (\$250M)
 - Phase 2 (Competitive Implementation Grants) to put plans into action (\$4.6B)

Agency Role

- The Agency is serving as lead organization for the CPRG Phase 1 planning grant on behalf of the MSA:
 - Covering the four-county jurisdiction
 - Working closely with Department of Commerce and the Governor's Office to stay aligned with State efforts
 - Coordinating on Phase 2 (not a lead applicant)



CPRG Phase 1 Timeline & Deliverables



CPRG Phase 2 Implementation Objectives

1. Implement ambitious measures that will achieve significant cumulative GHG reductions by 2030 and beyond;
2. Pursue measures that will achieve substantial community benefits (such as reduction of criteria air pollutants (CAPs) and hazardous air pollutants (HAPs)), particularly in low-income and disadvantaged communities;
3. Complement other funding sources to maximize these GHG reductions and community benefits; and,
4. Pursue innovative policies and programs that are replicable and can be “scaled up” across multiple jurisdictions.

CPRG Phase 2 Eligibility

- Eligible applicants include states, municipalities, tribes, tribal consortia, territories
- Eligible applicants may only apply for funding to implement measures contained in an applicable PCAP
- Can apply as Partnership or Coalition

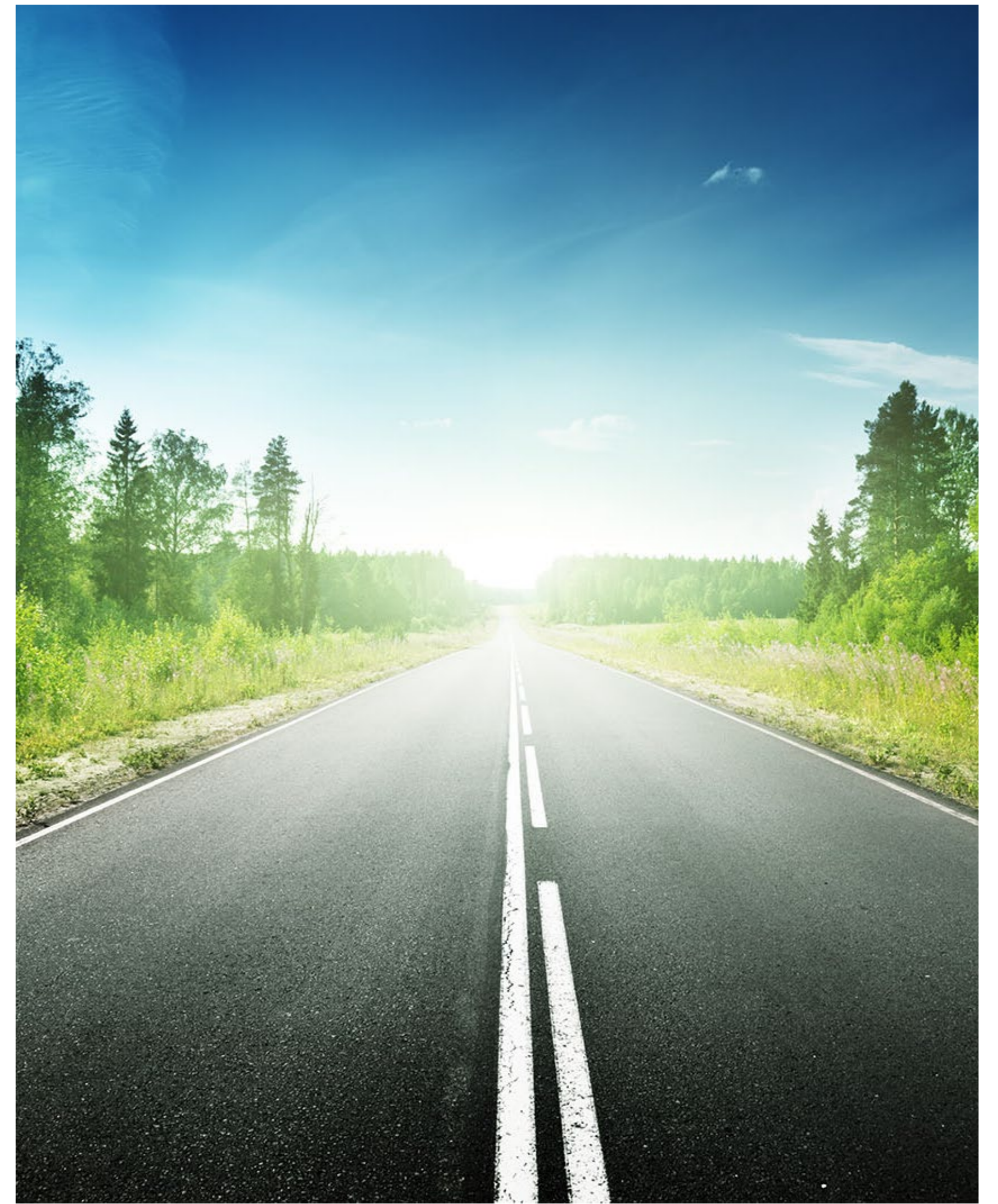


CPRG Phase 2 Funding by Tier

Tier	Grant Ranges	Funds Targeted for Each Tier	Anticipated Number of Grants to be Awarded
Tier A	\$200,000,000 – \$500,000,000	\$2 billion	4-10
Tier B	\$100,000,000 – \$199,999,999	\$1.3 billion	6-13
Tier C	\$50,000,000 – \$99,999,999	\$0.6 billion	6-12
Tier D	\$10,000,000 – \$49,999,999	\$0.3 billion	6-30
Tier E	\$2,000,000 – \$9,999,999	\$0.1 billion	10-50

GHG Reduction Measures

- Measures can be policies, programs or projects
- Up to five-year period of performance
- EPA will fund:
 - New stand-alone measures implemented solely with CPRG \$
 - Expansion of measures already being implemented
 - New measure for which applicant has partial funding



EPA Phase 2 Criteria

30 pts
Programmatic capability and past performance

30 pts
Environmental results- outputs, outcomes and performance measures

35 pts
Community benefits (25)
Community engagement (10)

60 pts
GHG reduction, 2025-2030 (20)
GHG reductions, 2025-2050 (10)
Cost effectiveness (15)
GHG reduction assumptions (15)

5 pts
Job quality

45 pts
Description of measures (20)
Demonstrate funding need (10)
Transformative impact (15)

45 pts
Budget and timely expenditure of grant funds

Key Dates for Phase 2

September 20, 2023	NOFO: Request for Applications Issued
February 1, 2024	Optional Notice of Intent to Apply Due
March 15, 2024	Deadline for Submitting Questions to EPA
April 1, 2024	NOFO Closes – Applications Due by 11:59PM (ET)
July 2024	Anticipated Notification of Funding Selection
October 2024	Anticipated Award

Approach to Coordination



- MSA Steering Committee Representatives
 - City of Bainbridge Island – Autumn Salamack
 - City of Bellevue – Patrick Babbitt
 - City of Bellevue – Jennifer Ewing
 - City of Bremerton/Kitsap County – Katie Ketterer
 - City of Everett – Jennifer Gregerson
 - City of Everett – Karen Schraven
 - City of Seattle – Michelle Caulfield
 - City of Tacoma – Kristin Lynett
 - King County – Terence Sullivan
 - Pierce County – Ryan Dicks
 - Puget Sound Regional Council – Kelly McGourty
 - Snohomish County – Eileen Canola
 - Snohomish County – Molly Beeman
- Existing County and Regional Forums
 - K4C, Pierce Climate Conversation, Pierce Sustainability 2030, Kitsap Regional Coordinating County, PSRC Transportation Policy Board and Regional Staff Committee, PSCAA Advisory Council and Board
- State and EPA
 - Commerce, Ecology, Governor’s Office

Key Stakeholder Meetings

- September 21, 2023
 - Phase 1 Public Stakeholder Meeting (in-person)
- November 14, 2023
 - Phase 2 Public Stakeholder Meeting (virtual)
- November 15, 2023
 - Phase 2 Working Session I (State and Governor's Office)
- December 15, 2023
 - Phase 2 Working Session II (State and Governor's Office)
- December 21, 2023
 - Phase 2 Working Session III (State and MSA Steering Committee)

*** Numerous other local and nation-wide collaboration meetings***

PCAP Outline

1. Introduction and Policy Landscape
2. GHG Inventory and Sector Analysis
3. GHG Emission Projections
4. GHG Reduction Targets
5. Quantified Priority GHG Reduction Measures (by sector)
6. Low-Income and Disadvantaged Communities Benefits Analysis (LIDAC)
7. Review of Authority to Implement/Intersection with Other Funding
8. Workforce Planning Analysis

Draft PCAP posted on Agency website for public review

Phase 1 Working Groups

Working Groups:

- Built Environment (led by King County)
- Consumption and Waste (led by PSCAA)
- Equity (led by PSCAA)
- Transportation (led by PSRC)
- Utility (led by PSCAA)
- Workforce Planning (led by PSCAA)

Role:

- Phase 1: Provide input into PCAP analysis, help inform CCAP analysis
- Phase 2: A forum for discussion around Phase 2 applications (no formal role in decisions)

Anticipated Phase 2 Applications in WA

- State
- MSA
- Tribes



Possible State Phase 2 Applications

Application 1 (ECY or WSDOT lead) – \$500M total (Tier A)

WSDOT

- Complete streets (\$100M)
- Marine vessel electrification (\$100M)
- Green Transportation (\$50M)

Ecology

- Scrap and replace (\$100M)
- Refrigerants/HFCs (\$50M)
- Food/organics waste reduction (\$50M)

Application 2 (COM lead) - \$100M total (Tier C)

- Aggregated statewide projects

MSA Approach to Phase 2

- One or two applications that have big impact across the region
 - Avoid state application tiers
- King County to lead Tier D application– grant administration to be as streamlined/centralized as possible
 - Agency to serve in a coordinating role for Phase 2 applications
- Electrification of transportation and building sector to be a theme given inventory

EPA anticipates awarding no more than two grants per State and MSA

Possible MSA Phase 2 Applications

Proposal 1 (Transportation) – \$200M total (Tier B)

Lead agency TBD

- Regional transit electrification (\$50M)
- Port electrification (\$40M)
- Airport ground transport electrification (\$10M)
- Equitable public EV charging infrastructure (?)

Proposal 2 (Built Environment) – \$50M total (Tier D)

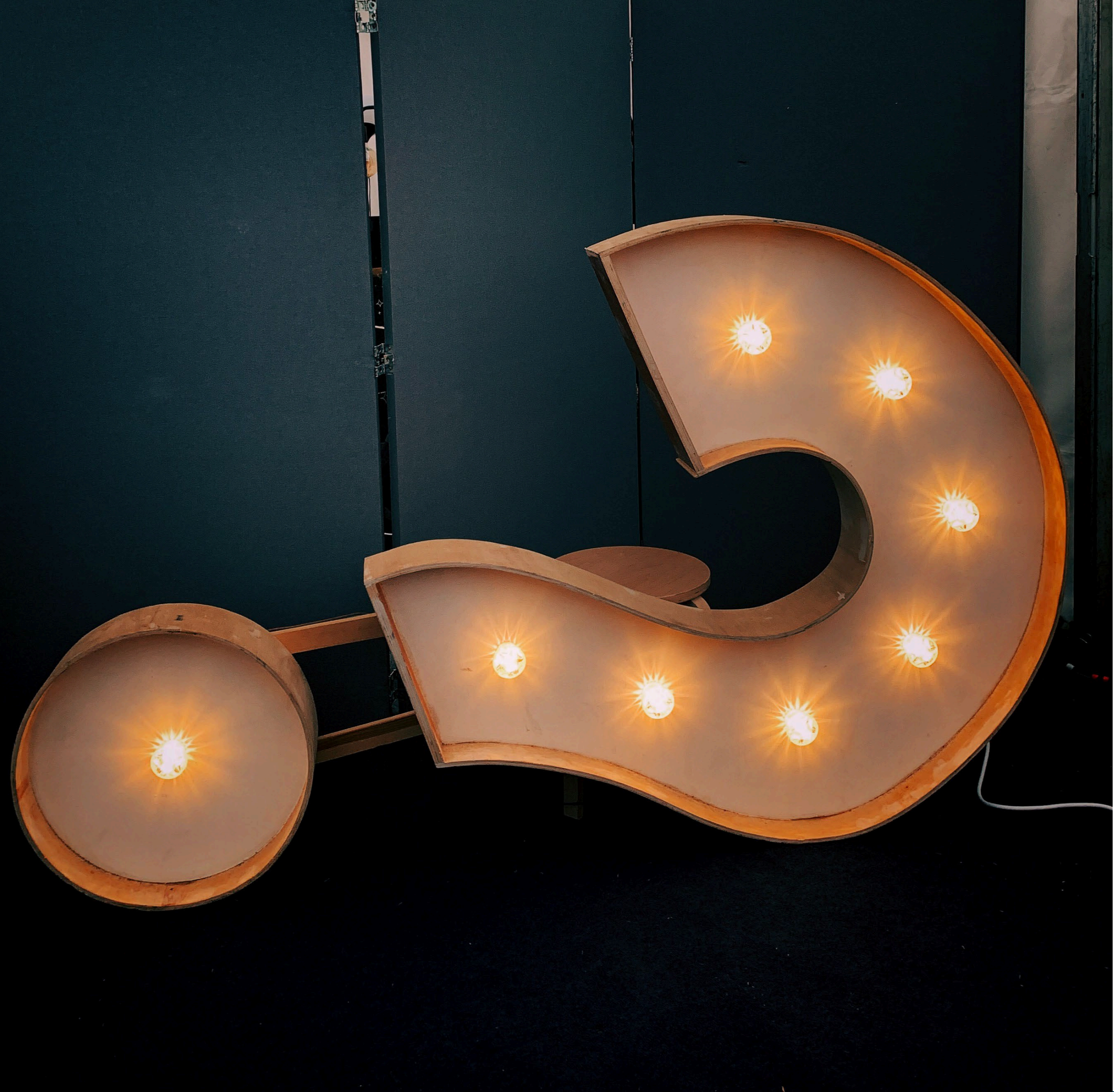
King County to lead

- Existing building electrification (\$30M-\$40M)
 - Commercial/municipal building electrification
 - Multifamily affordable/NOAH dwelling electrification
- Other possible concepts:
 - Embodied carbon model policy development (\$1-\$3M)

CPRG Next Steps

- Phase 1:
 - Agency staff will continue to draft and refine PCAP analysis
 - Agency will work with CPRG partners to plan for MSA CCAP work (Spring 2024-Summer 2025)
- Phase 2:
 - Agency will continue to facilitate partnerships and coalitions over the next three months to bring as much Phase 2 funding to the State and Puget Sound Region as possible
- Upcoming CPRG Deliverables:
 - Phase 1 PCAP – March 1, 2024
 - Phase 2 Applications – April 1, 2024

Questions





Memo: Announcement of 2024 KRCC Executive Committee

1/19/2024

Per the KRCC Bylaws (see below), the Executive Committee is a steering committee that prepares for Executive Board meetings and helps maintain the business of KRCC. The Executive Committee is chosen by the KRCC Chair on an annual basis. For 2024, the Executive Committee is comprised of:

- (KRCC Chair) City of Bainbridge Island Mayor/Councilmember Joe Deets
- (KRCC Vice Chair) Port of Bremerton Commissioner Axel Strakeljahn
- Kitsap County Commissioner Katie Walters
- City of Bremerton Mayor Greg Wheeler
- City of Port Orchard Mayor Rob Putaansuu
- City of Poulsbo Mayor Becky Erickson

Reference: KRCC Bylaws

Section 10. COMMITTEES:

10.1 At the first Executive Board meeting of each calendar year, the Chair appoints an Executive Committee. Members of the Executive Committee will include: one County Commissioner, and two representatives of two City governments and includes the Chair and Vice Chair, for a minimum of three members. The Executive Committee's responsibilities include:

- 10.1.1 Monitoring the annual work program and budget performance and recommending revisions, if necessary;
- 10.1.2 General oversight of the executive director, consistent with the Council's contract with the executive director for such services; or, of any employee hired by the Council. The Executive Committee is responsible for reviewing and ensuring that all expenditures submitted for reimbursement by the executive director complies with the executive director's contract;
- 10.1.3 Oversight of the Council's records retention requirements;
- 10.1.4 Recommending amendments to the Interlocal Agreement and By-laws;
- 10.1.5 Preparing a recommended annual work program and budget for the succeeding year; and
- 10.1.6 Undertaking such studies and activities as assigned by the Chair or Council.



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

DRAFT v. 1.24.2024

INTRODUCTION

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

- 1. Important Dates..... 2
- 2. Countywide Competition Submittal Checklist..... 2
- 3. Eligibility 2
- 4. Competitions 3
- 5. Available Funding 3
- 6. Policy Focus..... 6
- 7. Programming Process: Non-Motorized Projects10
- 8. Programming Process: Preservation Set-Aside10
- 9. Programming Process: New Funds Or Re-Programming Funds12
- 10. Countywide Competition Criteria And Evaluation Process13
- 11. Countywide Competition Submittal And Review Process14
- 12. Public Involvement15
- 13. Draft KRCC Schedule For Countywide And Regional Competitions.....16
- 14. Project Sponsor Resources17
- Appendix A: Regional Growth Centers And Manufacturing Industrial Centers18
- Appendix B: Center Types And Funding Eligibility for Regional and Countywide Transportation Competitions19
- Appendix C: Maps Of Countywide Growth Centers And Candidate Countywide Growth Centers21
- Appendix D: Draft Ranked Criteria24
- Appendix E: Draft Other Considerations28

1. IMPORTANT DATES

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

Regional Competition	Countywide Competition
February 5 - Call for Regional Projects	February 7 - Call for Countywide Projects
March 4 - Regional Project Eligibility Screening Deadline	March 11 - Countywide Project eligibility screening deadline
April 8 – Applications due for Regional Projects	May 6 – Applications due for Countywide Projects

2. COUNTYWIDE COMPETITION SUBMITTAL CHECKLIST

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

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

3. ELIGIBILITY

All jurisdictions within Kitsap County can apply for FHWA funds through the Countywide and Regional Competitions. KRCC member agencies that are eligible for FHWA funding include:

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

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

4. COMPETITIONS

Regional Competition

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

Countywide Competition

KRCC is responsible for coordinating the Countywide Competition and recommending projects to the TPB, which is followed by final approval by the PSRC Executive Board, to receive the countywide portions of the FHWA funds.

5. AVAILABLE FUNDING

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

Federal Highway Administration Funds (FHWA)

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

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

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

Set-Asides

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

- Non-Motorized Set-Aside: The bicycle/pedestrian set-aside is retained at 10% of the total estimated FHWA funds and will be allocated by population among the four countywide forums, to be distributed via a competitive process.
- Preservation Set-Aside: The preservation set-aside for PSRC's FHWA funds is retained at 20% of the total estimated Surface Transportation Block Grant Program (STP) funds, with retention of the provision in 2016 to add 5% to the countywide processes. The preservation set-aside for PSRC's FTA funds is retained at 45% of the regional competitive FTA funds.
- Kitsap County Set-Aside: Kitsap County jurisdictions are not eligible to receive CMAQ funds as the county falls outside the boundaries of the region's air quality maintenance and

nonattainment areas. As such, since 1995 Kitsap County has received a set-aside of STP funds—based on the County’s population relative to the total amount of estimated STP funds—for distribution within the Countywide Competition.

- **Rural Town Centers and Corridors:** In 2021, the Rural Town Centers and Corridors Program was converted from a set dollar amount to 10% of FHWA STP funds from the regional competitive portion of funds. This program was created in 2003 to assist rural communities in implementing town center and corridor improvements, in coordination with state highway corridor interests.

Balancing by Year

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

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

Phases Per Award

As of the 2024 cycle, PSRC’s guidelines state that funds will only be awarded for one phase per competition. For example, a project cannot request funds for Preliminary Engineering + additional phase such as Right of Way acquisition.

Countywide Competition Funding

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

Total Federal Funds to Kitsap Countywide Competition: \$XX.XX Million		
Countywide Competition Fund \$XX.XX million	Rural Area Minimum \$XXX,XXX	
Capacity, Safety, Environmental Retrofit Projects \$X.XX million	Preservation Projects \$ X.XX million	Non-Motorized Projects \$ X.XX million
2027: Approx. \$ X.XX million available	2028: Approx. \$ X.XX million available	

Rural Minimum

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

Since the rural funds are based on the required minimum amounts that need to be spent in the rural area, by year, this program should be balanced by year to the amounts provided. Deviations to this may occur on a case-by-case basis, to accommodate the fact that these are small amounts and project requests may not match one-to-one. Please work with PSRC on any issues that arise within your forums, so KRCC staff can monitor and prepare the appropriate final regional rural figures to meet the federal requirements. For example, if the rural minimum is not split evenly across 2027 and 2028, then one of the other funding pots should counter it in the other direction – i.e., if the rural minimum were to be allocated entirely in 2027, then KRCC might move \$400,000 more into 2028.

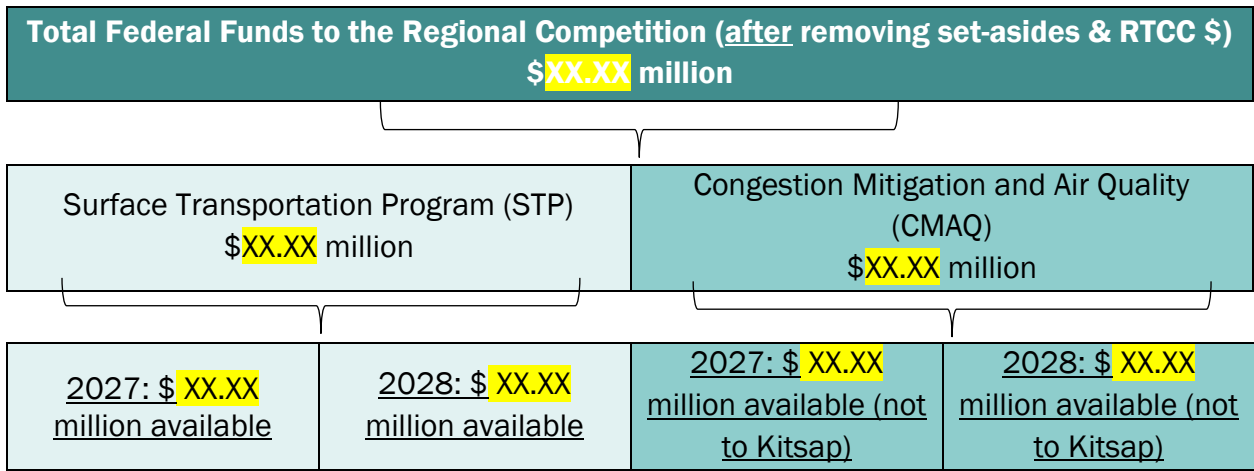
Applying to Both the Regional and Countywide Competitions

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

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

Regional Competition Funding

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



6. POLICY FOCUS

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

Regional Growth Centers

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

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

Regional Manufacturing/Industrial Centers (MICs)

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

Countywide Growth Centers

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

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

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

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

Military Installations

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

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

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

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

Countywide Industrial Centers

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

Local Centers

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

Rural Centers

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

7. PROGRAMMING PROCESS: NON-MOTORIZED PROJECTS

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

OVERVIEW

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

POLICY GOALS FOR NON-MOTORIZED FUNDING

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

OTHER GUIDANCE

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

8. PROGRAMMING PROCESS: PRESERVATION SET-ASIDE

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

OVERVIEW

Based on extensive discussion within TransTAC, and including input from TransPOL, the following criteria and selection process is recommended for Kitsap's share of federal funds that has been set-aside from the regional portion of the available federal allocation to the PSRC region for the upcoming funding cycle, 2027-2028, for use in preservation activities. The context for this set-aside is the substantial under-funded need for preservation and maintenance of the existing transportation infrastructure throughout the Puget Sound Region, documented and highlighted in Transportation 2050. PSRC senior staff and the PSRC Regional Project Evaluation Committee recommend continuing this specific set-aside with the intention of evaluating its effectiveness for the future.

POLICY GOALS

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

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

CRITERIA

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

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

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

OVERVIEW

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

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

REGIONAL COMPETITION

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

COUNTYWIDE COMPETITION

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

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

CONTINGENCY LIST

TransTAC will review Contingency List, using the following considerations:

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

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

10. COUNTYWIDE COMPETITION CRITERIA AND EVALUATION PROCESS

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

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

Requirements

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

- Must be consistent with a local Kitsap County jurisdiction’s current (as of December 31, 2023) Comprehensive Plan (include citations when possible)
- Must be included on or proposed for inclusion in a Transportation Improvement Program (TIP)
- Must consider applicable planning factors identified in federal law
- Must be consistent with Kitsap’s Countywide Planning Policy Guidance
- Must include a document from the jurisdiction’s Board of Commissioners, Council, or other official authorizing body that acknowledges the time, phase, and funding obligations associated with federal funding
- Each KRCC Member has been assigned a limit for the number of projects they can apply for in any one Countywide Competition cycle. The total number of projects in any one cycle is capped at 28, allocated across eligible members as outlined below. Any eligible KRCC member can appeal to the KRCC Executive Board to expand the number of projects to greater than 28 for a specific partnership project.

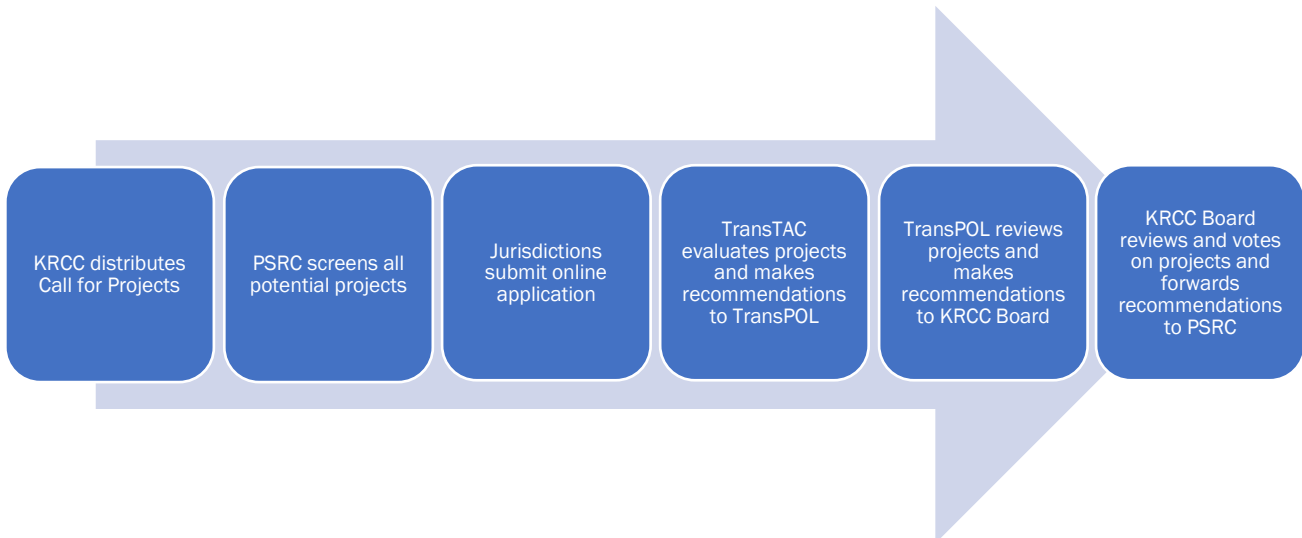
Jurisdiction	Maximum Number of Applications	Additional Applications if Eligible
Bainbridge Island	4	
City of Bremerton	4	
Kitsap County	4	+1 project serving an unincorporated UGA +1 project that qualifies for the rural set-aside
Kitsap Transit	4	+1 project serving an unincorporated UGA +1 project that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

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

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

11. COUNTYWIDE COMPETITION SUBMITTAL AND REVIEW PROCESS

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



12. PUBLIC INVOLVEMENT

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

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

13. DRAFT KRCC SCHEDULE FOR COUNTYWIDE AND REGIONAL COMPETITIONS

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

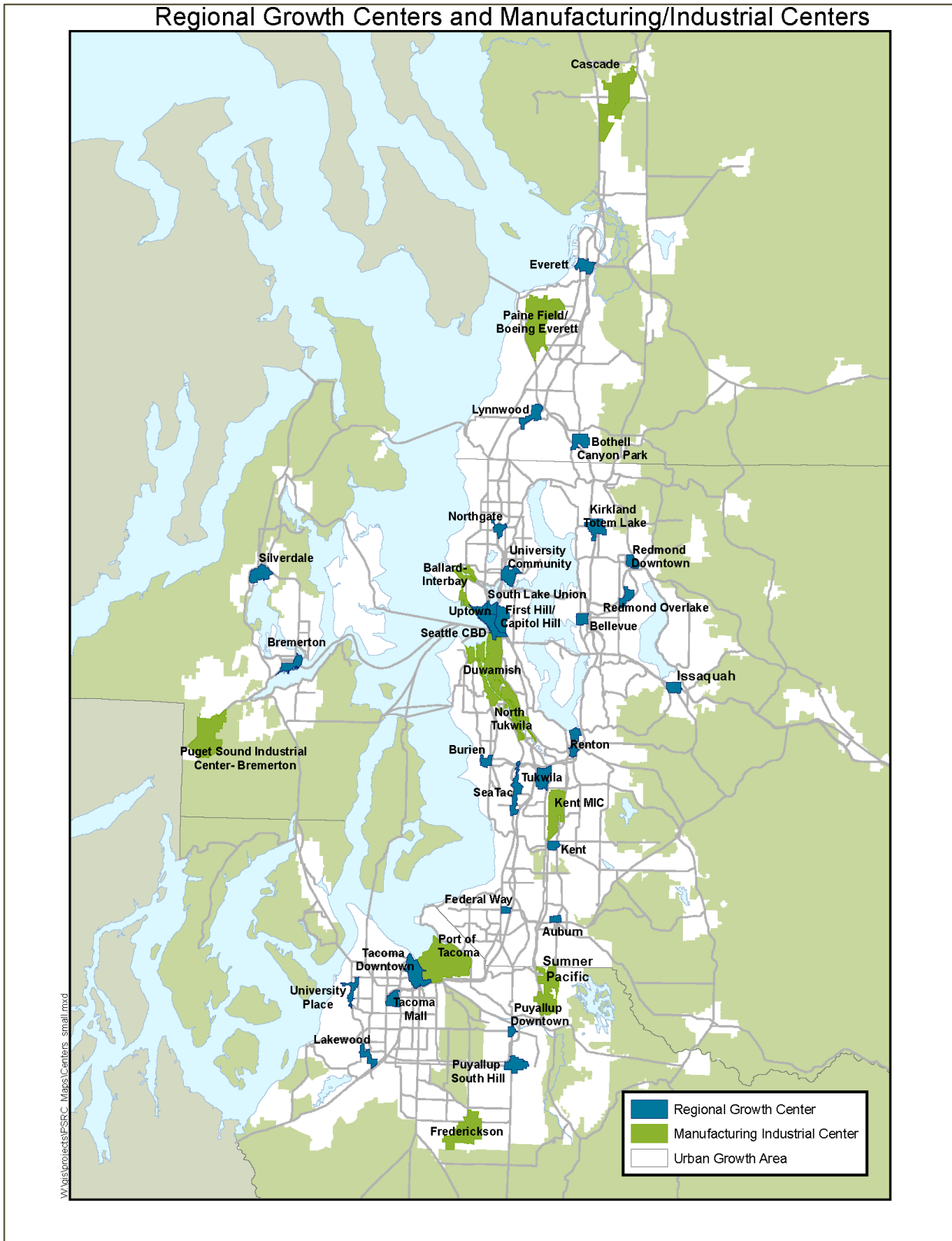
COUNTYWIDE APPLICATION	
Task/Meeting	Date
TransTAC Meeting <i>Review Call for Projects</i>	1/18
TransPOL Meeting <i>Recommend Call for Projects</i>	1/18
KRCC Board <i>Approve Call for Projects</i>	2/6
Release Countywide Call for Projects	2/7
TransTAC Meeting	2/8
KRCC Board Meeting <i>Cancel if needed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

14. PROJECT SPONSOR RESOURCES

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

- [2024 Policy Framework for PSRC's Federal Funds](#)
- [Schedule and Deadlines](#)
- [Funding Eligibility](#)
- [Regional FHWA Project Evaluation Criteria](#)
- [Applications and Screening Forms \(regional and countywide\)](#)
- [Screening Form Checklist](#)
- [Regional FHWA Application Checklist](#)
- [Guidance and Resources for Equity Criterion](#)
- [Project Selection Resource Map \(works best in Firefox and Chrome\)](#)
- [Financial Constraint Guidance](#)

APPENDIX A: REGIONAL GROWTH CENTERS AND MANUFACTURING INDUSTRIAL CENTERS

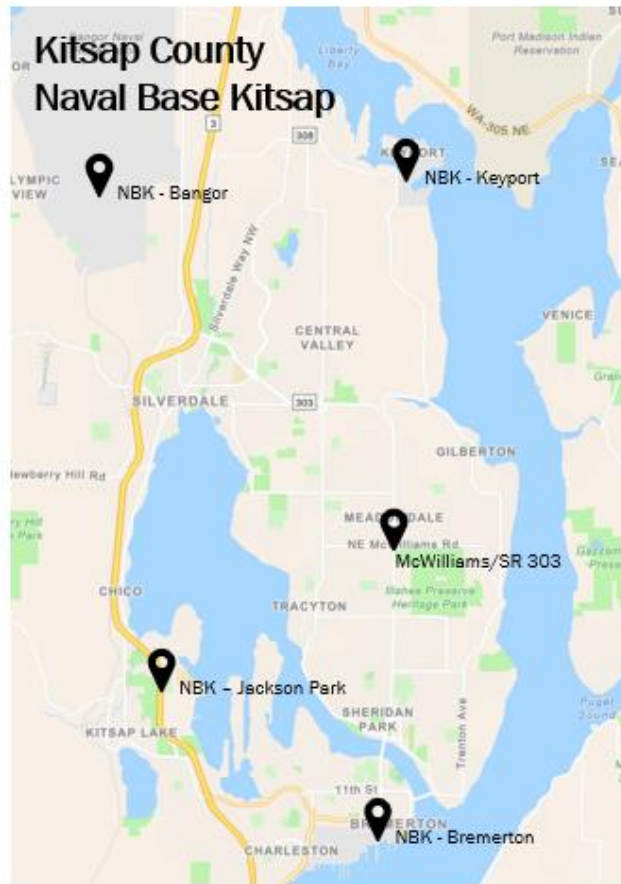
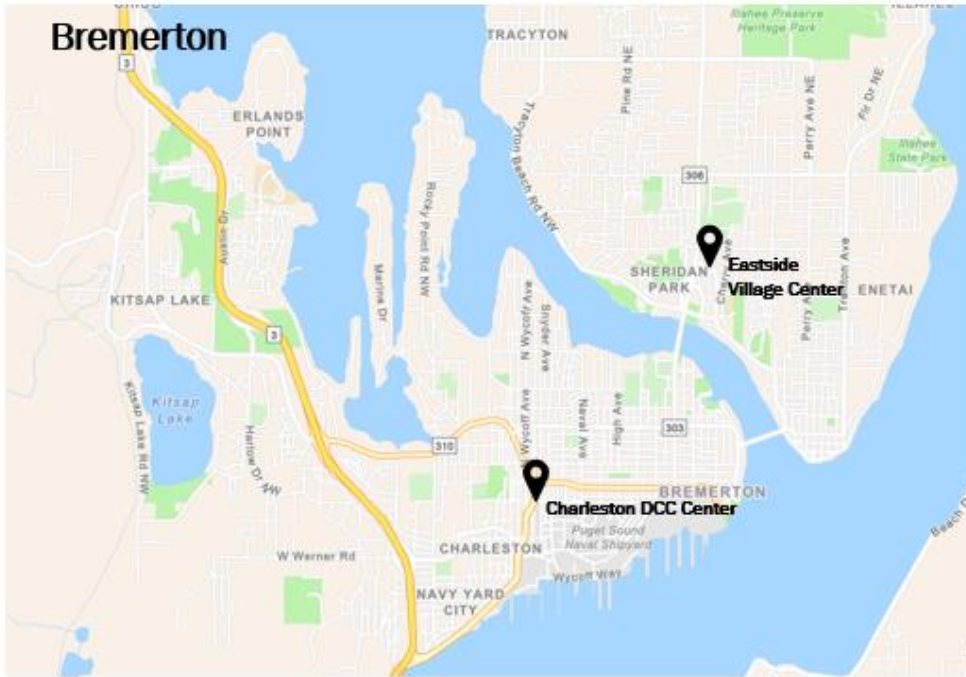


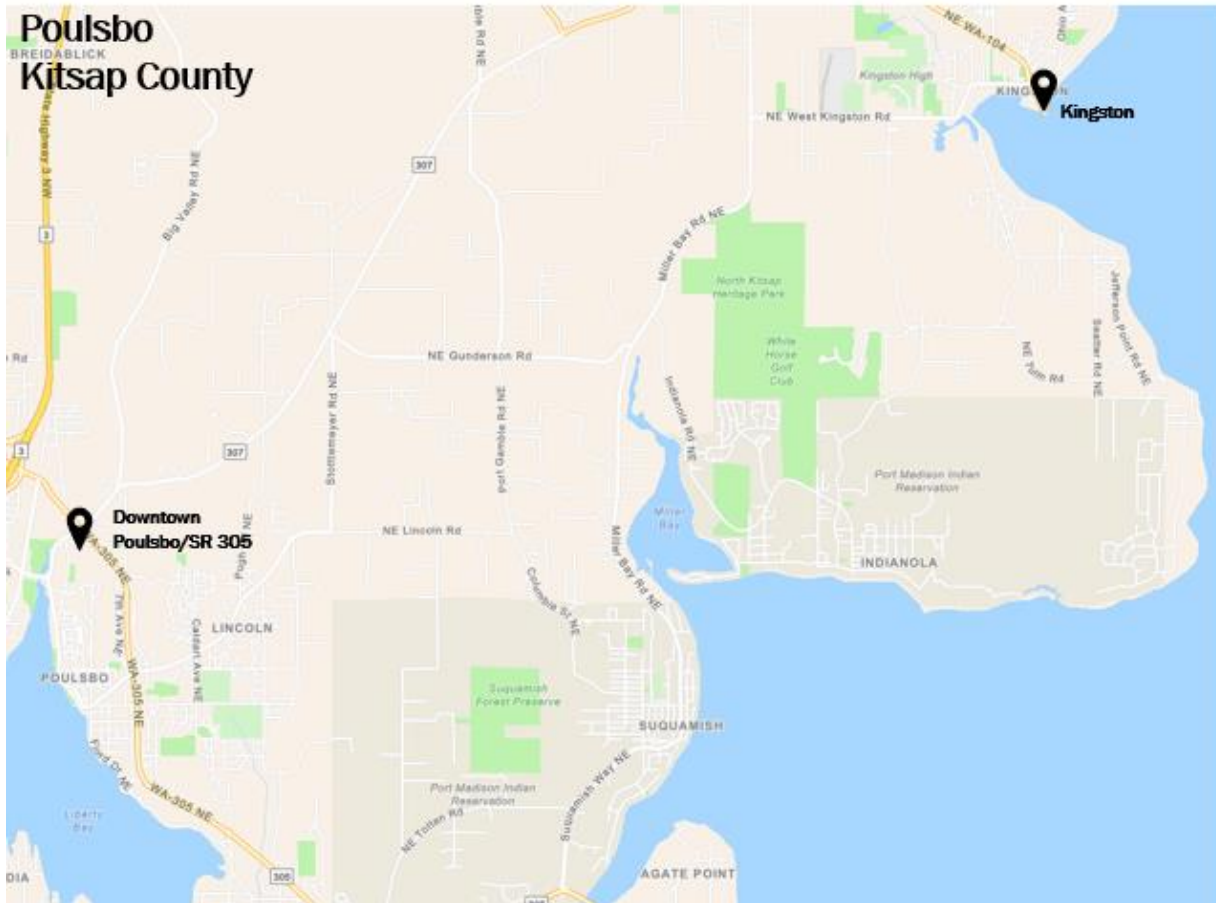
APPENDIX B: CENTER TYPES AND FUNDING ELIGIBILITY FOR REGIONAL AND COUNTYWIDE TRANSPORTATION COMPETITIONS

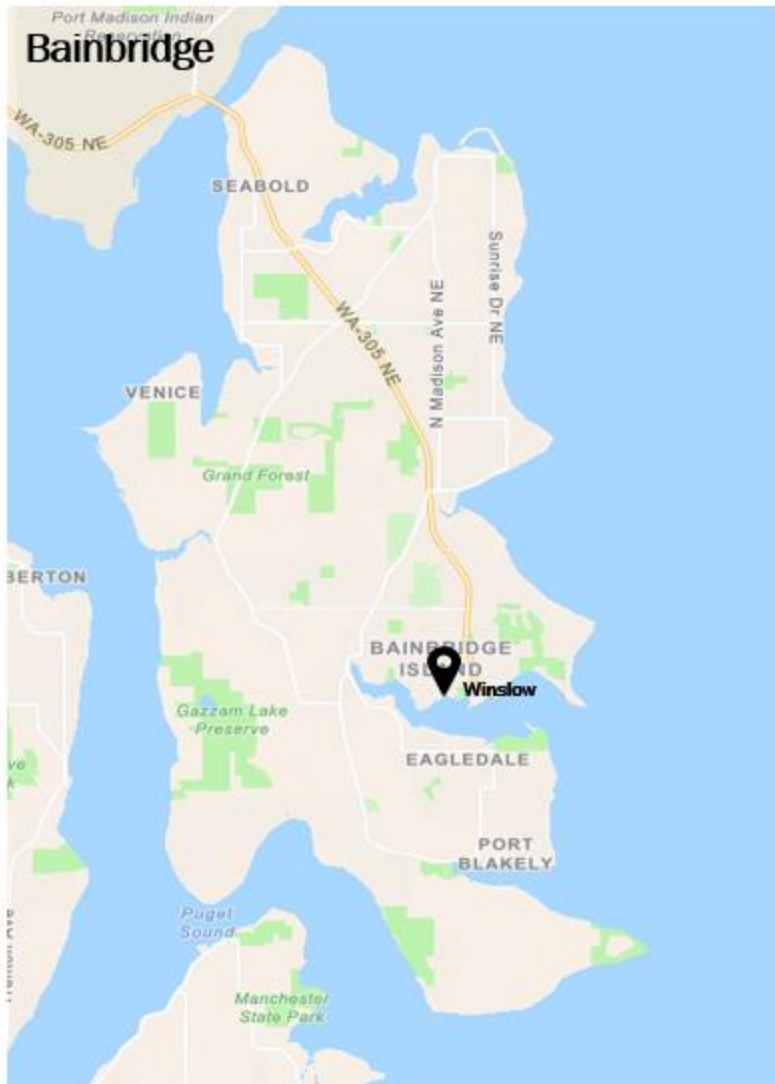
Center Type in Call for Projects	Eligible for Countywide Competition?	Eligible for Regional Competition?	Notes
Countywide Growth Centers	Yes	No	See CPPs – Element C: Centers of Growth: “They guide regional growth allocations, advance local planning, inform transit service planning, and represent priority areas for PSRC federal transportation funding.”
Candidate Countywide Growth Centers	Yes	No	Candidate Countywide Centers are classified as “Growth Centers” in the CPPs. The locations that are now designated as “Candidate Countywide Centers” were eligible for funding in the 2020 Countywide Competition
Local Centers	Yes	No	See CPPs - Local Centers are central places that support communities. These places range from neighborhood centers to active crossroads and play an important role in the region. Local centers help define community character and usually provide as local gathering places and community hubs; they also can be suitable for additional growth and focal points for services. Local Centers are not listed in the CPPs. They are in each jurisdiction’s Comprehensive Plans. Draft 2024 Countywide Call for Project Criteria – “Supports and/or connects regional or local centers” Note – no Local Centers are currently listed in the Call for Projects.
Rural Centers (LAMIRDS)	No	No	See CPPs – “Rural Centers are not Centers of Growth as designated in Element C and in Appendix C” See 2024 Policy Framework for PSRC’s Federal Funds – “10% of the total regional competitive portion of funds is set aside for the Rural Town Centers and Corridors Program.”
Military Installations	Yes	No*	See 2024 Policy Framework for PSRC’s Federal Funds: “Military facilities are included in the definition of local centers, with each countywide forum responsible for determining the definition of a military ‘facility’ within their county.” *NBK cannot be a project sponsor for the Regional Competition. However, the corridors that serve NBK – Bremerton are eligible for Regional Competition funds per the 2018 Regional Centers Framework update: “Jurisdictions may count military activity towards center

Center Type in Call for Projects	Eligible for Countywide Competition?	Eligible for Regional Competition?	Notes
			<p>thresholds when the installation is directly adjacent or surrounded by the center (such as NBK - Bremerton and the downtown Bremerton regional growth center)” (page 13). Projects benefiting a corridor serving NBK-Bremerton need to be introduced by an eligible project sponsor (i.e. City of Bremerton).</p>
Countywide Industrial Centers	Yes	No	<p>See 2024 Policy Framework for PSRC’s Federal Funds</p> <p>“Centers are defined as regional growth and regional manufacturing/industrial centers as designated by PSRC’s Executive Board.”</p> <p>“Centers are defined as regional growth and regional manufacturing/industrial centers as designated through countywide processes, town centers, and other locally identified centers.”</p>
Regional Manufacturing Industrial Centers	Yes	Yes	<p>See 2024 Policy Framework for PSRC’s Federal Funds</p> <p>“Centers are defined as regional growth and regional manufacturing/industrial centers as designated by PSRC’s Executive Board.”</p> <p>“Centers are defined as regional growth and regional manufacturing/industrial centers as designated through countywide processes, town centers, and other locally identified centers.”</p>
Regional Growth Centers	Yes	Yes	<p>See 2024 Policy Framework for PSRC’s Federal Funds</p> <p>“Centers are defined as regional growth and regional manufacturing/industrial centers as designated by PSRC’s Executive Board.”</p> <p>“Centers are defined as regional growth and regional manufacturing/industrial centers as designated through countywide processes, town centers, and other locally identified centers.”</p>

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







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

APPENDIX D: DRAFT RANKED CRITERIA

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

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

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

(Continues on next page)

CRITERIA	RELATIVE RANKING		
<p>E. Safety and security</p> <p>Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> • Addresses safety and security, especially at “high collision” intersections or corridors (as defined by the project sponsor based on collisions or fatalities/capita). • Protects vulnerable users of the transportation system by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or improving facilities for pedestrian and bicycle safety and comfort, and/or reduced barriers to use. • Reduces reliance on enforcement and/or designs for decreased speed. • If applicable, addresses how it follows your adopted safety plan or related approaches policies (e.g. Vision Zero, Target Zero, Safe System Approach) informed the development of the project. <p>Note: this criterion is considered an “other consideration” for preservation projects.</p> <p>REFER TO EQUITY POPULATIONS</p>	<p>High (project provides significant safety and security benefits)</p>	<p>Medium (project provides safety and security benefits)</p>	<p>Low (project provides minimal safety and security benefits)</p>
<p>F. Air quality benefits and emission reduction</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 <ul style="list-style-type: none"> ○ CO₂ ○ CO ○ PM_{2.5} 	<p>High (project provides significant air quality benefits)</p>	<p>Medium (project provides air quality benefits)</p>	<p>Low (project provides minimal air quality benefits)</p>

CRITERIA	RELATIVE RANKING		
<ul style="list-style-type: none"> ○ NOx ○ VOC • Supporting non-motorized travel • Improving engines or explores alternative fuel technologies <p>ADD EQUITY COMPONENT FROM PSRC</p> <p>Note: this criterion is not applicable for preservation projects.</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>

(see the next page for other considerations)

APPENDIX E: DRAFT OTHER CONSIDERATIONS

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

- **Supports Innovation** — Project includes innovative elements such as design, funding, technology, or implementation approach.
- **Addresses an Emergency Need** — Project is the result of an emergent need stemming from infrastructure failure, natural disaster, or another unanticipated activity or event.
- **Geographic Equity** — Project helps to balance the distribution of funds throughout Kitsap County. Equity can be established over multiple funding cycles and across funding types.
- **Leverages Funding** — Project has received funding from other sources and is able to leverage countywide funds for a greater impact. Project would have to return other funding sources if countywide funding is not provided.
- **Public Support** — Project has significantly demonstrated public support. This could be documented in letters, attendance at public meetings/hearings, newspaper articles/editorials, or another format.
- **“Shovel Ready”** — Project is seeking funding for construction.

Safety/Capacity Benefits (for Preservation Projects only) - Project improves safety by meeting one or more of these objectives: improves a “high collision” intersection or corridor, reduces barriers to use, provides safe access, addresses vulnerable users and/or makes capacity enhancements that improve safety.

Draft KRCC Committee Roster v. 1.25.24

Jurisdiction (alphabetical)	Executive Board	Executive Committee	PlanPOL	TransPOL	LUTAC	TransTAC
Bainbridge Island	Councilmember J. Deets (Chair) Councilmember L. Schneider	Councilmember J. Deets (Chair)	Councilmember K. Hytopoulos Councilmember J. Quitslund (alt.)	Councilmember L. Schneider Councilmember J. Quitslund (alt.)	Jennifer Sutton HB Harper Patty Charnas	Chris Wierzbicki Chris Munter (alt.) Peter Corelis (alt.)
Bremerton	Mayor G. Wheeler Council Member J. Chamberlin Council Member Jeff Coughlin	Mayor G. Wheeler	Mayor G. Wheeler Council Member J. Chamberlin (alt.)	Mayor G. Wheeler Council Member J. Coughlin (alt.)	Andrea Spencer	Shane Weber Vicki Grover (alt.) Ned Lever (alt.)
Kitsap County	Commissioner C. Rolfes Commissioner C. Garrido Commissioner K. Walters	Commissioner K. Walters Commissioner C. Garrido (alt)	Commissioner C. Garrido Commissioner K. Walters (alt)	Commissioner C. Rolfes Commissioner C. Garrido (alt.)	Jeff Rimack Eric Baker Colin Poff	David Forte Andrew Nelson Joe Rutan (alt.)
Kitsap Transit	Director J. Clauson		Director J. Clauson Steffani Lillie (alt.)	Director J. Clauson Steffani Lillie (alt.)	Ed Coviello Steffani Lillie (alt.)	Steffani Lillie Ed Coviello (alt.)
Naval Base Kitsap	Captain John Hale Allison Satter (alt.) North Anna Whalen (alt.) South		Allison Satter	Allison Satter	Allison Satter	Allison Satter
Port Gamble S'Klallam Tribe			<i>vacant</i>	<i>vacant</i>	Barrett Schmanska Marla Powers (alt.)	Barrett Schmanska Marla Powers (alt.)
Port of Bremerton	Commissioner A. Strakeljahn (Vice Chair) Commissioner G. Anderson (alt.) Commissioner C. Bozeman (alt.)	Commissioner A. Strakeljahn (Vice Chair)	Commissioner C. Bozeman Commissioner G. Anderson (alt.) Commissioner A. Strakeljahn (alt.)	Commissioner A. Strakeljahn Commissioner G. Anderson (alt.) Commissioner C. Bozeman (alt.)	James Weaver	Arne Bakker
Port of Kingston	Commissioner M. McClure Commissioner S. Heacock (alt.)		Commissioner S. Heacock Commissioner M. McClure (alt.)	Commissioner M. McClure Commissioner L. Gronnvoll (alt.)		
Port Orchard	Mayor R. Putaansuu Council Member M. Trenary Council Member E. Worden (alt.)	Mayor R. Putaansuu	Mayor R. Putaansuu Council Member J. Rosapepe (alt.)	Mayor R. Putaansuu Council Member J. Rosapepe (alt.)	Nick Bond Jim Fisk	Chris Hammer
Poulsbo	Mayor B. Erickson Council Member E. Stern	Mayor B. Erickson	Mayor B. Erickson Council Member C. Lord (alt.)	Mayor B. Erickson Council Member Stern (alt.)	Heather Wright	Diane Lenius Josh Ranes Michael Bateman (alt.)
Suquamish Tribe	Council Chair L. Forsman Council Member J. Mills (alt.)		Council Chair L. Forsman Council Member J. Mills (alt.)	Council Chair L. Forsman Council Member J. Mills (alt.)	Alison O'Sullivan	Alison O'Sullivan
Other					Liz Underwood-Bultmann, Erika Harris	Kelly McGourty, Kalon Thomas
PSRC			Paul Inghram	Kelly McGourty		
WSDOT	George Mazur		Genevieve Rigler	Yvette Liufau	Genevieve Rigler	Yvette Liufau
WSDOT	Ashley Carle (alt.)		George Mazur	George Mazur (alt.)	George Mazur	George Mazur (alt.)
WSDOT						Jennifer Barnes
WSF						Stephanie Circovich
WA Dept. of Commerce					Carol Holman	
KEDA					Joe Morrison	

2024 Puget Sound Regional Council (PSRC) and Corridor Committee Appointments for the Kitsap Regional Coordinating Council (KRCC)

v. 1.25.24

Below is a list of 2024 KRCC appointees serving on PSRC Boards. This list also includes KRCC appointees on corridor committees.

Reminder: Always check the KRCC website for the most up to date information. <http://www.kitsapregionalcouncil.org/>

	Jurisdiction	Representative	Alternate(s)
PSRC Boards	Economic Development District Board (EDD)		
	Kitsap County	Charlotte Garrido	Katie Walters
	Kitsap Other Cities**	Ed Stern (Poulsbo)	Shawn Cucciardi (Port Orchard)
	Suquamish Tribe	Leonard Forsman	Luther "Jay" Mills
	Port of Bremerton	Axel Strakeljahn	Cary Bozeman
	Bremerton	Greg Wheeler	Jenifer Chamberlin
	Executive Board		
	Kitsap County	Charlotte Garrido	Katie Walters
	Kitsap Other Cities**	Becky Erickson (Poulsbo)	Joe Deets (Bainbridge Island)
	Port of Bremerton	Axel Strakeljahn	Gary Anderson
	Bremerton	Greg Wheeler	Jennifer Chamberlin
	Port Orchard	Rob Putaansuu	Jay Rosapepe
	Growth Management Policy Board (GMPB)		
	Kitsap County	Katie Walters	Christine Rolfes
	Kitsap Other Cities**	Jon Quitslund (Bainbridge)	Joe Deets (Bainbridge)
	Suquamish Tribe	Rob Purser	Alison O'Sullivan
	Bremerton	Greg Wheeler	Jennifer Chamberlin
	Operations Committee (OC)		
	Kitsap County/Cities*	Mayor Erickson (Poulsbo)	Councilmember Deets (Bainbridge)
	Transportation Policy Board		
	Kitsap County	Christine Rolfes	Charlotte Garrido
	Other Cities**	Leslie Schneider (Bainbridge)	John Clauson (Port Orchard)
	Kitsap Transit	Rob Putaansuu (Port Orchard)	John Clauson
Ports	(filled)	Cary Bozeman	
Suquamish Tribe	Luther "Jay" Mills	Leonard Forsman	
Bremerton	Greg Wheeler	Jennifer Chamberlin	
Rotating Alternate			
Other Cities** (for Policy Boards)	Brenda Fantroy-Johnson (Bainbridge)		
Corridor Committees	SR 305		
	Kitsap County		Christine Rolfes
	Poulsbo		Becky Erickson
	Suquamish Tribe		Leonard Forsman
	Kitsap Transit		John Clauson
	Bainbridge Island		Joe Deets
	SR 16		
	Kitsap County		Charlotte Garrido
	Port Orchard		Rob Putaansuu
	Port of Bremerton		Axel Strakeljahn
	Kitsap Transit		John Clauson
	SR 104		
TBD		TBD	

*Selected from PSRC Executive Board meetings who represent Kitsap County and cities

**"Other cities" seats are shared by 3 cities (Bainbridge, Port Orchard, Poulsbo) and rotated among them year to year.

2024 Puget Sound Regional Council (PSRC) Appointments for the Kitsap Regional Coordinating Council (KRCC)

v. 1.25. 24

Below is a list of 2024 KRCC appointees serving on PSRC Committees.

Reminder: Always check the KRCC website for the most up to date information. <http://www.kitsapregionalcouncil.org/>

	Jurisdiction	Representative	Alternate(s)
PSRC Committees	Bicycle/Pedestrian Advisory Committee		
	Kitsap County	Melissa Mohr	David Forte
	Bremerton	Chris Dimmitt	Vicki Grover
	Other Cities**	Chris Wierzbicki (Bainbridge Island)	Anthony Burgess (Poulsbo)
	Regional FTA Caucus		
	Kitsap Transit	Steffani Lillie	Jeff Davidson
	Regional Project Evaluation Committee		
	Kitsap Other Cities**	Diane Lenius (Poulsbo)	Chris Hammer (Port Orchard)
	Kitsap County	David Forte	Joe Rutan
	Port of Bremerton	Arne Bakker	James Goodman
	Bremerton	Shane Weber	Ned Lever; Vicki Grover
	Kitsap Transit	Steffani Lillie	Jeff Davidson
	Regional Staff Committee		
	Kitsap County	Eric Baker	Jeff Rimack
	Other Cities**	Nick Bond (Port Orchard)	Patty Charnas (Bainbridge Island)
	At Large	Heather Wright (Poulsbo)	Patty Charnas (Bainbridge Island)
	Transit	Ed Coviello	
	Bremerton	Andrea Spencer	Garrett Jackson
	Economic Development Rep	Joe Morrison (KEDA)	
	Regional Traffic Operations Committee		
	Kitsap Other Cities**	Chris Hammer (Poulsbo)	
	Kitsap County	Joe Rutan	
	Bremerton	Vicki Grover	Chris Dimmitt
	Kitsap Transit	Steffani Lillie	
	Regional Transportation Demand Management Committee		
	Kitsap Other Cities** or Kitsap County	Chris Hammer (Port Orchard)	
	Bremerton	Cathy Bonsell	Vicki Grover
	Kitsap Transit	Lindsay Kuiphoff	Steffani Lillie
	Regional TransTAC Chairs Committee		
	KRCC TransTAC	Steffani Lillie (Kitsap Transit)	David Forte (Kitsap County)
	Transportation Operators Committee		
	Kitsap Transit	Steffani Lillie	Ed Coviello
Freight Advisory Committee			
Bremerton	Vicki Grover	Shane Weber	
Kitsap County	David Forte	Melissa Mohr	
Port of Bremerton	Arne Bakker	James Goodman	
Regional Intelligent Transportation System Committee			
Bremerton	Vicki Grover	Shane Weber	

**"Other cities" seats are shared by 3 cities (Bainbridge, Port Orchard, Poulsbo) and rotated among them year to year.



Kitsap Regional Coordinating Council

v. 1/29/2024

Dear Chairwoman Caldera,

As Chair and Vice Chair of the Kitsap Regional Coordinating Council (KRCC) we congratulate you on your election as Chairwoman of the Port Gamble S'Klallam Tribe. The KRCC Board also expresses their condolences to the passing of the late Chairman Jeromy Sullivan this past summer. His leadership and advocacy for the environment and cultural preservation were greatly appreciated throughout the KRCC.

The Port Gamble S'Klallam Tribe is an important member of the KRCC, and we support the Tribe in having continued representation on the Board and policy committees. We would like to extend an invitation to you to be the representative of the Port Gamble S'Klallam Tribe on the KRCC

Some background on the regional organization. The KRCC was established in 1992 to serve the planning objectives of the Washington State Growth Management Act in Kitsap County. Its members today include (in alphabetical order):

- City of Bainbridge Island
- City of Bremerton
- City of Port Orchard
- City of Poulsbo
- Kitsap County
- Kitsap Transit
- Naval Base Kitsap
- Port Gamble S'Klallam Tribe
- Port of Bremerton
- Port of Kingston
- Suquamish Tribe

The two main focus areas of the KRCC are transportation and land use. On the transportation side, the Puget Sound Regional Council designated it as the entity to work with to distribute federal transportation funds in Kitsap County. On the land use side, it is responsible for maintaining Kitsap's Countywide Planning Policies, which help implement the regional vision for growth and create consistency with each jurisdiction's local comprehensive plan.

To accomplish all this, the KRCC has several committees and staff, as follows:

- **KRCC Board** – representative of all its members. The late Chairman Sullivan served on the KRCC Board.
- **Executive Committee** – a sub-set of the full KRCC Board. This group meets monthly to carry out the business of the organization.
- **Planning Policy Committee** – consists of elected officials that focus on land use planning.
- **Transportation Policy Committee** – consists of elected officials that focus on transportation planning.
- **Land Use Technical Advisory Committee (LUTAC)** - consists of planning directors and other staff from our jurisdictions to advise the KRCC on land use issues.
- **Transportation Technical Advisory Committee (TransTAC)** – consists of transportation engineers and other staff from our jurisdictions to advise the KRCC on transportation issues.
- **KRCC Staff** – for the past 8 years, the KRCC has been staffed by consultants from Triangle Associates. Ms. Sophie Glass serves as the Program Director.



Kitsap Regional Coordinating Council

At a time of your convenience, we would like to tell you more about the KRCC and the ways that you can bring your expertise to our Board meetings.

Sincerely,

BAINBRIDGE ISLAND MAYOR JOE DEETS, KRCC CHAIR

Date: _____

PORT OF BREMERTON COMMISSIONER AXEL STRAKELJAHN, KRCC VICE CHAIR

Date: _____

Kitsap Regional Coordinating Council Revenue and Expense Report for Work Completed in 2023

CASH BASIS

Draft v. 1-11-24

Invoice Number	2023-1	2023-2	2023-3	2023-4	2023-5	2023-6	2023-7	2023-8	2023-9	2023-10	2023-11	2023-12				
Work conducted in:	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	YTD	Budgeted	% Budget Year	% Budget Spent
Revenue																
Member Dues		\$ 133,591.00	\$ 110,506.00	\$ 2,205.00									\$ 246,302	\$ 243,000	N/A	101.36%
Events/Receptions		\$ 30					\$ 32						\$ 62	N/A	N/A	N/A
Application Fees													\$ -	N/A	N/A	N/A
Other													\$ -	N/A	N/A	N/A
Carry Forward	\$ 83,757.28													N/A	N/A	N/A
Total Revenue	\$ 83,757.28	\$ 133,621.00	\$ 110,506.00	\$ 2,205.00	\$ -	\$ -	\$ 32.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330,121.28			
Operating Expenses																
Triangle Invoice Total	\$18,013.54	\$19,061.31	\$ 18,377.12	\$14,204.05	\$18,216.73	\$10,961.05	\$8,719.46	\$10,618.71	\$13,614.82	\$15,515.79			\$ 147,302.58	\$ 214,166	83%	68.78%
Triangle labor/expenses	\$ 18,013.54	\$ 19,061.31	\$ 18,300.12	\$ 14,204.05	\$ 18,216.73	\$ 10,961.05	\$ 8,642.46	\$10,541.71	\$ 13,614.82	\$ 15,515.79	\$21,682.69	\$15,981.51	\$ 184,735.78	\$ 211,315	83%	87.42%
Subcontractor Expenses													\$ -	\$ 0	83%	n/a
Room Rentals			\$ 77.00				\$ 77.00	\$ 77.00			\$ 77.00		\$ 308.00	\$ 2,500	83%	12.32%
Reception Expenses								\$ 875.00			\$ 2,167.16		\$ 3,042.16	\$ 350	83%	869.19%
Auditor's Office							\$ 2,049.00						\$ 2,049.00	\$ 5,000	83%	40.98%
Legal Services													\$ -	\$ 3,000	83%	0.00%
RMSA Insurance	\$ 4,121.00												\$ 4,121.00	\$ 4,123	83%	99.95%
Reserves			\$ 1,000										\$ 1,000.00	\$ 1,000	83%	100.00%
Miscellaneous					\$ 1.77								\$ 1.77	\$ 420	83%	0.42%
Total Op. Expenses	\$ 22,134.54	\$ 19,061.31	\$ 19,377.12	\$ 14,204.05	\$ 18,218.50	\$ 10,961.05	\$ 10,768.46	\$ 11,493.71	\$ 13,614.82	\$ 15,515.79	\$ 23,926.85	\$ 15,981.51	\$ 195,257.71	\$ 227,708	83%	85.75%
Net Income													\$ 134,863.57			
Total Reserves	\$24,000												\$25,000.00			