



Kitsap Regional Coordinating Council

TransPOL Meeting Agenda
Thursday, January 18, 2024 | 3:00-4:30 PM

To Participate:

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

<https://us06web.zoom.us/j/84741966697>

- 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: 847 4196 6697.
- An in-person viewing option for *members of the public* will be provided at Port of Bremerton's Office (8850 SW State Hwy 3 Bremerton, WA 98312). Contact Sophie Glass at sglass@kitsapregionalcouncil.org or 360-337-4960 for more details.

A. Welcome and Business

- Welcome
- Review and approve draft [October 19, 2023 TransPOL summary](#) (pg. 2)

B. Presentation

- [Regional Safety Action Plan Presentation](#) (Gary Simonson, PSRC) (pg. 4)

C. 2024 Countywide and Regional Competitions

- Discuss [Competition Policy Framework from PSRC](#) (pg. 21)
- Discuss draft [2024 Call for Projects and Schedule](#) (pg. 38)
 - Recommend Call for Projects for KRCC Board Approval
 - Provide update on May TransPOL meeting date if known

D. Cross-Jurisdictional Transportation Issues

- Discuss areas of policy interest and 2024 legislative session.

E. Transportation Policy Board and Other PSRC Updates

- Report out on the latest Transportation Policy Board meeting.

F. Corridor Updates

- SR 305, SR 16/Gorst, SR 104, SR 307

G. Announcements and Next Steps

- Announcements from TransPOL
- Review action items

H. Public Comments

I. Adjourn



Kitsap Regional Coordinating Council (KRCC)
Transportation Policy Committee (TransPOL) Meeting Summary
 October 19, 2023 Meeting | 3:00 – 3:30 PM | Remote Meeting
 v. 10/27/2023

Decisions		
No decisions were made at this meeting.		
Actions	Who	Status
Upload March 16, 2023 summary to the KRCC website.	KRCC Staff	Complete
Update 2024 KRCC Work Plan with language about the Puget Sound Regional Council (PSRC) rebalancing process.	KRCC Staff	Complete

A. WELCOME AND OLD BUSINESS

Sophie Glass, KRCC Program Lead, welcomed participants to the abbreviated KRCC Transportation Policy Committee (TransPOL) virtual meeting (see Attachment A for a list of TransPOL members and observers). The March 16 TransPOL summary was approved without abstention or opposition. Sophie also shared that the Executive Committee recommended canceling the June TransPOL meeting. Sophie reviewed the agenda, topics of discussion, and purpose of the meeting.

B. 2024 KRCC WORK PLAN

TransPOL members reviewed the draft 2024 KRCC Transportation Program Work Plan. Members suggested updating the Work Plan with information about PSRC’s rebalancing process. The KRCC Executive Board will vote on the full 2024 KRCC Work Plan at their upcoming meeting on November 7th.

C. 2024 COUNTYWIDE AND REGIONAL COMPETITIONS

TransPOL members revisited the KRCC Transportation Technical Advisory Committee (TransTAC) and TransPOL feedback on the 2022 transportation competitions. TransPOL members discussed the preferred timing for project presentations. Sophie shared TransTAC’s plans for updating materials for the 2024 Competitions.

D. CROSS-JURISDICTIONAL TRANSPORTATION ISSUES

TransPOL members discussed areas of policy interest and potential funding opportunities. Mayor Erickson shared that PSRC is emphasizing safety, equity, and climate in the 2024 Competitions. Mayor Erickson expressed concern that capacity projects such as road expansion projects are needed in her community but would not fit under PSRC’s proposed priorities. Mayor Erickson also shared the new climate emphasis pushes back against capacity for single occupancy vehicles and favors projects that reduce greenhouse gas emissions.

E. TRANSPORTATION POLICY BOARD AND OTHER PSRC UPDATES

TransPOL members reported on the latest Transportation Policy Board meeting and other PSRC updates. Councilmember Schneider asked for clarity around a vacancy on PSRC. Sophie answered that this would be a discussion topic at the upcoming Executive Board meeting.

F. CORRIDOR UPDATES

- TransPOL members noted that there are multiple construction projects on SR-305, which could create more traffic for the public traveling.
- No updates for SR 16/Gorst, SR 104, and SR 307.

G. ANNOUNCEMENTS AND NEXT STEPS

The next TransPOL meeting will be on January 18th, 2024. Mayor Putaansuu requested that if one of the spring meetings are canceled, he has preference to cancel March over April.

The meeting ended at 3:30 p.m.

Attachment A: Meeting Attendees

NAME	JURISDICTION
TRANSPOL MEMBERS:	
Councilmember Schneider	City of Bainbridge
Mayor Wheeler	City of Bremerton
Commissioner Garrido	Kitsap County
Mayor Putaansuu	City of Port Orchard
Mayor Erickson	City of Poulsbo
Commissioner Strakeljahn	Port of Bremerton
Director Clauson	Kitsap Transit
Mayor Erickson	City of Poulsbo
OBSERVERS:	
Josh Ranes	City of Poulsbo
STAFF:	
Emilie Pilchowski	KRCC Staff
Sophie Glass	KRCC Staff

Regional Safety Action Plan Development

Kitsap Regional Coordinating Council
Transportation Policy Committee
January 18, 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

Packet pg. 4

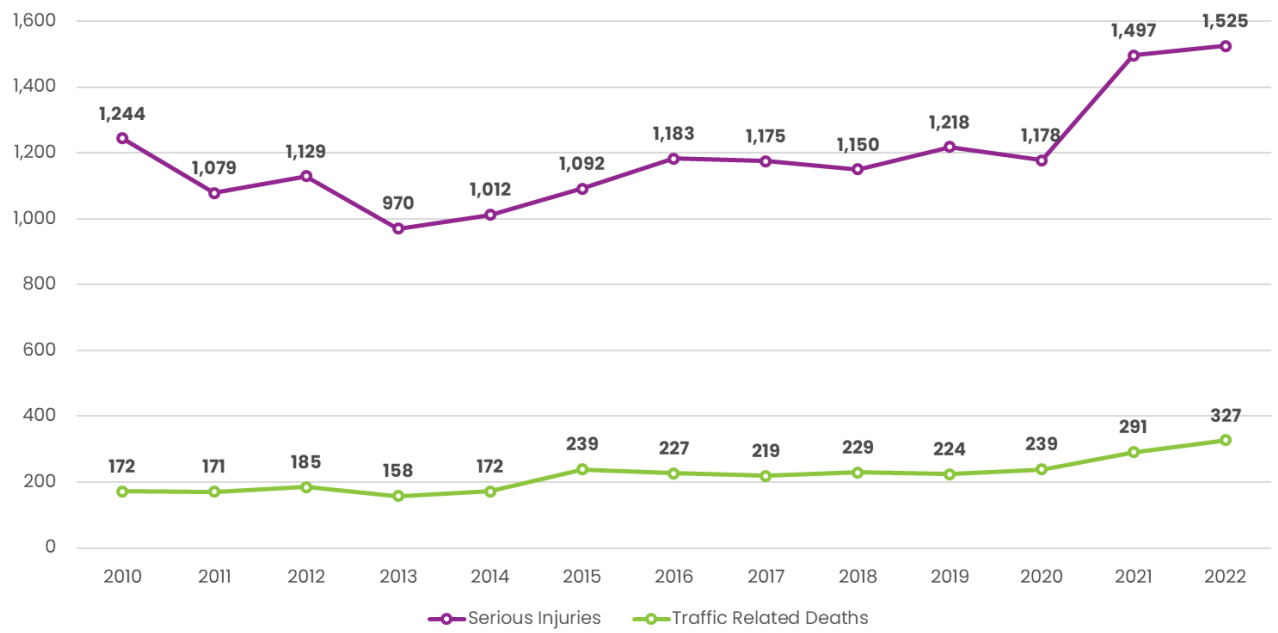
Today's Presentation

- What is the Challenge we Face?
- Recap Safety Focus in the Regional Transportation Plan
- Discuss Guiding Principle – Safe System Approach
- Review Work To Date
- Discuss Scope of Work Outline
- Review Next Steps



Safety Trends – Fatalities & Serious Injuries

Traffic Related Deaths and Serious Injuries in the PSRC Region



➤ Deaths and Serious Injuries have seen a significant increase in recent years

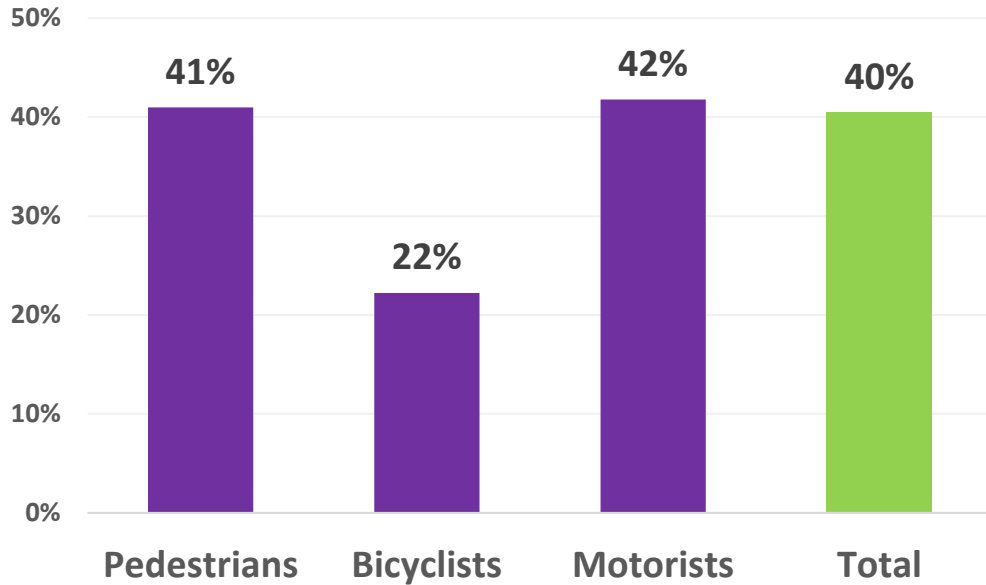
Fatality Source: Washington Traffic Safety Commission Coded Fatality Files (2022 Preliminary)
Serious Injury Source: Washington State Department of Transportation, Crash Data Division, Multi-Row Data Files



Safety Trends – Fatalities & Serious Injuries

Injuries

% Increase in Fatalities and Serious Injuries in the PSRC Region by Mode (2012 – 2022)



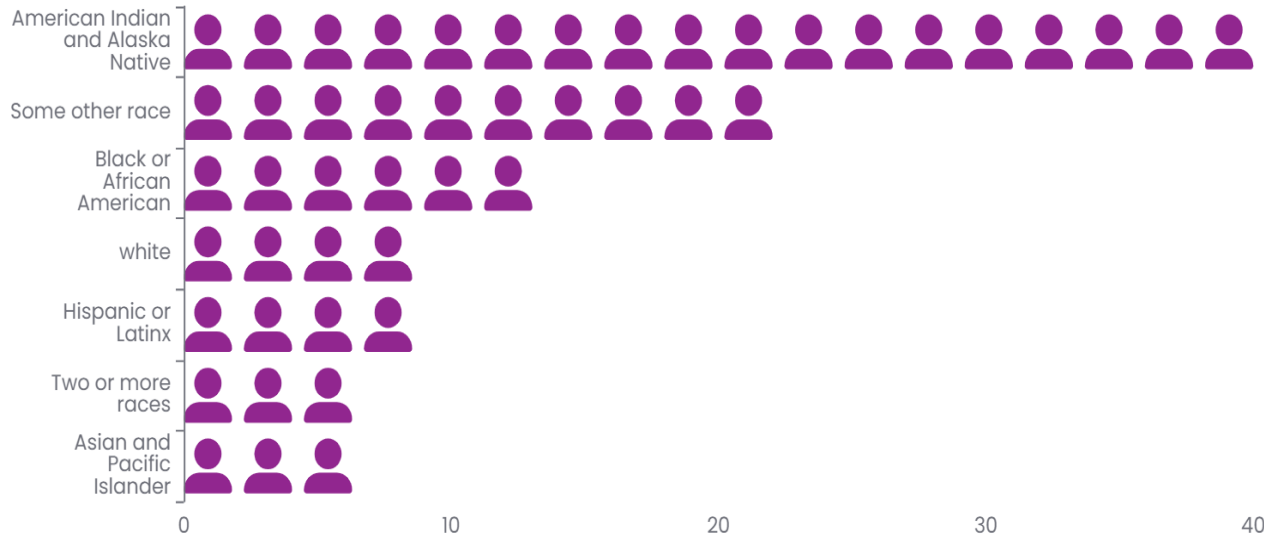
➤ All modes have seen a substantial increase in fatalities and serious injuries over the last 10 years

Source: Washington State Department of Transportation, Crash Data Web Portal (9/12/2023)



Safety Trends – Fatalities & Serious Injuries

Traffic Related Fatality Rates in the PSRC Region by Race/Ethnicity, 2021



➤ Traffic deaths disproportionately impact people of color

Fatal Collision Source: Washington Traffic Safety Commission Coded Fatality Files (2022 Preliminary)

Population Data Source: US Census Bureau American Community Survey (ACS) 5-year data Table B03002



Safety in the Regional Transportation Plan

- Safety is a key policy focus area in the 2022 Regional Transportation Plan (RTP) and is a cross-cutting issue throughout the plan
- The RTP directs PSRC to develop a Regional Safety Action Plan (RSAP), including strategies, actions and performance indicators
- RTP also directs PSRC to use RSAP to inform regional and local planning, including criteria used for the project selection process and the Regional Capacity Project List



Guiding Principle – Safe System Approach

- Focus is on investing in crash prevention AND minimizing harm when crashes do happen
 - Identify and address risks vs. react solely based on crash history
 - Focus on preventing deaths and serious injuries over simply preventing crashes
 - Design roadways that anticipate human mistakes and reduce crash severity in addition to educating system users



Work to Date

- **SS4A Safety Planning Awards (USDOT Safe Streets and Roads For All)**
 - Round 1 – PSRC & 6 local agencies awarded \$4.9 M in Feb. 2023. PSRC using its portion (\$2.7 M) to develop RSAP
 - Round 2 – PSRC consolidated application with 10 additional jurisdictions seeking planning funds (\$2.9 M award announced in December)
- **Technical support consultant has been selected. Engagement consultant to be selected by mid-late January**
- **PSRC held first Regional Safety Summit June 2023 – 140 attendees**



SS4A Action Plan Requirements

- Regional Safety Action Plan will include all of these required elements:
 - ✓ Commitment and goal setting
 - ✓ Safety analysis
 - ✓ Engagement and collaboration
 - ✓ Equity considerations
 - ✓ Policy assessment
 - ✓ Development of strategies and actions
 - ✓ Monitoring and tracking



What is a Regional Safety Action Plan?

- Regional safety action plans are complementary to local safety action plans
- Will provide regional scale analysis and tracking
- Will provide context-specific options for strategies and actions based on different typologies
- Local plans have location-specific project and program lists



Scope of Work Outline – Overview

- What challenges do we face? What problems are we trying to address?
 - Highlight trends, negative impacts and costs
- What is a Regional Safety Action Plan, what does it do, and what goals and policies is it guided by?
 - Develop a regional culture of transportation safety
 - Provide data and resources to support the development and implementation of local safety plans, projects and programs



SOW Outline - Safety and Equity Analyses

- What and where are the regional safety issues?
- Highlight what data we are looking at and what methods we are using
 - Will examine fatalities, serious injuries, and high injury network, and explore other options for data that make sense to analyze at regional scale
- Focus on typologies for more context and to tease out key differences in terms of incident rates, etc.
 - Types of facilities, user groups, demographics (equity component), community context



SOW Outline - Engagement and Collaboration

- Build on the Safety Summit – we want to hear from more people
- Use an array of outreach efforts (events, workshops, focus groups, online surveys, etc.) to make sure we are hearing from everybody
 - Include equity focus groups and other stakeholder groups not usually at the table
- Describe why we are engaging and what we heard
 - Get regional perspectives, identify general public's thoughts on safety issues, priorities, and what we should be doing



SOW Outline - Strategies and Actions

- Menu of options including strategies, actions, and proven countermeasures
- Provide toolkits that jurisdictions can use to choose the most effective approach depending on specific context, scale and other key typologies
- Will consider coming up with specific examples or case studies to apply what we've learned through our analyses



SOW Outline - Implementation & Next Steps

- Highlight key roles and responsibilities to implement this plan
- Commit to monitoring and tracking progress
- We want this plan to be a call to action, so we will make sure there are implementation tools and next steps available
 - Provide resources to help agencies develop approaches and implement their projects/programs



Regional Safety Plan – Next Steps

- **Jan. 2024** – Finalize consultant selections and execute contracts
- **Spring/Summer 2024** – Complete initial public engagement including survey, focus groups, and other events
- **Summer 2024** – Complete data analysis and state of the region report
- **Winter 2024/2025** – Draft plan with strategies completed
- **Winter/Spring 2025** – Target final plan adoption date
- Engagement opportunities throughout



Contact Info

Gary Simonson

Senior Planner

gsimonson@psrc.org

(206) 971-3276





Puget Sound Regional Council

January 4, 2024

ACTION ITEM

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

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

IN BRIEF

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

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

RECOMMENDED ACTION

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

DISCUSSION

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

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

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

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

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

Safety

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

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

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

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

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

Climate

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

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

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

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

Equity

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

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

Additional Policy Framework Revisions

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

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

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

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

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

ATTACHMENTS

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

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

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



Process Details to be Included

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

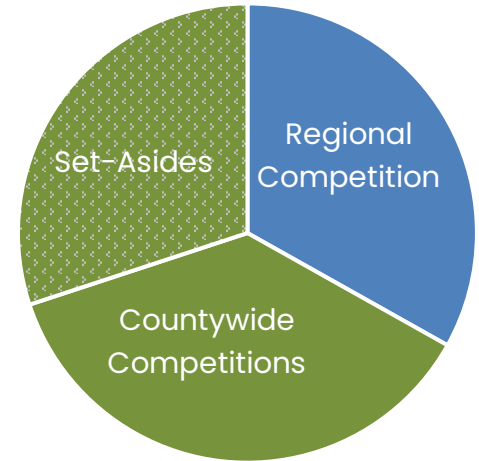
Funding Distributions

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

FHWA Funding Distributions

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

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



Number of Regional Applications:

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

Amounts by Source in FHWA Competitions:

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



Funding Limits:

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

Contingency Lists:

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



FTA Distributions

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



Project Tracking Policies and Procedures

Project Tracking Program:

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

Policies updated over time

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



Project Tracking Policies and Procedures

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

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



In funding competitions:

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

In annual rebalancing process, for supplemental funding:

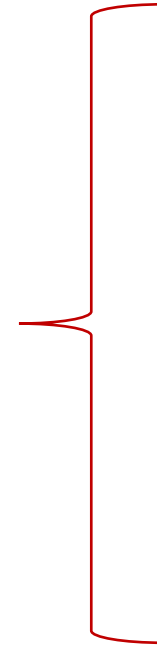
3. Award increased federal shares before contingency projects
4. Adjust process timeline to accommodate more June 1 deadlines



Project Evaluation Criteria and Point Values

Criteria includes:

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



Attachment B: Draft Scoring Options

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

Surface Transportation Block Grant Program Funding (STP)

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

Congestion Mitigation and Air Quality Improvement Program Funding (CMAQ)

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



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

v. 1.11.2024

INTRODUCTION

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

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1. IMPORTANT DATES

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

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

2. COUNTYWIDE COMPETITION SUBMITTAL CHECKLIST

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

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

3. ELIGIBILITY

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

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

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

4. COMPETITIONS

Regional Competition

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

Countywide Competition

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

5. AVAILABLE FUNDING

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

Federal Highway Administration Funds (FHWA)

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

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

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

Set-Asides

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

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

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

- Rural Town Centers and Corridors: In 2021, the Rural Town Centers and Corridors Program was converted from a set dollar amount to 10% of FHWA STP funds from the regional competitive portion of funds. This program was created in 2003 to assist rural communities in implementing town center and corridor improvements, in coordination with state highway corridor interests.
- Equity Pilot Program: 5% of the total estimated STP funds in 2024 will be set aside for a new Equity Pilot Program.

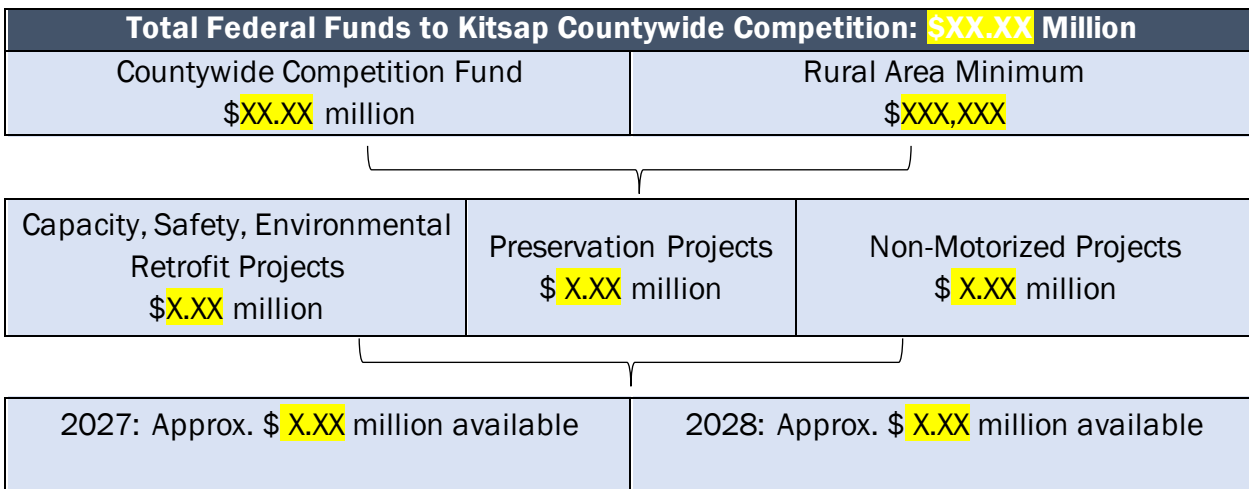
Balancing by Year

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

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

Countywide Competition Funding

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



Rural Minimum

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

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

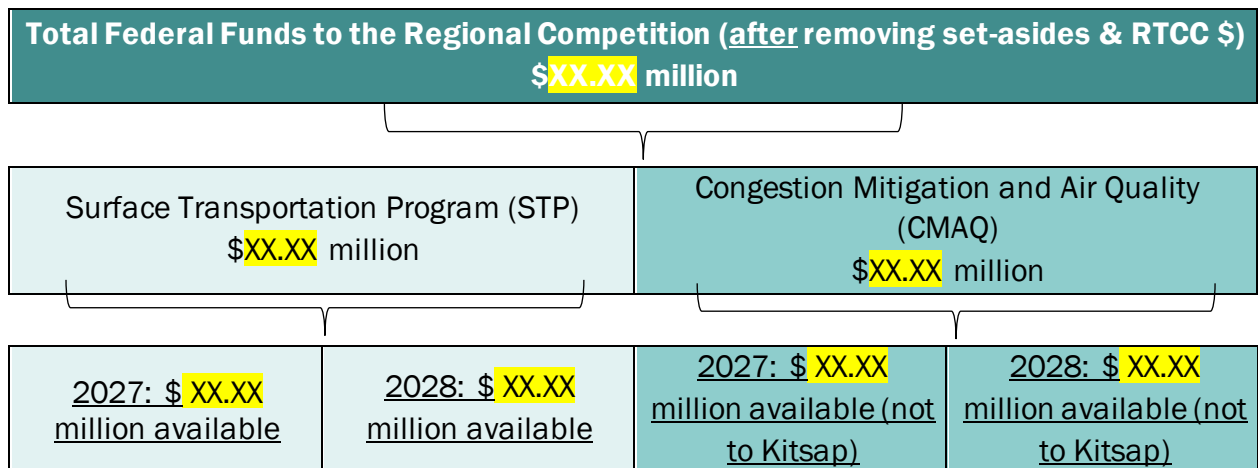
Applying to Both the Regional and Countywide Competitions

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

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

Regional Competition Funding

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



6. POLICY FOCUS

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

Regional Growth Centers

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

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

Regional Manufacturing/Industrial Centers (MICs)

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

Countywide Growth Centers

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

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

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

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

Military Installations

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

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

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

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

Countywide Industrial Centers

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

Local Centers

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

Rural Centers

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

7. PROGRAMMING PROCESS: NON-MOTORIZED PROJECTS

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

OVERVIEW

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

POLICY GOALS FOR NON-MOTORIZED FUNDING

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

OTHER GUIDANCE

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

8. PROGRAMMING PROCESS: PRESERVATION SET-ASIDE

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

OVERVIEW

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

POLICY GOALS

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

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

CRITERIA

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

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

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

OVERVIEW

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

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

REGIONAL COMPETITION

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

COUNTYWIDE COMPETITION

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

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

CONTINGENCY LIST

TransTAC will review Contingency List, using the following considerations:

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

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

10. COUNTYWIDE COMPETITION CRITERIA AND EVALUATION PROCESS

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

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

Requirements

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

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

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

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

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

Ranked Criteria

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

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

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

(Continues on next page)

CRITERIA	RELATIVE RANKING		
<p>E. Safety and security Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> • Addresses safety and security, especially at “high collision” intersections or corridors (as defined by the project sponsor based on collisions or fatalities/capita). • Protects vulnerable users of the transportation system by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or improving facilities for pedestrian and bicycle safety and comfort, and/or reduced barriers to use. • Reduces reliance on enforcement and/or designs for decreased speed. • If applicable, addresses how adopted safety policies (e.g. Vision Zero, Target Zero) informed the development of the project. <p>Note: this criterion is considered an “other consideration” for preservation projects.</p>	<p>High (project provides significant safety and security benefits)</p>	<p>Medium (project provides safety and security benefits)</p>	<p>Low (project provides minimal safety and security benefits)</p>
<p>F. Air quality benefits and emission reduction Project provides air quality benefits by:</p> <ul style="list-style-type: none"> • Reducing congestion and improving circulation • Reducing delay, particularly of freight vehicles • Reducing single occupancy vehicle trips • Reducing vehicle miles traveled • Addressing vulnerable populations • Reducing pollutants with highest health risk • Supporting non-motorized travel • Improving engines or explores alternative fuel technologies <p>Note: this criterion is not applicable for preservation projects.</p>	<p>High (project provides significant air quality benefits)</p>	<p>Medium (project provides air quality benefits)</p>	<p>Low (project provides minimal air quality benefits)</p>

CRITERIA	RELATIVE RANKING		
<p>G. Multimodal elements and approach</p> <p>Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> • Provides non-motorized transportation benefits • Improves freight movement • Improves access to transit • Provides transportation demand management benefits • Serves more than one mode of transportation • Connects to or supports other local/regional multimodal projects 	<p>High (project provides significant multimodal benefits)</p>	<p>Medium (project provides multimodal benefits)</p>	<p>Low (project provides minimal multimodal benefits)</p>

(see the next page for other considerations)

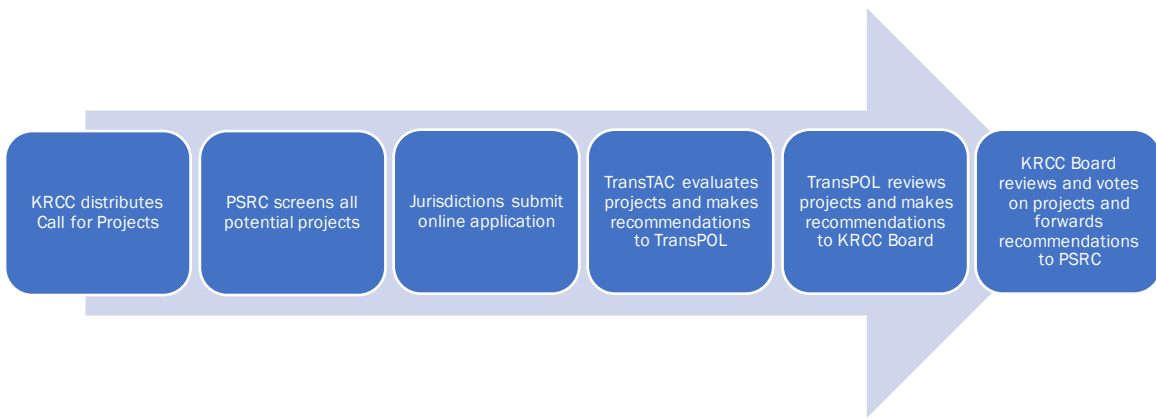
Other Considerations

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

- **Supports Innovation** — Project includes innovative elements such as design, funding, technology, or implementation approach.
- **Addresses an Emergency Need** — Project is the result of an emergent need stemming from infrastructure failure, natural disaster, or another unanticipated activity or event.
- **Geographic Equity** — Project helps to balance the distribution of funds throughout Kitsap County. Equity can be established over multiple funding cycles and across funding types.
- **Leverages Funding** — Project has received funding from other sources and is able to leverage countywide funds for a greater impact. Project would have to return other funding sources if countywide funding is not provided.
- **Public Support** — Project has significantly demonstrated public support. This could be documented in letters, attendance at public meetings/hearings, newspaper articles/editorials, or another format.
- **“Shovel Ready”** — Project is seeking funding for construction.
- **Safety/Capacity Benefits (for Preservation Projects only)** - Project improves safety by meeting one or more of these objectives: improves a “high collision” intersection or corridor, reduces barriers to use, provides safe access, addresses vulnerable users and/or makes capacity enhancements that improve safety.

11. COUNTYWIDE COMPETITION SUBMITTAL AND REVIEW PROCESS

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



12. PUBLIC INVOLVEMENT

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

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

13. DRAFT KRCC SCHEDULE FOR COUNTYWIDE AND REGIONAL COMPETITIONS

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

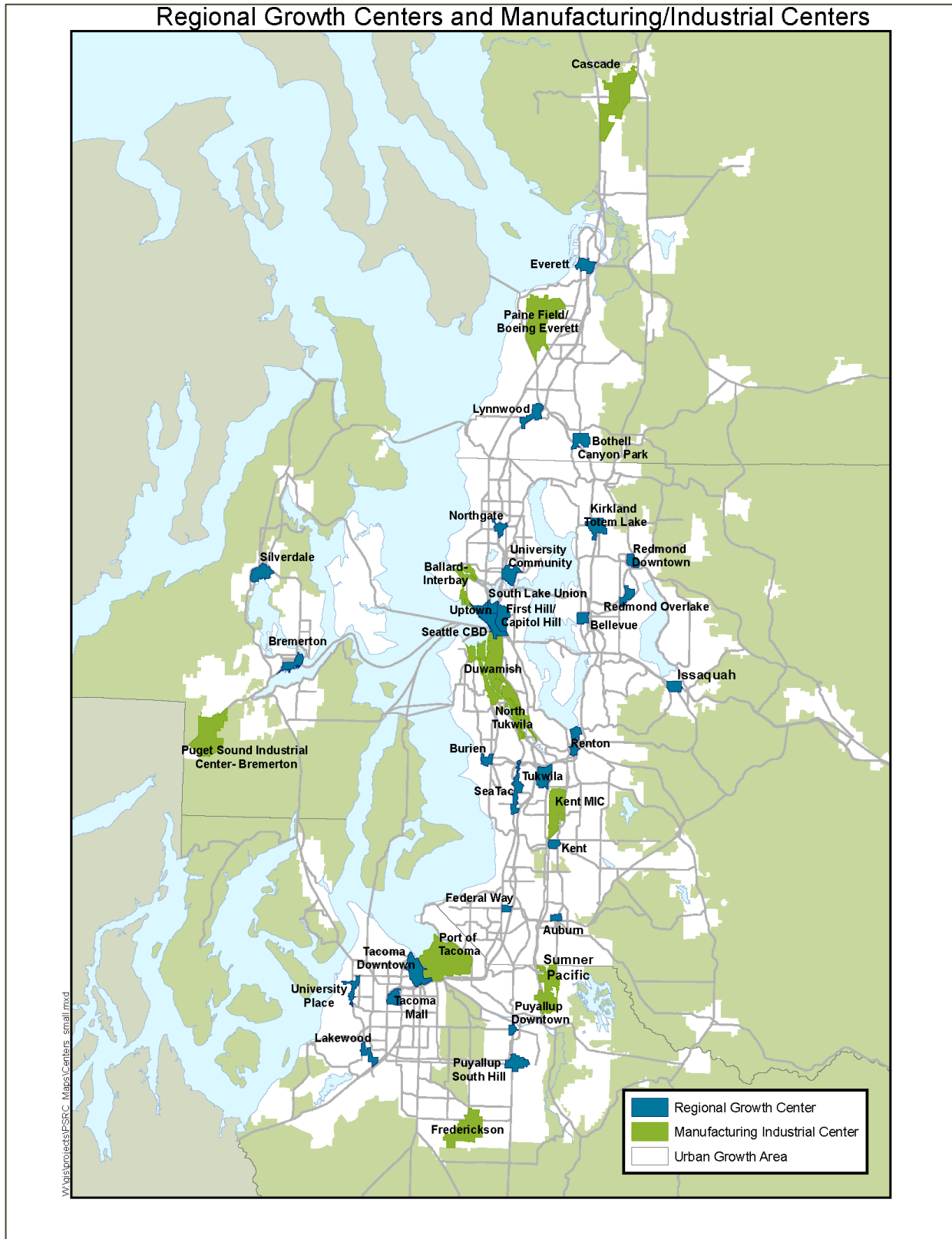
COUNTYWIDE APPLICATION	
Task/Meeting	Date
TransTAC Meeting <i>Review Call for Projects</i>	1/18
TransPOL Meeting <i>Recommend Call for Projects</i>	1/18
KRCC Board <i>Approve Call for Projects</i>	2/6
Release Countywide Call for Projects	2/7
TransTAC Meeting	2/8
KRCC Board Meeting <i>Cancel if needed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

14. PROJECT SPONSOR RESOURCES

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

- [2022 Policy Framework for PSRC's Federal Funds](#)
- [Schedule and Deadlines](#)
- [Funding Eligibility](#)
- [Regional FHWA Project Evaluation Criteria](#)
- [Applications and Screening Forms \(regional and countywide\)](#)
- [Screening Form Checklist](#)
- [Regional FHWA Application Checklist](#)
- [Guidance and Resources for Equity Criterion](#)
- [Project Selection Resource Map \(works best in Firefox and Chrome\)](#)
- [Financial Constraint Guidance](#)

APPENDIX A: REGIONAL GROWTH CENTERS AND MANUFACTURING INDUSTRIAL CENTERS

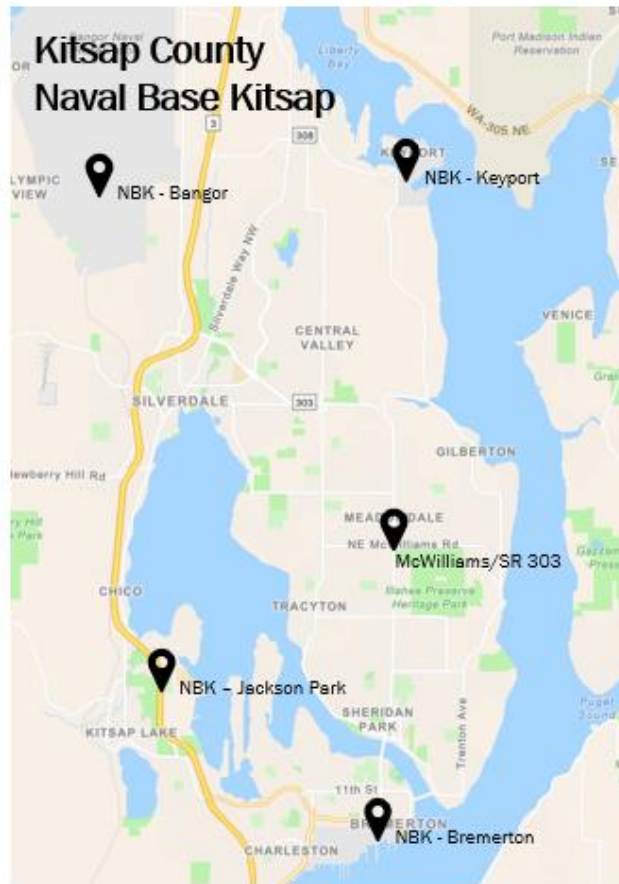
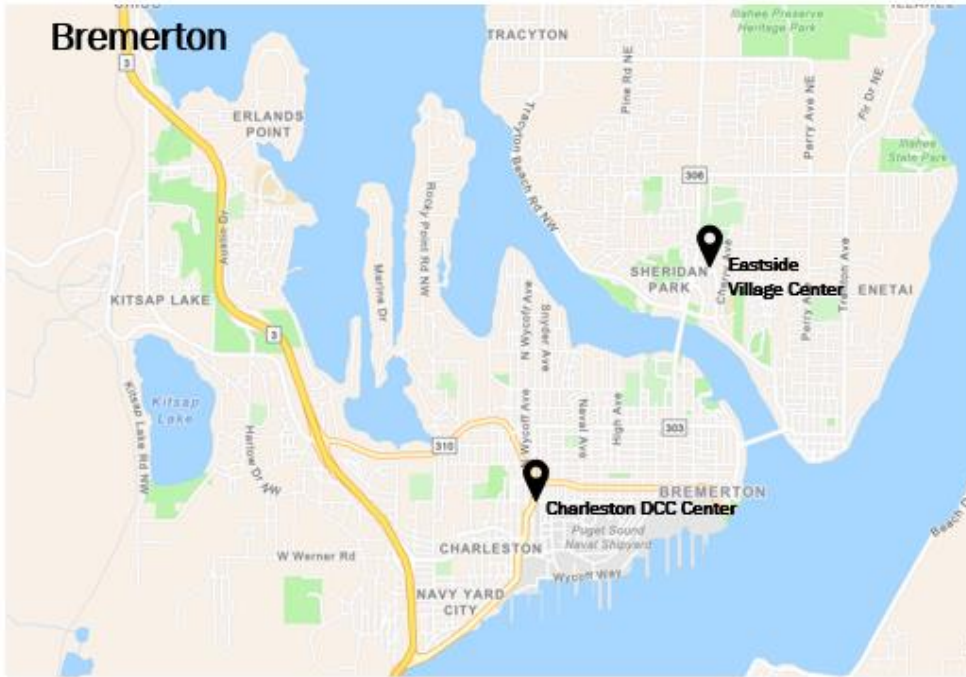


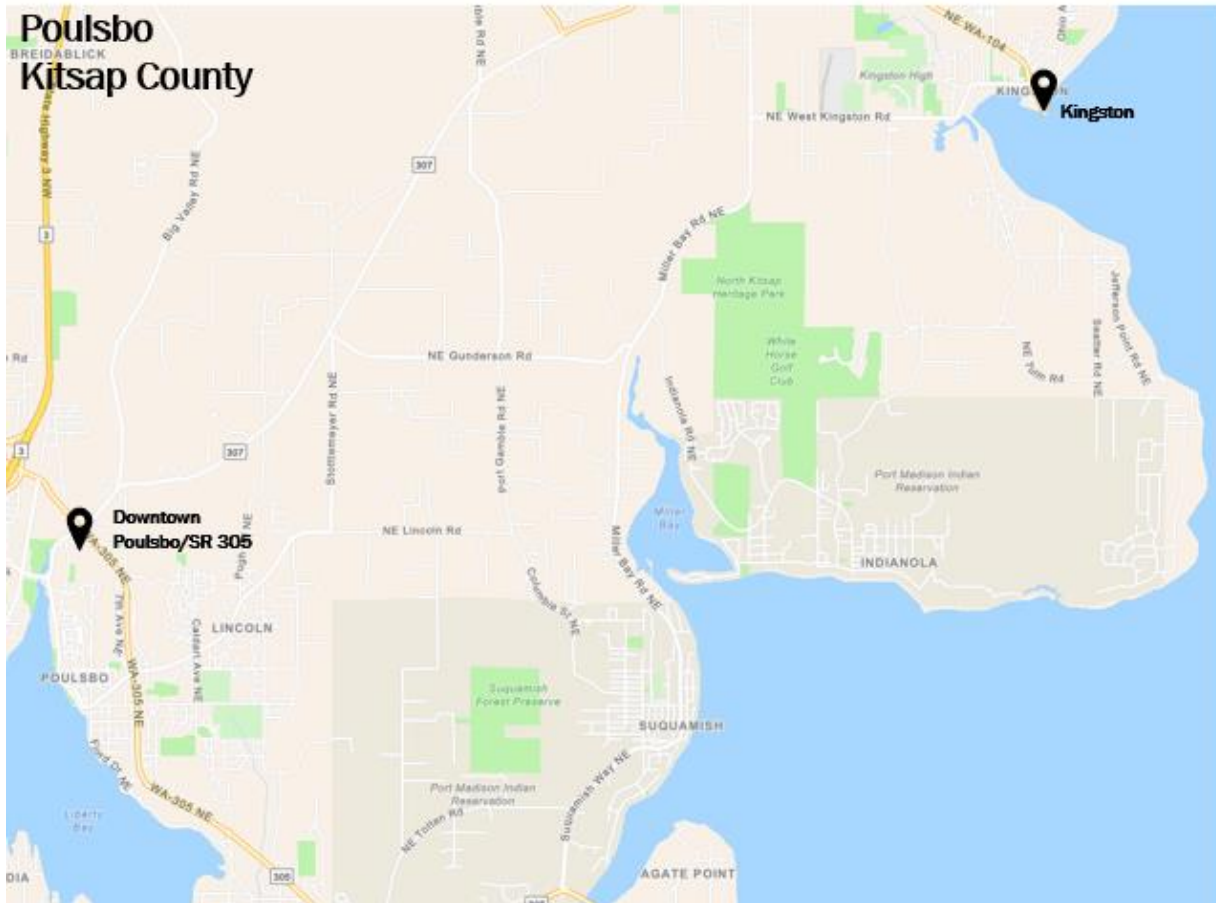
APPENDIX B: CENTER TYPES AND FUNDING ELIGIBILITY FOR REGIONAL AND COUNTYWIDE TRANSPORTATION COMPETITIONS

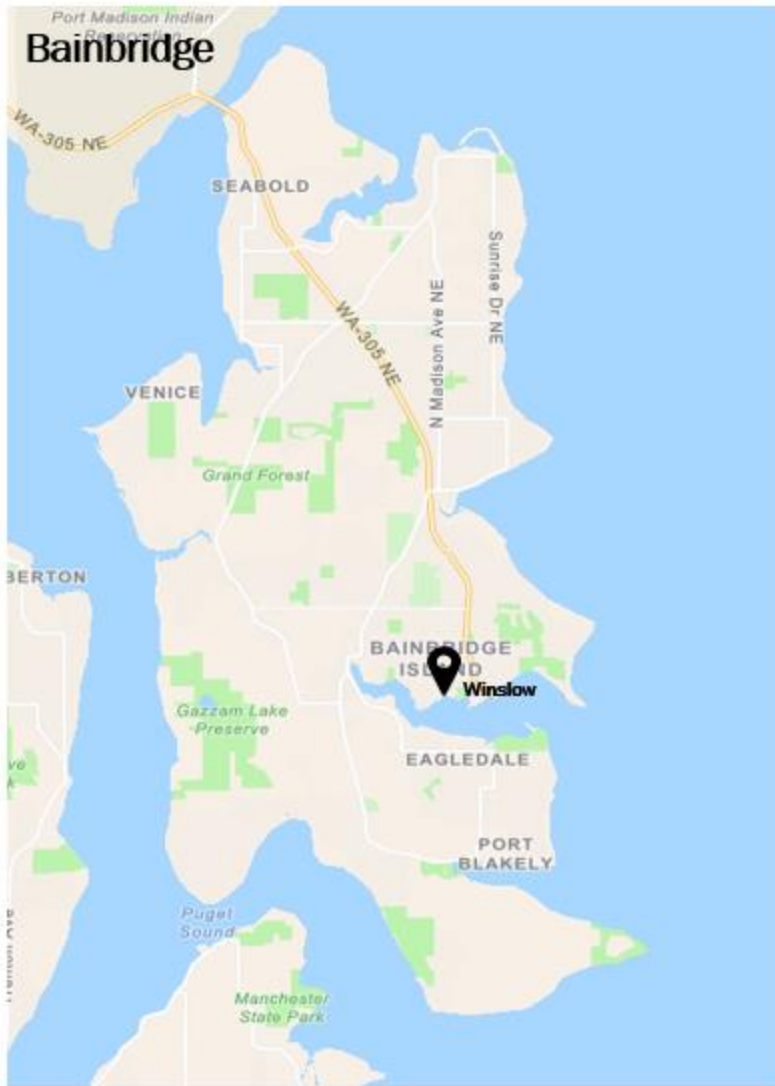
Center Type in Call for Projects	Eligible for Countywide Competition?	Eligible for Regional Competition?	Notes
Countywide Growth Centers	Yes	No	See CPPs – Element C: Centers of Growth: “They guide regional growth allocations, advance local planning, inform transit service planning, and represent priority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

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

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







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