



# 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. 4/28/2022

**Date:** May 3, 2022

**Time:** 10:15 AM – 12:15 PM

**Place:** This is an online meeting due to the COVID-19 pandemic and Governor Inslee's "Stay Home, Stay Healthy" Proclamation.

To participate:

- To participate in the video conference 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

Note that this meeting will be recorded via Bremerton Kitsap Access Television (BKAT).

### 1. Welcome and Introductions

### 2. Chair's Comments

### 3. Presentation on HB 1220 by Department of Commerce

- A. [Department of Commerce presentation slides](#) Page 3
- B. *For reference: Excerpt from 2/10 LUTAC meeting summary discussing Dept. of Commerce presentation on HB 1220 (Reference Packet page 2)*

### 4. Consent Agenda (vote)

- A. **ACTION:** Approve the [2/1/2022 KRCC Board Meeting Summary](#) Page 16
- B. Review the January, February and March Executive Committee meeting summaries (Reference Packet page 3, 8, 12)

### 5. Full Discussion/Action Items

- A. **ACTION:** Approve the Draft [2021 Annual Annexation Report](#) Page 22
- B. **ACTION:** Approve the Update to the [Call for Transportation Projects](#) regarding Page 25  
the contingency list
  - i. *For reference: TransTAC Recommended changes to the 2022 Call for Projects (Reference Packet page 16)*
- C. Review presentations on [Countywide and Regional Competition projects](#) (overview) Page 53
  - i. [City of Bainbridge Island Projects](#) (Page 54)
  - ii. [City of Bremerton Projects](#) (Page 56)
  - iii. [City of Port Orchard Projects](#) (Page 62)
  - iv. [City of Poulsbo Projects](#) (Page 71)
  - v. [Kitsap County Projects](#) (Page 76)
  - vi. [Kitsap Transit Projects](#) (Page 85)

## **6. KRCC Committee Reports**

- A. Land Use Items
  - i. Status update on Employment and Population Growth Target Allocations
  - ii. [Updated Growth Allocations Calendar](#) Page 91
  - iii. Response from KRCC Executive Committee to Bainbridge Island letter regarding CPPs
    - i. *Bainbridge Island letter to KRCC and Kitsap County (Reference Packet page 18)*
    - ii. *KRCC response letter (Reference Packet page 21)*
  
- B. Transportation Items
  - i. *For reference: Transportation Competition calendar (Reference Packet page 23)*

## **7. PSRC Board and Committee Reports**

- A. PSRC Committees and Boards Report (*Reference Packet page 25*) and other updates\*
  - i. Updates from the PSRC Executive Board
  - ii. Updates from the Growth Management Policy Board
  - iii. Updates from the Transportation Policy Board
  - iv. Updates from the Economic Development District Board

## **8. Corridor Committee Reports\***

## **9. KRCC Emergent and Countywide Issues**

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

## **10. Staff Report**

- A. [KRCC Income Statement](#)\* Page 92

## **11. Public Comment**

## **12. KRCC Board Questions, Concerns, and Announcements**

## **13. Adjourn**

\* Standing agenda item

# State-Projected Housing Needs

Implementing HB 1220

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Laura Hodgson

SENIOR PLANNER

5/3/2022



Washington State  
Department of  
**Commerce**

## **New ways to plan for housing:**

HB 1220 (laws of 2021) significantly changed Growth Management Act (GMA) housing element requirements.

Commerce is developing guidance and projections of housing need to incorporate in periodic updates.

# HB 1220:

## Changed RCW 36.70A.070 (2): The Housing Element

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### Changed GMA housing goal:

- “Plan for and accommodate ~~encourage the availability of affordable housing~~ affordable to all economic segments.”

### Requires Commerce to provide projected housing need to local governments:

- For moderate, low, very low, and extremely low-income households
- For permanent supportive housing, emergency housing and emergency shelters (referred to as special housing needs)

### Local housing element to:

- Identify sufficient capacity of land for identified housing needs
- Within urban growth areas (UGAs), moderate density housing options
- Document barriers to housing availability such as gaps in local funding, development regulations, etc.
- Consider housing locations in relation to employment locations
- Consider role of accessory dwelling units (ADUs)

# HB 1220: More changes ...

## Disparate impacts, displacement and exclusion

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- **Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing:**
  - Zoning that may have a discriminatory effect
  - Areas of disinvestment and infrastructure availability
- **Begin to undo racially disparate impacts, displacement, and exclusion in housing**
- **Identify areas at higher risk of displacement and establish anti-displacement policies including:**
  - Preservation of historic and cultural communities
  - Investments in housing for lower income segments
  - Equitable development initiatives and land disposition policies
  - Inclusionary zoning and community planning requirements
  - Tenant protections

# Updating the Housing Element

- Part of the 10-year periodic update due Dec. 31, 2024
- Significant grant funds are coming to review and update comprehensive plans & development regulations
- Middle housing grants
- Checklists and other resources available starting June 2022

## Growth Management Act Periodic Update



Updated resources coming summer 2022!

# Commerce is Projecting Housing Needs

## Projected housing needs methodology

- Consistent with OFM countywide population projections
- Account for household size, vacancy, group quarters
- Account for historic underproduction
- Test with various size counties

## Break down housing needs by income band (right)

## Special housing needs

- Data: point-in-time counts (PIT), HMIS, and others
- Engage stakeholder groups in focus group meetings

Housing Units by Income Band	Area Median Income (AMI)
Emergency housing/shelters	Group quarters
Extremely low:	0-30% AMI, including some PSH*
Very low	31-50%
Low	51-80%
Moderate	81-120%
Other	Above 120%

\*PSH = permanent supportive housing



# Allocation of Projected Housing Needs

	Total	0-30%	>30-50%	>50-80%	>80-100%	>100-120%	>120%
<b>Countywide Current Units</b>	113,248	4,326	11,984	34,621	19,745	8,096	34,477
<b>Countywide Additional Units Needed (2020-2050)</b>	25,938	10,871	627	0	0	0	14,440
<b>Sum of Allocation to Jurisdictions (from User Inputs)</b>	25,938	10,871	627	0	0	0	14,440

**zzDemo  
County**

<b>100.00%</b>	<-- Sum of user inputs for jurisdiction shares of county future net housing need. If below 100%, increase shares. If above 100%, decrease shares.
Met Target	

Current Share of County Population	User Input - Share of County Growth		Total	0-30%	>30-50%	>50-80%	>80-100%	>100-120%	>120%	
65.21%	47.00%	<b>Unincorporated zzDemo County</b>	Current Units by Affordability Level (2020)	72,321	1,899	7,581	21,760	13,938	3,832	23,310
		Default - Allocation of Need (2020-2050)	16,913	7,844	195	0	0	0	8,875	
		User Input - Allocation of Need (2020-2050)	12,191	7,328	34	0	0	0	4,829	
9.01%	12.00%	<b>zzSuburban City</b>	Current Units by Affordability Level (2020)	11,251	331	331	788	1,150	2,073	6,578
		Default - Allocation of Need (2020-2050)	2,336	1,152	347	0	0	0	836	
		User Input - Allocation of Need (2020-2050)	3,113	1,237	432	0	0	0	1,443	
15.78%	25.00%	<b>zzCore City</b>	Current Units by Affordability Level (2020)	18,351	1,452	3,030	8,960	2,496	879	1,534
		Default - Allocation of Need (2020-2050)	4,094	999	0	0	0	0	3,096	
		User Input - Allocation of Need (2020-2050)	6,484	1,260	0	0	0	0	5,225	
5.66%	8.00%	<b>zzSmall City</b>	Current Units by Affordability Level (2020)	6,209	288	619	2,051	1,246	717	1,288
		Default - Allocation of Need (2020-2050)	1,467	550	30	0	0	0	887	
		User Input - Allocation of Need (2020-2050)	2,075	617	59	0	0	0	1,400	
4.34%	8.00%	<b>zzLittle City</b>	Current Units by Affordability Level (2020)	5,116	356	422	1,062	915	594	1,767
		Default - Allocation of Need (2020-2050)	1,127	326	55	0	0	0	746	
		User Input - Allocation of Need (2020-2050)	2,075	429	102	0	0	0	1,544	

# Allocate & Plan for Projected Housing Needs

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## Allocate countywide housing needs by income bracket

- Commerce will provide allocation tool and countywide housing needs
- Recommend counties use existing coordination process for allocating countywide needs
- Counties & cities should agree on housing needs allocation that sums to total countywide need

## Plan for housing needs

- Review zoning assumptions
- Review other regulations, fee structures, incentives, etc. which influence housing
- Make adjustments zoning & programs to accommodate housing needs

# Review Racially Disparate Impacts

## Discriminatory impacts review

- Review land use policy and regulations that have demonstrated disparate impacts

## Displacement risk review

- Identify areas that are at risk of displacement
- Review local policy and regulatory updates that could reduce displacement

## Review policy and regulatory options to address impacts

## Guidance coming in August for public review

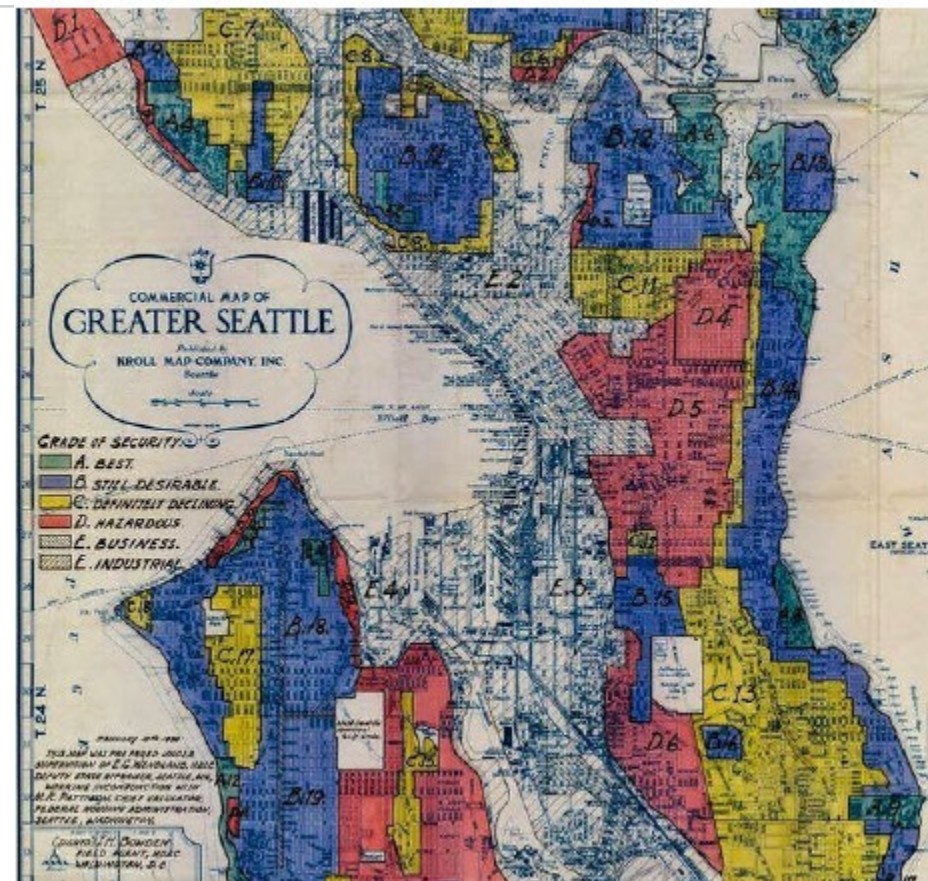


Image: National Archives Seattle Public Library online collections, courtesy of Wing Luke Museum

# Resources

- Updated housing element guidance draft coming this fall
- Webinars on housing element updates in fall/winter
- Housing team available for technical assistance
- Housing short course available
- Grants (periodic update and middle housing)

## Planning for Housing



### Jump to

[Updating GMA Housing Elements \(HB 1220\)](#)

[Multi-Family Housing Property Tax Exemption program](#)

[Housing EZView website](#)

# Questions?



Washington State  
Department of  
**Commerce**

<https://www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics/planning-for-housing/>

[www.commerce.wa.gov](http://www.commerce.wa.gov)



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# Advisory Group Membership

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## Projected Housing Needs

- State OFM / WSHFC / Commerce
- WSAC / AWC
- BIA / WLIHA
- Housing authorities and homelessness authority
- Buildable lands
- Western and eastern counties
- Large and small city
- Futurewise

## Racially Disparate Impacts

- City Planners
- County Planners
- Geographic and community type representation

## Advisory Group augmented by:

- Interviews with key experts
- Open house

# Timeline for New Guidance on HB 1220

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Jan – Aug 2022	Methodology for projecting countywide housing needs by income, including special housing needs
Jan – June 2022	Methodology for disaggregating projected housing needs
March – Aug 2022	Develop guidance for racially disparate impacts, displacement, and exclusion
August/Sept 2022	Open house on racially disparate impacts and draft recommendations
June – Nov 2022	Policy guidance to review zoning and incentives to achieve housing needs
Dec 2022	Projections of housing needs by income band and special housing needs (once Office of Financial Management (OFM) data is released)
Feb – May 2023	Countywide profiles of housing need
Oct 2022 - Feb 2023	Training webinars

# DRAFT KRCC Board Meeting Summary

v. 2-10-2022

Date: February 1, 2022  
Time: 10:00 am – 12:00 pm  
Remote meeting via Zoom

Decisions		
The KRCC Board decided to:		
<ul style="list-style-type: none"><li>• Approve the December 7 Board meeting summary (as drafted)</li><li>• Approve the PSRC Committee appointments roster (with updates)</li><li>• Approve the KRCC Board roster and Policy Committee appointments (with updates)</li><li>• Approve the Call for Projects for the Countywide Transportation Competition (with updates)</li></ul>		
Actions	Who?	Status
Update KRCC and PSRC rosters as amended and post to KRCC website.	KRCC staff	In Progress
Send finalized PSRC committees roster to PSRC.	KRCC staff	In Progress
Finalize approved Draft of Call for Projects incorporating edits and decisions from this meeting.	KRCC staff	In Progress
Add discussion of March/April retreat to Executive Committee agenda.	KRCC staff	Complete
Email statement of concern about proposed housing density legislation to Board members for follow up and coordinated response this week.	Mayor Erickson	

## 1. Welcome and Introductions

KRCC Chair Rob Gelder was unable to attend this meeting. KRCC Vice Chair/Bremerton Mayor Greg Wheeler led the meeting and welcomed participants to the meeting.

## 2. Chair's Comments

The Vice Chair noted there were a number of topics to cover at today's meeting.

## 3. Presentation

- Behavioral Health Model Ordinance by Department of Commerce

The Vice Chair introduced presenters Matt Mazur-Hart from Washington Department of Commerce and Allegra Calder from BERK Consulting who presented an overview of Washington State's new Behavioral Health Model Ordinance and recommendations on tools and guidance developed by Department of Commerce for siting mental health facilities in communities throughout Washington.



[Presentation slides](#) are available on KRCC's website. The presentation is available as part of the [video recording of this meeting](#). In consideration for the meeting's full agenda, no time was offered for questions after the presentation, but members were encouraged to reach out to the presenters with questions in the future.

#### 4. Consent Agenda

- [Approve the December 7 Board meeting summary](#)

Commissioner Garrido moved to approve the December 7 Board meeting summary. Mayor Erickson seconded. Councilmembers Coughlin, Rosapepe, and Trenary abstained. The Summary was approved as drafted.

- [Review the December Executive Committee meeting summary](#)

The December 14 Executive Committee meeting summary is located on page 2 of in the meeting's [reference packet](#).

#### 5. Full Discussion/Action Items

- [Review and approve the PSRC committee appointments](#)

PSRC seats labeled as "small cities" are shared and rotated among Poulsbo, Bainbridge Island, and Port Orchard, while the larger city of Bremerton has its own seat. Members were also reminded of the importance of active participation and attendance by members representing the Kitsap region on these committees. Board members worked with KRCC staff to update the roster of PSRC committee appointments and edit the spreadsheet live in the meeting. The PSRC roster will be communicated to PSRC and posted on the KRCC website.

Mayor Erickson moved to approve the PSRC appointments roster as updated in the meeting, Mayor Deets seconded. The motion carried unopposed.

- [Review and approve the KRCC committee appointments](#)

2022 is an important year for KRCC with growth and employment allocations and transportation competitions. Board members worked with KRCC staff to update the roster of Board and Policy Committee appointments and edit the spreadsheet live in the meeting. The KRCC Director reminded Kitsap County and other jurisdictions to update KRCC staff on relevant technical and support staff who should be added to TransTAC and LUTAC committee rosters and/or to any committee's email cc lists.

Mayor Erickson moved to approve the KRCC appointments roster as updated for in the meeting, Mayor Deets seconded. The motion carried unopposed.

- [Review and approve the Summary of Updates and 2022 Draft Countywide Call for Transportation Projects](#)

The Board reviewed a summary provided by staff of the edits and updates recommended by members of TransTAC and TransPOL and by Board members to the Call for Projects for the

Countywide Transportation Competition. The summary of edits and the draft of the Call for Projects with tracked changes were included in the meeting's [agenda packet](#).

Staff also introduced a table requested by TransPOL to clarify and disambiguate the different types of "Centers" referred to in the Call for Projects. This table also identifies the types of Centers that are eligible for the Countywide Competition funding. For example, local centers are eligible and identified in each jurisdiction's comprehensive plan, but rural centers and Limited Areas of More Intensive Rural Development (LAMIRDs) have a separate source of funding and are not eligible for these funds.

Naval Base Kitsap (NBK) clarified that the Naval Base is not eligible to propose a project but that the transportation corridor that includes the base is eligible for funds. NBK offered language to clarify the distinction between sponsor role and corridor eligibility to be included in the updates to the draft.

The Board discussed whether a jurisdiction's "partnership projects" with Tribes or Ports would be counted within their jurisdiction's proposed cap, and whether Ports and Tribes could propose more than one application if at least one was a partnership. Other concerns arose that capping the number of applications from rural areas could result in not enough projects being eligible for the rural set-aside funds, which would leave available funding unused.

After robust discussion, the Board agreed to provide flexibility in the caps noted in the draft Call for Projects if the total number of projects proposed does not exceed a total of 29 + 2 partnerships + 2 rural-set-aside eligible proposals. If the total number of projects proposed exceeds that threshold, the full KRCC Board will convene to work together to refine the final list.

Mayor Erickson made a motion to approve the 2022 Call for Projects with amendments as drafted and refined in this meeting. Director Clauson seconded the motion. There were no further comments. The motion was approved as amended including Naval Base Kitsap updates and updates to caps totals.

## **6. KRCC Committee Reports**

### **A. Land Use**

- Review of updated LUTAC and PlanPOL Growth Allocations calendar

The Growth Allocations calendar included in the meeting [agenda packet](#) reflects recent updates from LUTAC adjusting their timing to share proposed allocations in April instead of March and a request from the Executive Committee to show the step when city councils have time to review growth allocations proposals before the KRCC Board would discuss them in May and vote to approve them in June.

- Discuss Executive Committee proposal to hold joint planning/transportation (virtual) retreat in spring to align transportation projects with growth allocations and vision for Kitsap.

The proposed calendar introduces a new PlanPOL meeting in April and offers the opportunity to use the existing March PlanPOL session as the first in a two-part retreat-style meeting regarding the connections between transportation and growth and the need to consider growth allocations and transportation funding in an interconnected way.

Betsy asked whether the Board supported this idea for the Executive Committee to discuss and develop the idea further. There was general agreement indicated by the Board to proceed.

- Reference: Growth Target Dashboard

The Executive Committee had requested a summary of numbers related to growth targets be included as a standing item in meeting packets for reference while growth targets are in development. Staff shared a “growth allocations dashboard” worksheet that is being used by LUTAC and asked whether this meets the desire for a reference sheet. Board members will review and provide feedback if updates are needed.

## **7. Transportation**

Transportation topics were covered in the Full Discussion/Action section of the meeting relating to reviewing and approving the Call for Transportation Projects.

## **8. PSRC Board and Committee Reports**

A briefing on recent and upcoming PSRC Committee meetings is included in the Board meeting [reference packet](#) on page 10.

## **9. Corridor Committee Reports**

There were no updates regarding Corridor Committee Reports.

## **10. KRCC Emergent and Countywide Issues**

- House Bill 1782 and Senate Bill 5670 regarding housing density

Poulsbo Mayor Erickson raised concerns about the potential effects of bills currently being proposed in the state legislature that would allow duplexes, triplexes, 4-plexes and small apartment buildings throughout the state in single-family zones that currently exclude these housing types if they fall within ½ mile of certain types of transit with specific levels of service. The concerns included the potential effects of allowing denser zoning in areas that do not have the infrastructure or water resources to support that density of population. The Mayor was also concerned about overburdening land and infrastructure in Kitsap communities and about the potential for this legislation to negate local control of zoning and land use.

Mayor Erickson drafted a statement to share with the Board and urged Board members and other policymakers in their jurisdictions to concur and support the statement. Several Board members expressed agreement with Mayor Erickson’s concerns, and some said they had also already written to express their opposition to the bill by reaching out to cosponsor Representative Simmons and Senator Rolfes, who is also concerned about the bill. Other Board members indicated they agree with the concerns but would like to do a bit of due diligence before committing to the statement and it was noted that AWC supports a statement from KRCC on this matter.

With the meeting running over time, the Vice Chair asked Mayor Erickson to follow up by emailing her statement to all Board members so they can consider how to respond to this situation quickly and effectively.

## 11. Staff Report

- KRCC Income Statement\*

This standing item was not addressed in this meeting.

## 12. Public Comment

No public comment.

## 13. KRCC Board Questions, Concerns, and Announcements\*

This standing item was not addressed in this meeting.

## 14. Adjourn

Meeting adjourned at 12:19 PM.

## Appendix A – Board Members in Attendance

Jurisdiction	Board Member	In Attendance?
<b>Bainbridge Island</b>		
	Mayor J. Deets	present
	Councilmember L. Schneider	present
<b>Bremerton</b>		
	Mayor G. Wheeler (V. Chair)	present
	Councilmember L. Daug	present
	Councilmember J. Coughlin	present
<b>Kitsap County</b>		
	Commissioner R. Gelder (Chair)	
	Commissioner C. Garrido	present
	Commissioner E. Wolfe	present
<b>Kitsap Transit</b>		
	Director J. Clauson	present
<b>Naval Base Kitsap</b>		
	Captain R. Massie	present
	Allison Satter (alt.)	present
<b>Port Gamble S'Klallam Tribe</b>		
	Chairman J. Sullivan	

<b>Port of Bremerton</b>		
	Commissioner A. Strakeljahn	present
	Commissioner G. Anderson (alt.)	
	Commissioner C. Bozeman (alt.)	
<b>Port of Kingston</b>		
	Commissioner M. McClure	present
	Commissioner S. Heacock (alt.)	
<b>Port Orchard</b>		
	Mayor R. Putaansuu	
	Councilmember J. Rosapepe (alt.)	present
	Councilmember Mark Trenary (alt.)	present
<b>Poulsbo</b>		
	Mayor B. Erickson	present
	Councilmember E. Stern	present
<b>Suquamish Tribe</b>		
	Council Chair L. Forsman	present
	Councilmember J. Mills (alt.)	
<b>Other</b>		
WSDOT	JoAnn Schueler	
WSDOT	Gaius Sanoy (alt.)	
WSF		
WA Dept. of Commerce		

## Appendix B – Non-Member Participants

Affiliation	Name
<b>KRCC Facilitation Team</b>	
KRCC Program Director	Betsy Daniels
KRCC Program Lead	Sophie Glass
KRCC Administrative Coordinator	Cheryl Klotz
KRCC Transportation Program Lead	Claire Wendle
<b>Presenters</b>	
WA Dept. of Commerce	Matt Mazur-Hart
BERK Consulting	Allegra Calder



# Kitsap Regional Coordinating Council

## **Kitsap Regional Coordinating Council (KRCC) 2021 Annual Annexation Report**

Draft v. 1-19-2022

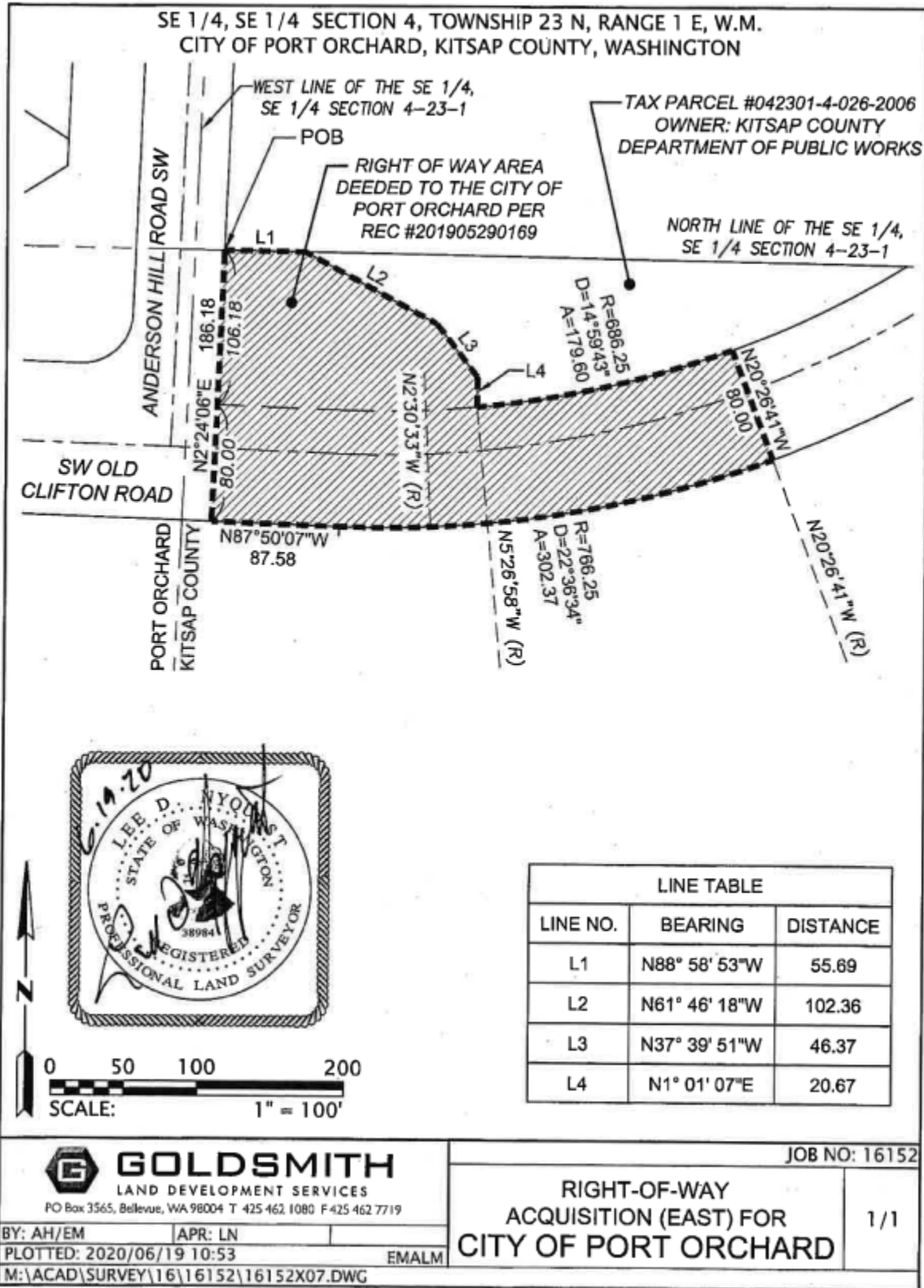
The KRCC Land Use Technical Advisory Committee (LUTAC) is responsible for providing an annual annexation report to the KRCC Executive Board.

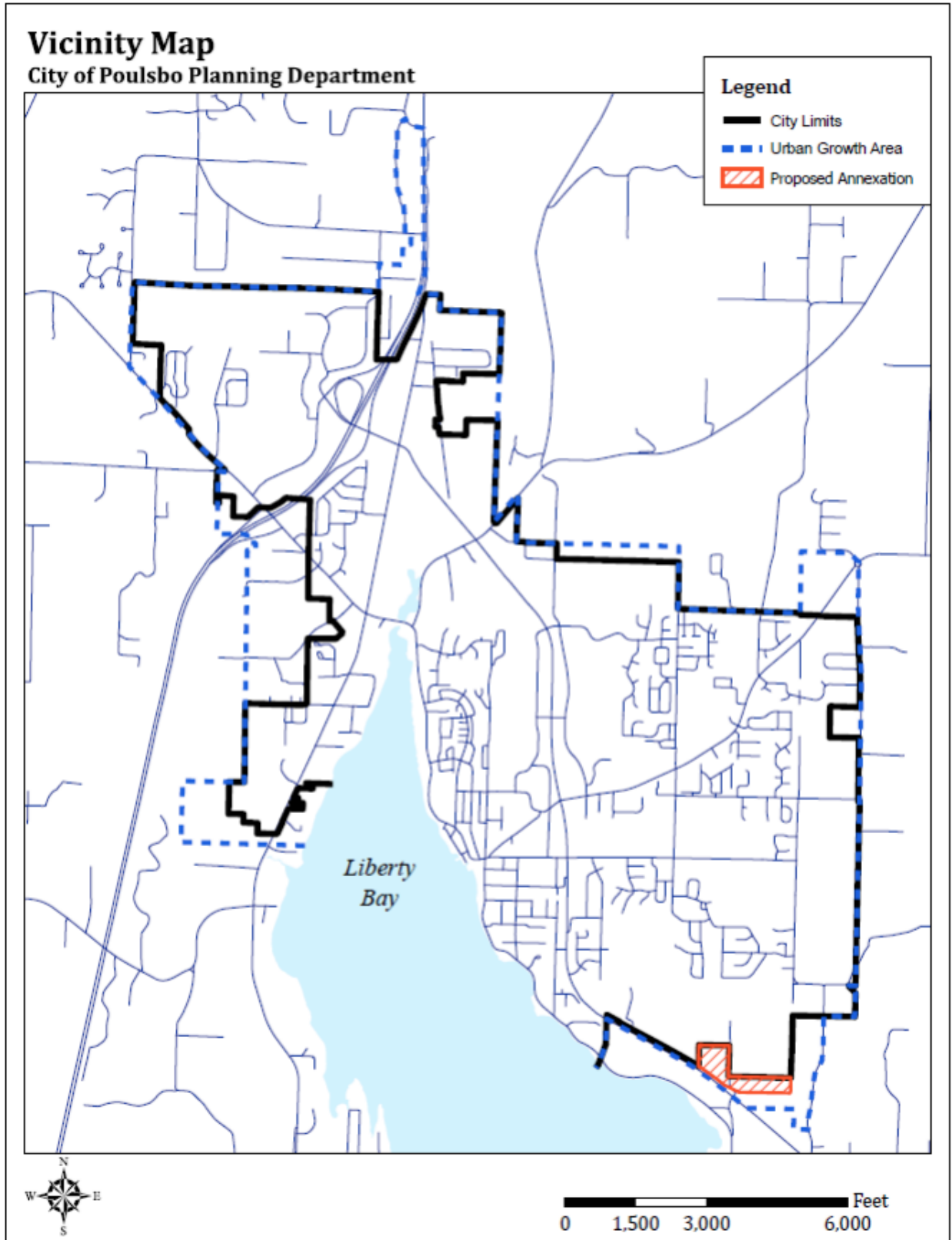
### **City of Port Orchard**

In 2021, the City of Port Orchard completed an annexation of 1.03 acres within the right of way of SW Old Clifton Road and Anderson Hill Road SW. See Attachment A for a map of the annexation.

### **City of Poulsbo**

In 2021, the City of Poulsbo completed an annexation of approximately 20 acres comprised of three properties, a small area (approximately 1,050 square feet) of one additional property, and public right-of-way. Right-of-way is approximately 1.04 acres and properties comprise approximately 18.96 acres of the annexation area. See Attachment B for a map of the annexation.









**2022 Call for Projects for the Kitsap Countywide Competition and  
Puget Sound Regional Council’s Regional Competition  
for 2025-2026 Federal Transportation Funding**

**WITH TRANSTAC RECOMMENDED CHANGES 4/25/22**

**INTRODUCTION**

In 2022, 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 2025-2026 funding cycle. This document is intended to guide jurisdictions in submitting applications and includes the following sections:

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## 1. IMPORTANT DATES

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

<b>Regional Competition</b>	<b>Countywide Competition</b>
Feb. 11, 2022 - Call for Regional Projects	February 7, 2022 - Call for Countywide Projects
March 11, 2022 - Regional Project Eligibility Screening Deadline	March 21, 2022 - Countywide Project eligibility screening deadline
April 11, 2022 – Applications due for Regional Projects	May 9, 2022 – 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. In 2022, 10% of the Regional Competition funds is \$6.09 million. This program was created in 2003 to assist rural communities in implementing town center and corridor improvements, in coordination with state highway corridor interests.
- Equity Pilot Program: 5% of the total estimated STP funds in 2022 will be set aside for a new Equity Pilot Program. The pilot will be developed with the following scope: The Regional Equity Advisory Committee will evaluate the outcomes of the 2022 project selection process and the effectiveness of the proposed equity and safety criteria revisions, advise on the scope, eligibility and criteria for the equity pilot competition, and advise on procedural roles and responsibilities for conduction the competition.

### **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 2025 and 2026. If KRCC is unable to evenly divide its funding in 2025 and 2026, 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 2022 Countywide Competition, this equates to a maximum request of \$5.21 million per project (see Countywide Competition funding section on the following page).

## Countywide Competition Funding

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

Total Federal Funds to Kitsap Countywide Competition: \$10.42 Million		
Countywide Competition Fund \$10.42 million	Rural Area Minimum \$400,000	
Capacity, Safety, Environmental Retrofit Projects \$7.73 million	Preservation Projects \$1.54 million	Non-Motorized Projects \$1.15 million
2025: Approx. \$5.21 million available	2026: Approx. \$5.21 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 2025 and 2026, 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 2025, then KRCC might move \$400,000 more into 2026.

### Applying to Both the Regional and Countywide Competitions

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

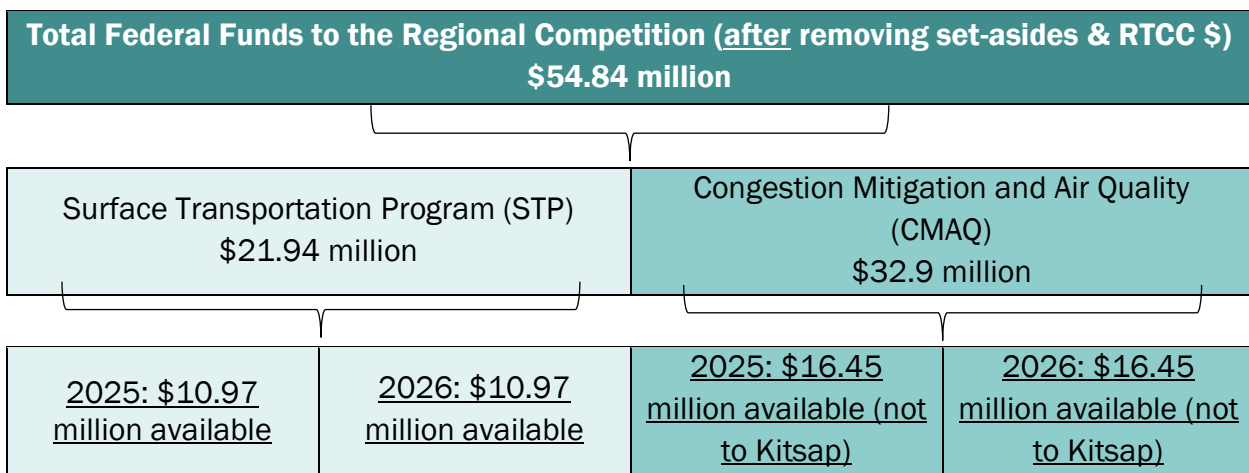
1. Separate phases of the same project may not be submitted separately – i.e., preliminary engineering cannot be submitted in one, and construction in another.
2. Separate segments or independent components of the same project may be submitted separately – i.e., Segment A may be submitted in one, and 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 2025-2026 federal funds to the 2022 Regional Competition. The graphic excludes the Rural Town Centers and Corridors (RTCC), which typically takes place the year following the Regional Competition (i.e. 2023).



## 6. POLICY FOCUS

For the 2025-2026 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.<sup>1</sup>

### 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.

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

- **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.

### 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



Military Installations	
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, 2025-2026, 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 ~~that is 30-50% more than the expected~~

~~funding-~~The Contingency List will be prioritized, at a minimum, to identify High, Medium, and Lower Priority Projects.

2. Funds can also be left to accumulate if the amount left is not sufficient to fully fund a phase of a project on the Contingency List.

## **CONTINGENCY LIST**

TransTAC will review Contingency List, using the following considerations:

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

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

## **10. COUNTYWIDE COMPETITION CRITERIA AND EVALUATION PROCESS**

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

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

### **Requirements**

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

- Must be consistent with a local Kitsap County jurisdiction's current (as of December 31, 2017) 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><b>A. Support for Centers of Growth &amp; the corridors that serve them</b>            Project accomplishes one or more of the following objectives:</p> <ul style="list-style-type: none"> <li>• Supports and/or connects Centers of Growth</li> <li>• Helps to advance desired or planned public or private investment that support centers (e.g., housing, employment, redevelopment)</li> <li>• Supports mobility for people traveling to, from, and within Centers of Growth</li> <li>• Makes connections to existing or planned infrastructure</li> <li>• Fills a physical gap or provides an essential link in the system</li> <li>• Supports multimodal transportation investments</li> <li>• Addresses capacity and concurrency level of services for one or more modes of transportation.</li> </ul>	<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>B. Funding feasibility, requirements, and opportunities</b>            Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> <li>• Well-articulated financial plan that is in alignment with the project prospectus</li> <li>• Demonstrated project readiness through a thought-out approach and reasonable ability to secure funds</li> <li>• Phase can be completed with funding requested</li> <li>• Separate phase previously funded by PSRC’s federal funds</li> <li>• Financial commitment by the jurisdiction’s elected officials to complete the project phase</li> </ul>	<p>High            (strong financial plan, clear approach to completion, project includes previous PSRC funding)</p>	<p>Medium            (financial plan is complete but the ability to complete phase with requested funding is questionable)</p>	<p>Low            (financial plan is weak or incomplete and project readiness is questionable)</p>

CRITERIA	RELATIVE RANKING		
<p><b>C. Cross-jurisdictional and coordination opportunities</b>  Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> <li>• Currently involves multiple jurisdictions, agencies, or projects</li> <li>• Provides opportunities for future coordination among jurisdictions, agencies, or projects</li> <li>• Benefits multiple jurisdictions, agencies, or projects</li> </ul>	<p>High  (at least two jurisdictions and agencies involved and some project coordination opportunities)</p>	<p>Medium  (involves a single jurisdiction or agency and few opportunities for coordination)</p>	<p>Low  (involves a single jurisdiction or agency and no opportunities for coordination)</p>
<p><b>D. Equity considerations</b>  Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Address the public outreach process and how it influenced project development.</li> <li>• Addresses displacement risk and mitigation strategies to address those risks.</li> </ul>	<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><b>E. Safety and security</b>  Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> <li>• Addresses safety and security, especially at “high collision” intersections or corridors (as defined by the project sponsor based on collisions or fatalities/capita).</li> <li>• 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.</li> <li>• Reduces reliance on enforcement and/or designs for decreased speed.</li> <li>• If applicable, addresses how adopted safety policies (e.g. Vision Zero, Target Zero) informed the development of the project.</li> </ul> <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><b>F. Air quality benefits and emission reduction</b>  Project provides air quality benefits by:</p> <ul style="list-style-type: none"> <li>• Reducing congestion and improving circulation</li> <li>• Reducing delay, particularly of freight vehicles</li> <li>• Reducing single occupancy vehicle trips</li> <li>• Reducing vehicle miles traveled</li> <li>• Addressing vulnerable populations</li> <li>• Reducing pollutants with highest health risk</li> <li>• Supporting non-motorized travel</li> <li>• Improving engines or explores alternative fuel technologies</li> </ul> <p>Note: this criterion is not applicable for preservation projects.</p>	<p>High  (project provides significant air quality benefits)</p>	<p>Medium  (project provides air quality benefits)</p>	<p>Low  (project provides minimal air quality benefits)</p>

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

(see the next page for other considerations)

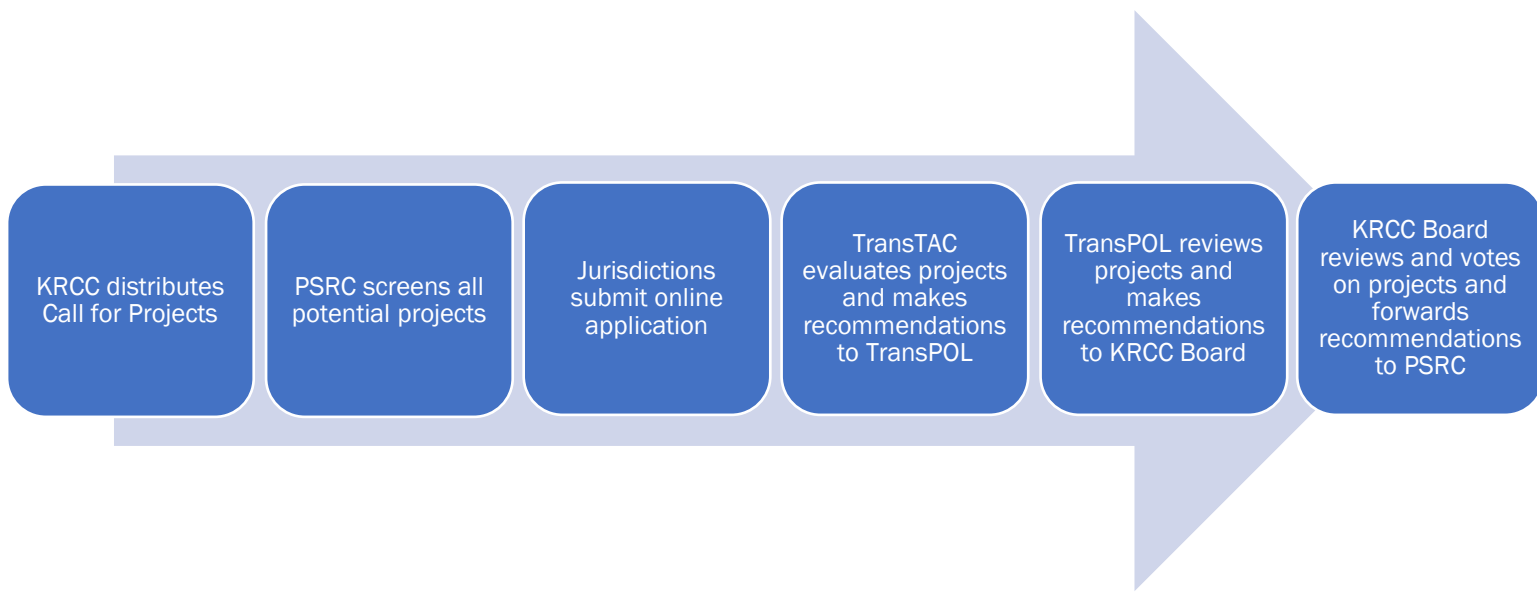
## Other Considerations

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

## 11. COUNTYWIDE COMPETITION SUBMITTAL AND REVIEW PROCESS

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



## 12. PUBLIC INVOLVEMENT

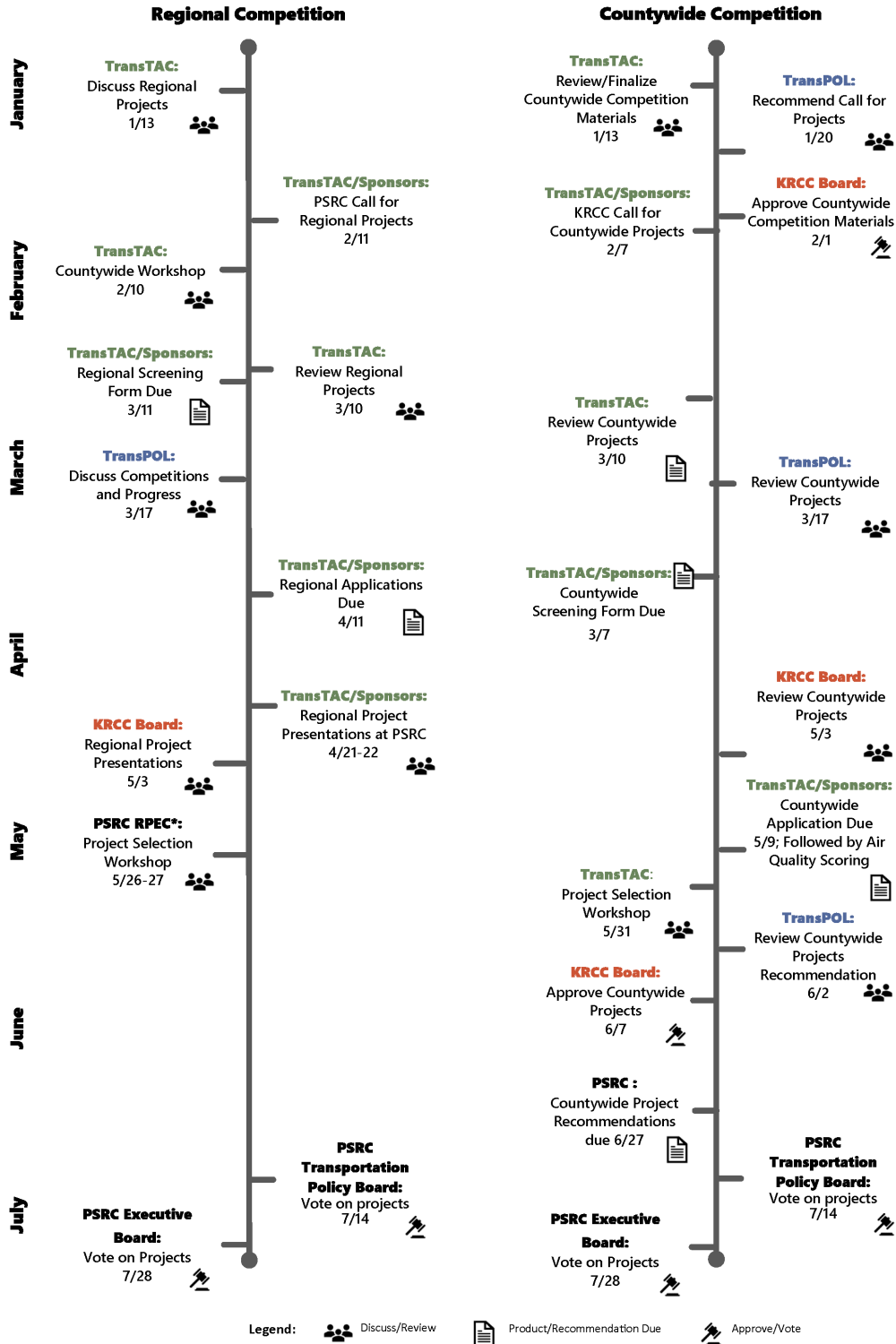
It is the intent of PSRC and KRCC that the public be involved with the allocation of federal transportation funds.

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

# 13. DRAFT KRCC SCHEDULE FOR COUNTYWIDE AND REGIONAL COMPETITIONS

## DRAFT Schedule of the 2022 Regional Puget Sound Regional Council (PSRC) Regional & Countywide Transportation Competitions

Below is a DRAFT schedule of the 2022 Regional and Countywide Competitions.

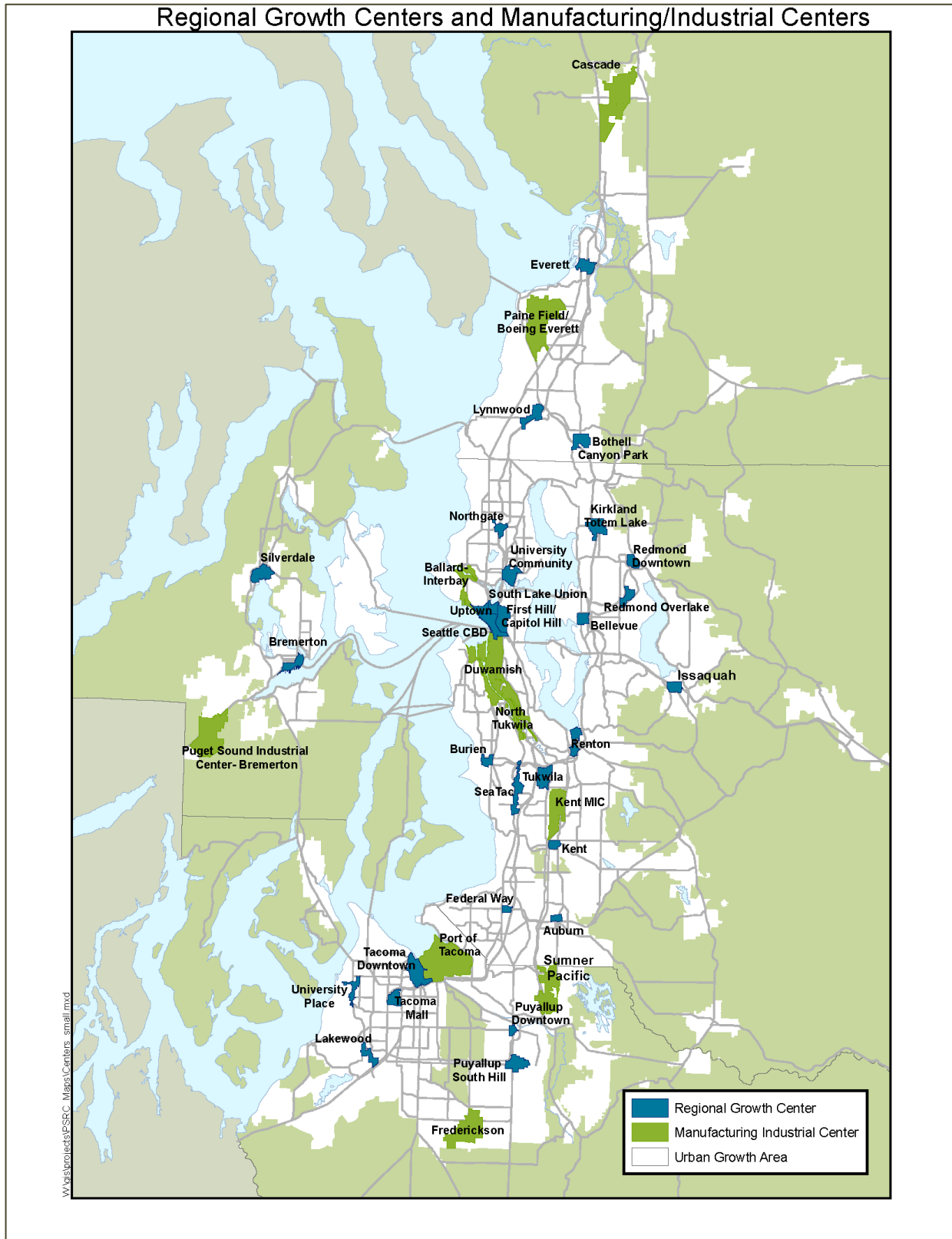


## 14. PROJECT SPONSOR RESOURCES

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



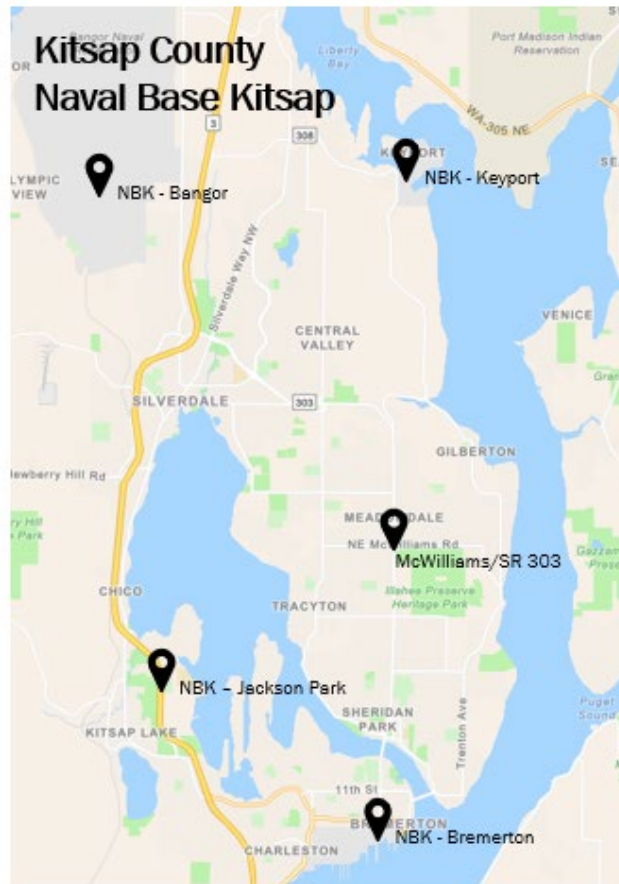
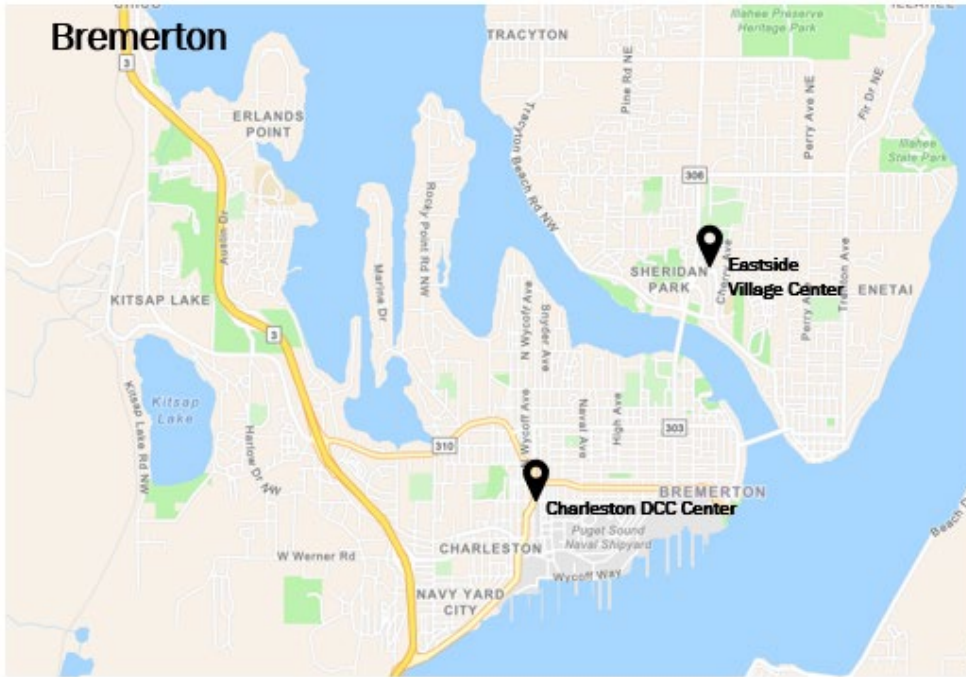
**APPENDIX B: CENTER TYPES AND FUNDING ELIGIBILITY FOR REGIONAL AND COUNTYWIDE TRANSPORTATION COMPETITIONS**

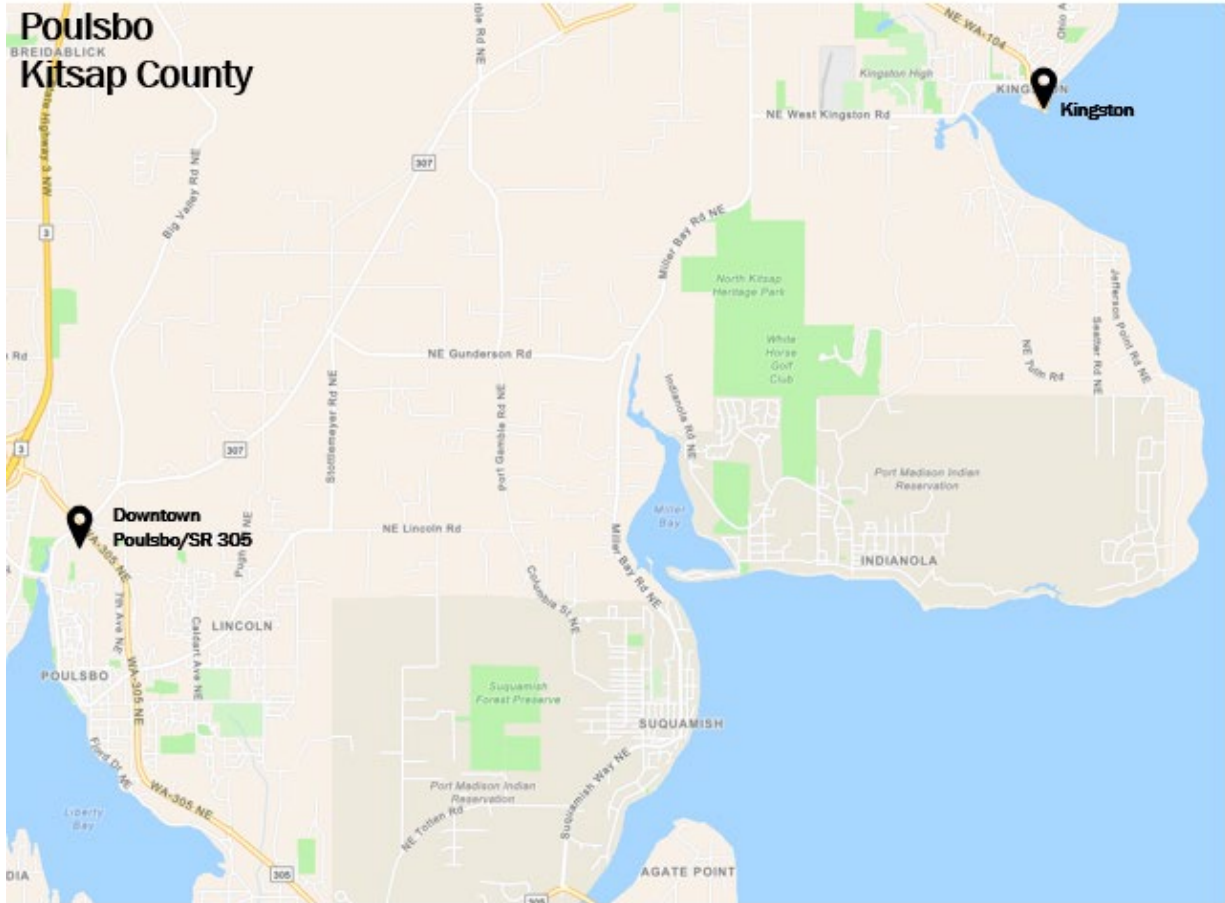
Center Type in Call for Projects	Eligible for Countywide Competition?	Eligible for Regional Competition?	Notes
Countywide Growth Centers	Yes	No	See CPPs – Element C: Centers of Growth: “They guide regional growth allocations, advance local planning, inform transit service planning, and represent priority 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

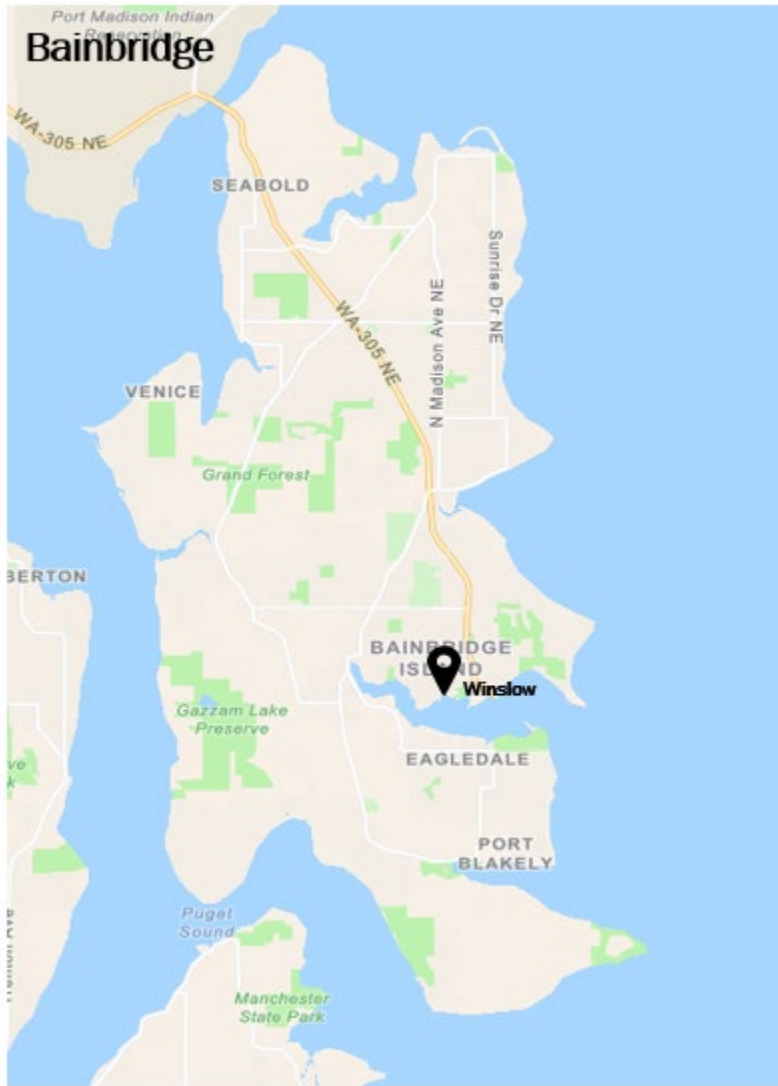


Center Type in Call for Projects	Eligible for Countywide Competition?	Eligible for Regional Competition?	Notes
			<p>thresholds when the installation is directly adjacent or surrounded by the center (such as NBK - Bremerton and the downtown Bremerton regional growth center)” (page 13). Projects benefiting 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 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.***

**DRAFT DRAFT DRAFT**

Jurisdiction	Competition	Name of Project	Phase	Center it Supports	General	Non-Motorized	Rural	Preservation	\$ Request	Obligation Yr.
Port Orchard	Countywide	SR 166/Bay Street Reconstruction	CN	Downtown Port Orchard		Yes	No	Yes	\$ 2,291,000	2025
Port Orchard	Countywide	Old Clifton Non Motorized	CN	Downtown, Mile Hill		Yes	No	No	\$ 2,000,000	2025
Port Orchard	Countywide	City Wide Asphalt Overlap	CN	Downtown, Mile Hill		Yes	No	Yes	\$ 865,000	2026
Bainbridge Island	Countywide	Finch/Sportsman Club Bicycle and Pedestrian Improvements	CN	Winslow Town Center		Yes	No	No	\$ 950,000	2025
Bainbridge Island	Countywide	Wyatt Way Bicycle and Pedestrian Improvements	CN	Winslow Town Center		Yes	No	No	\$ 777,000	2025
Bremerton	Countywide	11th Street Roadway Preservation	PE & CN	Bremerton Downtown; Charleston District		Yes	No	Yes	\$ 5,200,000	2025/2026
Bremerton	Countywide	SR 303 Corridor Improvements, Phase 2	PE & CN	Bremerton Downtown Regional Center; Silverdale Regional Center; NBK-Bremerton; Eastside Village Center; Wheaton-Riddell District Center; Wheaton-Sheridan District Center		Yes	No	No	\$ 2,600,000	2025/2026
Kitsap County	Regional and Countywide	Ridgetop - Mickelberry to Myhre ROW Phase 1	ROW	Silverdale	Yes	Yes	No	No	\$ 5,200,000	2025 (2024)
Kitsap County	Countywide	Ridgetop - Mickelberry to Myhre ROW Phase 2	ROW	Silverdale	Yes	Yes	No	No	\$ 3,500,000	2025/2026 (2024)
Kitsap County	Countywide	Lund & Hoover	CN	Bethel-Lund; Downtown Port Orchard	Yes	Yes	No	No	\$ 2,479,363	2026
Kitsap County	Countywide	Preservation: Lake Flora, West Kingston	CN	Puget Sound Industrial Center/ Kingston	Yes	No	Yes	Yes	\$ 1,247,169	2025 (2023, 24)
Kitsap County	Countywide	Anderson Hill Corridor Study	PL	Silverdale Regional Center	Yes	Yes	No	No	\$ 432,000	2025/2026 (2023, 24)
Kitsap Transit	Countywide	West Bremerton Transit Center Hydrogen Fueling Station (Bus and Public Use) and Park and Ride	PE	Silverdale Regional Center , Bremerton Regional Center, Puget Sound Industrial Center, NBK - PSNS, NBK - Jackson Park	Yes	Yes	No	No	\$ 2,000,000	2025
Kitsap Transit	Countywide	Johnson Road Park and Ride PE	PE	Winslow, Downtown Poulsbo/SR 305, NBK - Bangor, NBK - Keyport	Yes	Yes	No	No	\$ 1,500,000	2025/2026
Poulsbo	Countywide	Noll Road North Segment 3B	CN	Poulsbo Town Center, Olhava Mixed Use local centers, Poulsbo Regional Center Candidate, and the Silverdale/Bremerton/Seattle Regional Centers (by improving access to SR3)		Yes	No	No	\$ 2,205,000	2025 (2024)
Poulsbo	Countywide	3rd Avenue Reconstruction	CN	Poulsbo Town Center, Olhava Mixed Use local centers, Poulsbo Regional Center Candidate		Yes	No	No	\$ 1,369,000	2025 (2024)
Poulsbo	Countywide	Finn Hill Overlay	PE & CN	Poulsbo Town Center, Olhava Mixed Use local centers, Poulsbo Regional Center Candidate, and the Silverdale/Bremerton/Seattle Regional Centers (by improving access to SR3)		No	No	Yes	\$ 925,000	2025 (2024)
Port of Bremerton	N/A									

**Total Requests** \$ 35,540,532  
**Total Available** \$ 11,210,000  
**Delta** \$ (24,330,532)

	2023	2024	Total
<b>Rural Minimum</b>	\$200,000	\$200,000	\$400,000
<b>Preservation</b>	\$770,000	\$770,000	\$1,540,000
<b>Non-Motorized</b>	\$575,000	\$575,000	\$1,150,000
<b>General</b>	\$4,260,000	\$4,260,000	\$8,520,000

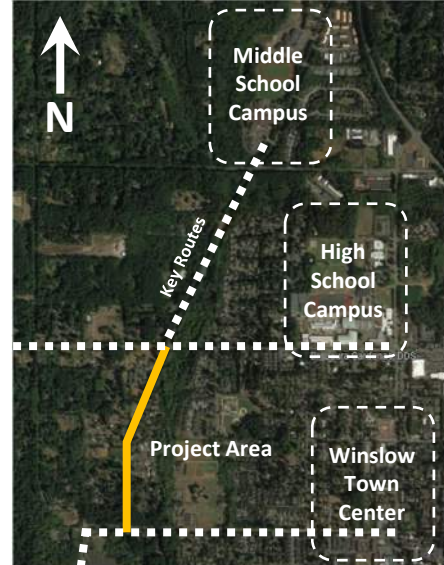
\*Note the Rural Minimum is accounted for within the \$11,210,000 not in addition to

# City of Bainbridge Island Countywide Project Proposal: Finch/Sportsman Club - Bicycle and Pedestrian Improvements

Vicinity Map 1



Vicinity Map 2



**PSRC Criteria:**

- ✓ Supports local centers and safe routes to schools
- ✓ Funding feasibility
- ✓ Safety/capacity
- ✓ Health equity
- ✓ Air quality
- ✓ Multimodal

**City Criteria / Notes:**

- ✓ Identified in Sustainability Transportation Plan
- ✓ Complete street approach
- ✓ Urban/rural context sensitive
- ✓ Relative high volume of usage
- ✓ Addresses known safety issues. History includes pedestrian fatality

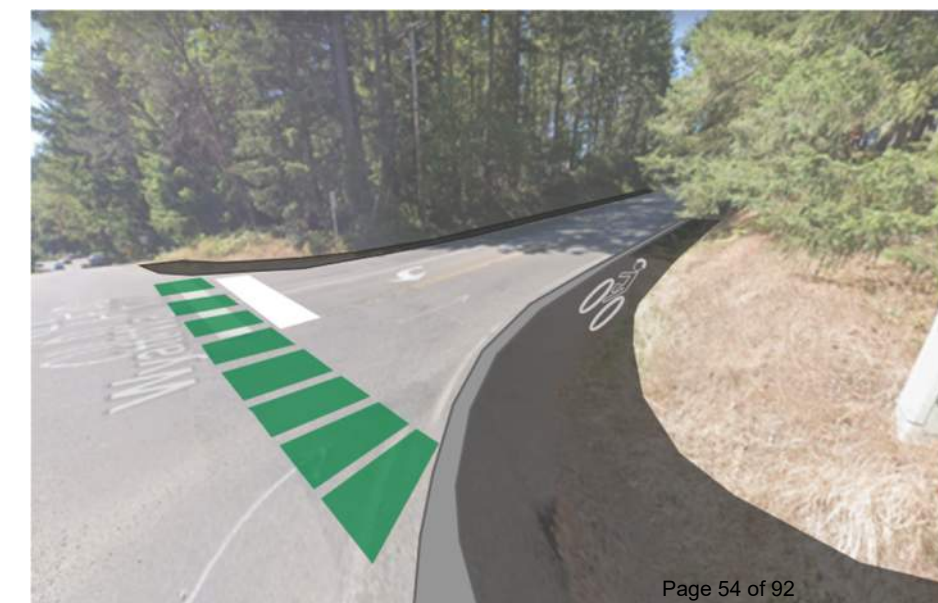
**Cost:**

- ROW:**
- \$10,000 Local Funds (secured)
- Preliminary Engineering:**
- \$100,000 Local Funds (Secured)
  - \$0 Federal Funds
- Construction:**
- \$40,000 Local Funds (Secured)
  - **\$950,000 Federal Funds**
- Total Cost: \$1,100,000**

Vicinity Map 3

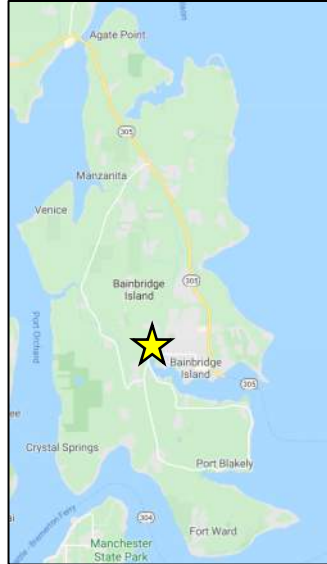


**Renderings**

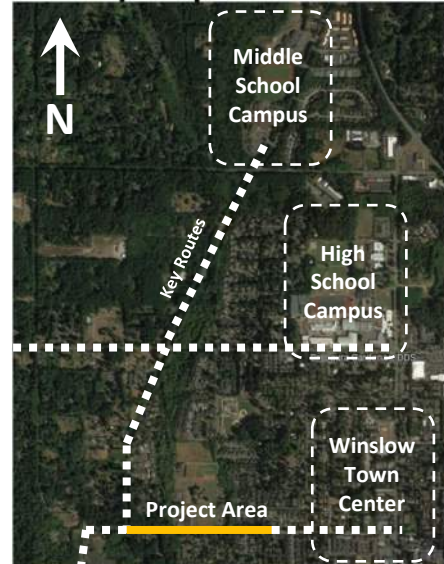


# City of Bainbridge Island Countywide Project Proposal: Wyatt Way - Bicycle and Pedestrian Improvements

Vicinity Map 1



Vicinity Map 2



**PSRC Criteria:**

- ✓ Supports local centers and safe routes to school
- ✓ Funding feasibility
- ✓ Safety/capacity
- ✓ Health equity
- ✓ Air quality
- ✓ Multimodal

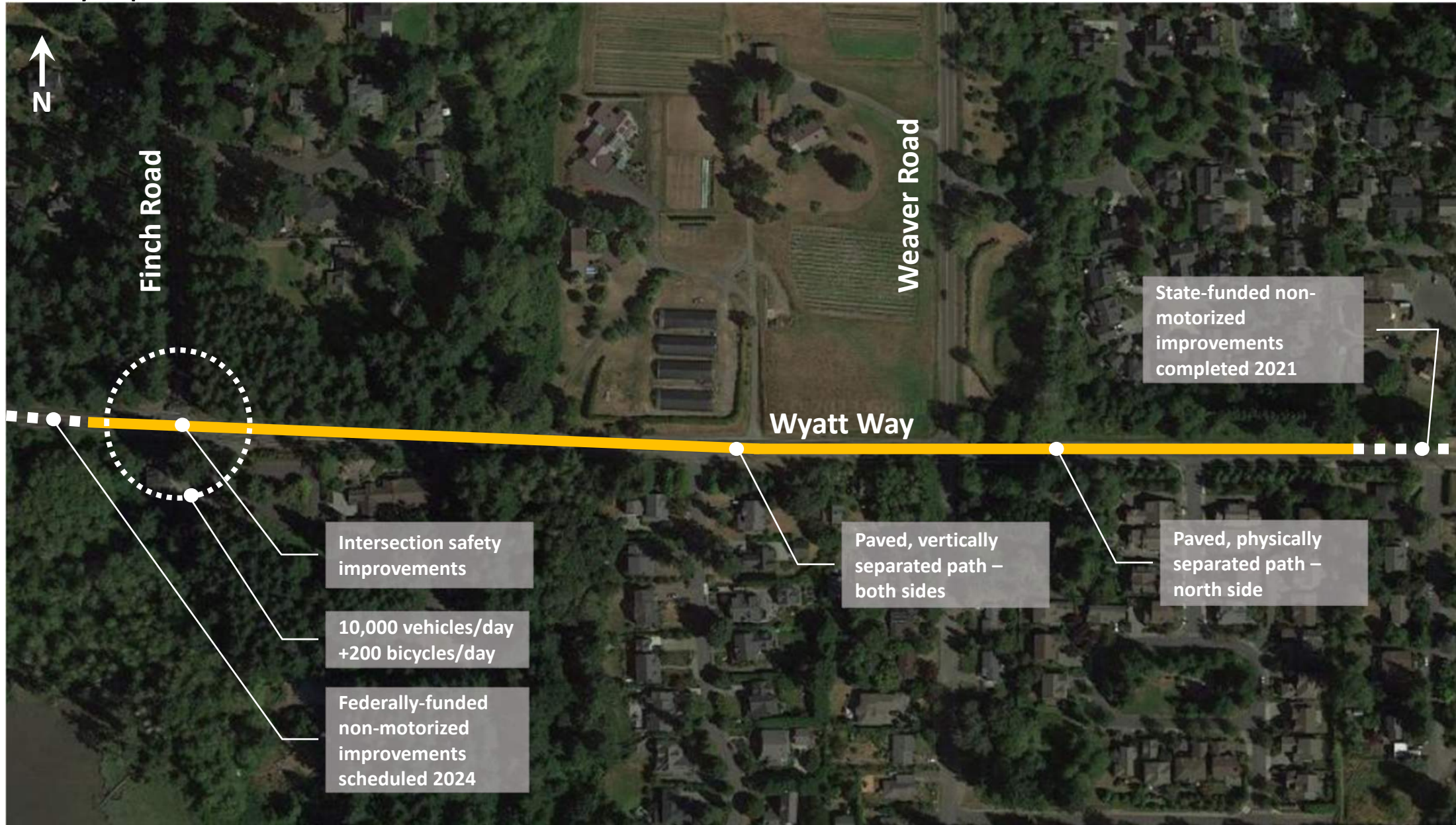
**City Criteria / Notes:**

- ✓ Identified in Sustainable Transportation Plan
- ✓ Complete street approach
- ✓ Urban/rural context sensitive
- ✓ Relative high volume of usage
- ✓ Address gap in facilities
- ✓ Connects to other completed and planned projects

**Cost:**

- ROW:**
- \$10,000
- Preliminary Engineering:**
- \$100,000 Local Funds (Secured)
  - \$0 Federal Funds
- Construction:**
- \$13,000 Local Funds (Secured)
  - \$777,000 Federal Funds
- Total Cost: \$900,000**

Vicinity Map 3



Renderings





# SR 303 Corridor Improvements; Phase 2 TransTAC; March 10, 2022



# Project Scope & Funding Request

## Scope

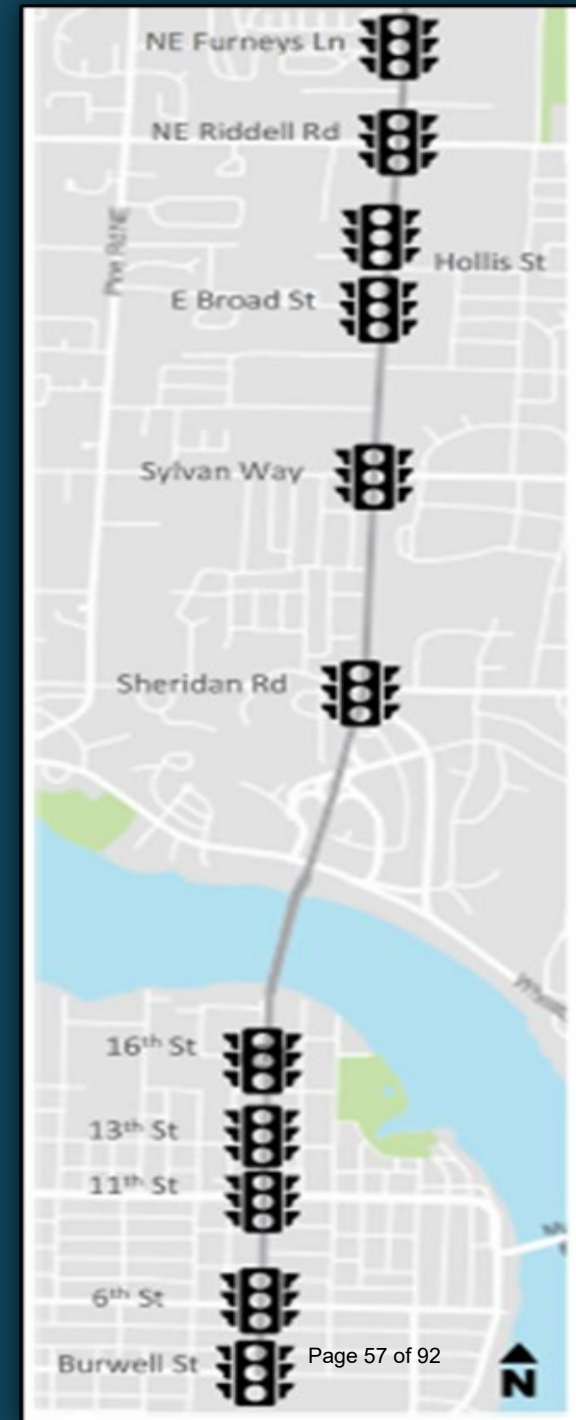
- The scope includes the following improvements
  - Adaptive Signal system for 11 intersections, from Burwell (SR304) to Furneys
  - Corridor survey and schematic design
  - Two midblock pedestrian crossings; Dibb Street and between 6<sup>th</sup> and 11th

## KRCC Funding Request

- PE & CN Phases
- Project Cost = \$3M; Design = \$700K, CN= \$2.3M (Scalable)
- STP = \$2.6M ; Match (13.5%) = \$400K
- Design & Construct = 2025/2026

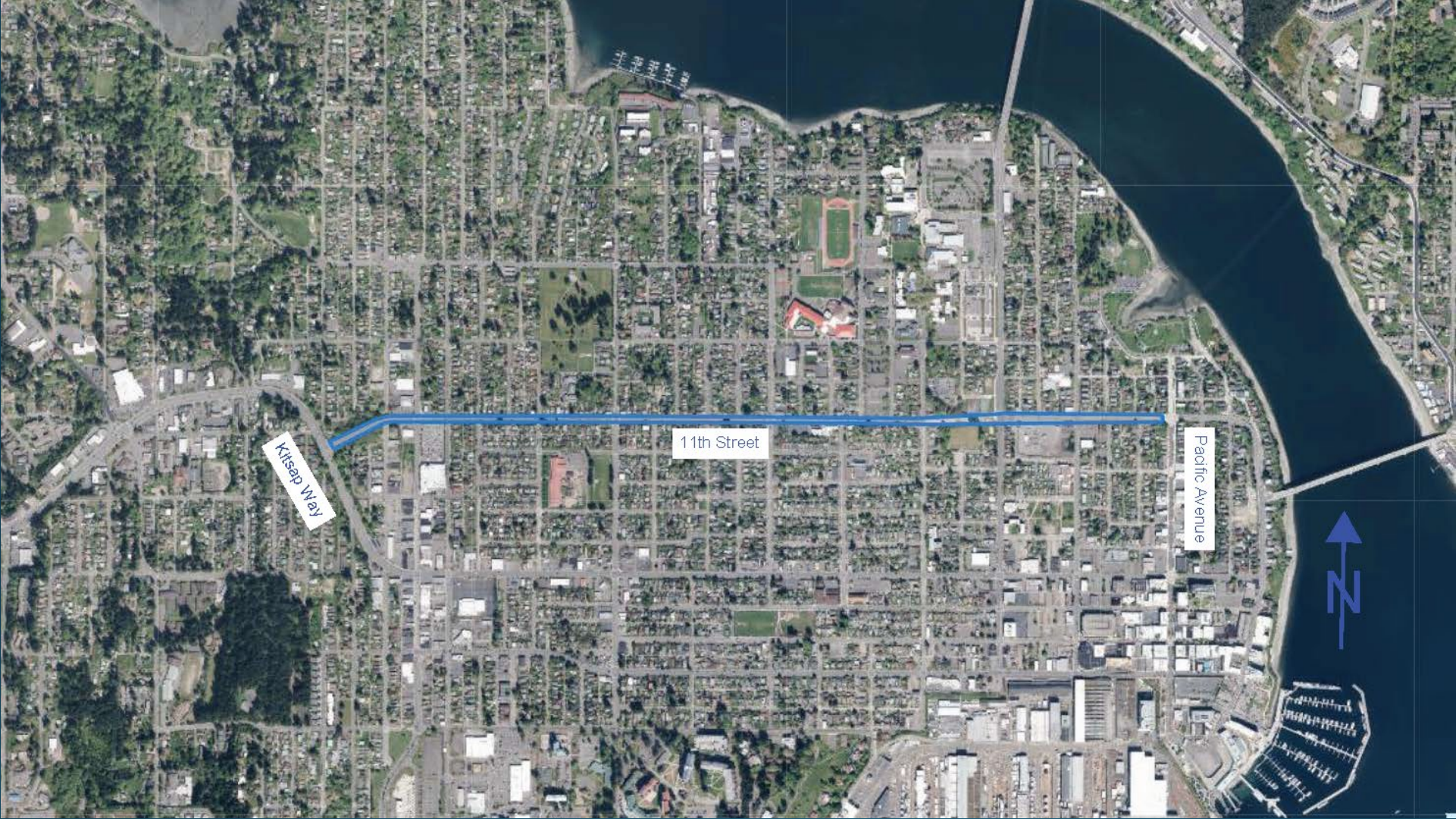
## Supports Centers

- Regional Growth Centers: Bremerton Downtown Regional Center / Silverdale Regional Center
- Military Installations: NBK-Bremerton
- Countywide Growth Center: Eastside Village Center
- Local Centers: Wheaton-Riddell District Center, Wheaton-Sheridan District Center



# Questions





# 11<sup>th</sup> Street Roadway Preservation TransTAC; March 10, 2022

# Project Scope & Funding Request

## Scope

- Mill and Fill of 11<sup>th</sup> Street in 3 phases; Kitsap Way to Naval Ave., Naval Ave. to Chester Ave., and Chester Ave. to Pacific Ave, Inc. 56 Curb Ramp ADA upgrades
- Traffic Signal ADA Upgrades (pedestrian push buttons)

## KRCC Request

- PE & CN Phases
- Project cost = \$6M (Scalable)
- STP = \$5.2M; Match (13.5%) = \$800K
- Design & Construct = 2025/2026

## Supports Centers

- Regional Growth Center: Bremerton Downtown
- Countywide Growth Center: Charleston District



# Questions



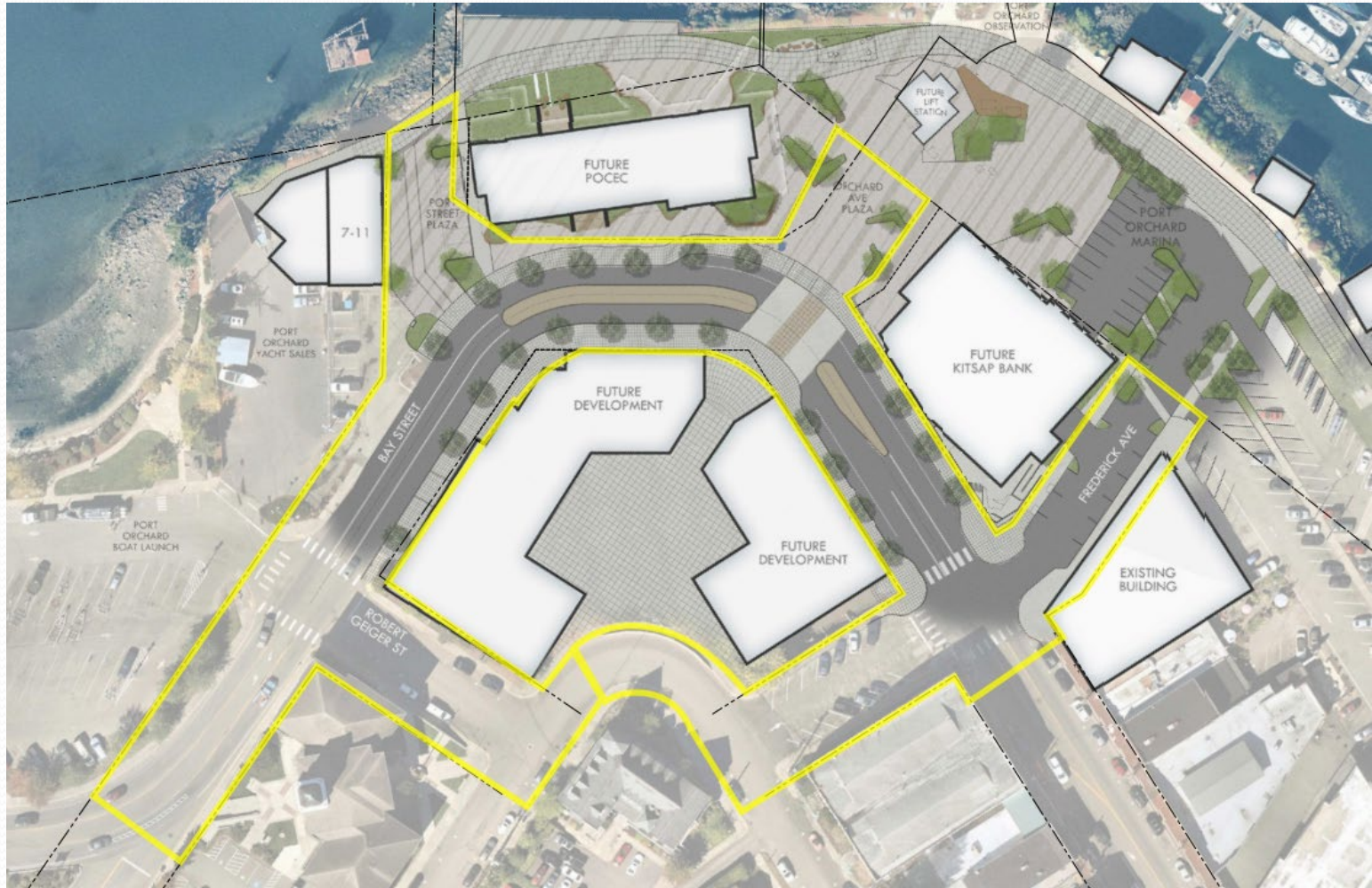
# City of Port Orchard KRCC/ Countywide Presentation



Presented by Chris Hammer, PE, PMP  
Assistant City Engineer  
April, 2022



# SR166/ Bay Street Improvements





# SR166/ Bay Street Improvements

## Costs:

PE	\$680,000
CN	\$2,649,000
Total	\$3,329,000

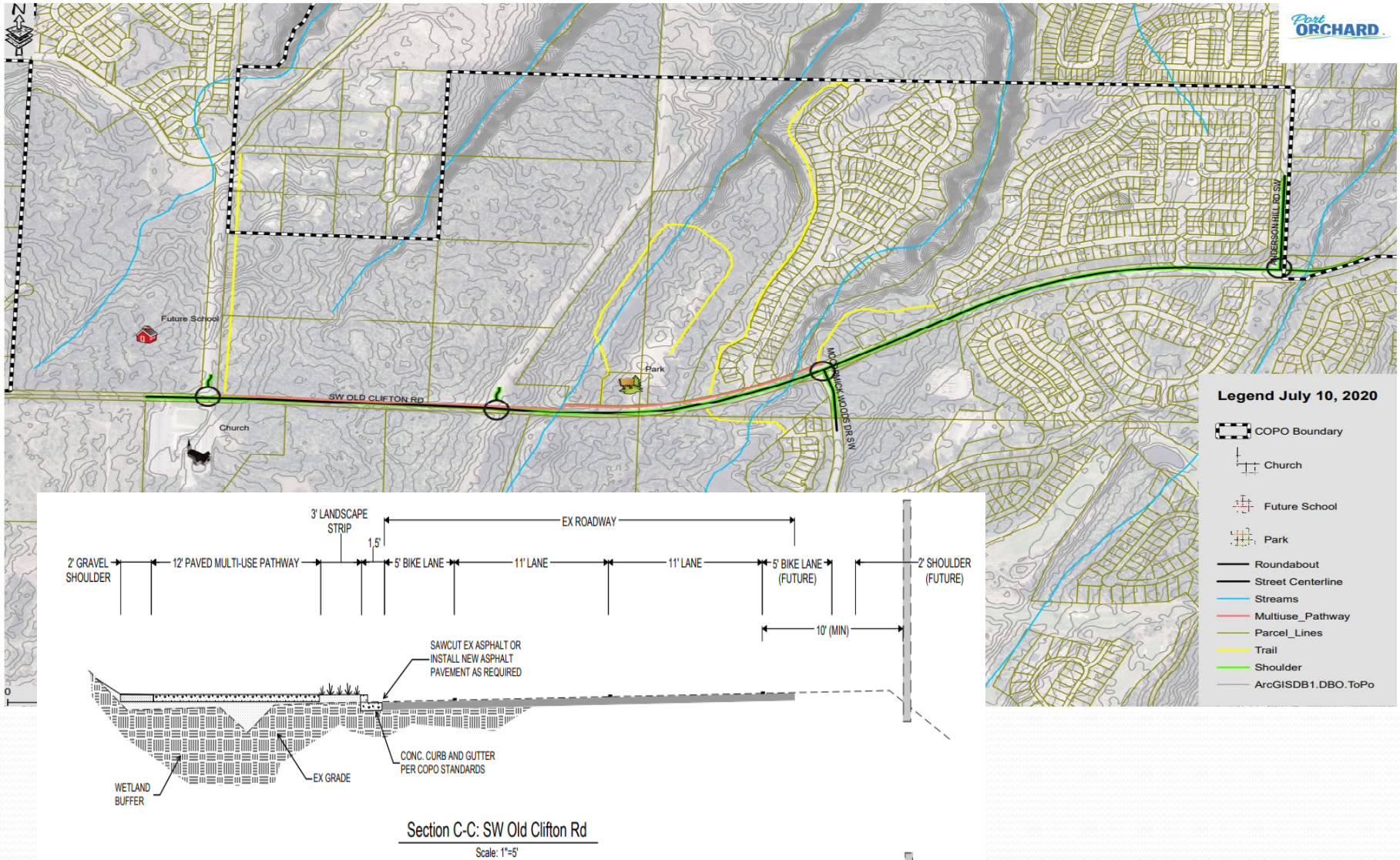
## Ask:

Grant CN	\$2,291,000
City Street	\$1,038,000

## Criteria:

- Downtown Port Orchard Center Corridor/ Main Street.
- Supports downtown redevelopment.
- Safety enhancement with lower speeds and definition for modes.
- Improves non-motorized accommodation and circulation.

# Old Clifton Non-Motorized Impr.



# Old Clifton Non-Motorized Impr.

## Costs:

PE	\$150,000
CN	\$2,700,000
Total	\$2,850,000

## Ask:

Grant CN	\$2,000,000
City TIF	\$850,000

## Criteria:

- Corridor serves Downtown PO and Mile Hill Centers in COPO.
- COPO Lowered speed limit from 45 to 35mph and purchased portable radar feedback signs.
- Separated pathway for all ages and abilities.
- Shoulders for confident riders.
- Roadway Safety Plan. incorporates Target Zero and project furthering plan goals.



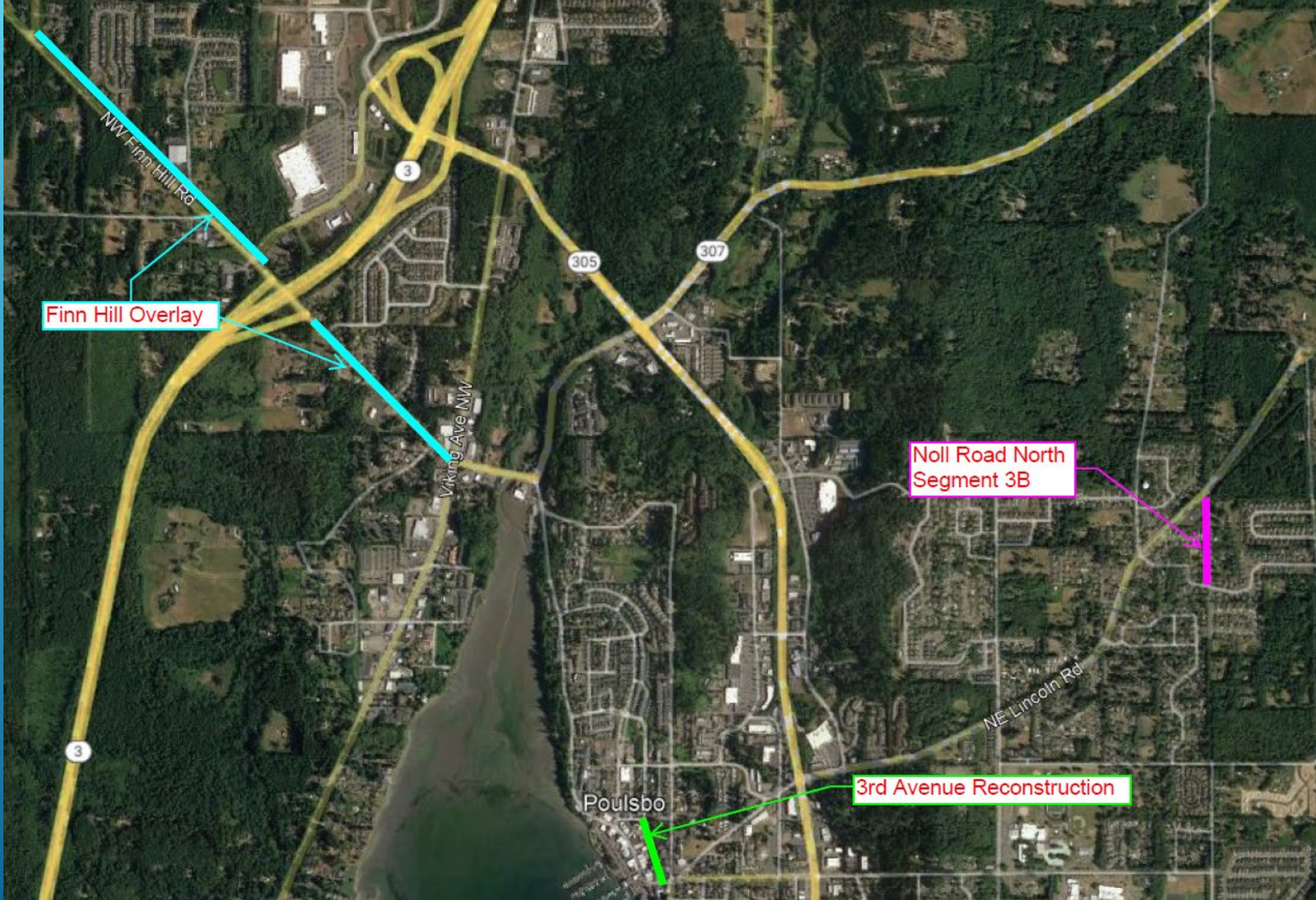
# City-wide Asphalt Overlays

# Questions and Answers



# POULSBO – PRIORITY PROJECTS

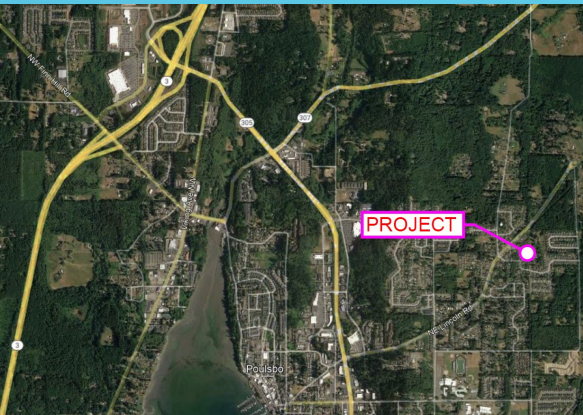
Countywide - 2022



# PROJECT OVERVIEW

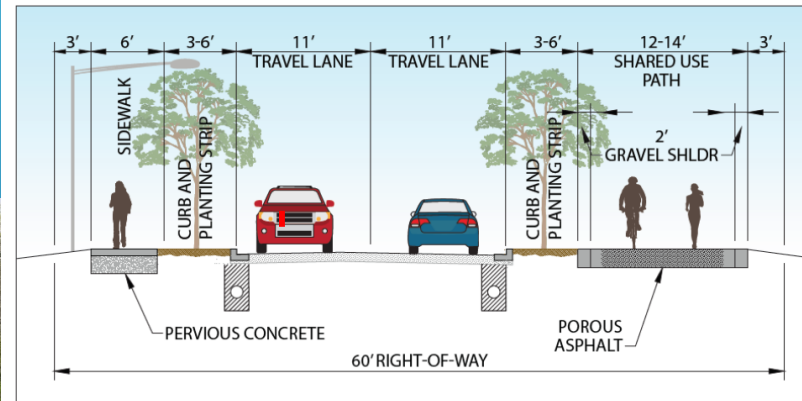


## Vicinity Map



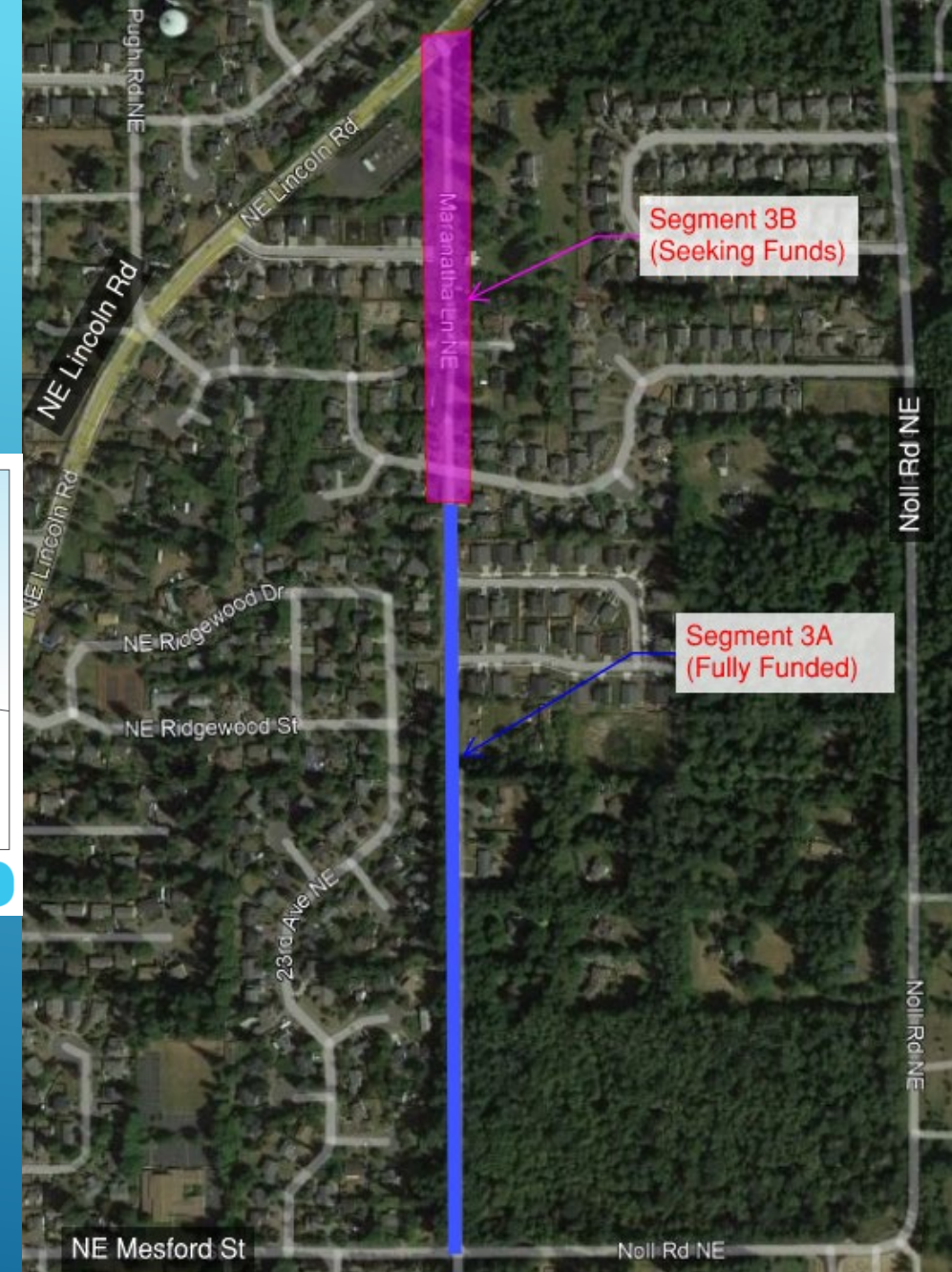
- Completes roadway and shared use path gap
- Supports local centers
- Multimodal
- Supports local school connections
- Supports under served housing
- Supports parks connections
- Supports residential development
- 60% Design

## Existing Condition



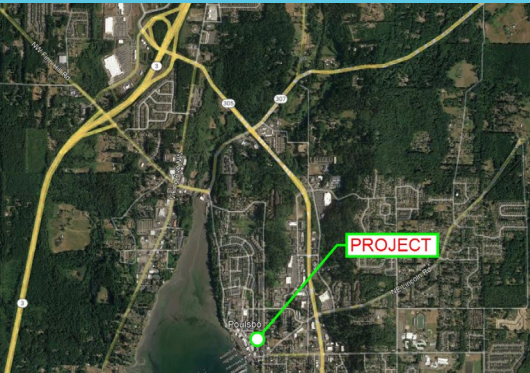
PROPOSED SECTION

Costs:  
 ROW (2022) - \$100k (Secured)  
 PE (2022) - \$250k (Secured)  
 Construction (2025)  
 \$345,000 Local Funds (Secured)  
 \$2,205,000 Federal Funds  
**TOTAL = \$2,850,000**



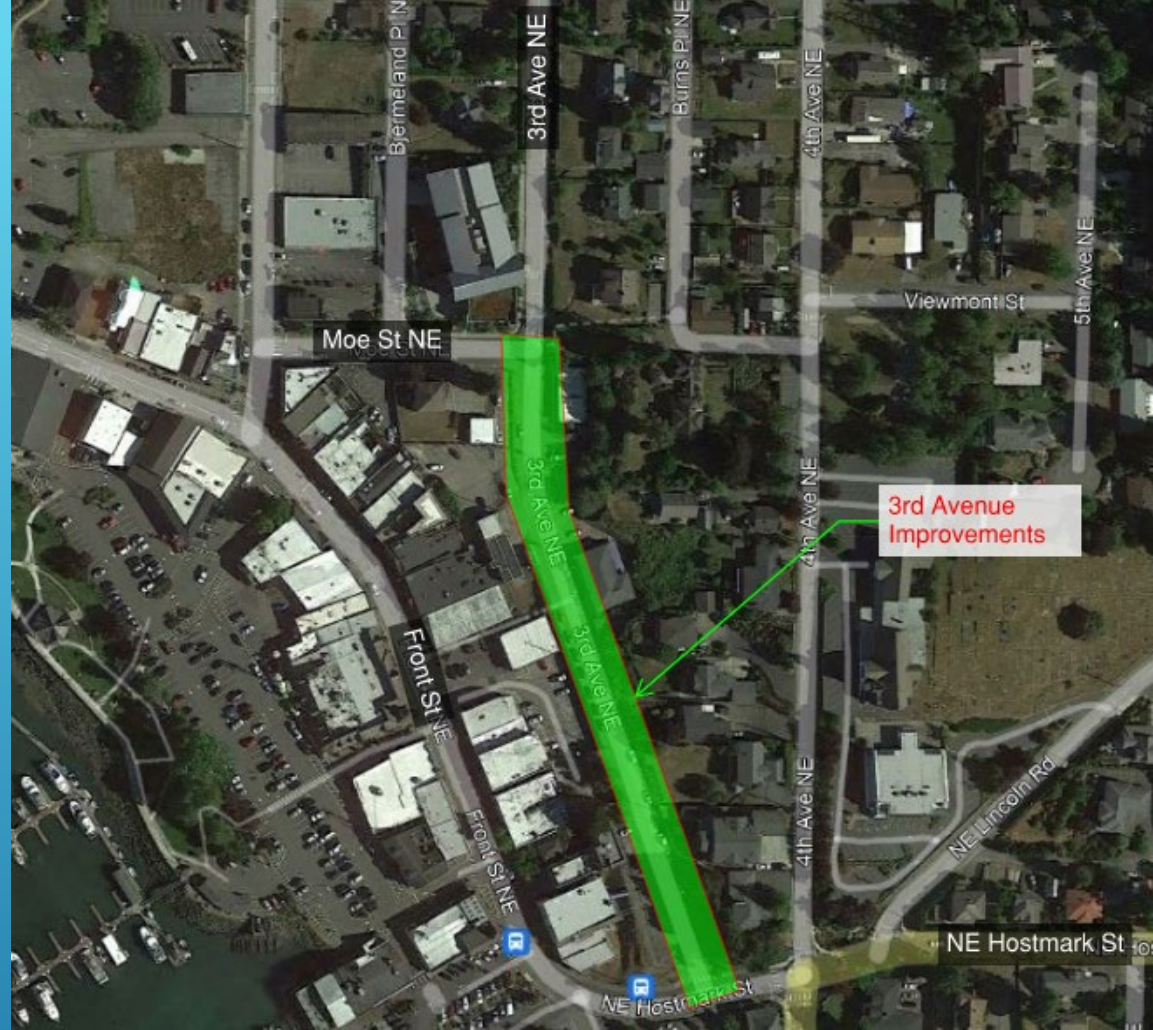
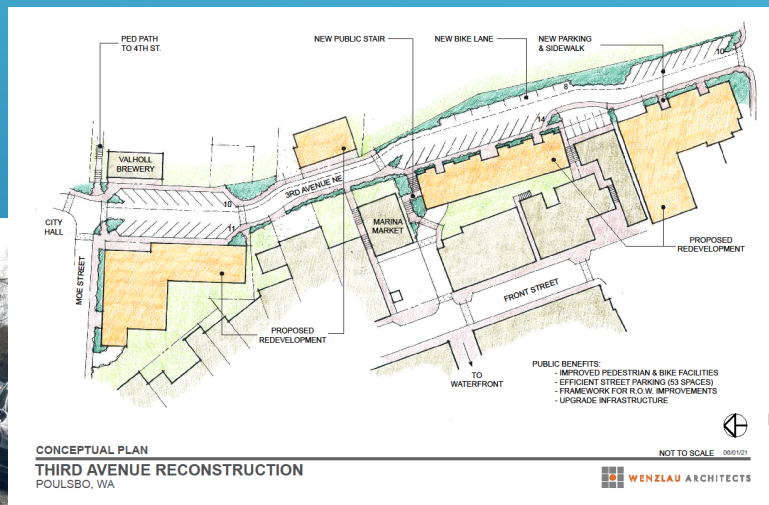
# Noll Road North Segment 3B

## Vicinity Map



- Currently no bike/ped facilities
- Currently unmanaged parking
- Currently no stormwater treatment
- Failing Pavement
- Supports local centers
- Multimodal
- Completes a bike/ped gap
- Supports commercial development
- Improves safety
- No Right of Way anticipated

## Concept



## Existing Condition



**Costs:**  
 PE (2023)  
 \$ 216,000 Local Funds (Secured)  
 Construction (2025)  
 \$215,000 Local Funds (Secured)  
 \$1,369,000 Federal Funds  
**TOTAL = \$1,800,000**

# 3rd Avenue Reconstruction

## Vicinity Map



- High Volume
- Connection to local centers
- Connection to SR3
- Scaleable
- School connection
- Kitsap Transit route
- Failing pavement

### Costs:

PE (2025)

\$15,000 Local Funds (Secured)

\$95,000 Federal Funds

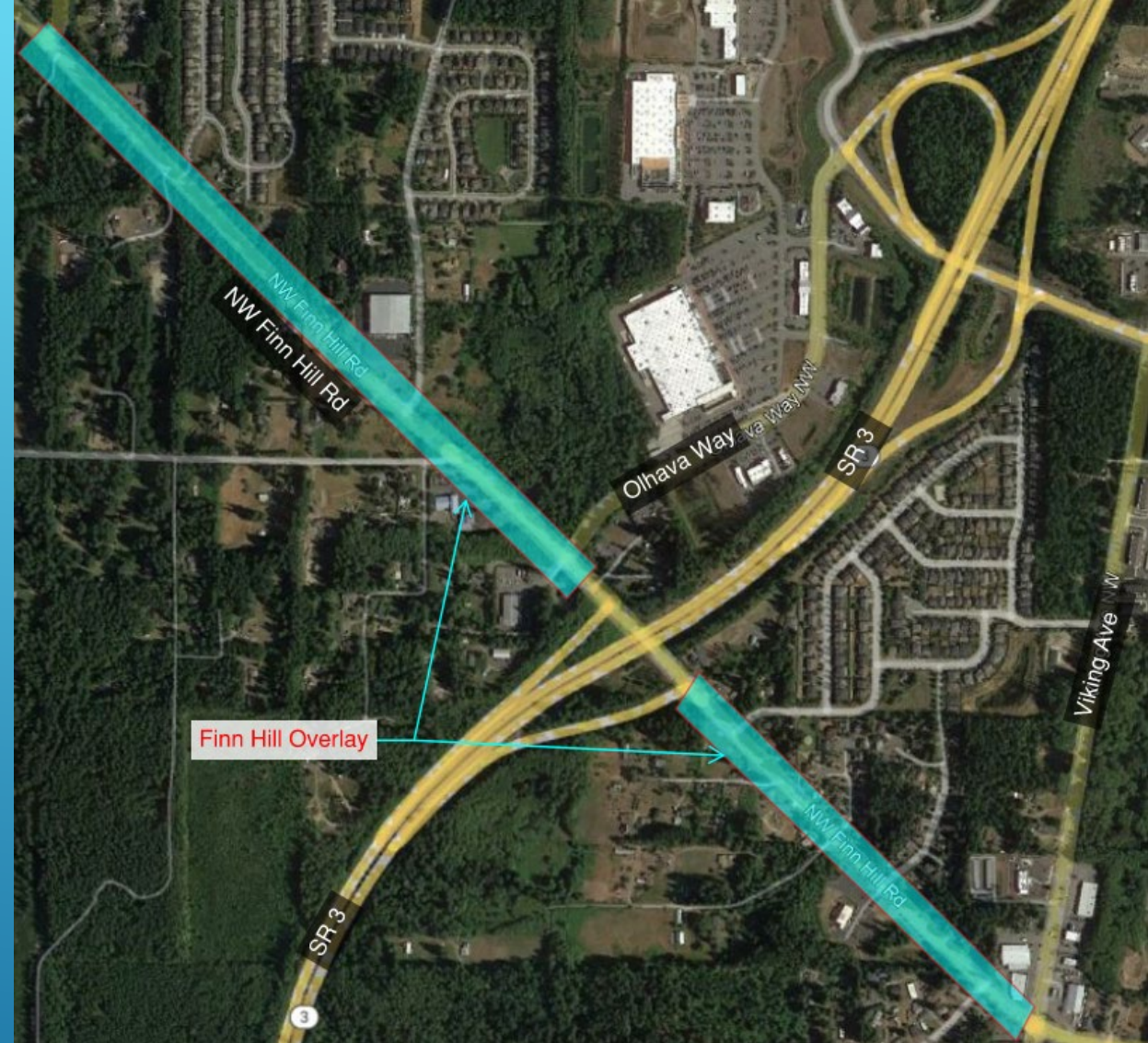
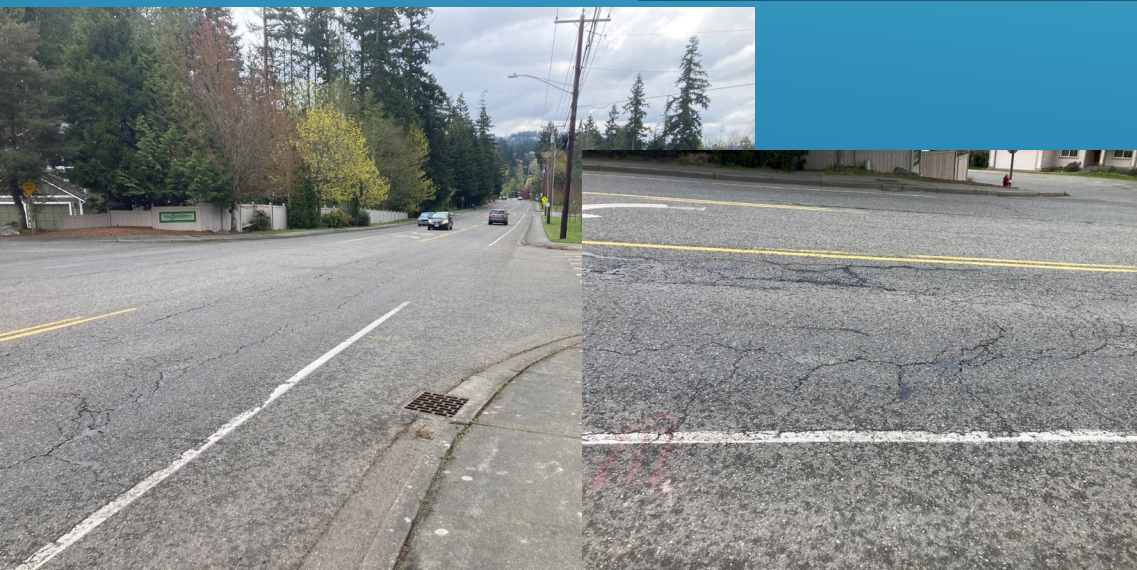
Construction (2026)

\$130,000 Local Funds (Secured)

\$830,000 Federal Funds

**TOTAL = \$1,070,000**

## Existing Condition



# Finn Hill Overlay



# Draft Applications 2025-2026 STP Grant Competitions

**David Forte**

Kitsap County Public Works

April 14, 2022

# Ridgetop – Mickelberry to Myhre

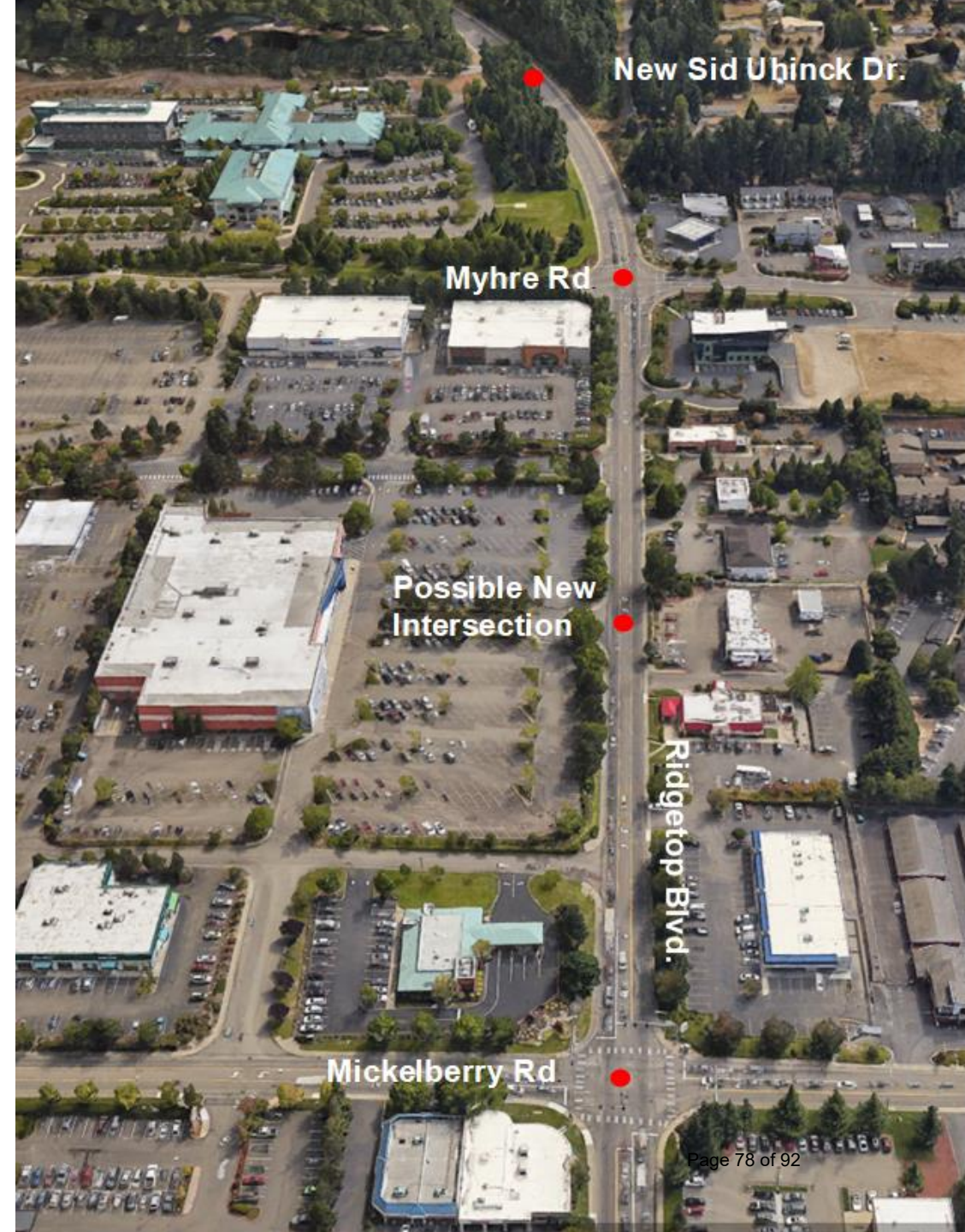
- Silverdale UGA, Population 19,085
  - Silverdale Regional Center
- Silverdale Transit Center, SR 303
- Regional medical services
- Destination retail
- Professional services, housing, restaurants

- #1 project Silverdale Transportation Implementation Strategy (STIS)



# Ridgetop – Mickelberry to Myhre

- Widen to 4 lanes with median access control
- Sidewalk & bike lanes
- Intersection improvements at Mickelberry & Myhre, potential new mid-bloc intersection
- East of Myhre (to Transit Center)
  - Add 2nd EB lane & uphill bike lane



Phase	Funding	
PE (underway)	STP	\$2,160,00
	Local	\$340,000

# Ridgetop – Mickelberry to Myhre ROW Phase 1

- Supports possible phasing of construction
- Independent utility
  - Myhre intersection improvements
  - Center’s connection to Silverdale Transit Center and SR 303
  - Non-motorized safety & connectivity



Category: General, NM

Phase	Funding
<b>ROW Phase 1</b> 2024, 2025	<b>STP \$5,200,000</b>
	Local \$1,228,890



# Ridgetop – Mickelberry to Myhre ROW Phase 2

- Supports possible phasing of construction
- Independent utility
  - Midblock intersection improvements
  - Sidewalk, bike lane, & median
  - Non-motorized safety & connectivity



Category: General, NM

Phase	Funding
<b>ROW Phase 2</b> "Quick Obligation" 2024	<b>STP \$3,500,000</b>
	Local \$561,160





# Lund & Hoover

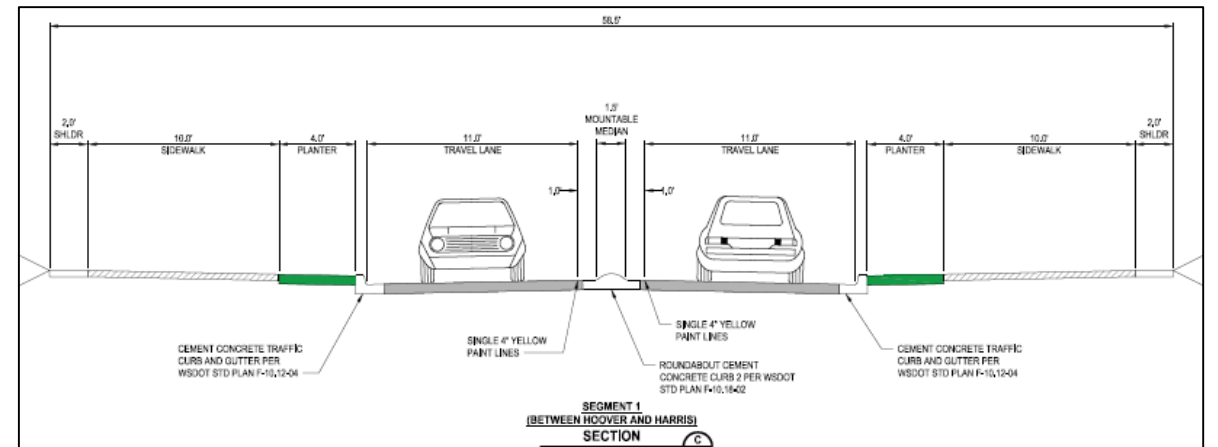
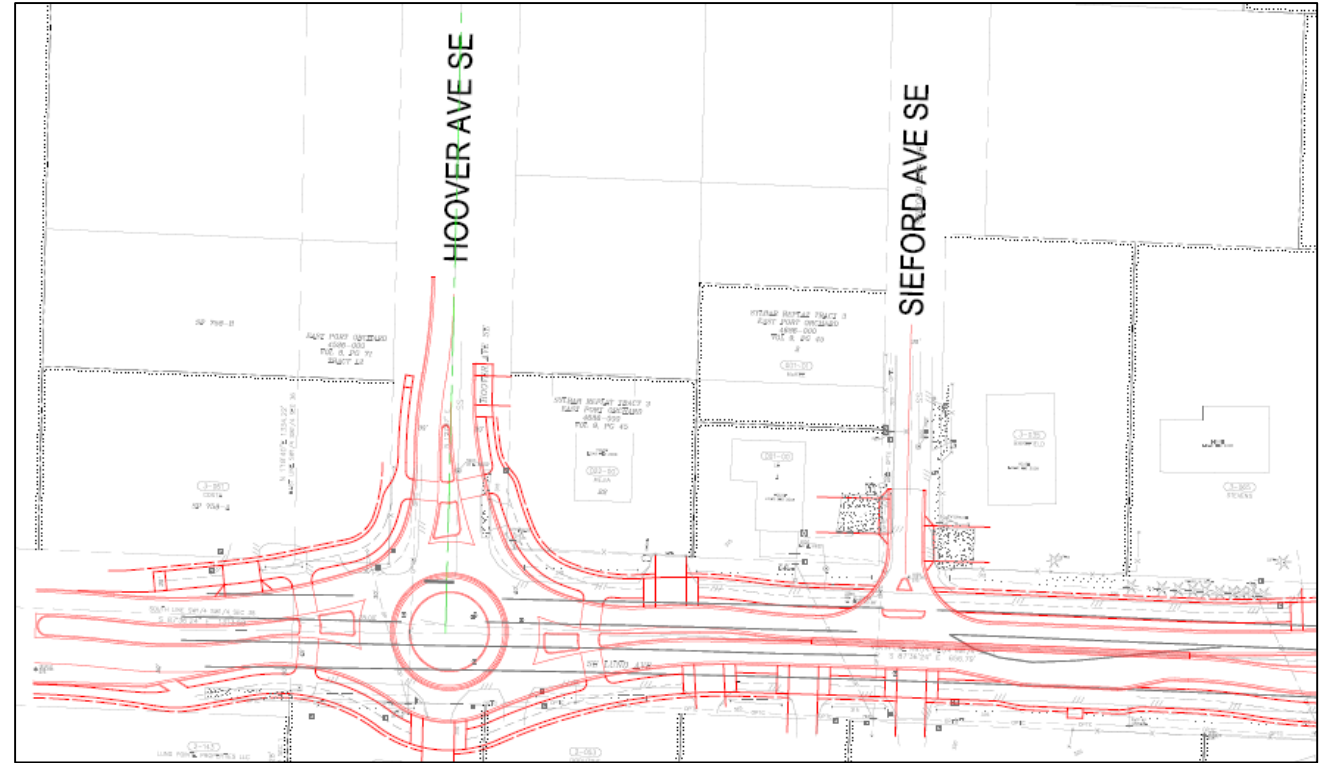
- Port Orchard UGA, 14,970 population
  - Bethel/Lund Local Center
- Supports corridor phasing of project delivery
  - Harris RBT (2024)
- Hoover operating @ LOS “F”, Lund Corridor @ LOS “E” in 2036
- #1 pedestrian priority in South Kitsap (NMC)
- #1 priority project South Kitsap TIS (SKTIS)

## City Limits



# Lund & Hoover

- RBT, two lanes, median, sidewalk, & bike lanes
- Independent utility
  - Hoover improves to LOS "A"
  - Linking Port Orchard and Harris RBT (2024)
  - Separated/buffered non-motorized & transit access
  - Support connections to Center and urban infill



Category: General, NM

Phase	Funding
<b>Construction</b> 2026	<b>STP \$2,479,363</b> <b>Local \$386,953</b>



# Preservation – Lake Flora, West Kingston

Pavement overlays:

- Contracting efficiencies/cost savings
- Lake Flora
  - 2.6 miles
  - 52/100 pavement rating
- West Kingston
  - 1.1 miles
  - 47/100 pavement rating

**Category:** Preservation, Rural

Phase	Funding	
<b>Construction</b>	<b>STP</b>	<b>\$1,247,169</b>
“Quick Obligation” 2023, 2024	Local	\$194,646



# Anderson Hill Corridor Study

- Silverdale UGA, Population 19,085
  - Silverdale Regional Center
  - Access to Center & within UGA
- Support growth in western part of UGA (Dickie/Apex Airport)
- Non-Motorized connectivity



Category: General, NM

Phase	Funding
<b>Planning</b> "Quick Obligation" 2023 or 2024	<b>STP \$432,000</b> <b>Local \$68,000</b>



# Countywide Applications 2025-2026 STP Funds





# Johnson Road Park & Ride Project

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- **Project Description:** The Johnson Road Park and Ride project advances the development of one of four planned park and rides identified to support the State Route 305 corridor vision and projected growth in the area. The selected site is located along Johnson Road at the intersection of State Route 305. The project will consist of around 105 to 250 paved regular and accessible parking stalls, bicycle storage, and pedestrian safety features such as lighting, security cameras, and sidewalks for access to nearby bus stops.
- **Phase:** Preliminary Engineering (PE)
- **KT Request:** \$1,500,000 in 2025/2026 FHWA STP Countywide Funding
- **KT Matching Funds:** \$375,000 in Local Funds

# Vicinity Map

Figure 2 – Johnson Road Preferred Alternative Location





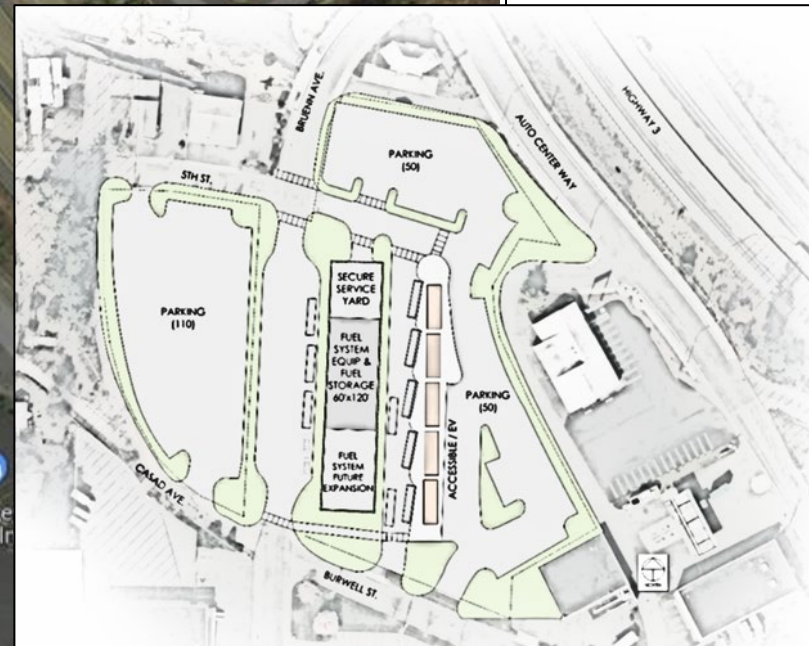
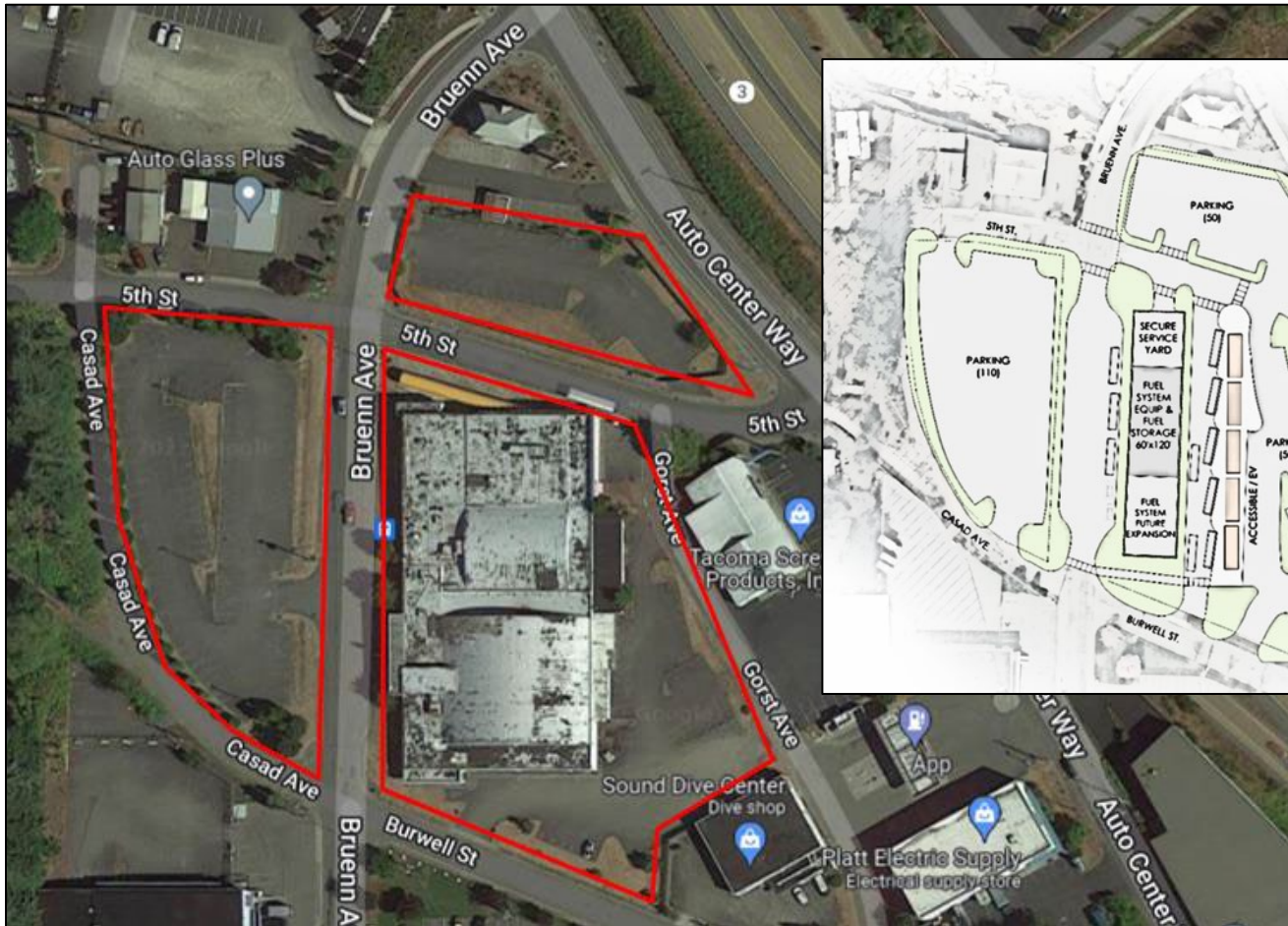
## West Bremerton Transit Center/Hydrogen Fueling Station Park & Ride Project

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- **Project Description:** Kitsap Transit presently operates a Transit Center at the West Bremerton site located at 540 Bruenn, Bremerton, WA 98312. The current site introduces a compelling new opportunity to establish the county's first hydrogen fuel plant and fueling station serving not only a new generation of hydrogen fuel cell buses. In addition, this location would become a fully developed Transit Center and Park & Ride. The requested funding will accelerate meeting KT's goal for zero-emission public transportation.
- **Phase:** Preliminary Engineering (PE)
- **KT Request:** \$2,000,000 in 2025 FHWA STP Countywide Funding
- **KT Matching Funds:** \$1,000,000 in Local Funds



# Vicinity Map





**Questions?**

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Proposed KRCC Growth Allocation Timeline

Draft v. 4-14-22

Month	KRCC Board (1 <sup>st</sup> Tuesday)	LUTAC (2 <sup>nd</sup> Thursday)	PlanPOL (3 <sup>rd</sup> Tuesday)	LDC Inc.	PSRC	Jurisdictions' Councils
Feb	KRCC Board receive update on growth target process	Create sub-groups* (HCT communities + Metropolitan/UGAs) and have full LUTAC workshop if needed	Educational session with PlanPOL re: target setting	Maintain shared spreadsheet; provide technical support as needed		
Mar		LUTAC continues work on growth targets	PlanPOL review preliminary growth targets and missing information  KRCC hold individual meetings with PlanPOL	Maintain shared spreadsheet; provide technical support as needed		
Apr		LUTAC reached consensus on draft growth targets	Cancelled PlanPOL meeting	Maintain shared spreadsheet; provide technical support as needed	Review of draft growth targets	Review draft growth targets (late April "roadshow")
May	Status update on growth target process  We are here		PlanPOL recommend draft growth targets to Board	Maintain shared spreadsheet; provide technical support as needed	Provide feedback on draft growth targets	Review draft growth targets
June	KRCC Board reviews draft growth targets	LUTAC makes adjustments based on Board review		Maintain shared spreadsheet; provide technical support as needed		Review draft growth targets
June 28	KRCC Board votes on draft growth targets; Begin process to update CPP appendix				<i>(July) Check-in in Q3 when OFM releases final numbers</i>	

\*Subgroups will be open to all LUTAC members but mainly relevant to HCT and Metropolitan jurisdictions + County. All LUTAC members will receive materials; scheduling will defer to relevant LUTAC members.

Invoice Number	2022-1	2022-2	2022-3	2022-4	2022-5	2022-6	2022-7	2022-8	2022-9	2022-10	2022-11	2022-12				
Work conducted in:	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	YTD	Budget	% Budget Year	% Budget Spent
<b>Revenue</b>																
Member Dues	\$ 2,525.00	\$ -	\$ 240,797.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 243,322	N/A	N/A	N/A
Events/Receptions													\$ -	N/A	N/A	N/A
Application Fees													\$ -	N/A	N/A	N/A
Other													\$ -	N/A	N/A	N/A
Carry Forward	\$ 45,561.58												\$ 45,562	N/A	N/A	N/A
<b>Total Revenue</b>	<b>\$ 48,086.58</b>	<b>\$ -</b>	<b>\$ 240,797.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 288,883.58</b>			
<b>Operating Expenses</b>																
<b>Triangle Invoice Total</b>	<b>\$ 33,122.50</b>	<b>\$ 28,452.45</b>	<b>\$ 19,557.37</b>												25%	
Triangle labor/expenses	\$ 27,973.88	\$ 20,267.90	\$ 18,309.90	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,551.68	\$ 250,000	25%	26.62%
Subcontractor Expenses	\$ 1,825.62	\$ 8,184.55	\$ 1,247.47										\$ 11,257.64	\$ 33,000	25%	34.11%
Auditor's Office													\$ -	\$ 5,000	25%	0.00%
Legal Services													\$ -	\$ 3,000	25%	0.00%
RMSA Insurance	\$ 3,323.00												\$ 3,323.00	\$ 3,323	25%	100.00%
Room Rentals	\$ -	\$ -	\$ -										\$ -	\$ 1,500	25%	0.00%
Reserves													\$ -	\$ 1,000	25%	0.00%
Miscellaneous													\$ -	\$ 1,004	25%	0%
<b>Total Op. Expenses</b>	<b>\$ 33,122.50</b>	<b>\$ 28,452.45</b>	<b>\$ 19,557.37</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 81,132.32</b>	<b>\$ 297,827</b>	<b>25%</b>	<b>27.24%</b>
<b>Net Income</b>													<b>\$ 207,751.26</b>			
<b>Total Reserves</b>	<b>\$24,000</b>															
<b>other cash as of 1/1/22</b>	<b>\$ 21,561.58</b>															