



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

v. 5.5.2022

**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:

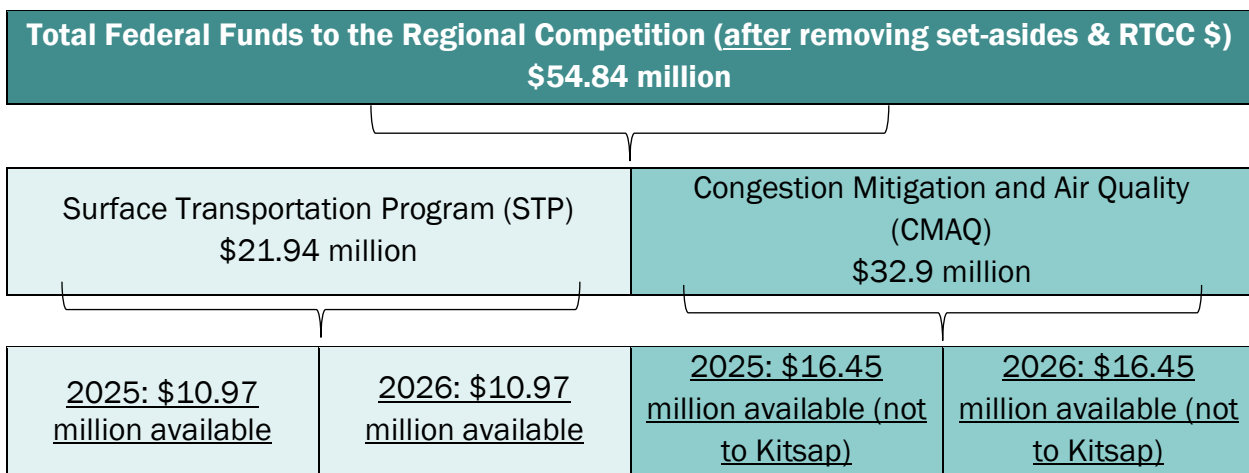
1. Separate phases of the same project may not be submitted separately – i.e., preliminary engineering cannot be submitted in one, and construction in another.
2. Separate segments or independent components of the same project may be submitted separately – i.e., Segment A may be submitted in one, and 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. 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></p> <p>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></p> <p>Project provides air quality benefits by:</p> <ul style="list-style-type: none"> <li>• Reducing congestion and improving circulation</li> <li>• Reducing delay, particularly of freight vehicles</li> <li>• Reducing single occupancy vehicle trips</li> <li>• Reducing vehicle miles traveled</li> <li>• Addressing vulnerable populations</li> <li>• Reducing pollutants with highest health risk</li> <li>• Supporting non-motorized travel</li> <li>• Improving engines or explores alternative fuel technologies</li> </ul> <p>Note: this criterion is not applicable for preservation projects.</p>	<p>High (project provides significant air quality benefits)</p>	<p>Medium (project provides air quality benefits)</p>	<p>Low (project provides minimal air quality benefits)</p>

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)

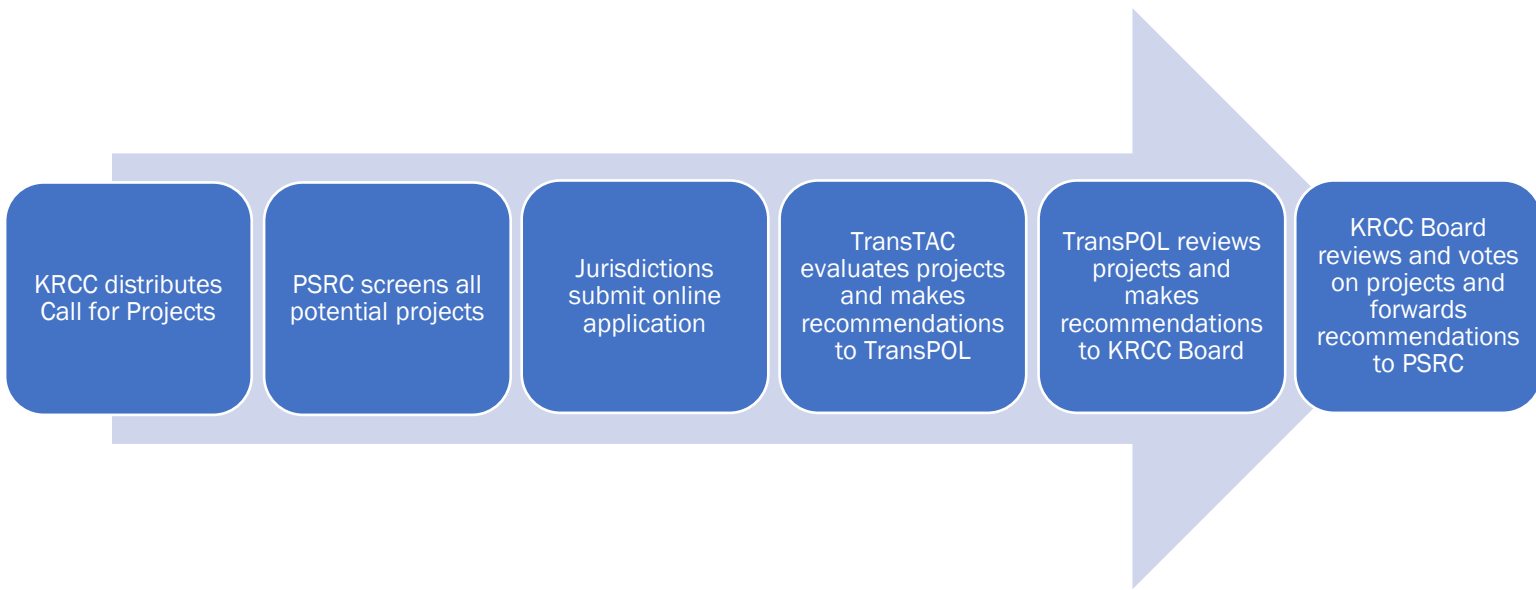
## Other Considerations

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

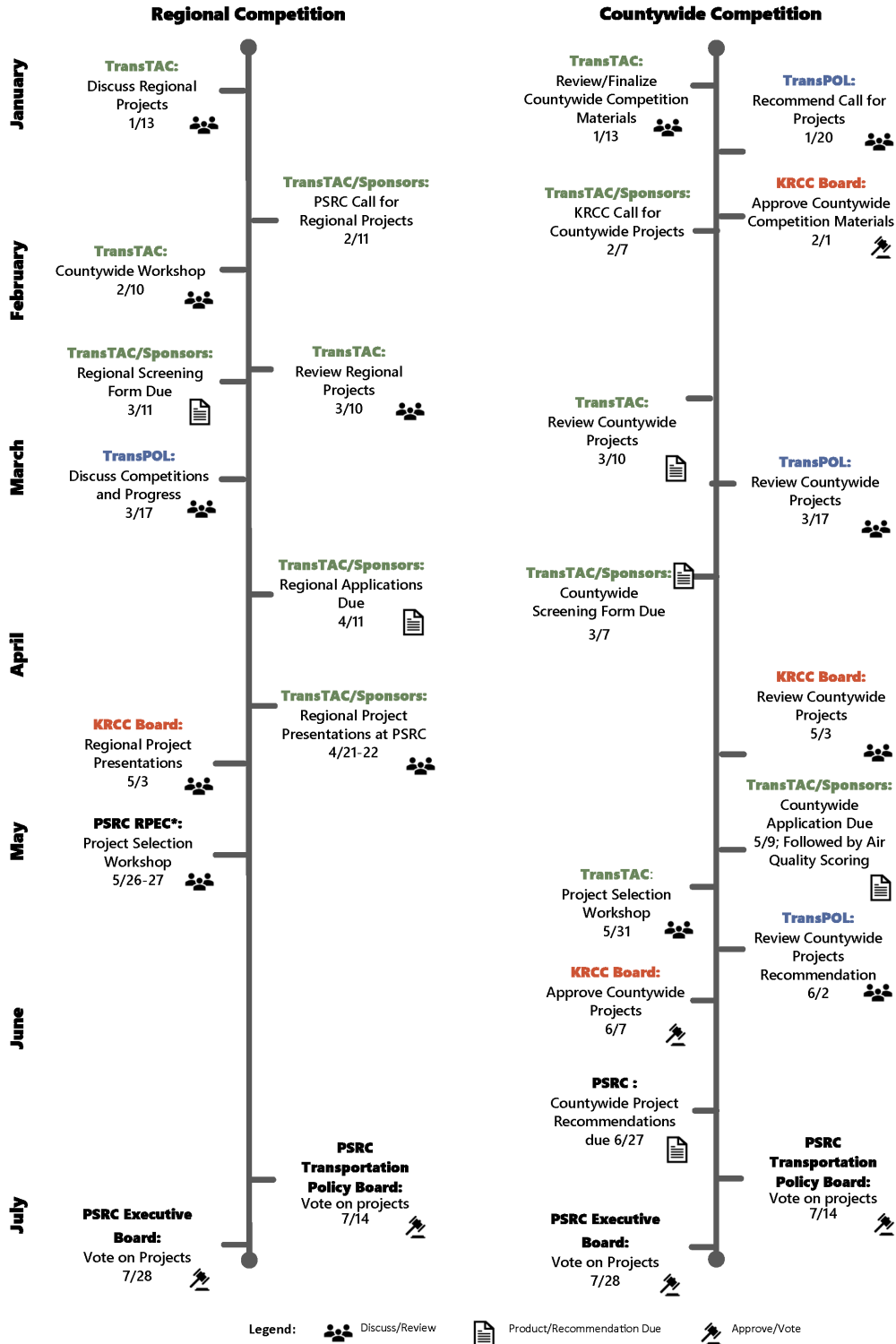
It is the intent of PSRC and KRCC that the public be involved with the allocation of federal transportation funds.

- 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.

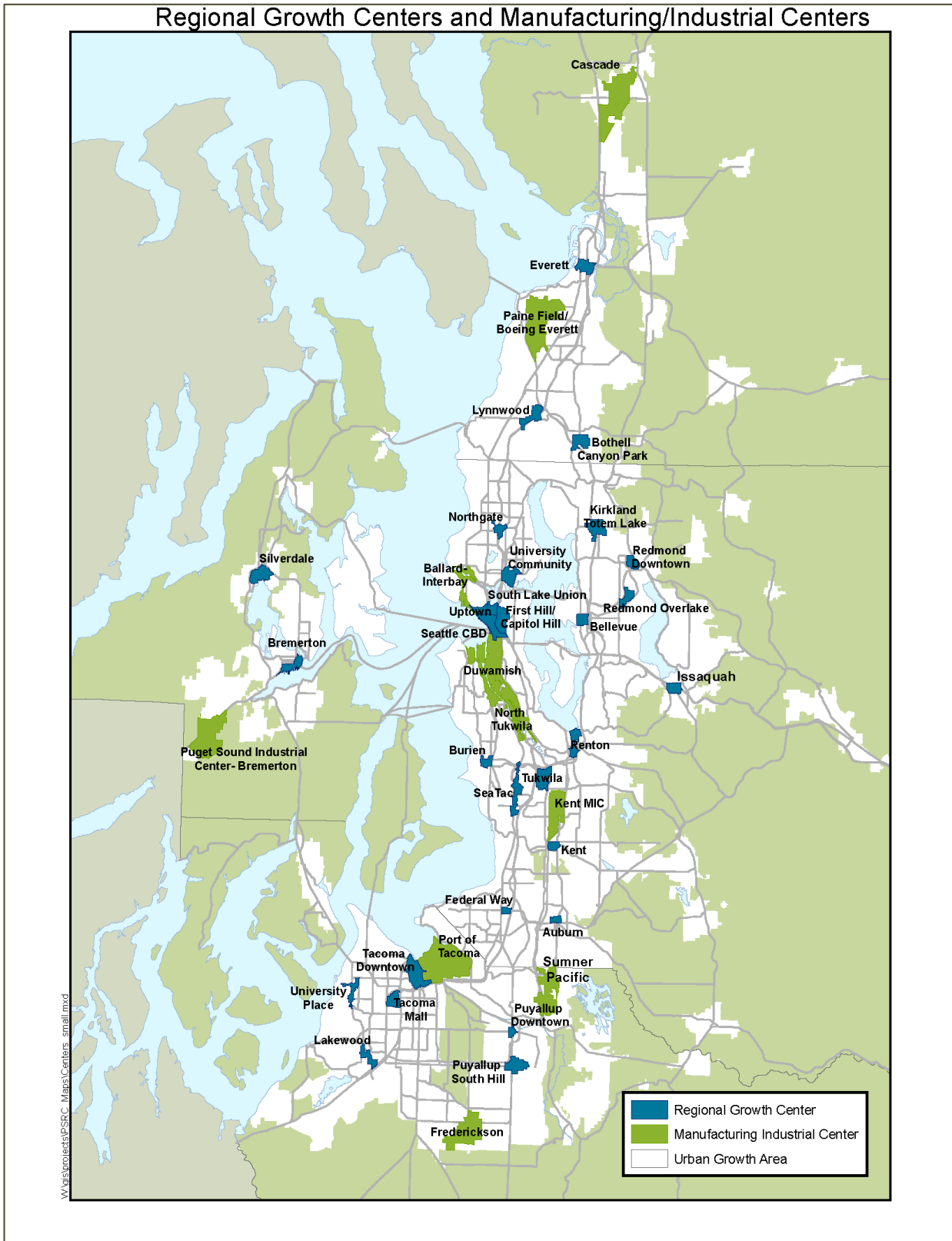


## 14. PROJECT SPONSOR RESOURCES

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**



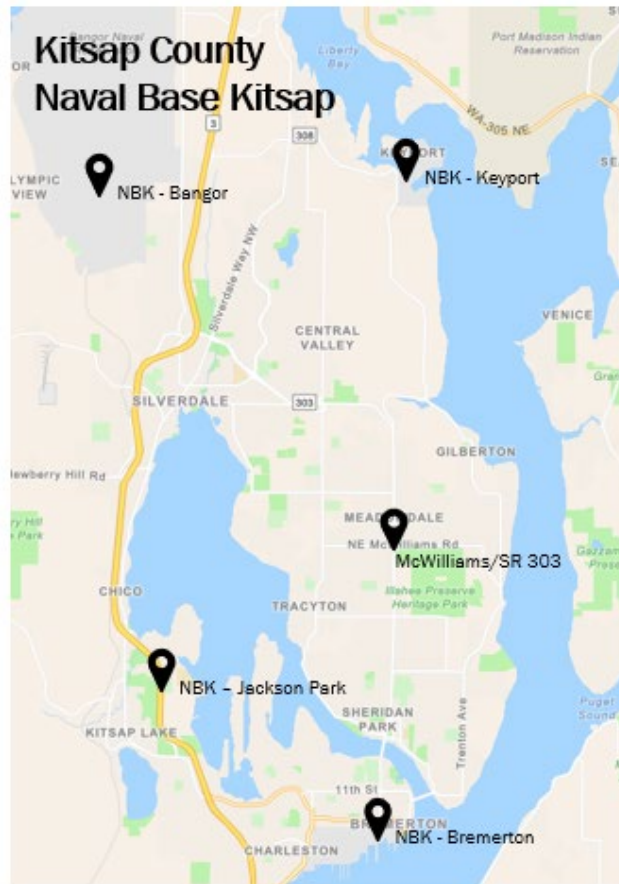
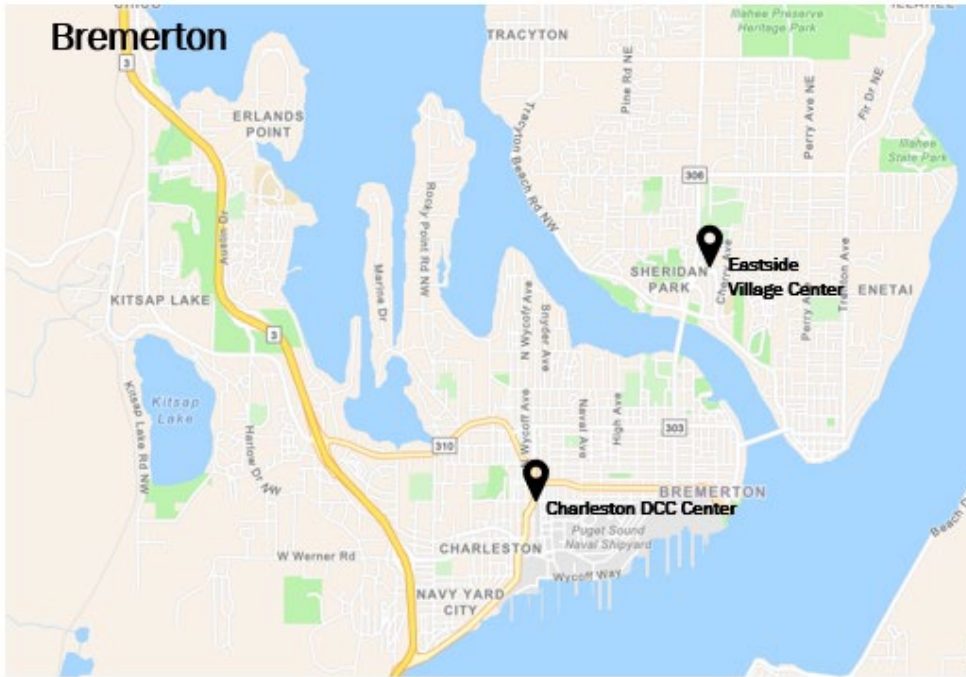
**APPENDIX B: CENTER TYPES AND FUNDING ELIGIBILITY FOR REGIONAL AND COUNTYWIDE TRANSPORTATION COMPETITIONS**

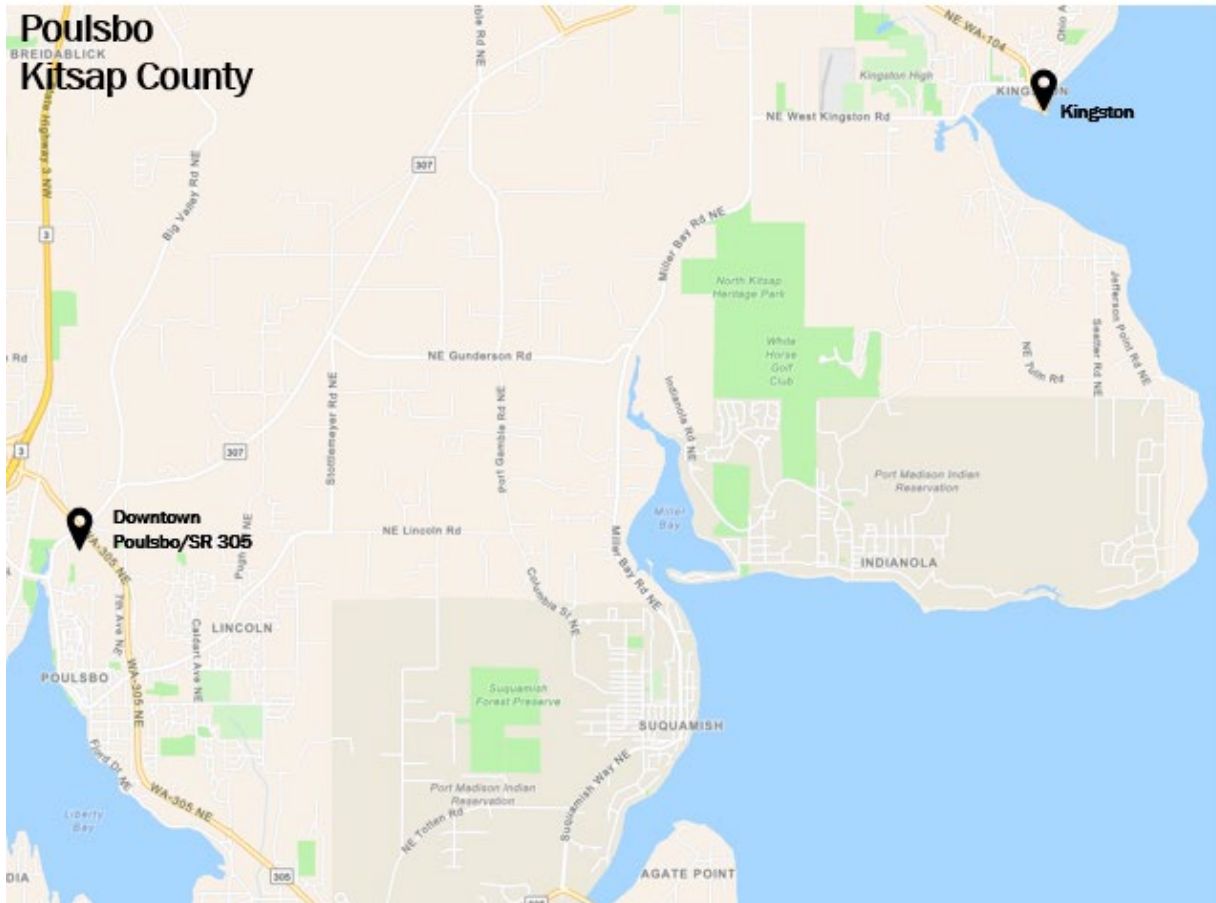
Center Type in Call for Projects	Eligible for Countywide Competition?	Eligible for Regional Competition?	Notes
Countywide Growth Centers	Yes	No	See CPPs – Element C: Centers of Growth: “They guide regional growth allocations, advance local planning, inform transit service planning, and represent priority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

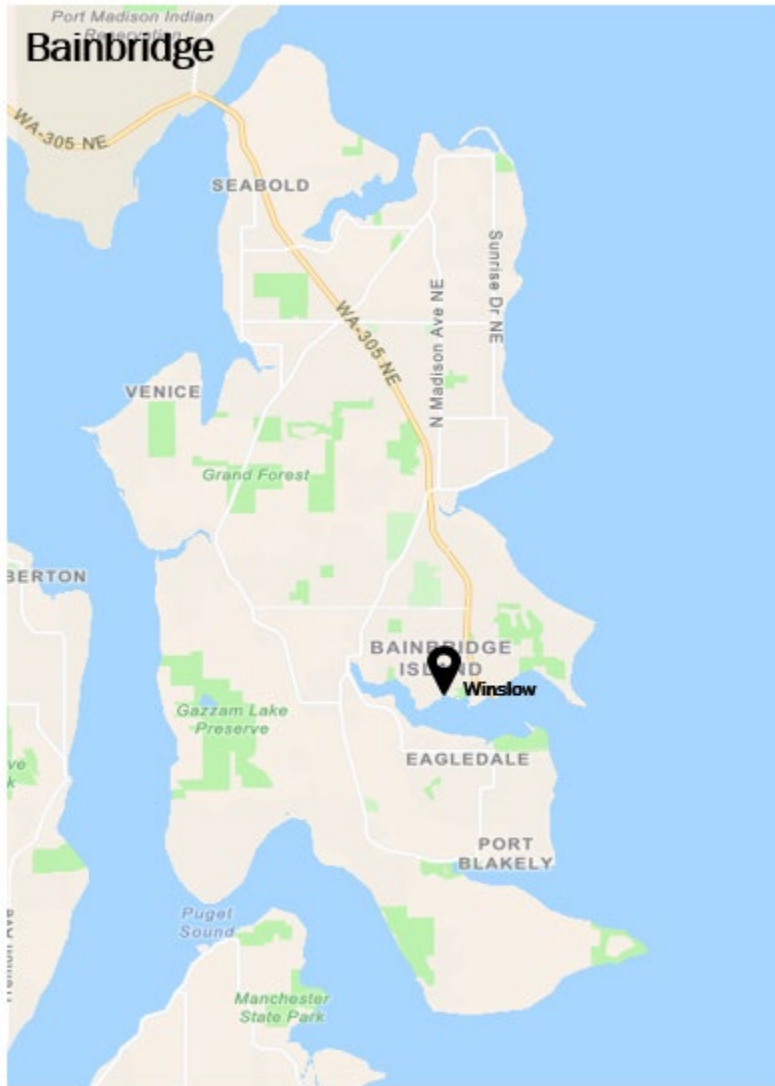


Center Type in Call for Projects	Eligible for Countywide Competition?	Eligible for Regional Competition?	Notes
			<p>thresholds when the installation is directly adjacent or surrounded by the center (such as NBK - Bremerton and the downtown Bremerton regional growth center)” (page 13). Projects benefiting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