Kitsap Regional Coordinating Council

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

KRCC Board Meeting Agenda
v. 1/27/2022

Date: February 1, 2022
Time: 10:15 AM – 12:15 PM
Place: This in 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: us06web.zoom.us/j/83924801012. 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: 839 2480 1012

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

1. **Welcome and Introductions**

2. **Chair's Comments**

3. **Presentation**
   A. Behavioral Health Model Ordinance by Department of Commerce   Page 3

4. **Consent Agenda** (vote)
   A. ACTION: Approve the 12/7/2022 KRCC Board Meeting Summary   Page 28
   B. Review the December Executive Committee meeting summary (Reference Packet page 2)

5. **Full Discussion/Action Items**
   A. ACTION: Review and approve the PSRC committee appointments   Page 36
   B. ACTION: Review and approve the KRCC committee appointments   Page 38
   C. ACTION: Review and approve the Summary of Updates   Page 39
      and 2022 Draft Countywide Call for Transportation Projects   Page 41

6. **KRCC Committee Reports**
   A.   Land Use Items
      i.   Review of updated LUTAC and PlanPOL Growth Allocations calendar   Page 76
      ii. Discuss Executive Committee proposal to hold joint planning/transportation (virtual) retreat in spring to align transportation projects with growth allocations and vision for Kitsap.
         a. Retreat Part 1 proposed for March 15, 2022 (current PlanPol meeting)
         b. Retreat Part 2 proposed for April 19, 2022 (added PlanPol meeting 1:30 -4:00)
         c. Both Staff and Policy committees from both Transportation and Land Use meeting together in Part 1 and Part 2
      iii. Reference: Growth Target Dashboard* (Reference packet page 8)

   B.   Transportation Items

KRCC Board meeting agendas are available prior to the meeting date online at www.kitsapregionalcouncil.org.

7. **PSRC Board and Committee Reports**
    A. PSRC Committees and Boards Report *(Reference Packet page 10)* 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**   Page 77
    A. Review [KRCC Income Statement](#)*

11. **Public Comment**

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

13. **Adjourn**

14. Standing agenda item

Behavioral Health Model Ordinance & Communications Toolkit

MATT MAZUR-HART, COMMUNITY FACILITIES MANAGER, COMMERCE
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FEBRUARY 1, 2022

Agenda

1. Behavioral Health Facilities Program Overview

2. Behavioral Health Model Ordinance & Guidance

3. Communications Toolkit

4. Resources & Contact Information

Behavioral Health Transformation

Governor's Behavioral Health Plan

The Governor's Behavioral Health Transformation Plan calls for the development of more community-based behavioral health facilities to provide individuals treatment closer to their home.

The Governor's Plan calls for:

- Broader continuum of care in community-based settings

- Transition for civil patients out of state hospitals

- New investments in the workforce and infrastructure

Behavioral Health Facilities Program

- As a result, Commerce has made awards to over 100 community-based behavioral health projects since the 2013-15 biennium.

- 6 of those awards are in Kitsap County.

- Commerce opened a new application round on October 1, 2021, and it closed on January 10, 2022. Funds will be awarded in March or April of 2022.

2019-2021 Behavioral Health Facilities

- 🔵 90-180 Day Civil Commitment
- 🟢 Children and Minor Youth
- 🟠 Dementia Care
- 🟣 Direct Appropriation
- 🔵 Enhanced Services Facility
- 🟡 Intensive Behavioral Health
- 🩷 Peer Respite
- ⚫ Regional Needs
- ⚫ Secure Withdrawal Management and Stabilization
- 🟤 Trueblood

2021-23 Behavioral Health Facility Allocations

Facility Type	Funding Allocation
90/180 Day Civil Commitment Beds	$18 M
Crisis Stabilization (Trueblood, King County)	$12 M
Enhanced Services Facilities	$11.6 M
Dementia Care	$10 M
Intensive Behavioral Health	$9.4 M
Regional Needs	$2.4 M
Peer Respites	$2 M
Crisis Stabilization	$2 M
Children and Minor Youth	$2 M
Secure Withdrawal Management & Stabilization	$2 M
TOTAL	**$71.4 M**

Model Ordinance & Guidance

Model Ordinance Authorized in 2019-21 Budget

To support transformation, the 19-21 state budget tasked Commerce with developing a model ordinance **for cities and counties to utilize** in siting community-based behavioral health facilities.

Objective: To provide useful planning guidance so that local governments can readily update policies and codes to allow siting and development of new and innovative community-based behavioral healthcare projects.

Model Ordinance Development Process

- Research of existing ordinances
- Advisory Committee with representation from counties, cities, providers, state agencies
- Focus groups with jurisdiction staff and elected officials
- Webinar to introduce ordinance followed by comment period

Advisory Committee

Dave Andersen, Commerce
Pamela Duncan, Metropolitan Development Council
Matthew Gower, HCA
Paul Jewell, WSAC
Amber Leaders, Governor's Office
Sharon Lee, Low Income Housing Institute
Devon Nichols, DSHS
Melodie Pazolt, HCA
Ernie Rasmussen, Commerce
Juliana Roe, WSAC
Rick Sepler, City of Bellingham
Brent Simcosky, Jamestown S'Klallam Tribe
Brenda Sipes, Foster First
Sandy Spiegelberg, DSHS
Sharon Swanson, AWC
Julie Tomaro, DOH
Richard Van Cleave, Kitsap County
Rick Walk, City of Lacey
Michelle Weatherly, DOH

Guiding Principles

- **Increase access to behavioral health services and community amenities for individuals living with behavioral health conditions or disabilities.**

- Provide local governments the opportunity to provide meaningful input.

- Use community inputs to develop practical guidance and language that can be readily adopted by local governments to meet different communities' needs.

- Allow behavioral health facilities to be sited in community areas with appropriate conditions for the services.

- Apply regulatory land use frameworks in the same manner for behavioral health facilities as for other facilities with similar scale and land use impacts.

- Apply permitting and entitlement processes appropriate to the scale of the facility and location in ways that are **efficient**, predictable and informed.

This model ordinance…

- Presents some challenges as zoning, development standards, and land use regulatory frameworks vary by jurisdiction

- Will not necessarily make siting less challenging if there is community concern or opposition, but it can create a common framework/language to address known issues

- Intended to serve as a resource to provide guidance, standard definitions, and example code language

Communications Toolkit is an accompanying resource

Adoption is voluntary

Acknowledges jurisdictions may allow facilities through existing zoning and/or use the Essential Public Facilities (EPF) process

- Thus, provides jurisdictions the option to adopt the model ordinance in whole, in part, or not at all

Essential Public Facilities

WAC 365-196-550 states the normal development review process should be used, when possible, rather than the EPF process.

- If existing code does not address behavioral health facilities, adopting the model ordinance may help provide definitions and criteria to accommodate facilities.

- Otherwise, the EPF process is available as behavioral health facilities are covered by it. Section 3(a) notes that "Cities and counties may not use their comprehensive plan or development regulations to preclude the siting of EPFs."

Model Ordinance: Orientation

Section 1 – General

1.1 Statutory Authorization

- The WA State Legislature delegates the responsibility to local governments to adopt regulations that promote the public health, safety, and general welfare of its citizenry

1.2 Findings of Fact

- RCW 71.24.015 – intent to establish community-based behavioral health system
- NIMH and NAMI facts on mental illness; community education
- Commerce Behavioral Health Facilities Program

1.3 Statement of Purpose

- Allow and establish review process for the location, siting, and operation of community-based behavioral health facilities

1.4 Applicability

- Shall apply to all areas within jurisdiction; within allowable zones as addressed in Substantive Provisions

1.5 Severability Clause

Section 2 – Definitions

Community-based Behavioral Health Facility - Residential facility licensed and regulated by the State of Washington, with up to 24 beds, staffed to provide on-site care and that is not a hospital or a group home.

- Emphasizes community-based
- Intentionally broad to encompass "missing middle" and avoid frequent definition updates
- Recognizes state licensed facilities that could be covered under the definition
- Includes definitions from Washington Statute and Substance Abuse and Mental Health Services Administration (SAMHSA)

Section 3 – Substantive Provisions

- Provides suggested zones appropriate for siting facilities
- Siting facilities in industrial areas and/or isolated areas is not recommended due to the intent to provide community-based care in proximity to public services and transportation
- Provides mechanism for by-right approvals with required criteria, including an Operations Plan

Communications Toolkit

Objectives

- Provide general education and raise awareness of behavioral health issues and City planning
- Provide strategies for local governments and behavioral health facility developers in anticipation of community concerns
- Share resources and real-world examples to leverage in communications

Behavioral Health Model Ordinance Project Communications Toolkit

The Behavioral Health Model Ordinance Project Communications Toolkit was developed as a communications resource to support jurisdictions, providers, and others in siting community-based behavioral health facilities. It accompanies a model ordinance which is available here: model ordinance

This page summarizes the nine strategies in the toolkit and offers links to resources and examples that may be helpful. The full toolkit is available as a pdf here: download the toolkit

Communications strategies

+ Assess the situation

− Develop your messaging

Be intentional about the message and story you want the community to hear.

- Lead with positive definitions of "mental health" and "behavioral health" which can help to counter stigma.
- Use language that invokes a sense of collective responsibility for mental health, and that focuses on the benefits of the proposed solution.
- Use "person-first" language. For example, describe individuals as "people with mental illness" as opposed to "mentally ill."
- Avoid crisis messaging that may deter public support if they feel the issue is insurmountable.
- Review how the content is framed. For example, framing mental health as a matter of individual willpower can create barriers to public support.
- Emphasize the providers' responsible management of the facility and the presence of an ecosystem of supports.
- Be as specific as possible about what mental health issues, problems, and disorders are addressed by the facility. Work with the provider to understand the specifics of the proposal. Local data from Department of Health or the Department of Social and Human Services on the prevalence of mental health issues can be

Example materials from siting efforts

Recordings from Public Meetings and Presentations:

- Quinault Wellness Clinic, Aberdeen City Council, October 28, 2020
- Ballard Crossing, Plymouth Housing, March 29, 2021
- Mental Health Part I: Understanding the Effects on Communities, Neighborhood House

FAQs and Fact Sheets:

- Community Meeting FAQ, Low Income Housing Institute
- What is an ESF Fact Sheet, DSHS
- Community Safety Fact Sheet, DSHS
- Supportive Housing FAQs, DESC Burien
- Ballard Crossing FAQ, Plymouth Housing
- Community Meeting Q&A, Ballard Crossing, Plymouth Housing

Tools

1. **Assess the Situation**

2. **Develop your Messaging**

3. **Organize a Community of Support**

4. **Understand and Respond to Specific Sources of Opposition**

5. **Develop and Use a Communications Plan**

6. **Work with the Media**

7. **Do Pre-Work for the Public Hearing**

8. **Build Long-Term Relationships and Social Capital**

9. **Evaluate and Reflect**

Reference Material
- Communications Venues and Methods
- Fair Housing Law
- Olmstead Decision
- Behavioral Healthcare Regulatory Framework
- Myth Busting Literature

Examples
- Presentations
- Good Neighbor Agreement
- Management Plan
- Code of Conduct
- FAQs
- One-Pagers
- Websites

Resources & Contact Information

For more information

Behavioral Health Facilities Program

https://www.commerce.wa.gov/building-infrastructure/capital-facilities/behavioral-health-bed-grants/

Model Ordinance Project

https://www.commerce.wa.gov/building-infrastructure/capital-facilities/behavioral-health-model-ordinance-project/

Thank you!

www.commerce.wa.gov

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Allegra Calder

PROJECT MANAGER, BERK CONSULTING

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Discussion Questions

1. Have community-based behavioral health facilities been proposed in your area that meet the definition.
   a. If so, how did the process go?
   b. What might be helpful to you with future proposals?

2. Has your jurisdiction considered adoptionof the Model Ordinance to site proposed projects?
   a. If not, are there any barriers or challenges impacting your decision?

3. What siting mechanisms are in place to site a typical behavioral health facility in your area (e.g., EPF process; existing definitions, other process)?

Kitsap Regional Coordinating Council

Kitsap Regional Coordinating Council (KRCC)
DRAFT Board Meeting Summary
December 7, 2021 | 10:15 AM – 12:15 PM
Virtual Meeting following Governor Inslee's Stay at Home Order
v. 12-17-2021

Decisions

The KRCC Board decided to:
   • Approve the 11/2/2021 KRCC Board meeting summary
   • Approve the 2022 KRCC Work Plan with one corrected PlanPOL meeting date
   • Approve the 2022 KRCC Budget and Dues
   • Appoint Commissioner Rob Gelder as 2022 KRCC Chair
   • Appoint Mayor Greg Wheeler as 2022 KRCC Vice Chair

Actions	Who?	Status
Post summary version of KRCC work plan to KRCC website as a downloadable PDF so Board members can share with others.	KRCC staff	Complete
Move PlanPOL meeting from April 2022 to March 2022 in the KRCC work plan.	KRCC staff	Complete

1. WELCOME AND INTRODUCTIONS

The Chair welcomed participants to the KRCC Executive Board meeting and introduced each KRCC Board member. See Attachment A for KRCC Board members in attendance and Attachment B for non-Board members in attendance.

2. CHAIR'S COMMENTS

No comments were provided by the Chair.

3. CONSENT AGENDA

A. Approve the 11/2/2021 KRCC Board Meeting Summary

Commissioner Garrido moved to approve the 11/2/2021 KRCC Board meeting summary. Commissioner Strakeljahn seconded. The Summary was approved as drafted with unanimous consent.

B. Review the October Executive Committee Meeting Summary

The Chair explained that the October Executive Committee meeting summary can be found in the [December 7 KRCC Board meeting reference packet](#).

4. FULL DISCUSSION/ACTION ITEMS

A. ACTION: Approve the 2022 KRCC Work Plan

Due to the growth and employment allocation effort and the transportation competitions, the 2022 Work Plan has the bulk of work at the first half of the year. KRCC Board members were encouraged to orient newly elected officials for the work ahead. Once approved, KRCC staff will produce the Work Plan in summary form so that Board members and others can use it as a tool to share information.

Board members also discussed the importance of each jurisdiction having a representative at each committee meeting. The Board requested that PlanPOL meeting scheduled for April be moved to March for better timing of review of preliminary numbers for population and employment growth targets.

Mayor Putaansuu moved to approve the 2022 KRCC Work Plan. Mayor Erickson seconded. The motion was approved with unanimous consent.

B. ACTION: Approve the 2022 KRCC Budget and Dues

The Chair presented the proposed budget, which had been reviewed by the Executive Committee at their December meeting. The total proposed budget of $265,000, which includes potential funds for an audit, room rents, and other in person meeting expenses, insurance, and other foreseeable expenses. She stated that Triangle's portion, approximately $243,000, seems appropriate given the anticipated workload, and has been accurate historically. Some work may not come in as budgeted. The carryforward from previous years and the carryforward anticipated for this year provide a healthy reserve. 2022 dues totaling $243,000 are proposed to remain at the same level as 2021 dues for each KRCC member entity.

Commissioner Gelder moved to approve the 2022 KRCC Budget and Dues. Director Clauson seconded. The motion was approved as presented with unanimous consent.

C. ACTION: Vote to appoint 2022 KRCC Chair and Vice Chair

The Board has nominated Commissioner Gelder to serve as KRCC Chair and Mayor Wheeler to serve as KRCC Vice-Chair for 2022.

Commissioner Strakeljahn moved to approve the slate of candidates. Councilmember Deets seconded. The motion was approved as presented with unanimous consent.

D. Legislative Reception Debrief

Board members reported that the orientation and reception events, hosted virtually via Zoom on the evening of December 2, 2021, seemed well attended and informative. The virtual format led to a more discussion-oriented conversation that was welcome. Members noted that the discussion featured several potential action opportunities for local and state level legislators to work on together.
- o   State legislators agreed that proposals from a "West Sound Alliance" approach could be useful.
- o   There was general agreement that the derelict vessel issue needs more funding.

- o Senators Rolfes and Randall agreed to be on a committee for citing a medical facility and indicated they would work with local officials on this issue.
- o All legislators on the panel understood the need for reliable ferry service and agreed to work for solutions to fund the ferry system and seek solutions to its operational needs.

5. KRCC COMMITTEE REPORTS

A. Land Use Items

- **Overview of countywide approach to population & employment growth target process**

Sophie Glass presented an overview of LUTAC's recommended timeline for calculating population and employment growth targets. The four designated High-Capacity Transit Communities (HCTC) - Bainbridge Island, Port Orchard, Poulsbo, and Kingston - each need to share a designated portion of anticipated growth. PSRC has developed guidance for this process. Clay White is also available as a consultant to planning directors if jurisdictions want technical support during this process.
LUTAC recommended:

- o FALL 2021: Planning Directors work independently to calculate their jurisdiction's capacity to accommodate anticipated growth.
- o JANUARY: Planning directors convene to compare numbers and see how closely these estimates align with Vision 2050 allocations. If necessary, LUTAC will work in subcommittee with the HCTC jurisdictions to adjust targets to fairly share anticipated growth.
- o FEBRUARY: PlanPOL will review draft growth targets.
- o MARCH: KRCC Board will review draft growth targets.
- o APRIL: PlanPOL confirm targets and make any needed updates. Ideally in April the KRCC Board will review and approve growth targets, after which they will be added to the CPPs.

The Chair clarified that since these numbers are part of an appendix to CPPs, rather than going to individual jurisdictions for ratification, they can be approved by a 75% vote of the KRCC Board and then would need to be ratified only by the County.

Based on the timeline presented, the Board recommended that the PlanPOL meeting scheduled for April be moved to March to facilitate this revision and review timeline.

- **Overview of housing target calculation methodology**

PSRC's Vision 2050 recommends that jurisdictions calculate housing targets in addition to population and employment targets as part of the Countywide Planning Policy process, but this timing is not required. Housing targets must be included in Comprehensive Plan updates which need to be completed by June 2024.

- **Proposal from the Executive Committee: develop housing targets by individual jurisdiction**

LUTAC has asked for clear direction from the Board about whether to include housing targets in the population and employment target work they are on track to complete before June.

After robust conversation, the Executive Committee recommended to the Board that

- o In this planning cycle, each jurisdiction should calculate housing targets independently on their own timeline.
- o All jurisdictions would need to complete targets in time for their Comprehensive Plan updates.
- o Jurisdictions that want to can aim for an earlier timeline.
- o KRCC jurisdictions can come together to share their housing target information and record each jurisdiction's independently derived housing targets in a combined appendix of the CPPs.
- o In future planning cycles but not for this round, consider developing coordinated housing targets together as part of the CPP process.

This recommendation rests on the understanding that while some jurisdictions feel an urgency to calculate housing targets earlier in their planning process, other jurisdictions do not want to overpromise due to capacity concerns given current transitions in staffing.

Members decided not to vote on this issue in this meeting but this recommendation will be communicated to the Land Use Technical Committee (LUTAC).

The Chair summarized that each jurisdiction will move forward with housing targets independently. Housing targets will eventually be added to CPPs as an appendix.

- **Review comparison of actual 2020 population to last planning cycle projected growth targets**

The Board discussed the Vision 2050 target population and employment percentages as allocated to certain jurisdictions using a slide deck from a previous committee meeting's briefing on the Countywide Planning Policy update. As a follow-up to a question raised in the November 2 Board meeting, the Board also looked at actual 2020 populations versus projected growth summarized in a table provided in the reference packet.

B. Transportation Items

- **General Update: Work underway on countywide competition criteria**

The TransTAC and TransPOL committees have been discussing whether to place a cap on the number proposals or the dollar amount requested and how to address the contingency list. The PSRC Regional competition includes new health and equity criteria, that will need to be interwoven in the countywide competition. The new call for project proposals in early 2022 will include new guidance on elements like funding levels, number of projects, and project criteria. The February Executive Board meeting will review proposed language for a Call for Projects that reflects these process updates. The Executive Board will need to approve language before sending out the call for projects in the spring.

At the PSRC level, Kitsap region retained its set-aside, which has typically been $9 million to $10million for the biennium.

- **Gorst Coalition update**

4 DRAFT 12/7/21 KRCC Board Meeting Summary

- o The federal infrastructure bill passed. The state will receive some amount of money, but it is unknown yet how the state will disburse it.
- o Mayor Wheeler, Commissioner Garrido, and Commissioner Strakeljahn, Mayor Putaansuu and Director Clauson are scheduling meetings with legislators over holiday season to continue outreach efforts. Some KRCC members are scheduled for legislative meetings in December, gearing up for Gorst.
- o The state transportation chair was reassigned to fill Kim Wyman's position. Senator Marco Liias or Senator Saldino are running to become chair of the Transportation Committee.
- o The Chair suggested that as jurisdictions collectively or through KRCC, members might consider reassembling the West Sound Alliance to put together a list of projects for the next transportation cycle next year.

6. PSRC BOARD AND COMMITTEE REPORTS

- **Updates from the PSRC Executive Board**

PSRC Economic Board has adopted 2022 focus areas for the region and are in the process of appointing the new president and vice president for the PSRC Economic Board.

The new transportation plan and housing action plan are moving forward and on track for adoption in the next couple of months. Housing action plan will now be run through a new equity committee funded through federal transportation dollars intended to address equity and safety in transportation as well as planning.

7. CORRIDOR COMMITTEE REPORTS

- **SR 305 Committee**

305 Committee is planning to start meeting again.

- **SR 104 Committee**

104 and 307 convened a group to determine corridor analysis and next steps.
104 is entered in rural towns competition to fund construction for automatic traffic management downtown.

- **SR 303 Committee**

303 Committee is in process of designing the Warren Avenue Bridge to widen sidewalks and add a cycle feature. Bremerton is doing more to "build up, not out" and to add multi-modal transportation options rather than widening roads.

- **Others**

304 is moving forward with implementing a demonstration of HOV enforcement technology. The consultant is interviewing potential vendors who will be testing technology in cooperation with WSDOT, Washington state patrol, City of Bremerton, and the Transportation Safety Commission.

5   DRAFT 12/7/21 KRCC Board Meeting Summary

Johnson Rd roundabout is moving along. The new "Welcome to Poulsbo" signage is in four languages. Poulsbo would like to have a big ribbon cutting ceremony by June. A member commented that Port Orchard has adapted nicely to its roundabouts.

Councilmember Ashby suggested adding a section to the Board meeting agendas for transit information and another for the 160 Corridor.

8. KRCC EMERGENT AND COUNTYWIDE ISSUES

The Board of County Commissioners will be holding a hearing board on Monday 11/13 to take public comment on potential enactment of a countywide 1/10 of 1% for affordable housing. Poulsbo has enacted a similar measure already. The county has been doing outreach to jurisdictions. Public comment will open to take testimony on Monday and the record will stay open a while longer before scheduling deliberation and action sometime in January.

9. STAFF REPORT

C. KRCC Income Statement

The Chair presented the November income statement, stating that there is a healthy balance and noting that KRCC is under budget so far for 2021, partly due to cost savings from continuing to host remote meetings. Board members were invited to contact Councilmember Ashby or Betsy Daniels if they have questions.

10. PUBLIC COMMENT

The Chair opened the floor to comments from the public. There were no public comments.

- **KRCC Board Questions, Concerns, and Announcements**

Region Administrator John Wynands is retiring at the end of December. His last day in the office will be December 17th. Steve Roark will be the new Region Administrator.

The incoming 2022 KRCC Chair, Rob Gelder, thanked the outgoing Chair, Bek Ashby, for her service on KRCC Boards and Committees. Councilmember Ashby thanked all the members of the Board and expressed her intention to stay connected.

11. ADJOURN

The meeting adjourned at 12:00 p.m. The next KRCC Executive Board meeting will be January 18.

12. ATTACHMENT A – BOARD MEMBERS IN ATTENDANCE

Board Member	Jurisdiction	In Attendance?
Deets, Joe	City of Bainbridge Island	present
Schneider, Leslie	City of Bainbridge Island	present
Daugs, Leslie	City of Bremerton	present
Wheeler, Greg	City of Bremerton	present
Ashby, Bek	City of Port Orchard	present
Putaansuu, Rob	City of Port Orchard	present
Rosapepe, Jay (alternate)	City of Port Orchard	
Erickson, Becky	City of Poulsbo	present
Stern, Ed	City of Poulsbo	
Garrido, Charlotte	Kitsap County	present
Gelder, Robert	Kitsap County	present
Wolfe, Ed	Kitsap County	
Clauson, John	Kitsap Transit	present
Cpt. Richard Massie	Naval Base Kitsap	
Placentia, Chris (alternate)	Port Gamble S'Klallam Tribe	
Sullivan, Jeromy	Port Gamble S'Klallam Tribe	
Anderson, Gary (alternate)	Port of Bremerton	
Strakeljahn, Axel	Port of Bremerton	present
Heacock, Steve (alternate)	Port of Kingston	
McClure, Mary	Port of Kingston	present
Forsman, Leonard	Suquamish Tribe	
Mills, Luther "Jay" (alternate)	Suquamish Tribe	

13. ATTACHMENT B – NON-MEMBER PARTICIPANTS

Name	Affiliation
KRCC Facilitation Team	
Betsy Daniels	KRCC Program Director
Sophie Glass	KRCC Program Lead
Cheryl Klotz	KRCC Administrative Coordinator
Pauline Mogilevsky	KRCC Land Use Program Lead
Claire Wendle	KRCC Transportation Program Lead

Draft 2022 Puget Sound Regional Council (PSRC) and Corridor Committee Appointments for the Kitsap Regional Coordinating Council (KRCC)
Draft v.1.20.22

Below is a draft list of KRCC appointees on PSRC Boards. This list also includes KRCC appointees on corridor committees.
Representatives and alternates in **black text** have been updated for 2022.
Those in grey text served in 2021. KRCC staff needs confirmation/updates for 2022.

	Jurisdiction	Representative	Alternate(s)
PSRC Boards	**Economic Development District Board (EDD)**		
	Kitsap County	Charlotte Garrido	Ed Wolfe
	Kitsap Other Cities	Ed Stern (Poulsbo)	Shawn Cucciardi (Port Orchard)
	Suquamish Tribe	Leonard Forsman	Luther "Jay" Mills
	Port of Bremerton	Axel Strakeljahn	Gary Anderson
	Bremerton	Greg Wheeler	Kevin Gorman
	Executive Board		
	Kitsap County	Charlotte Garrido	Rob Gelder
	Kitsap Other Cities	Becky Erickson (Poulsbo)	Leslie Schneider
	Port of Bremerton	Axel Strakeljahn	Gary Anderson
	Bremerton	Greg Wheeler	Kevin Gorman
	Port Orchard	Rob Putaansuu	Jay Rosapepe
	Growth Management Policy Board (GMPB)		
	Kitsap County	Ed Wolfe	Charlotte Garrido
	Kitsap Other Cities**	Jon Quitslund (Bainbridge)	Brenda Fantroy-Johnson (Bainbridge)
	Suquamish Tribe	Rob Purser	Tom Ostrom
	Bremerton	Greg Wheeler	Vacant
	Operations Committee (OC)		
	Kitsap County/Cities*	Becky Erickson (Poulsbo)	Rob Gelder (Kitsap County)
	Transportation Policy Board		
	Kitsap County	Rob Gelder	Charlotte Garrido
	Other Cities**	Leslie Schneider (Bainbridge)	Rob Putaansuu (Port Orchard)
	Kitsap Transit	Becky Erickson (Poulsbo)	John Clauson
	Ports	(filled)	Cary Bozeman
	Suquamish Tribe	Luther "Jay" Mills	Leonard Forsman
	Bremerton	Greg Wheeler	Vacant
	Rotating Alternate		
	Other Cities (for Policy Boards)	Vacant	
Corridor Committees	**SR 305**		
	Kitsap County	Rob Gelder	
	Poulsbo	Becky Erickson	
	Suquamish Tribe	Leonard Forsman	
	Kitsap Transit	John Clauson	
	Bainbridge Island		
	SR 16		
	Kitsap County	Charlotte Garrido	
	Port Orchard	Rob Putaansuu	
	Port of Bremerton	Axel Strakeljahn	
	Kitsap Transit	John Clauson	
	SR 104		
	TBD	TBD	

*Selected from PSRC Executive Board meetings
**"Other cities" seats are shared by 3 cities and rotated among them year to year.

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

Below is a draft list of KRCC appointees on PSRC Committees.
Representatives and alternates in black text have been updated for 2022.
Those in grey text served in 2021. KRCC staff needs confirmation/updates for 2022.

Jurisdiction	Representative	Alternate(s)
Bicycle/Pedestrian Advisory Committee		
Kitsap County	David Forte	Melissa Mohr
Bremerton	Chris Dimmitt	TBD
Other Cities	Chris Wierzbicki (Bainbridge Island)	Anthony Burgess (Poulsbo)
Regional FTA Caucus		
Kitsap Transit	Steffani Lillie	Jeff Davidson
Regional Project Evaluation Committee		
Kitsap Other Cities	Diane Lenius (Poulsbo)	Mark Dorsey (Port Orchard)
Kitsap County	David Forte	Jeff Shea
Port of Bremerton	Fred Salisbury	Arne Bakker
Bremerton	Shane Weber	Ned Lever; Chris Dimmitt
Kitsap Transit	Steffani Lillie	Jeff Davidson
Regional Staff Committee		
Kitsap County	Eric Baker	Jeff Rimack
Other Cities	Nick Bond (Port Orchard)	Mark Hofman, Jennifer Sutton (Bainbridge Island)
At Large	Heather Wright (Poulsbo)	Mark Hofman, Jennifer Sutton (Bainbridge Island)
Transit	Ed Coviello	
Bremerton	Andrea Spencer	
Economic Development Rep	Kathy Cocus (KEDA)	
Regional Traffic Operations Committee		
Kitsap Other Cities	Chris Hammer (Poulsbo)	
Kitsap County	Jeff Shea	
Bremerton	TBD	Shane Weber
Kitsap Transit	Steffani Lillie	
Regional Transportation Demand Management Committee		
Kitsap Other Cities	Chris Hammer (Poulsbo)	
Kitsap County		
Bremerton	Cathy Bonsell	Shane Weber
Kitsap Transit	Lindsay Kuiphoff	Steffani Lillie
Regional TransTAC Chairs Committee		
KRCC TransTAC	Steffani Lillie (Kitsap Transit)	David Forte (Kitsap County)
Transportation Operators Committee		
Kitsap Transit	Steffani Lillie	Ed Coviello
Freight Advisory Committee		
Bremerton	Shane Weber	Vicki Grover
Kitsap County	David Forte	
Port of Bremerton	Fred Salisbury	
Regional Intelligent Transportation System Committee		
Bremerton	Shane Weber	TBD

PSRC Committees

** Reps and alts **black text** have been updated for 2022.
** Reps and alts **grey text** served in 2021. KRCC staff needs confirmation/updates for 2022.

Jurisdiction (alphabetical)	Executive Board	Executive Committee	PlanPOL	TransPOL	LUTAC	TransTAC
Bainbridge Island						
	Councilmember L. Schneider	Councilmember J. Deets	Councilmember K. Hytopoulos	Councilmember L. Schneider	Mark Hofman (interim)	Chris Wierzbicki
	Councilmember J. Deets		Councilmember J. Quitslund (alt.)	Councilmember J. Quitslund (alt.)	Jennifer Sutton	Chris Munter (alt.)
Bremerton						
	Mayor G. Wheeler (V. Chair)	Mayor G. Wheeler (V. Chair)	Mayor G. Wheeler	Mayor G. Wheeler	Andrea Spencer	Shane Weber
	Councilmember L. Daugs		Councilmember L. Daugs (alt.)	Councilmember L. Daugs (alt.)		Chris Dimmitt (alt.)
	Councilmember L. Wheat					Ned Lever (alt.)
Kitsap County						
	Commissioner R. Gelder (Chair)	Commissioner R. Gelder (Chair)	Commissioner E. Wolfe	Commissioner R. Gelder	Jeff Rimack	David Forte
	Commissioner C. Garrido	Commissioner C. Garrido (alt.)	Commissioner C. Garrido	Commissioner C. Garrido (alt.)		Andrew Nelson
	Commissioner E. Wolfe					Jeff Shea (alt.)
Kitsap Transit						
	Director J. Clauson		Director J. Clauson	Director J. Clauson	Edward Coviello	Steffani Lillie
						Ed Coviello (alt.)
Naval Base Kitsap						
	Captain R. Massie		Allison Satter	Allison Satter	Allison Satter	
	Allison Satter (alt.)					
Port Gamble S'Klallam Tribe						
	Chairman J. Sullivan				Barrett Schmanska	
Port of Bremerton						
	Commissioner A. Strakeljahn		Commissioner C. Bozeman	Commissioner A. Strakeljahn	Fred Salisbury	Fred Salisbury
	Commissioner G. Anderson (alt.)		Commissioner G. Anderson (alt.)	Commissioner G. Anderson (alt.)		
	Commissioner C. Bozeman (alt.)		Commissioner A. Strakeljahn (alt.)	Commissioner C. Bozeman (alt.)		
Port of Kingston						
	Commissioner M. McClure	Commissioner M. McClure	Commissioner S. Heacock	Commissioner M. McClure		
	Commissioner S. Heacock (alt.)		Commissioner M. McClure (alt.)	Commissioner L. Gronnvoll (alt.)		
Port Orchard						
	Mayor R. Putaansuu	Mayor R. Putaansuu	Mayor R. Putaansuu		Nick Bond	Mark Dorsey
	Councilmember J. Rosapepe (alt.)			Councilmember J. Rosapepe (alt.)		
Poulsbo						
	Mayor B. Erickson	Mayor B. Erickson	Mayor B. Erickson	Mayor B. Erickson	Heather Wright	Diane Lenius
	Councilmember E. Stern		Councilmember C. Lord (alt.)			Michael Bateman (alt.)
Suquamish Tribe						
	Council Chair L. Forsman		Council Chair L. Forsman	Council Chair L. Forsman	Alison O'Sullivan	Alison O'Sullivan
	Councilmember J. Mills (alt.)		Councilmember J. Mills (alt.)	Councilmember J. Mills (alt.)		
Other						
PSRC			Paul Inghram	Kelly McGourty	Liz Underwood-Bultmann, Erika Harris	Kelly McGourty, Kalon Thomas
WSDOT	JoAnn Schueler			Dennis Engel	Matthew Pahs	Dennis Engel
WSDOT	Gaius Sanoy (alt.)					Theresa Turpin (alt.)
WSF						Ray Deardorf
WA Dept. of Commerce					Gary Idleburg	

* Reps and alts in **black text** have been updated for 2022.

* Reps and alts in grey text served in 2021. KRCC staff needs confirmation/updates for 2022.

Kitsap Regional Coordinating Council

Summary of Updates to 2022 Draft Countywide Call for Projects for the Kitsap Countywide Competition

v. 1/27/22

The Draft 2022 Countywide Call for Projects for the Kitsap Countywide Competition and Puget Sound Regional Council's Regional Competition for 2025-2026 Federal Transportation Funding includes the following updates:

1. Equity Pilot Program from 2022 Policy Framework from PSRC's Federal Funds (page 4).

2. To meet the requirement to balance Countywide Competition funding by year, the amount of funding requested in a single application cannot exceed half of the total funds, or $5.21 million. TransPOL recommended this cap at their January 20 meeting (pages 4-5).

3. Added Post TransPOL meeting: Descriptions of each Center type and funding eligibility (page 6).

4. Updates to the list of specific centers eligible for Countywide funding based on the Countywide Planning Policies adopted in December 2021. The updated list outlines the Countywide Growth Centers, Candidate County Growth Centers, and Military Installations per the updated CPPs (page 8).

5. Added and Updated Post TransPOL meeting: Each KRCC Member has been assigned a limit for the number of projects they can apply for in any one Countywide cycle:
   a. Bainbridge Island   4
   b. City of Bremerton   4
   c. Kitsap County   4
   d. Kitsap Transit   4
   e. City of Port Orchard   4
   f. City of Poulsbo   4
   g. Unincorporated UGAs***   1
   h. Rural Set-aside**   1
   i. Suquamish Tribe   1 or a partnership application*
   j. Port Gamble S'Klallam Tribe   1 or a partnership application*
   k. Port of Bremerton   1 or a partnership application*
   l. Port of Kingston   1 or a partnership application*

   * In the case where a Port or Tribe chooses to submit a project in partnership with City, the County or Kitsap Transit this action:
   i. Would / Would not reduce the number of projects allocated to that entity (City, County Transit).
   ii. Each City, County or Transit would be limited to 1 / would not be limited to add on project to support a Partnership Project.
   iii. Each Port or Tribe can choose to submit a project directly to the competition and/or as a partnership project.
   iv. A partnership is defined as an application submitted by a City/County/Transit with a Port or Tribe with the flexibility of the applicants to decide funding recipient, lead applicant, and partner roles and responsibilities.

   ** Kitsap County and Kitsap Transit would be eligible for applying for Rural Set-Aside projects

*** Kitsap County / Kitsap County and Kitsap Transit would be eligible for applying for projects in a UGA

6. Added language to address capacity needs and concurrency level of services in Criteria A (page 13).

7. Eliminated Safety/Capacity criteria due to overlap with Criteria A, D or E. Any language that did not overlap was incorporated into Equity Considerations or Safety and Security (pages 14 and 15).

8. Added Equity considerations (Criteria D) and updated Safety and security (Criteria E) for consistency with 2022 Policy Framework for PSRC's Federal Funds (pages 14 and 15).

9. Added Post TransPOL Meeting: Added a table outlining Center types and funding eligibility for Regional and Countywide Transportation Competitions (Appendix B: page 22).

10. Added Post TransPOL Meeting: Maps identifying Countywide Growth Centers, Candidate Countywide Growth Centers, and Military Installations eligible for Countywide funding (Appendix C: page 28).

Kitsap Regional Coordinating Council

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

UPDATED VERSION: 1/26~~14~~/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:

> **Commented [CW1]:** Page numbers to be updated after document is approved and finalized

1. IMPORTANT DATES

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

Regional Competition	Countywide Competition
Feb. X, 2022 - Call for Regional Projects	February 2X, 2022 - Call for Countywide Projects
March X, 2022 - Regional Project Eligibility Screening Deadline	March 7, 2022 - Countywide Project eligibility screening deadline
April X, 2022 – Applications due for Regional Projects	May 8, 2022 – Applications due for Countywide Projects

Commented [SG2]: Pending KRCC Board approval.

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)

Commented [CW3]: Update when PSRC resources are available

3. ELIGIBILITY

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

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

Please note that Naval Base Kitsap is not eligible to directly apply for FHWA funds through the Countywide or Regional Competitions, even though Naval Base Kitsap is a member of KRCC.

4. COMPETITIONS

Regional Competition

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

Countywide Competition

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

5. AVAILABLE FUNDING

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

Federal Highway Administration Funds (FHWA)

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

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

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

Set-Asides

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

- Non-Motorized Set-Aside: The bicycle/pedestrian set-aside is retained at 10% of the total estimated FHWA funds and will be allocated by population among the four countywide forums, to be distributed via a competitive process.
- Preservation Set-Aside: The preservation set-aside for PSRC's FHWA funds is retained at 20% of the total estimated Surface Transportation Block Grant Program (STP) funds, with retention of the provision in 2016 to add 5% to the countywide processes. The preservation set-aside for PSRC's FTA funds is retained at 45% of the regional competitive FTA funds.

- Kitsap County Set-Aside: Kitsap County jurisdictions are not eligible to receive CMAQ funds as the county falls outside the boundaries of the region's air quality maintenance and nonattainment areas. As such, since 1995 Kitsap County has received a set-aside of STP funds—based on the County's population relative to the total amount of estimated STP funds—for distribution within the Countywide Competition.
- Rural Town Centers and Corridors: In 2021, the Rural Town Centers and Corridors Program was converted from a set dollar amount to 10% of FHWA STP funds from the regional competitive portion of funds. In 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.

> **Commented [CW4]:** New proposal with PSRC language

Balancing by Year

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

For the Countywide Competition, KRCC needs to aim to evenly divide its funding across 2025~~3~~ and 2026~~4~~. If KRCC is unable to evenly divide its funding in 2025~~3~~ and 2026~~4~~, 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 ~~each year's available funding after adjusting the cap to accommodate the multimodal, preservation and rural set-asides, by source~~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).~~.~~

> **Commented [SG5]:** TransPOL recommended this policy at their January meeting.

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
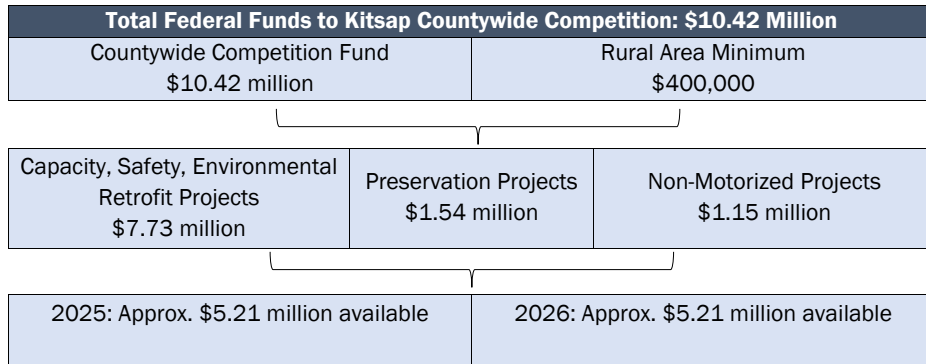
Rural Minimum

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 we 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).

Total Federal Funds to the Regional Competition (after removing set-asides & RTCC $) $54.84 million			
Surface Transportation Program (STP) $21.94 million		Congestion Mitigation and Air Quality (CMAQ) $32.9 million	
2025: $10.97 million available	2026: $10.97 million available	2025: $16.45 million available (not to Kitsap)	2026: $16.45 million available (not to Kitsap)
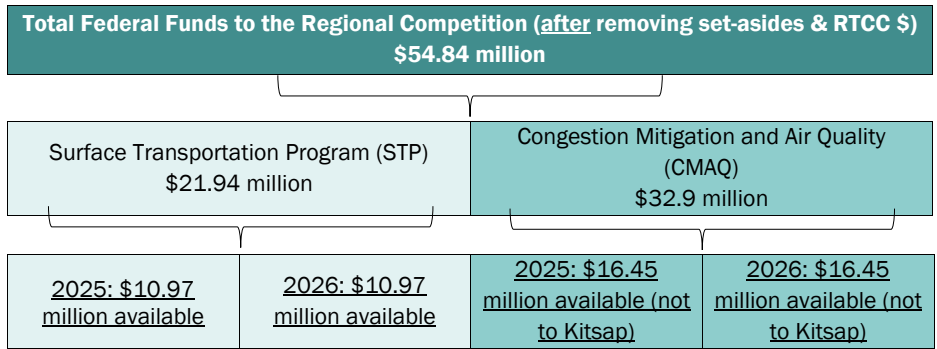
6. POLICY FOCUS

For the 2025-2026 Funding Cycle, the policy focus of support for ~~centers~~ Centers of Growth and the corridors that serve them is retained. The intent of this policy focus is to support implementation of VISION 2050, Transportation 2050 and the Regional Economic Strategy. See Appendix B for a synopsis of different center types and their eligibility for funding in the Regional and Countywide Competitions. See below for descriptions of Centers of Growth.[1]

Regional Growth Centers

- **Description:** Regional Growth Centers are locations of more compact, pedestrian oriented development with a mix of housing, jobs, retail, services, and other destinations. Centers receive a significant share of the region's population and employment growth compared with other parts of the urban areas while providing improved access and mobility – especially for walking, biking, and transit. See Appendix A for a map of Regional Centers.

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

- **Funding Eligibility:** Regional Centers and the corridors that serve them are eligible for funding the Regional and Countywide Competitions.
- **Regional Centers in Kitsap:**
  - Downtown Bremerton (see VISION 2050 for the boundary lines of Downtown Bremerton)
  - Silverdale (see VISION 2050 for the boundary lines of Downtown Bremerton)
- **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.~~Centers are the hallmark of PSRC's VISION 2050 and its Regional Growth Strategy. See Appendix A for a map of Regional Centers.~~
-   ~~Regional Growth Centers (RGC): RGCs have been identified for housing and employment growth, as well as for regional funding. **Kitsap County has two Regional Growth Centers: Bremerton and Silverdale.** Kitsap County jurisdictions can submit transportation projects to the Regional Competition if they support Regional Centers or the corridors that serve them, even those outside of Kitsap County. For example, projects that connect Kitsap County to the Seattle Central Business District are eligible for funding through the Regional Competition.~~
  ~~Regional Manufacturing/Industrial Centers (MICs): MICs are locations for increased employment. **Kitsap County has one Manufacturing Industrial Center: the Puget Sound Industrial Center.**~~
  ~~Please note that PSRC's Draft VISION 2050 will not impact the 2020 Regional or Countywide Competitions.~~

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 ~~(VISION 205 0)~~
- **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.

For the Countywide Competition, projects must support **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:** Military Installations and the corridors that serve them are eligible for funding through the Countywide Competition. Naval Base Kitsap – Bremerton is eligible for funding through the Regional Competition. According to the 2018 PSRC Regional Centers Framework, For the purpose of regional centers designation, jurisdictions may count military activity towards center thresholds when the installation is directly adjacent or surrounded by the center. Smaller military installations may continue to be recognized by

countywide planning forums as a type of countywide center or equivalent. The minimum size criteria for countywide center designation will be as specified by RCW 36.70a.530 and identify "federal military installation[s], other than a reserve center, that employs one hundred or more full-time personnel." As of 2017, five installations met the minimum criteria: Naval Base Kitsap Keyport, Seattle Coast Guard Station, Naval Base Kitsap Jackson Park, Camp Murray, and Naval Base Everett – Smokey Point Support Complex.

- **Military Installations in Kitsap:**

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

- **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 Centers, which are designated through a countywide process. For the purposes of the Countywide Competition, KRCC has identified the following Countywide Centers, which have been adopted through the Kitsap Countywide Planning Policies each jurisdiction's comprehensive planning process or via the PSRC Regional Policy Framework for military locations. This list was updated in December 2021. January 2018 and maps are provided in Appendix B.

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.

Jurisdiction	Location
Kitsap County	Kingston
Kitsap County	Southworth
Kitsap County	Suquamish
Bainbridge Island	Winslow
Bainbridge Island	Day Road Business/Industrial Area
Bainbridge Island	Sportsman Triangle Business/Industrial Area
Bainbridge Island	Lynwood Center
Bainbridge Island	Rolling Bay
Bainbridge Island	Island Center
Bremerton	Downtown Regional Center
Bremerton	Charleston District Center
Bremerton	Wheaton/Riddell District Center
Bremerton	Wheaton/Sheridan District Center
Bremerton	Eastside Employment Center

Bremerton	Manette Neighborhood Center
Bremerton	Puget Sound Industrial Center-Bremerton Manufacturing and Industrial Center
Poulsbo	Poulsbo Town Center
Poulsbo	Olhava Mixed Use Center
Port Orchard	Downtown Port Orchard
Port Orchard	Tremont Corridor District
Port Orchard	South Kitsap Mall/Lower Mile Hill Mixed Use Center
Port Orchard	Government/Civic Center District
Port Orchard	Upper Mile Hill Mixed Use Center
Port Orchard	Tremont/Lund/Bethel Mixed Use Center
Port Orchard	Sedgwick/Bethel Mixed Use Center
Port Orchard	Old Clifton Industrial Employment Center
Port Orchard	McCormick Woods/Old Clifton Mixed Use Center
Naval Base Kitsap	Naval Base Kitsap Bangor
Naval Base Kitsap	Naval Base Kitsap Bremerton
Naval Base Kitsap	Naval Base Kitsap Jackson Park
Naval Base Kitsap	Naval Base Kitsap Keyport
Naval Base Kitsap	Naval Base Kitsap Manchester
Kitsap Transit	Historic Mosquito Fleet Terminals

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
Candidate Countywide Growth Centers	
Port Orchard	Ruby Creek
Port Orchard	Mile Hill
Port Orchard	Sedgwick/Bethel Center
Poulsbo	Downtown Poulsbo/SR 305
Bainbridge	Winslow
Military Installations	
Bremerton	Naval Base Kitsap – Bremerton
Bremerton	Naval Base Kitsap – Jackson Park
Kitsap County	Naval Base Kitsap – Bangor
Kitsap County	Naval Base Kitsap - Keyport

Commented [CW6]: KRCC Staff will provide maps of Growth and Candidate Growth Centers and Military Installations

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 ~~regionally or locally designated centers~~ ~~local, regional, or Countywide designated centers~~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.

   Commented [CW7]: To revisit if contingency list has no cap

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, 20175) Comprehensive Plan (include citations when possible)
- ☐ Must be included on or proposed for inclusion in a Transportation Improvement Program (TIP)
- ☐ Must consider applicable planning factors identified in federal law
- ☐ Must be consistent with Kitsap's Countywide Planning Policy Guidance (with the exception of "Countywide Centers" which are identified in the Kitsap Countywide Planning Policies or via the PSRC Regional Policy Framework for military locations)
- ☐ Must include a document from the jurisdiction's Board of Commissioners, Council, or other official authorizing body that acknowledges the time, phase, and funding obligations associated with federal funding
- ☐ Each KRCC Member has been assigned a limit for the number of projects they can apply for in any one Countywide cycle:
  - o Bainbridge Island 4
  - o City of Bremerton 4
  - o Kitsap County 4
  - o Kitsap Transit 4
  - o City of Port Orchard 4
  - o City of Poulsbo 4
  - o Unincorporated UGAs 1

- o Rural Set-aside 1
- o Suquamish Tribe 1 partnership application*
- o Port Gamble S'—Klallam Tribe 1 partnership application*
- o Port of Bremerton 1 partnership application*
- o Port of Kingston 1 partnership application*

*In the case where a Port or Tribe chooses to submit a project in partnership with City, the County or Kitsap Transit this action would not reduce the number of projects allocated to that entity. Each City, County or Transit would be limited to 1 add on project to support a Partnership Project.

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 <u>not</u> be converted into scores. The criteria are equally weighted.

CRITERIA	RELATIVE RANKING		
A. Support for ~~Regional/Countywide Centers~~Centers of Growth & the corridors that serve them Project accomplishes one or more of the following objectives: • Supports and/or connects ~~regional or local centers~~Centers of Growth • Helps to advance desired or planned public or private investment that support centers (e.g., housing, employment, redevelopment) • Supports mobility for people traveling to, from, and within ~~centers~~Centers of Growth • Makes connections to existing or planned infrastructure • Fills a physical gap or provides an essential link in the system • Supports multimodal transportation investments • <mark>Addresses capacity and concurrency level of services for one or more modes of transportation.</mark>	High (project provides significant benefits to ~~Countywide or Regional Centers~~Centers of Growth)	Medium (project provides benefits to Centers of Growth~~Countywide or Regional Centers~~)	Low (project provides minimal benefits to Centers of Growth~~Countywide or Regional Centers~~)
B. Funding feasibility, requirements, and opportunities Project meets one or more of the following objectives: • Well-articulated financial plan that is in alignment with the project prospectus • Demonstrated project readiness through a thought-out approach and reasonable ability to secure funds • Phase can be completed with funding requested • Separate phase previously funded by PSRC's federal funds • Financial commitment by the jurisdiction's elected officials to complete the project phase	High (strong financial plan, clear approach to completion, project includes previous PSRC funding)	Medium (financial plan is complete but the ability to complete phase with requested funding is questionable)	Low (financial plan is weak or incomplete and project readiness is questionable)

Commented [CW8]: Added at 1/13/22 TransTAC meeting

	High	Medium	Low
C. Cross-jurisdictional and coordination opportunities Project meets one or more of the following objectives: • Currently involves multiple jurisdictions, agencies, or projects • Provides opportunities for future coordination among jurisdictions, agencies, or projects • Benefits multiple jurisdictions, agencies, or projects	High (at least two jurisdictions and agencies involved and some project coordination opportunities)	Medium (involves a single jurisdiction or agency and few opportunities for coordination)	Low (involves a single jurisdiction or agency and no opportunities for coordination)
~~D. Safety/capacity benefits~~ ~~Project improves safety by meeting one or more of these objectives:~~ ~~• Improves a "high collision" intersection or corridor (as defined by the project sponsor based on collisions or fatalities/capita~~ ~~• Reduces barriers to use~~ ~~• Provides safe access~~ ~~• Addresses vulnerable users~~ ~~• Makes capacity enhancements that improve safety~~ ~~Note: This criterion is considered an "other consideration" for preservation projects~~	~~High~~ ~~(project provides significant safety and capacity benefits)~~	~~Medium~~ ~~(project provides some safety and capacity benefits)~~	~~Low~~ ~~(project provides minimal safety and capacity benefits)~~
D. Equity considerations Project meets one or more of the following objectives: • 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	High (project provides significant social equity benefits to identified communities ~~and greatly supports access to transit~~	Medium (project provides social equity benefits to identified communities ~~and greatly supports access to transit~~	Low (project provides minimal social equity benefits to identified communities ~~and greatly supports access to transit~~

Commented [CW9]: Criteria addressed in A, D, or E

Commented [CW10]: Included in new PSRC equity criteria language

Commented [CW11]: Moved to safety and security

be addressed, and how the project is immigrants and refugees, and transit dependent populations. • Address the public outreach process and how it influenced project development. • Addresses displacement risk and mitigation strategies to address those risks.	and positive health outcomes)	and positive health outcomes)	and positive health outcomes)
E. Safety and security	High	Medium	Low
Project meets one or more of the following objectives: • Addresses ~~Describes how the project addresses~~ safety and security, especially at "high collision" intersections or corridors (as defined by the project sponsor based on collisions or fatalities/capita). • Protects ~~helps protect~~ vulnerable users of the transportation system by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or improving facilities for pedestrian and bicycle safety and comfort, and/or reduced barriers to use. • Reduces ~~Describes how the project reduces~~ reliance on enforcement and/or designs for decreased speed. • If applicable, addresses how adopted safety policies (e.g. Vision Zero, Target Zero) informed the development of the project. Note: this criterion is considered an "other consideration" for preservation projects.	(project provides significant safety and security benefits)	(project provides safety and security benefits)	(project provides minimal safety and security benefits)
F. Air quality benefits and emission reduction	High	Medium	Low
Project provides air quality benefits by: • Reducing congestion and improving circulation • Reducing delay, particularly of freight vehicles • Reducing single occupancy vehicle trips • Reducing vehicle miles traveled • Addressing vulnerable populations • Reducing pollutants with highest health risk • Supporting non-motorized travel	(project provides significant air quality benefits)	(project provides air quality benefits)	(project provides minimal air quality benefits)

Commented [CW12]: New language from PSRC criteria

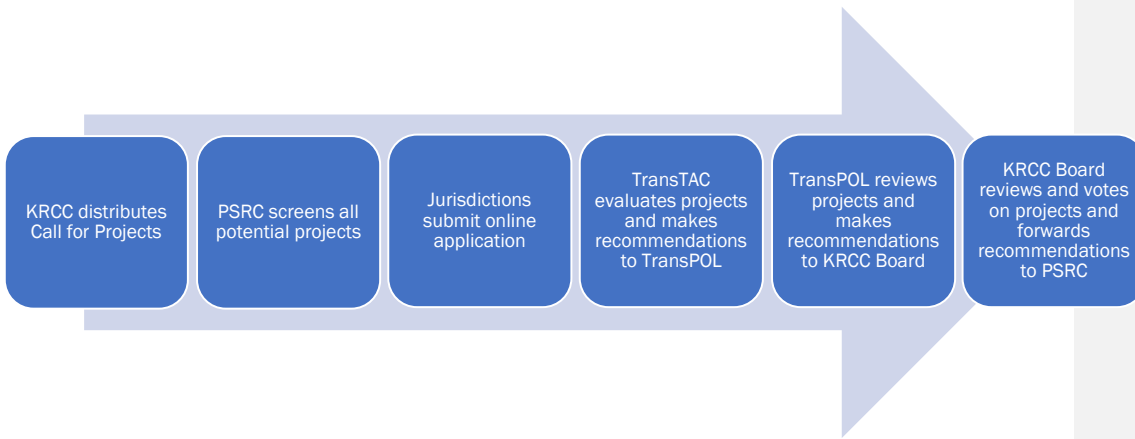|			
• Improving engines or explores alternative fuel technologies Note: this criterion is not applicable for preservation projects.			
G. Multimodal elements and approach Project meets one or more of the following objectives: • Provides non-motorized transportation benefits • Improves freight movement • Improves access to transit • Provides transportation demand management benefits • Serves more than one mode of transportation • Connects to or supports other local/regional multimodal projects	High (project provides significant multimodal benefits)	Medium (project provides multimodal benefits)	Low (project provides minimal multimodal benefits)

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.

Commented [CW13]: To be updated

| KRCC distributes Call for Projects | PSRC screens all potential projects | Jurisdictions submit online application | TransTAC evaluates projects and makes recommendations to TransPOL | TransPOL reviews projects and makes recommendations to KRCC Board | KRCC Board reviews and votes on projects and forwards recommendations to PSRC |

12. PUBLIC INVOLVEMENT

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

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

13. DRAFT KRCC SCHEDULE FOR COUNTYWIDE AND REGIONAL COMPETITIONS

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

Draft v. 2-12-20

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

Regional Competition   Countywide Competition

January

- **TransTAC:** Discuss Regional Projects 1/9
- **TransTAC:** Review/Finalize Countywide Competition Materials 1/9
- **KRCC Board:** Approve Countywide Competition Materials 2/4
- **TransTAC/Sponsors:** PSRC Call for Regional Projects 2/3
- **TransTAC/Sponsors:** KRCC Call for Countywide Projects 2/5

February

- **TransTAC:** PSRC Workshop 2/12

March

- **TransTAC/Sponsors:** Regional Screening Form Due 3/2
- **TransTAC:** Review Regional Projects 3/12
- **TransTAC:** Review Countywide Projects 3/12
- **TransPOL:** Review Countywide Projects 3/19
- **TransPOL:** Discuss Competitions and Progress 3/19
- **TransTAC/Sponsors:** Countywide Screening Form Due 3/20
- **KRCC Board:** Regional Project Presentations 4/7
- **TransTAC/Sponsors:** Regional Applications Due 4/8
- **KRCC Board:** Review Countywide Projects 4/7

April

- **TransTAC/Sponsors:** Regional Project Presentations at PSRC 4/23-24

May

- **TransTAC/Sponsors:** Countywide Application Due 5/8; Followed by Air Quality Scoring
- **PSRC RPEC*:** Project Selection Workshop 5/21-22
- **TransTAC:** Project Selection Workshop 5/27
- **TransPOL:** Review Countywide Projects Recommendation 5/28

June

- **KRCC Board:** Approve Countywide Projects 6/2
- **TransPOL:** Review Countywide Projects; Debrief Competition 6/18
- **PSRC:** Countywide Project Recommendations due 6/23

July

- **PSRC Transportation Policy Board:** Vote on projects 7/9
- **PSRC Transportation Policy Board:** Vote on projects 7/9
- **PSRC Executive Board:** Vote on Projects 7/23
- **PSRC Executive Board:** Vote on Projects 7/23

Legend: Discuss/Review | Product/Recommendation Due | Approve/Vote

| • Page 23

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 for addressing populations served, health and equity
- Project Selection Resource Map (works best in Firefox and Chrome)
- Financial Constraint Guidance

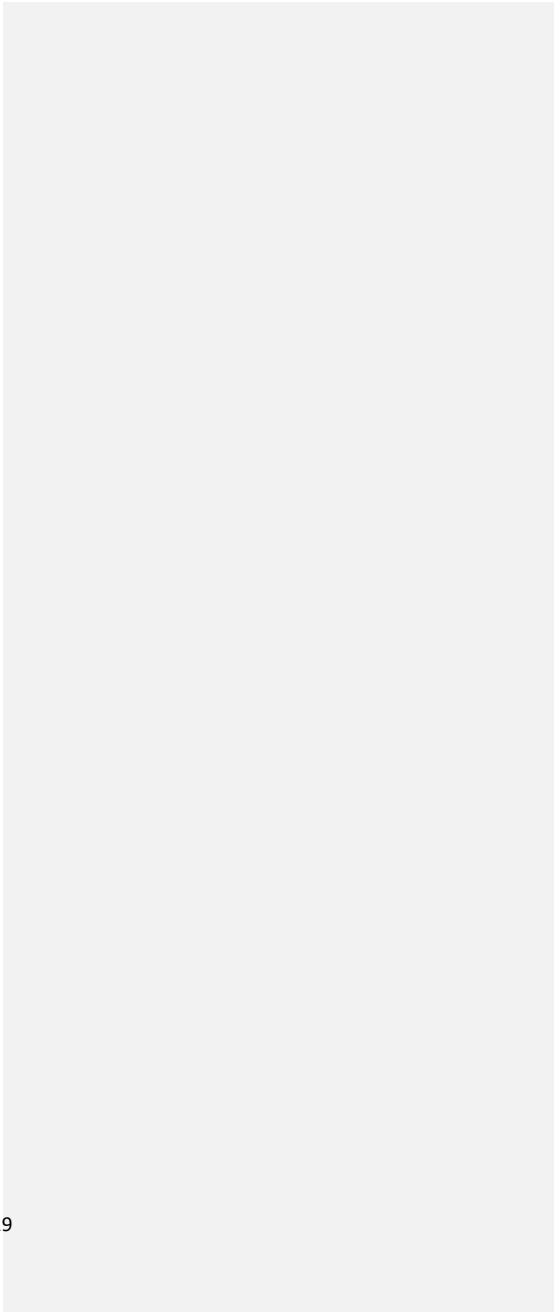## Regional Growth Centers and Manufacturing/Industrial Centers
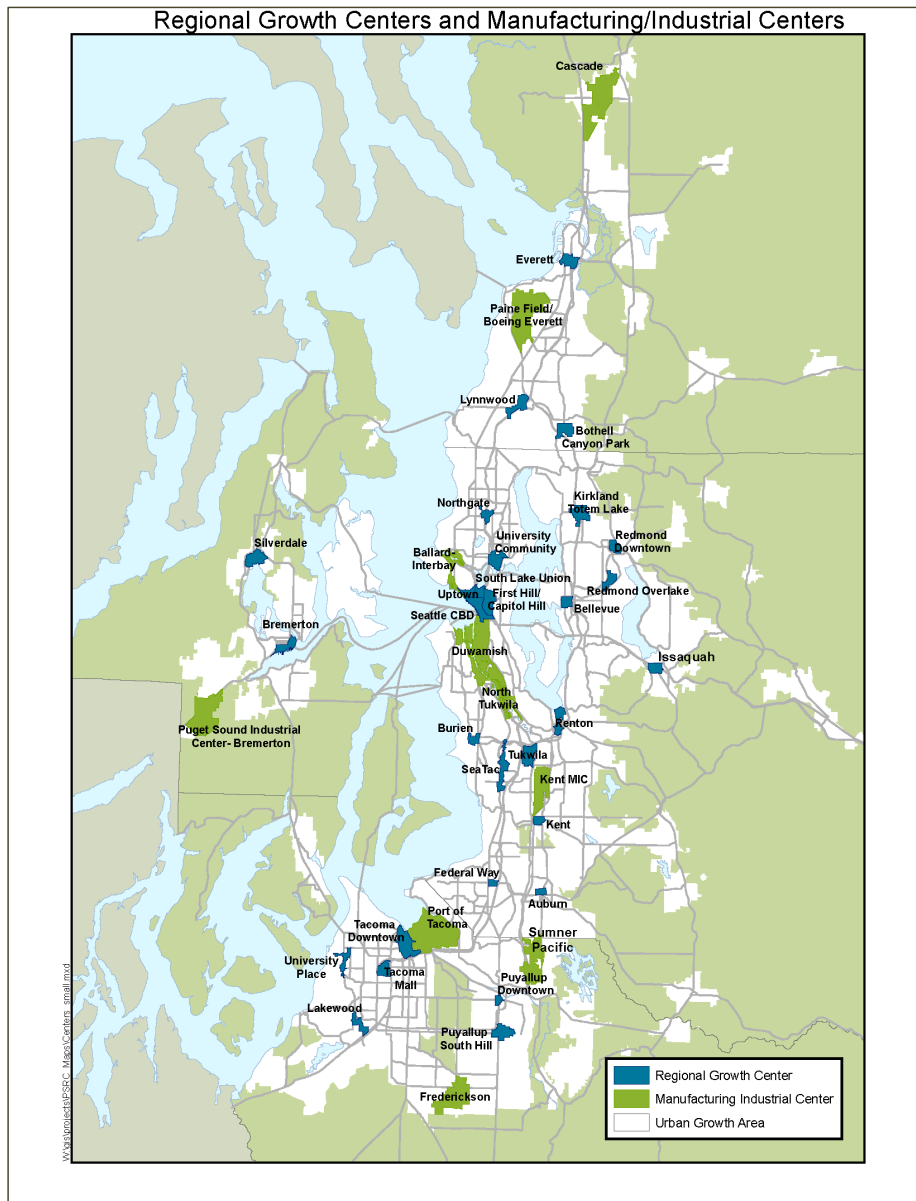
APPENDIX B: CENTER TYPES AND FUNDING ELIGIBILITY FOR REGIONAL AND COUNTYWIDE TRANSPORTATION COMPETITIONS

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." Referred to as Centers of Growth in the Call for Projects.
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.

Center Type in Call for Projects	Eligible for Countywide Competition?	Eligible for Regional Competition?	Notes
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~~Yes	~~Yes~~No*~~o~~	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." See 2018 Regional Centers Framework update "Smaller military installations may continue to be recognized by countywide planning forums as a type of countywide center or equivalent. The minimum size criteria for countywide center designation will be as specified by RCW 36.70a.530 and identify "federal military installation[s], other than a reserve center, that employs one hundred or more full-time personnel." As of 2017, five installations met the minimum criteria: Naval Base Kitsap Keyport, Seattle Coast Guard Station, Naval Base Kitsap Jackson Park, Camp Murray, and Naval Base Everett – Smokey Point Support Complex." *Naval Base Kitsap – Bremerton is eligible for Regional 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 Naval Base Kitsap-Bremerton and the downtown Bremerton regional growth center).

Center Type in Call for Projects	Eligible for Countywide Competition?	Eligible for Regional Competition?	Notes
Countywide Industrial Centers	Yes	No	See 2022 Policy Framework for PSRC's Federal Funds "Centers are defined as regional growth and regional manufacturing/industrial centers as designated by PSRC's Executive Board." "Centers are defined as regional growth and regional manufacturing/industrial centers as designated through countywide processes, town centers, and other locally identified centers."
Regional Manufacturing Industrial Centers	Yes	Yes	See 2022 Policy Framework for PSRC's Federal Funds "Centers are defined as regional growth and regional manufacturing/industrial centers as designated by PSRC's Executive Board." "Centers are defined as regional growth and regional manufacturing/industrial centers as designated through countywide processes, town centers, and other locally identified centers."
Regional Growth Centers	Yes	Yes	See 2022 Policy Framework for PSRC's Federal Funds – "Centers are defined as regional growth and regional manufacturing/industrial centers as designated by PSRC's Executive Board." "Centers are defined as regional growth and regional manufacturing/industrial centers as designated through countywide processes, town centers, and other locally identified centers."

2022 PSRC Policy Framework

For the countywide competitions for FHWA funds, and for the FTA funding processes, centers are defined as regional growth and regional manufacturing/industrial centers, centers as designated through countywide processes, town centers, and other locally identified centers. In addition, 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.

Countywide Planning Policies

Table C 5: Local Centers

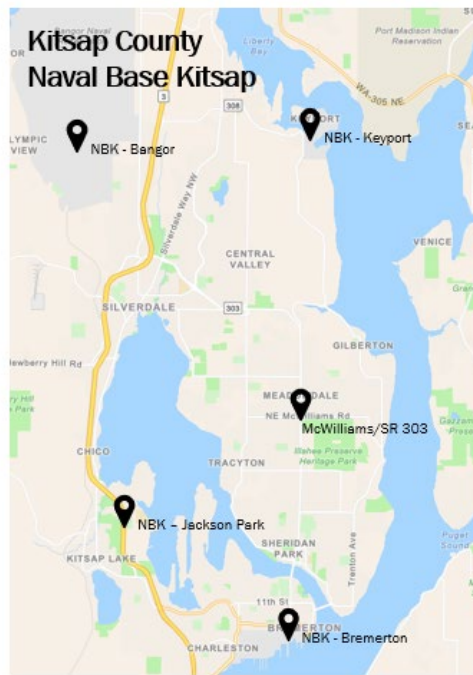| Local Centers	
Description	*Local Centers* are central places that support communities. These places range from neighborhood centers to active crossroads and play an important role in the region. Local centers help define community character and usually provide as local gathering places and community 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
Identification	Identified in local comprehensive plans. • Not identified in Countywide Planning Policies

Appendix C: Maps of countywide growth centers and candidate countywide growth centers
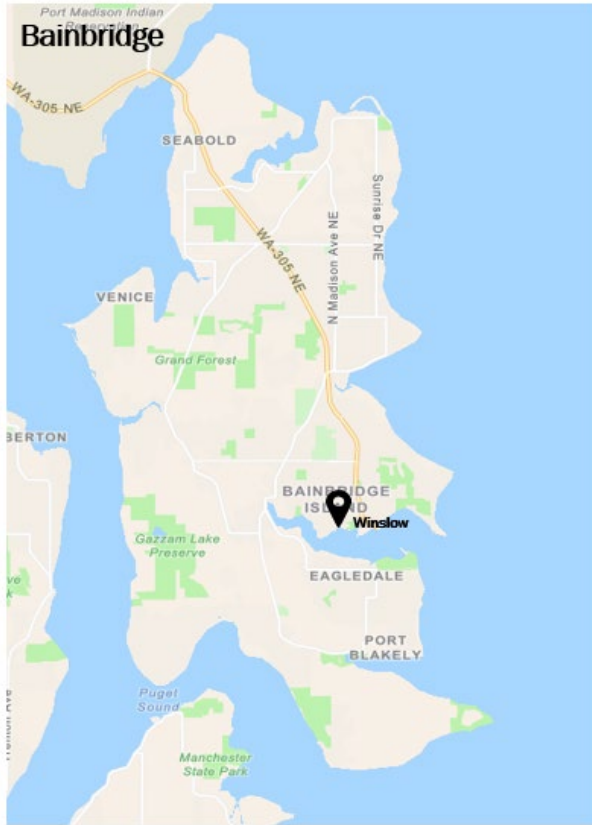
* All criteria as set forth in 2018 Regional Growth Framework Update; no additional criteria established in Table C-5. https://www.psrc.org/sites/default/files/final_regional_centers_framework_march_22_version.pdf

Bremerton

Kitsap County
Naval Base Kitsap
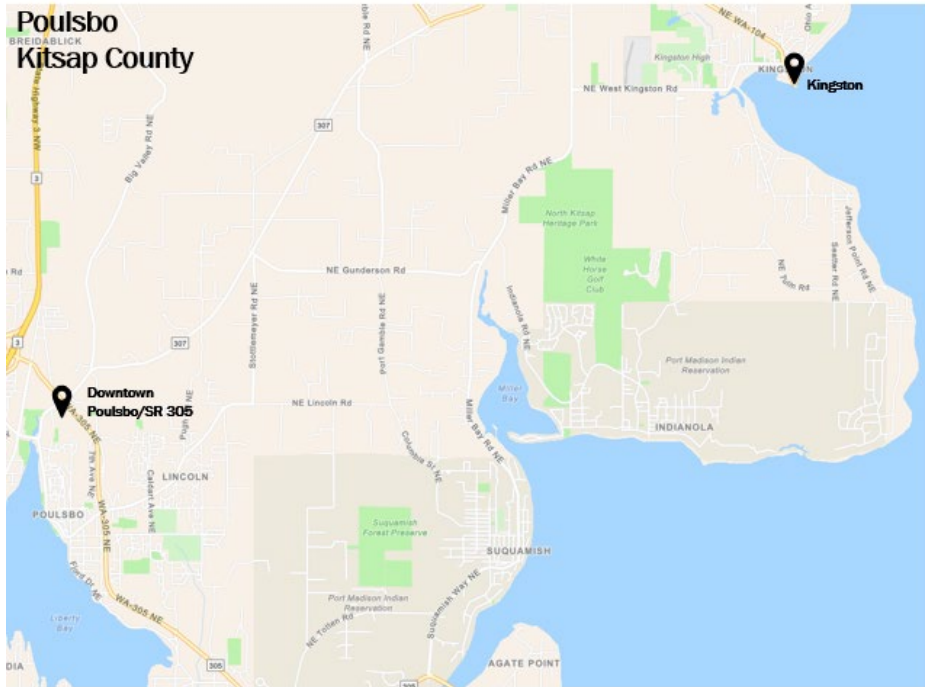
Regional Centers Framework

VISION 2040 calls for central places in all jurisdictions to support a centers-based approach to development in the region. These places range from neighborhood centers to active crossroads in communities of all sizes. These centers play an important role in the region and help define our community character, provide local gathering places, serve as community hubs, and are often appropriate places for additional growth and focal points for services. The Regional Centers Framework recognizes the importance of these places, but does not envision a regional or county designation for all types of local centers. The designation criteria outlined in this Regional Centers Framework Update document may provide a path to regional or county designation for locations that continue to grow and change over time. Per program eligibility requirements, rural centers that participate in PSRC's Rural Town Centers and Corridors funding competition are located in either a freestanding city or town that is outside the region's contiguous urban growth area or a county's unincorporated rural area. These

centers are designated through a local planning process, not through the Regional Centers Framework process.

Proposed KRCC Growth Allocation Timeline
Draft v. 1-27-21

Month	KRCC Board (1st Tuesday)	LUTAC (2nd Thursday)	PlanPOL (3rd Tuesday)	LDC Inc.	PSRC	Jurisdictions' Councils
Feb	KRCC Board receive update on growth target process **We are here**	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 Shape retreat agenda (pending Board direction)	Maintain shared spreadsheet; provide technical support as needed		
Apr		LUTAC continues work on growth targets	PlanPOL recommend draft growth targets to Board Shared retreat with TransPOL and technical staff (pending Board direction)	Maintain shared spreadsheet; provide technical support as needed		Review draft growth targets (late April)
May	KRCC Board reviews draft growth targets	LUTAC makes adjustments based on Board review	PlanPOL makes adjustments based on Board and LUTAC review	Maintain shared spreadsheet; provide technical support as needed		Review draft growth targets
June	KRCC Board votes on draft growth targets; Begin process to update CPP appendix					
July					Check-in in Q3 when OFM releases final numbers	

*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.

Kitsap Regional Coordinating Council Revenue and Expense Report for Work Completed in 2021 (DRAFT)

CASH BASIS

Draft v. 1-19-22

Invoice Number	21-1	21-2	21-3	4	5	6	7	8	9	10	11	12				% Budget	
Work conducted in:	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.		YTD	Budget	Year	% Budget
Revenue																	
Member Dues	$ -	$ 123,032.00	$ 116,341.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -	-			$ 239,373	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	$ 52,642.83													$ 52,643	N/A	N/A	N/A
Total Revenue	$ 52,642.83	$ 123,032.00	$ 116,341.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ 292,015.83			
Operating Expenses																	
Triangle Invoice Total	$ 22,362.88	$ 25,409.06	$ 18,335.45	$ 27,424.39	$ 23,396.40	$ 13,429.40	$ 10,927.90	$ 15,205.05	$ 15,016.02	$ 16,145.12	$29,532.34	$23,253.79					
Triangle labor/expenses	$ 15,764.50	$ 16,312.00	$ 18,335.45	$ 18,459.97	$ 14,611.07	$ 8,824.61	$ 9,224.88	$ 11,502.17	$ 11,876.52	$ 16,145.12	$ 24,198.64	$ 17,121.42		$ 182,376.35	$ 192,418	100%	94.78%
Subcontractor Expenses	$ 6,598.38	$ 9,097.06	$ -	$ 8,964.42	$ 8,785.33	$ 4,604.79	$ 1,703.02	$ 4,260.88	$ 3,139.50	$ -	$ 5,333.70	$ 6,132.37		$ 58,619.45	$ 57,523	100%	101.91%
Legal Services			$ 356			$ 1,649.70								$ 2,005.90	$ 2,500	100%	80.24%
RMSA Insurance	$ 3,450.00													$ 3,450.00	$ 3,000	100%	115.00%
Room Rentals														$ -	$ 1,600	100%	0.00%
Reserves														$ -	$ 5,000	100%	0.00%
Miscellaneous						$ 2.55								$ 2.55	$ 23	100%	11%
Total Op. Expenses	$ 25,812.88	$ 25,409.06	$ 18,691.65	$ 27,424.39	$ 23,396.40	$ 15,081.65	$ 10,927.90	$ 15,763.05	$ 15,016.02	$ 16,145.12	$ 29,532.34	$ 23,253.79		$ 246,454.25	$ 262,064	100%	94.04%
Net Income														$ 45,561.58			
Total Reserves	$24,000																