



Draft TransPOL Meeting Agenda
Thursday, January 20, 2022 | 3:00-4:30 PM

To participate:

- Link to participate in the video conference and view the screen share: <https://us06web.zoom.us/j/86396110791>. 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: 863 9611 0791

Meeting Purpose: The primary purpose of this meeting is to review and recommend the 2022 Countywide Competition Call for Projects for KRCC Board approval in February.

A. Welcome and Business (5 min)

Objective: Maintain the business and operations of KRCC.

- For reference: [2022 KRCC calendar](#) (pg. 2) and [2022 TransTAC and TransPOL Meeting Plan](#) (pg. 3)
- Review draft [November 16 TransPOL Meeting Summary](#) (pg. 6)
- Review draft [PSRC Committee Roster](#) (pg. 10)

B. Updates on 2022 Federal Transportation Competition Process (55 min)

Objective: Review and recommend 2022 Countywide Competition Call for Projects.

- Update from Project Selection Task Force members on recent meetings
- Discuss approach for cap on Countywide application to recommend to the Executive Board.
 - For reference: [2022 Countywide application cap options](#) (pg. 11)
- Review the draft [2022 Countywide Competition Call for Projects](#) (pg. 12) and recommend for KRCC Board approval.
- [Review the DRAFT 2022 Countywide Competition Calendar](#) (pg. 33)
- Discuss potential projects for the 2022 Regional Transportation Competition.

C. Legislative Updates as needed (5 min)

Objective: Stay current with transportation and other relevant legislative activities.

- Discuss legislative priorities for the 2022 session

D. Transportation Policy Board and Other PSRC Updates (5 min)

Objective: Stay current with PSRC transportation activities.

- Report out on the latest Transportation Policy Board meeting and other relevant [PSRC updates](#) (pg. 34)
- Report out on Regional Transportation Plan updates as needed
- Report out on Rural Town Centers and Corridors (RTCC) Competition

E. Corridor Updates (5 min)

Objective: Share updates on corridor projects.

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

F. Announcements and Next Steps (5 min)

Objective: Ensure follow up on proposed ideas and tasks.

- Announcements from TransPOL and review action items
- The next TransPOL meeting is Feb. 17.

G. Public Comments (5 min)

H. Adjourn

2022 Kitsap Regional Coordinating Council (KRCC) Calendar

		January	February	March	April	May	June	July	August	September	October	November	December
Executive	Board* 1 st Tues. 10:15AM-12:15PM Norm Dicks Gov. Center		Feb. 1 Board Meeting			May 3 Board Meeting	June 7 Board Meeting			Sept. 6 Board Meeting		Nov. 1 Board Meeting	Dec. 6 Board Meeting
	Executive Committee 3 rd Tues. 11:00AM-1:00PM	Jan. 18 Executive Committee Meeting	Feb. 15 Executive Committee Meeting	March 15 Executive Committee Meeting	April 19 Executive Committee Meeting	May 17 Executive Committee Meeting	June 21 Executive Committee Meeting			Aug. 16 Executive Committee Meeting	Sept. 20 Executive Committee Meeting	Oct. 18 Executive Committee Meeting	Nov. 15 Executive Committee Meeting
Transportation	TransPOL* 3 rd Thurs. 3:00-4:30PM	Jan. 20 TransPOL Meeting	Feb. 17 TransPOL Meeting	March 17 TransPOL Meeting	April 21 TransPOL Meeting	May 26 TransPOL Meeting					Oct. 20 TransPOL Meeting		
	TransTAC 2 nd Thurs. 1:30-3:00PM	Jan. 13 TransTAC Meeting	Feb. 10 TransTAC Meeting	March 10 TransTAC Meeting	April 14 TransTAC Meeting	May 12 TransTAC Meeting				Sept. 8 TransTAC Meeting			
Land Use	PlanPOL* 3 rd Tues. 1:30-3:00PM		Feb. 15 PlanPOL Meeting	March 15 PlanPOL Meeting		May 17 PlanPOL Meeting				Sept. 20 PlanPOL Meeting			
	LUTAC 2 nd Thurs. 9:30-11:30AM	Jan. 13 LUTAC Meeting	Feb. 10 LUTAC Meeting	March 10 LUTAC Meeting	April 14 LUTAC Meeting	May 12 LUTAC Meeting	June 9 LUTAC Meeting				Oct. 13 LUTAC Meeting		

Other Dates

Board Retreat: Spring 2022

Legislative Reception: Winter 2022



DRAFT Proposed Transportation Technical Advisory Committee (TransTAC) and Transportation Policy Committee (TransPOL) 2022 Meeting Plans

TransTAC meetings are on the second Thursday of the month from 1:00-3:00pm.

TransPOL meetings are on the third Thursday of the month from 3:00-4:30pm.

Meetings will be held virtually through at least June and potentially in person thereafter.

January 13 TransTAC	January 20 TransPOL	February 10 TransTAC	February 17 TransPOL
<p>New Business:</p> <ul style="list-style-type: none"> Review 2022 Draft Call for Projects to recommend to TransPOL Review and finalize Countywide Competition materials Identify and discuss potential Regional Competition projects 	<p>New Business:</p> <ul style="list-style-type: none"> Legislative updates Review and recommend to the KRCC Board the 2022 Draft Call for Projects Review and recommend other Countywide Competition materials 	<p>New Business:</p> <ul style="list-style-type: none"> PSRC Competition Workshop Discuss potential Countywide and Regional Projects 	<p>New Business:</p> <ul style="list-style-type: none"> Legislative updates Overview of PSRC Regional and Countywide Competitions Discuss potential Regional and Countywide projects being submitted from Kitsap jurisdictions
<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> Welcome and Old Business RPEC and other PSRC updates Solutions and Support Corridor Updates Announcements and Next Steps 	<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> Welcome and Old Business PSRC Transportation Policy Board Updates Corridor Updates Announcements and Next Steps 	<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> Welcome and Old Business RPEC and other PSRC updates Solutions and Support Corridor Updates Announcements and Next Steps 	<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> Welcome and Old Business PSRC Transportation Policy Board Updates Corridor Updates Announcements and Next Steps

March 10 TransTAC	March 17 TransPOL	April 14 TransTAC	April 21 TransPOL
<p>New Business:</p> <ul style="list-style-type: none"> • Countywide Competition project presentations • Review approach to Countywide Project Selection Workshop • Discuss presentation preferences and format for upcoming 3/17 TransPOL meeting 	<p>New Business:</p> <ul style="list-style-type: none"> • Legislative updates • Receive presentations from Kitsap project sponsors for Countywide Competition projects 	<p>New Business:</p> <ul style="list-style-type: none"> • Updates on Countywide and Regional Competitions • Discuss strategy for Regional Competition presentation <p><i>Note: this is a light agenda and this meeting may be canceled per Executive Committee direction.</i></p>	<p>New Business:</p> <ul style="list-style-type: none"> • Updates on Countywide and Regional Competitions <p><i>Note: this is a light agenda and this meeting may be canceled per Executive Committee direction.</i></p>
<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> • Welcome and Old Business • RPEC and other PSRC updates • Solutions and Support • Corridor Updates • Announcements and Next Steps 	<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> • Welcome and Old Business • PSRC Transportation Policy Board Updates • Corridor Updates • Announcements and Next Steps 	<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> • Welcome and Old Business • RPEC and other PSRC updates • Solutions and Support • Corridor Updates • Announcements and Next Steps 	<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> • Welcome and Old Business • PSRC Transportation Policy Board Updates • Corridor Updates • Announcements and Next Steps

(see next page)

May 12 TransTAC	May 19 TransPOL	September 8 TransTAC	October 20 TransPOL
<p>New Business:</p> <ul style="list-style-type: none"> Regional Competition Debrief Countywide Project Selection Workshop 	<p>New Business:</p> <ul style="list-style-type: none"> Review outcomes of the Regional Competition Review 2025-26 Countywide project and recommendations from TransTAC Recommend 2025-26 Countywide Projects to KRCC Board 	<p>New Business:</p> <ul style="list-style-type: none"> Regional and Countywide Competition Debrief Review 2023 Transportation Program and TransTAC meeting plan 	<p>New Business:</p> <ul style="list-style-type: none"> Regional and Countywide Competition Debrief Review 2023 Transportation Program, and TransTAC and TransPOL meeting plans
<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> Welcome and Old Business RPEC and other PSRC updates Solutions and Support Corridor Updates Announcements/Next Steps 	<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> Welcome and Old Business PSRC Transportation Policy Board Updates Corridor Updates Announcements/Next Steps 	<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> Welcome and Old Business RPEC and other PSRC updates Solutions and Support Corridor Updates Announcements/Next Steps 	<p>Standing Agenda Items:</p> <ul style="list-style-type: none"> Welcome and Old Business PSRC Transportation Policy Board Updates Corridor Updates Announcements and Next Steps

****TransPOL's Transportation Funding Strategy Meeting Topics – on hold until after the 2022 transportation competitions***

Local Strategy:

- Conduct an inventory of current funding mechanisms used and discuss gaps

Countywide Strategy:

- Consider a Countywide Transportation Benefit District
- Create a countywide list of potential projects

State Strategy:

- Discuss using the West Sound Alliance approach to advocate for Kitsap in a future Washington State transportation package

Federal Strategy:

- Discuss approach for federal infrastructure funds



Kitsap Regional Coordinating Council (KRCC)
DRAFT Transportation Policy Committee (TransPOL) Meeting Summary
 November 18, 2021 Meeting | 3:00 – 4:30 PM | Remote Meeting
 v. 11-18-21

Decisions		
<i>No decisions were made during this meeting.</i>		
Actions	Who	Status
Upload 9/14/21 meeting summary to the KRCC website.	KRCC staff	Complete
Review safety and equity criteria to incorporate into 2022 Call for Projects	TransTAC	Pending
Record videos of project presentations	TransTAC	Pending

A. WELCOME AND OLD BUSINESS

Sophie Glass, KRCC Staff Lead, welcomed participants to the KRCC Transportation Policy Committee (TransPOL) virtual meeting (see Attachment A for a list of TransPOL members and observers). The September 14, 2021 TransPOL meeting summary was approved without abstention or opposition. Sophie reviewed the agenda, topics of discussion, and purpose of the meeting.

B. UPDATES ON 2022 FEDERAL TRANSPORTATION COMPETITION PROCESS

TransPOL members shared updates from Transportation Policy Board meetings and expressed appreciation for the robust conversations. Discussions included equity, safety, and multimodal criteria. The set-asides will remain in place for the 2022 Competition. The PSRC Project Selection Task Force completed their work and it will be ready for review in December.

At the recommendation of TransPOL, TransTAC members will discuss how to incorporate the updated safety and equity criteria into the 2022 Countywide Call for Projects at their December 9 meeting. TransPOL will review these recommendations in the new year.

In their October 14 meeting, TransTAC discussed potential updates to the Countywide Competition, and came to agreement on two of the policies. TransTAC is looking to TransPOL for guidance on limiting the number of applications per jurisdiction. Sophie reviewed the three outcomes of the discussion:

Recommendation re: developing a more specific criteria scale. TransTAC agreed that the current criteria scale of high, medium, and low could work for the 2022 Competition and recommended that projects be discussed in more detail leading up to the competition.

Councilmember Ashby suggested that jurisdictions record a short video presentation for TransTAC members to review on their own time prior to the Project Selection workshop. **TransPOL approved this recommendation.**

Recommendation re: limiting the number of applications. TransTAC sought TransPOL guidance on the two options: (1) Maintain the status quo of no limit on the number of applications, or (2) limit the number of Countywide Competition applications to three or four, with no limits on the contingency list.

TransPOL members shared the following comments:

- Support for limiting the number of applications.
- Suggestion that jurisdictions rank projects if submitting more than one.

- Concerns around limiting the number of applications for Kitsap County and their large service area.
- Questions about the amount requested in each application and/or size of the project.
- Discussions around balancing service for current versus future Kitsap residents, as well as urban versus rural populations.

TransPOL moved to limit the number of applications in the Countywide Competition to four per each jurisdiction, with no limits on the contingency list.

Recommendation re: Placing a cap on the amount requested in each application. TransTAC agreed to formalize limiting the amount of funding requested in a single application to half the allocated funds.

TransPOL members shared the following comments:

- Adjusting the cap to accommodate the required multimodal, preservation, and rural projects and dividing the net amount in half.
- Clarification on the difference between the STP funds and potential infrastructure bill funding.

TransPOL moved to place a cap on the amount requested per project to half the allocated funds.

Sophie reviewed the draft calendar for the 2022 Regional and Countywide Competitions and shared that KRCC staff is aware that Regional Competition decisions should occur before the Countywide Competition.

C. DRAFT 2022 TRANSPORTATION WORK PLAN

Sophie reviewed the Draft 2022 Transportation Workplan and shared that for the first half of the year, meetings are assumed to be virtual. KRCC staff can discuss this format with TransPOL as the year progresses.

D. LEGISLATIVE UPDATES AS NEEDED

Sophie asked TransPOL members to encourage their legislators and councils to attend the 2022 KRCC Legislative Reception.

Councilmember Ashby shared the theme of the reception, which is how Kitsap County can collaborate on transportation and land use issues. Legislators like solutions or specific asks, and she invited TransPOL to attend the reception with questions or comments that are important to their jurisdictions or entities.

Mayor Erickson commented on the incoming infrastructure package and the importance of dedicating funds towards mega projects, including Gorst. Councilmember Ashby shared that legislators are not anticipating a transportation package in this legislative session because of the short session, but a legislative group focused on freight is compiling a priority list.

Director Clauson added that TransPOL needs to continue to monitor legislative changes, including the selected Chair of Transportation in the Senate, the state level discussions around the transportation package, and the division of funds.

E. TRANSPORTATION POLICY BOARD AND OTHER PSRC UPDATES

Jennifer Barnes shared an update on the Rural Town Centers and Corridors Competition timeline. Applications are due in mid-December for each of the countywide forums. Applications are also open for preservation funds. PSRC is working towards a release date for the draft of the Regional Transportation Plan.

F. CORRIDOR UPDATES

Andrew Nelson of Kitsap County shared an update on the Kingston Holding Lane Automated Traffic Management System, which the County is pursuing with the Port of Kingston.

There were no new updates for the Gorst Coalition. The City of Poulsbo is paving Johnson Road for the SR 305 project, and the Suquamish Tribe shared an update on outreach for the Totten Roundabout.

G. ANNOUNCEMENTS AND NEXT STEPS

Mayor Wheeler provided an update on WSF plans to restore ferry runs. The Bremerton run will be restored last based on a fixed criteria list. He emphasized the need to invest in Kitsap County infrastructure, including the Gorst interchange. Commissioner Strakeljahn agreed, and reiterated the need to communicate with legislators to ensure Kitsap County needs are met and interests are prioritized.

The meeting ended at 4:30 p.m.

Attachment A: Meeting Attendees

NAME	JURISDICTION
TRANSPOL MEMBERS:	
Councilmember Schneider	City of Bainbridge
Mayor Wheeler	City of Bremerton
Commissioner Gelder (<i>not present</i>)	Kitsap County
Director Clauson	Kitsap Transit
Councilmember Ashby	City of Port Orchard
Councilmember Rosapepe	City of Port Orchard
Mayor Erickson	City of Poulsbo
Commissioner Strakeljahn	Port of Bremerton
Allison Satter	Naval Base Kitsap
Commissioner McClure	Port of Kingston
Leonard Forsman	Suquamish Tribe
Dennis Engel	WSDOT

OBSERVERS:	
David Forte	Kitsap County
Gary Idleburg	Department of Commerce
Ned Lever	City of Bremerton
Steffani Lillie	Kitsap Transit
Josh Ranes	City of Poulsbo
Joe Rutan	Kitsap County Public Works
Fred Salisbury	Port of Bremerton
Shane Weber	City of Bremerton
STAFF:	
Sophie Glass	KRCC Program Manager
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.1.14.22

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

	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	Michael Pollock	Rob Putaansuu (Port Orchard)
	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	Bek Ashby (Port Orchard)	Leslie Schneider (Bainbridge)
	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



Kitsap Regional Coordinating Council

2022 Countywide Competition Application Cap Options

v. 1/14/2022

At the November 18 TransPOL meeting, TransPOL members discussed two recommendations re: limiting the number of applications in the Countywide Competition. Following the meeting, there have been additional suggestions and ideas around limiting the number of applications that require TransPOL discussion before the criteria is included in the 2022 Call for Projects for Executive Board approval in February. The four options are as follows:

- 1) No action (currently what exists).
- 2) Limit the number of applications to 3-4 projects per jurisdiction with no limit on the contingency list.
- 3) Kitsap County is allocated additional applications to account for UGAs.
- 4) Kitsap County and Kitsap Transit receive 1 additional project to meet rural requirements.



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: 1/14/2022

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:

1. Important Dates	2
2. Countywide Competition Submittal Checklist	2
3. Eligibility	2
4. Competitions	3
5. Available Funding	3
6. Policy Focus	6
7. Programming Process: Non-Motorized Projects	8
8. Programming Process: Preservation Set-Aside	9
9. Programming Process: New Funds or Re-Programming Funds	10
10. Countywide Competition Criteria and Evaluation Process	11
11. Countywide Competition Submittal and Review Process	16
12. Public Involvement	17
13. Draft KRCC Schedule for Countywide and Regional Competitions	18
14. Project Sponsor Resources	19
Appendix A: Regional Growth Centers and Manufacturing Industrial Centers	20

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 2, 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

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 [CW2]: 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 [CW3]: New proposal with PSRC language

Balancing by Year

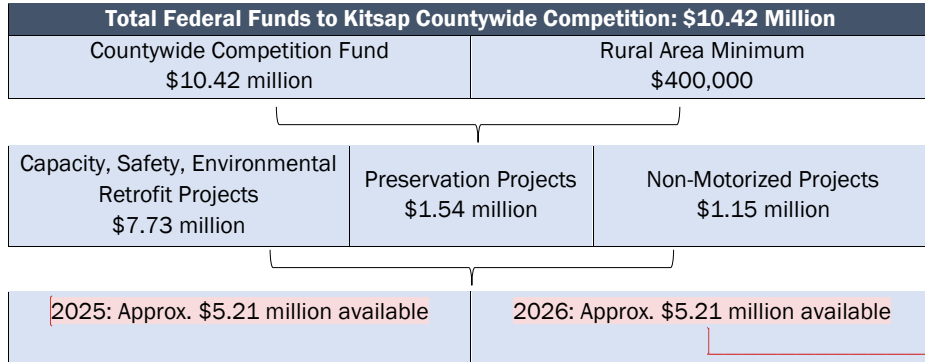
FHWA funding awards must ~~now~~ be balanced by year, and the amount of funds that are able to be utilized in a given year is limited by the annual estimated allocation amount by funding source. Since only a certain amount of funding may be used each year, and to ensure the region continues to meet its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

Commented [CW4]: TransPOL to recommend

For the Countywide Competition, KRCC needs to aim to evenly divide its funding across 202~~5~~³ and 202~~6~~⁴. If KRCC is unable to evenly divide its funding in 202~~5~~³ and 202~~6~~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 of the available funding [Note: TransPOL to discuss whether this is 50% of the overall available funding, or 50% of the available funding after removing the set-asides].-

Countywide Competition Funding

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



Commented [CW5]: TransPOL to discuss whether cap should be half of the Countywide Competition Fund (5.21) or half of the capacity, safety, environmental and retrofit projects (\$3.87M)

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

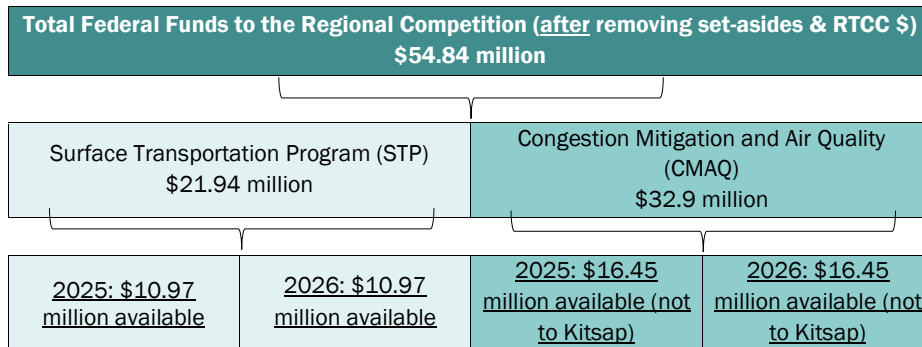
Projects may be submitted in both competitions, but the following rules apply:

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).



6. POLICY FOCUS

For the 2025-2026 Funding Cycle, the policy focus of support for centers 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.

Regional Centers

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.

Countywide Centers (VISION 2050)

For the Countywide Competition, projects must support 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.~~~~

Commented [CW6]: KRCC Staff will incorporate language around local centers

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
Peulsbo	Peulsbo Town Center
Peulsbo	Othava 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 [CW7]: 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 or their connecting corridors. Some preference will be given to projects that support transit, freight, and/or school routes.
3. There is no minimum/maximum project size, although projects should be substantial enough to warrant federal-aid participation and to extend facility life cycle 7+ years for surface treatments and 15+ years for overlays. Once the set of Kitsap projects have been identified through the KRCC Project Selection Process, project sponsors will work to organize the most cost-effective construction management strategy; it may use a single construction bid approach, with funding for the CM function derived from presumed cost-savings. Attach info about pavement design and best practices such as the # of single axle loads anticipated during the design life of facility.
4. The local match requirement of 13.5% stands.
5. Project sponsors will be urged to bring forward several projects at different cost levels to enable TransTAC and TransPOL to select a package of projects that “meets the mark” of available funds.
6. Recognizing that not every jurisdiction will choose to participate in the package of preservation projects, regional equity will be reflected in the total set of projects funded with the countywide portion of the federal funds including the Non-Motorized set-aside and regular STP portion.
7. The intention of this funding set-aside is to supplement jurisdictions’ existing preservation programs.
 - Project sponsors will self-report their 5-year average spending on preservation of their transportation facilities, with a commitment to spend approximately 90% of that average on other preservation activities during the life of the project.
 - Each participating jurisdiction will provide information describing their pavement management system for use in evaluating “best use” of the available funding.

CRITERIA

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

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

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

OVERVIEW

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

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

REGIONAL COMPETITION

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

COUNTYWIDE COMPETITION

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

1. As part of the regular TIP programming process, KRCC’s TransTAC, TransPOL, and Executive Board will develop and approve a Contingency List that is 30-50% more than the expected funding. The Contingency List will be prioritized, at a minimum, to identify High, Medium, and Lower Priority Projects.
2. Funds can also be left to accumulate if the amount left is not sufficient to fully fund a phase of a project on the Contingency List.

Commented [CW8]: To revisit if contingency list has no cap

CONTINGENCY LIST

TransTAC will review Contingency List, using the following considerations:

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

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

10. COUNTYWIDE COMPETITION CRITERIA AND EVALUATION PROCESS

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

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

Requirements

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

- Must be consistent with a local Kitsap County jurisdiction's current (as of December 31, 2017~~5~~) 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
- TransPOL will discuss the potential for there to be a cap in the number of projects submitted per jurisdiction

Formatted: Highlight

Ranked Criteria

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

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

Commented [CW9]: Added at 1/13/22 TransTAC meeting

<p>C. Cross-jurisdictional and coordination opportunities Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> • Currently involves multiple jurisdictions, agencies, or projects • Provides opportunities for future coordination among jurisdictions, agencies, or projects • Benefits multiple jurisdictions, agencies, or projects 	<p>High (at least two jurisdictions and agencies involved and some project coordination opportunities)</p>	<p>Medium (involves a single jurisdiction or agency and few opportunities for coordination)</p>	<p>Low (involves a single jurisdiction or agency and no opportunities for coordination)</p>
<p>D. Safety/capacity benefits Project improves safety by meeting one or more of these objectives:</p> <ul style="list-style-type: none"> • 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 	<p>High (project provides significant safety and capacity benefits)</p>	<p>Medium (project provides some safety and capacity benefits)</p>	<p>Low (project provides minimal safety and capacity benefits)</p>
<p>Note: This criterion is considered an “other consideration” for preservation projects</p>			
<p>D. Equity considerations Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> • <u>Identifies population groups to be served by the project, addressing i.e. people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, identifies disparities or gaps that in service that need to be addressed, and how the project is immigrants and refugees, and transit dependent populations.</u> 	<p>High (project provides significant <u>social equity</u> benefits to identified communities <u>and greatly supports access to transit and positive health outcomes</u>)</p>	<p>Medium (project provides <u>social equity</u> benefits to identified communities <u>and greatly supports access to transit and positive health outcomes</u>)</p>	<p>Low (project provides minimal <u>social equity</u> benefits to identified communities <u>and greatly supports access to transit and positive health outcomes</u>)</p>

Commented [CW10]: Criteria addressed in A, D, or E

Commented [CW11]: Included in new PSRC equity criteria language

Commented [CW12]: Moved to safety and security

<ul style="list-style-type: none"> • <u>Address the public outreach process and how it influenced project development.</u> • <u>Addresses displacement risk and mitigation strategies to address those risks.</u> 			
<p>E. Safety and security</p> <p>Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> • Addresses <u>Describes how the project addresses</u> safety and security, <u>especially at “high collision” intersections or corridors (as defined by the project sponsor based on collisions or fatalities/capita).</u> • 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, <u>and/or reduced barriers to use.</u> • Reduces <u>Describes how the project reduces</u> reliance on enforcement and/or designs for decreased speed. • If applicable, addresses how adopted safety policies (e.g. Vision Zero, Target Zero) informed the development of the project. <p><u>Note: this criterion is considered an “other consideration” for preservation projects.</u></p>	<p>High</p> <p>(project provides significant safety and security benefits)</p>	<p>Medium</p> <p>(project provides safety and security benefits)</p>	<p>Low</p> <p>(project provides minimal safety and security benefits)</p>
<p>F. Air quality benefits and emission reduction</p> <p>Project provides air quality benefits by:</p> <ul style="list-style-type: none"> • Reducing congestion and improving circulation • Reducing delay, particularly of freight vehicles • Reducing single occupancy vehicle trips • Reducing vehicle miles traveled • Addressing vulnerable populations • Reducing pollutants with highest health risk • Supporting non-motorized travel • Improving engines or explores alternative fuel technologies 	<p>High</p> <p>(project provides significant air quality benefits)</p>	<p>Medium</p> <p>(project provides air quality benefits)</p>	<p>Low</p> <p>(project provides minimal air quality benefits)</p>

Commented [CW13]: New language from PSRC criteria

Note: this criterion is not applicable for preservation projects.			
<p>G. Multimodal elements and approach</p> <p>Project meets one or more of the following objectives:</p> <ul style="list-style-type: none"> • Provides non-motorized transportation benefits • Improves freight movement • Improves access to transit • Provides transportation demand management benefits • Serves more than one mode of transportation • Connects to or supports other local/regional multimodal projects 	<p>High (project provides significant multimodal benefits)</p>	<p>Medium (project provides multimodal benefits)</p>	<p>Low (project provides minimal multimodal benefits)</p>

Other Considerations

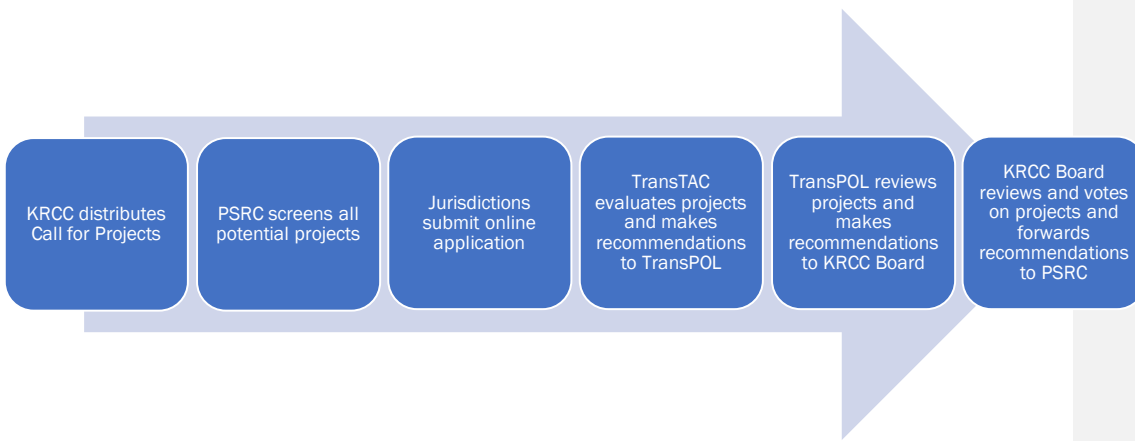
Beyond the criteria identified above, there are other considerations that can be used to evaluate projects. These considerations are applied on a case-by-case basis.

- **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 [CW14]: To be updated



12. PUBLIC INVOLVEMENT

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

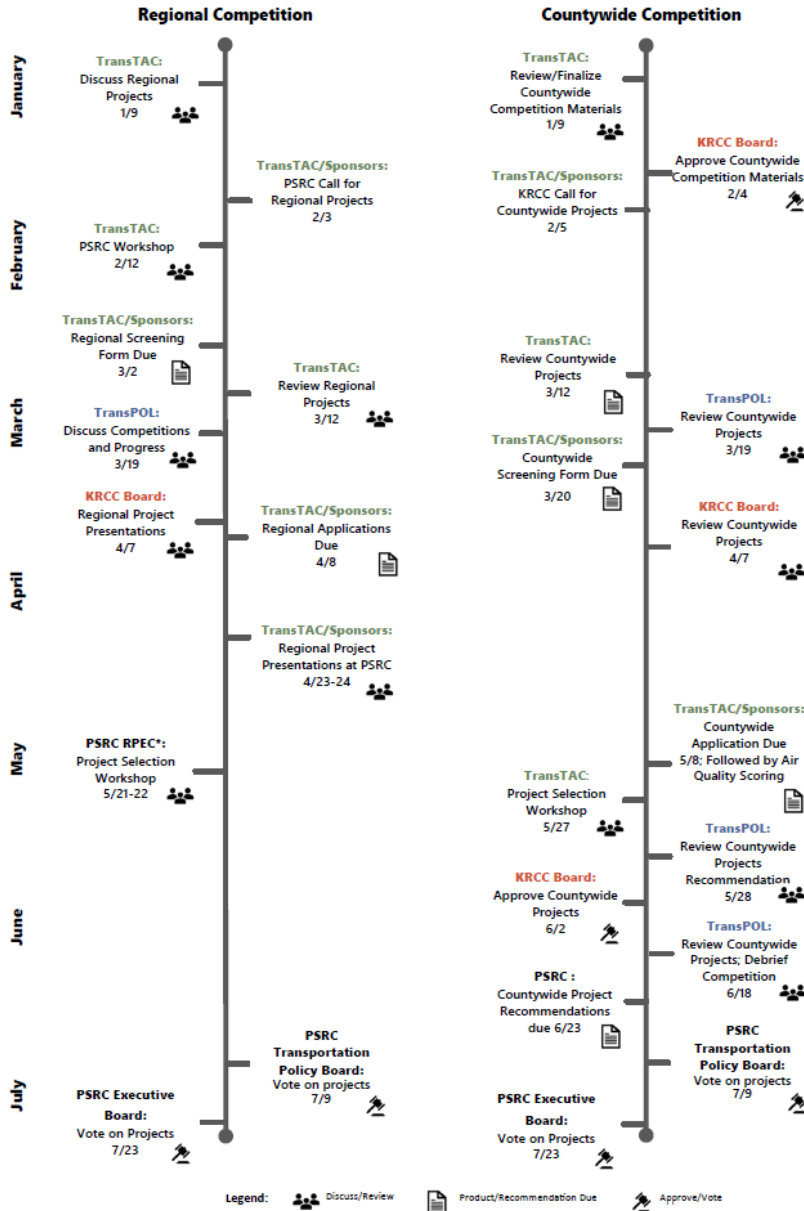
- As part of jurisdictions' Comprehensive Planning processes, all projects have been identified and prioritized with appropriate public involvement at the local level.
- TransTAC will notify other agencies and organizations throughout Kitsap County about the Regional and Countywide Competitions (PSRC 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

Commented [CW15]: To be updated with final schedule once dates are determined

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.

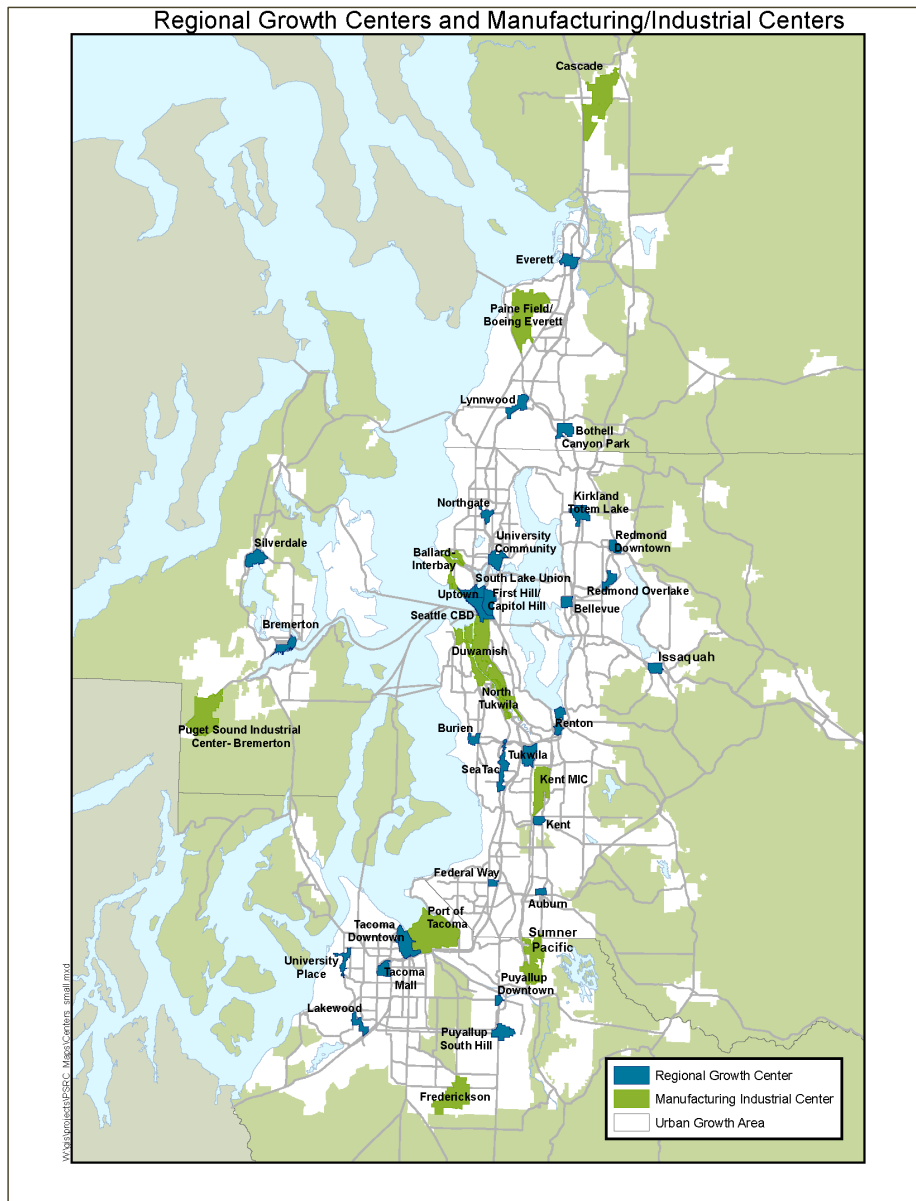


14. PROJECT SPONSOR RESOURCES

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](#)

APPENDIX A: REGIONAL GROWTH CENTERS AND MANUFACTURING INDUSTRIAL CENTERS




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

Regional Competition

Countywide Competition


January

TransTAC:
Discuss Regional
Projects
1/13 

TransTAC:
Review/Finalize
Countywide Competition
Materials
1/13 

TransPOL:
Recommend Call for
Projects
1/20 

February


TransTAC:
PSRC Workshop
2/10 


TransTAC/Sponsors:
PSRC Call for
Regional Projects
February TBD


TransTAC/Sponsors:
KRCC Call for
Countywide Projects
2/2


KRCC Board:
Approve Countywide
Competition Materials
2/1 

March


TransTAC/Sponsors:
Regional Screening
Form Due
March TBD 

TransTAC:
Review Regional
Projects
3/10 


TransTAC/Sponsors:
Countywide
Screening Form Due
3/7 


TransPOL:
Discuss Competitions
and Progress
3/17 

TransTAC:
Review Countywide
Projects
3/10 


TransPOL:
Review Countywide
Projects
3/17 

April

TransTAC/Sponsors:
Regional Applications
Due
April TBD 


KRCC Board:
Regional Project
Presentations
5/3 

TransTAC/Sponsors:
Regional Project
Presentations at PSRC
April TBD 


KRCC Board:
Review Countywide
Projects
5/3 

May

PSRC RPEC*:
Project Selection
Workshop
May TBD 


TransTAC/Sponsors:
Countywide
Application Due
5/8; Followed by Air
Quality Scoring 

TransTAC:
Project Selection
Workshop
5/12 


TransPOL:
Review Countywide
Projects
Recommendation
5/19 

June


KRCC Board:
Approve Countywide
Projects
6/7 


PSRC :
Countywide Project
Recommendations
due *June TBD* 

July


**PSRC Executive
Board:**
Vote on Projects
July TBD 


**PSRC
Transportation
Policy Board:**
Vote on projects
July TBD 

**PSRC Executive
Board:**
Vote on Projects
July TBD 

**PSRC
Transportation
Policy Board:**
Vote on projects
July TBD 

Legend:  Discuss/Review

 Product/Recommendation Due

 Approve/Vote



**PUGET SOUND REGIONAL COUNCIL (PSRC) UPDATES FOR THE
KITSAP REGIONAL COORDINATING COUNCIL (KRCC)**



PSRC BOARDS v.1/6/21

Executive Board

Date of Next Meeting: **January 27, 2022** • 10:00 - 11:30 AM

Topics from Meeting: **December 2, 2021** (packet posted [here](#)):

- Consent:
 - Minutes of meeting held 10/28/21; Vouchers 9/30/21-11/17/21
 - Approve Contract Authority for Engagement Platform, Website Hosting and Support Services, Consultant Services to Update PSRC’s Project-Level Emissions Estimation Tool
- Discussion
 - Update on Regional Housing Strategy; Presentation on Infrastructure Investment and Jobs Act
- Information
 - New Employees Status Report
 - Executive Board and Operations Committee 2022 Meeting Schedule

Contact: Sheila Rogers - srogers@psrc.org; **KRCC Members:** Commissioner Garrido, Mayor Erickson, Commissioner Strakeljahn, Mayor Wheeler, Mayor Putaansuu; Alternates: Commissioner Gelder, Commissioner Bozeman, Councilmember Ashby, Mayor Schneider, Councilmember Gorman, Commissioner Gary Anderson

Transportation Policy Board (TPB)

Date of Next Meeting: **January 13, 2022** • 9:30 – 11:30 AM

Topics from **December 9, 2021** Meeting (packet posted [here](#)):

- Consent: Minutes of meeting held 11/10/21
- Discussion:
 - Coordinated Mobility Plan
 - Regional Transportation Plan Summary – Financial Strategy & Key Policy Focus Areas
- Action: Direction to Release Draft Regional Transportation Plan for Public Comment
- Information: Summary of November 2021 Regional Transportation Plan Breakout Session

Contact: Casey Moreau - cmoreau@psrc.org

KRCC Members: Mayor Erickson, Councilmember Ashby, Commissioner Gelder, Councilmember Mills, Mayor Wheeler; Alternates: Commissioner Garrido, Councilmember Pollock, Director Clauson, Commissioner Bozeman, Councilmember Gorman

Growth Management Policy Board (GMPB)

Date of Next Meeting: **February 2, 2022** • 10:00 AM – 12:00 PM

Topics from **January 6, 2022** Meeting: (packet posted [here](#)):

- Consent: Approve Minutes of GMPB Meeting held 11/4/21
- Discussion:
 - 2022 Legislative Overview
 - Industrial Lands Analysis Update
 - Draft Supplemental Biennial Budget and Work Program
- Information:
 - 2022 Growth Management Policy Board Calendar

Contact: Kristin Mitchell – kmitchell@psrc.org; **KRCC Members and Affiliates:** Commissioner Wolfe, Councilmember Pollock, Mayor Wheeler, Director Purser; Alternates: Commissioner Garrido, Mayor Putaansuu, Councilmember Gorman, Tom Ostrom, Andrea Spencer

Economic Development District Board

Date of Next Meeting: **February 2, 2022** • 1:00 – 3:00 PM

Topics from **December 1, 2021** Meeting: (packet posted [here](#)):

- Consent: Minutes of meetings held 10/6/21, Vouchers 9/27/21-11/15/21
- Action:
 - Economic Development District 2022 Board Meeting Calendar
 - Nominating Committee for Election of 2022-23 Board Officers
 - Adoption of 2022-27 Regional Economic Strategy
 - 2022 Economic Development Focus Areas

Contact: Mikayla Svob - msvob@psrc.org

KRCC Members and Affiliates: Commissioner Garrido, Councilmember Stern, Commissioner Strakeljahn, Chairman Forsman, Mayor Wheeler, John Powers; Alternates: Commissioner Wolfe, Councilmember Mills, Councilmember Cucciardi, Councilmember Gorman, Commissioner Anderson

Operations Committee (OC)

Date of Next Meeting: **January 27, 2022** • 9:00 – 9:50 AM

Topics from **December 2, 2021** Meeting (packet posted [here](#)):

- Consent: Approve Minutes of Meeting held 10/28/21; Vouchers 9/20/21-11/17/21
- Action: Contract Authority for Engagement Platform, Website Hosting and Support Services, and Consultant Services to update PSRC’s Project Level Emissions Estimation Tool
- Information/Discussion: Draft Supplemental Biennial Budget and Work Program, New Employees Status Report, Budget Status Report, Contract Status Report, Completed Contracts, Grant Status Report, 2022 Executive Board and Operations Committee Meeting Schedule

Contact: Casey Moreau - cmoreau@psrc.org; **KRCC Members:** Mayor Erickson; Alternates: Commissioner Gelder



**PUGET SOUND REGIONAL COUNCIL (PSRC) UPDATES FOR THE
KITSAP REGIONAL COORDINATING COUNCIL (KRCC)**



PSRC COMMITTEES v.11/17/21

Regional Staff Committee (RSC)

Date of Next Meeting: **January 20, 2022** • 9:30 – 11:30 AM
Topics from **November 18, 2021** Meeting: (packet posted [here](#)):

- Discussion:
 - Local Comprehensive Plan Economy Element Guide
 - US Census Data and Community Data Profiles
 - Committee Networking and Around the Room Highlights
- Information: Regional Equity Strategy

Contact: Ben Bakkenta- bbakkenta@psrc.org

KRCC Affiliates: Eric Baker, Nick Bond, Andrea Spencer, Karla Boughton; Alternates:
Jeff Rimack, Heather Wright

Regional FTA Caucus

Date of Next Meeting: **January 12, 2022** • 10:30 AM – 12 PM
Topics from **October 13, 2021** Meeting: (packet posted [here](#)):

- Action:
 - Approval of 9/8/21 meeting summary
 - King County Metro Funding Request
- Discussion:
 - FTA Project Tracking Update
 - 2022 Project Selection Process

Contact: Sarah Gutschow - sgutschow@psrc.org

KRCC Affiliates: Steffani Lillie; Alternate: Jeff Davidson

Bicycle/Pedestrian Advisory Committee (BPAC)

Date of Next Meeting: **January 11, 2022** • 10:00 AM – 12:00 PM
Topics from **September 14, 2021** Meeting: (agenda posted [here](#)):

- Action: Approval of Meeting Summary 5/11/21
- Discussion:
 - Chair and Vice Chair Nominations
 - Feedback on WSDOT “Calendar Action” Biking Prohibitions
 - Follow Up on Bicycle and Pedestrian Equity Discussion
 - Next Steps for Bicycle and Pedestrian Planning in the Regional Transpo. Plan
- Roundtable: Announcements of Bicycle/Pedestrian Activities

Contact: Sarah Gutschow - sgutschow@psrc.org

KRCC Affiliates: David Forte, Chris Dimmitt, Megan Moore, Chris Wierzbicki;
Alternates: Melissa Mohr, Andrea Archer-Parson; Anthony Burgess

Regional Project Evaluation Committee

Date of Next Meeting: **January 28, 2022** • 9:30 – 11:00 AM
Topics from **December 3, 2021** Meeting: (agenda posted [here](#)):

- Action: Approval of 10/22/21 meeting summary
- Discussion:
 - Project Selection Task Force – Debrief and Next Steps
 - Project Tracking and Delivery
 - Regional Transportation Plan
- Information: RPEC 2022 Calendar

Contact: Kelly McGourty - kmcgourty@psrc.org

KRCC Affiliates: David Forte, Steffani Lillie, Fred Salisbury, Shane Weber, Mark Dorsey
Alternates: Jeff Shea, Arne Bakker, Jeff Davidson, Ned Lever, Chris Dimmitt, Diane Lenius

Transportation Operators Committee (TOC)

Date of Next Meeting: **January 26, 2022** • 10:00 – 12:00 PM
Topics from **October 27, 2021** Meeting: (packet posted [here](#)):

- Action: Approval of 9/22/21 meeting summary
- Discussion:
 - 2022 Project Selection Process
 - Regional Transportation Plan Future Visioning for Transit
 - Coordinated Mobility Plan Draft Prioritized Strategies and Associated
 - Mobility Needs
 - Transit Agency Roundtable
- Information: Nominations for TOC Chair and Vice-chair

Contact: Gil Cerise - gcerise@psrc.org

KRCC Affiliates: Steffani Lillie; Alternate: Ed Coviello

Regional Traffic Operations Committee (RTOC)

Date of Next Meeting: **January 20, 2022** • 9:30 – 11:00 AM
Topics from **September 2, 2021** Meeting: (agenda posted [here](#)):

- Discussion:
 - Draft Outline for ITS/Emerging Technology Chapter
- Presentation:
 - WSDOT TSMO Program Plan and Proposed Changes to Design Manual

Contact: Gary Simonson - gsimonson@psrc.org

KRCC Affiliates: Jeff Shea, Andrea Archer Parsons, Steffani Lillie; Alternates: Shane Weber