



Defense Community Compatibility Account 2024 Legislative Report

Pursuant to RCW 42.330.515

March 12, 2025

Report to the Legislature

Director Joe Nguyễn

Acknowledgments

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Executive summary

Enacted in the 2019 legislative session, Chapter 404, Laws of 2019 ([Substitute Senate Bill 5748](#)) created the Defense Community Compatibility Account (DCCA) under RCW 43.330.515 to support necessary infrastructure near military installations in Washington. The purpose of the account is to provide funds for compatible development projects that affect the economy or environment, or provide quality of life opportunities for local communities near military installations.

Authorizing legislation

The DCCA Program must report to the Legislature under [RCW 43.330.520](#), which provides:

- (1) The department must produce a biennial report identifying a list of projects to address incompatible developments near military installations.
 - (a) The list must include a description of each project, the estimated cost of the project, the amount of recommended state funding, and the amount of any federal or local funds documented to be available to be used for the project.
 - (b) Projects on the list must be prioritized with consideration given to:
 - (i) The recommendations of the recent United States department of defense base realignment and closure (BRAC) processes, joint land use studies, or other federally initiated land use processes; and
 - (ii) Whether a branch of the United States armed forces has identified the project as increasing the viability of military installations for current or future missions.
 - (c) The department may consult with the commanders of United States military installations in Washington to understand impacts and identify the viability of community identified projects to reduce incompatibility.
- (2) The department must submit the report to appropriate committees of the house of representatives and the senate, including the joint committee on veterans' and military affairs and the house of representatives capital budget committee, by November 1, 2024, and every two years thereafter.

This report includes a full description of all nine submitted projects as well as next steps for Commerce program staff and funding considerations for the Legislature to continue supporting this program and enhancing land use capability on and near military bases. This is the second biennial report. The previous report is available on the [Commerce website](#).

Project selection

Commerce staff reviewed projects that promote compatible development near military installations. Projects were evaluated based on project scope, leveraged funds, need and priority, readiness to proceed, and organizational capacity. Commerce staff also received feedback from a public hearing as well as input from the citizen's advisory commission comprised of community stakeholders. Staff received and reviewed 10 projects, then prioritized them for the Legislature. One recommended project ultimately withdrew from funding consideration, and only nine projects are recommended for funding consideration.

Eligible projects, per RCW 43.330.515, include those related to:

- Acquisition of real property or real property interests to eliminate an existing incompatible use
- Recovery or protection of endangered species dependent on military installation property for habitat
- Affordable housing for enlisted military personnel and nonmilitary residents
- Property retrofitting to increase compatibility with existing or future military operations

- Economic diversification of nearby communities to reduce economic dependence on the military base
- Job replacement in the event of a reduction of the military presence
- Improvements or enhancement of the local economy, environment, or area quality of life

Defense Community Infrastructure Program (DCIP)

The [Defense Community Infrastructure Program \(DCIP\)](#) is a Department of Defense grant program administered by the Office of Local Development Community Cooperation (OLDCC). It is similar to the DCCA. The timeline for DCIP applications and awarding funding does not align with the DCCA application timeline and state legislative session, and requires all sources of funding to be secured and projects to be construction ready to be considered for DCIP funding. Between FY20 and FY23, DCIP has awarded 65 projects and a combined \$300 million in federal funding, with an additional \$100 million available in FY24.

After discussions with the DCIP program manager, it was determined prospective DCIP applicants from Washington who will also be utilizing DCCA funding for their projects should apply for DCCA funding first so that they can be awarded state funds early in the calendar year, and then apply for DCIP funding later that calendar year. This year, there is one DCCA project that intends to utilize DCIP funding for their project, and if it were to receive DCCA funding, would be highly competitive for DCIP funding. A second DCCA project will also be applying for DCIP funding in lieu of local funds it currently has allocated to their project. Funding these projects via the DCCA would provide an immense help to Washington communities in securing federal dollars for critical local projects.

Prioritized project list

The program's 2024 call for civilian-military compatibility projects resulted in 10 project applications, and with one project withdrawing, only nine projects are recommended for funding. DCCA's authorizing legislation requires that non-state funding be committed before state funding is awarded. Because this is a biennial program, those applicants with other grant applications under review were encouraged to apply. Projects without non-state funding will remain on the list for consideration in future Commerce DCCA budget requests as federal funding is secured.

In addition to the nine projects for 2024, there is one project requesting additional funding from the 2022 DCCA list, and which was appropriated funding in the 2023-25 capital budget. The Whidbey Camano Land Trust Keystone Preserve Project is experiencing rising material costs and is requesting an additional \$500,000 to complete the final task for their project, the construction of a WSDOT turn lane so people can access the preserve they acquired with their original project.

[Table 1](#) and [Table 2](#) organize the nine recommended projects, by priority ranking, into two parts. Projects in Table 1 were part of the public hearing process, while projects in Table 2 were not. The total capital request for these projects is \$58,701,168, which cumulatively leverage more than \$164 million in non-state funds. Detailed descriptions of each prioritized project, including secured funding totals, are available in the [Prioritized project list](#) section of the report.

Table 1: DCCA prioritized project list, part one

Rank	Applicant and Project Name	Project Description	DCCA Funding Request	Non-state Funding Secured?	Will Apply for DCIP Funding?	Total Project Cost
1	City of Everett, Joint	Develop joint firefighting training facility for U.S. Navy, federal, and municipal	\$6,699,168	No ¹	Yes	\$23,330,559

Rank	Applicant and Project Name	Project Description	DCCA Funding Request	Non-state Funding Secured?	Will Apply for DCIP Funding?	Total Project Cost
	Firefighting Training Facility	firefighters to conduct realistic, full scale training exercises and improve operational readiness.				
2	City of Lakewood, North Clear Zone	Purchase properties within the Joint Base Lewis-McChord North Clear Zone and vacate business to comply with regulations that the NCZ be comprised of vacant land.	\$1,000,000	Yes	No	\$6,000,000
3	Kitsap County, CKTP Solids Facility	Upgrade/replace the failing Central Kitsap Treatment Plant (CKTP) that has reached its useful life and capacity. Upgrades would replace aging sanitary infrastructure and increase capacity at CKTP.	\$30,000,000	Yes	Yes ²	\$65,700,000
5	Lakewood Water District, Oakbrook O3 Well	Perfluorinated compounds (PFAS) contamination exceeds the State Action Level at the Oakbrook O-3 Well and it has been shut down. These compounds present public health risks. This project will drill a new replacement well into a deeper, uncontaminated aquifer.	\$3,451,000	Yes	No	\$5,411,000
9	Thurston County, Habitat Conservation Land Acquisition	Purchase property to enhance habitats in accordance with developed 30 year habitat conservation plan to cover four federally listed wildlife species whose habitat will be impacted by residential, commercial, and transportation capital development.	\$1,250,000	Yes	No	\$2,500,000
TOTAL			\$42,400,168			\$102,941,559

¹ Will be applying for DCIP funding in 2025 after awarded DCCA funding.

² Project has necessary match for project, will apply for DCIP funding to use in lieu of local funding.

Table 2: DCCA prioritized project list, part two

Rank	Applicant and Project Name	Project Description	DCCA Funding Request	Non-state Funding Secured?	Will Apply for DCIP Funding?	Total Project Cost
4	Spokane County, Thorpe Gate Access Improvement	Facilitate a secondary access gate to Fairchild Air Force Base that can only be completed via the reconstruction of an existing rudimentary urban road; will guarantee enhanced military readiness, emergency response times, exercise recalls, quality of life, and reduce impacts of base induced congestion on surrounding community.	\$4,626,000	Yes	No	\$5,626,000
6	Great Peninsula Conservancy, Green Mountain	The Green Mountain Compatibility Protection Project will conserve up to 1,200 acres of recreational forestland near Bremerton via the acquisition of a conservation easement, fulfilling a need	\$4,600,000	No ¹	No	\$16,258,300

Rank	Applicant and Project Name	Project Description	DCCA Funding Request	Non-state Funding Secured?	Will Apply for DCIP Funding?	Total Project Cost
	Compatibility Protection	for outdoor training, compatible land use, public access to open spaces, and quality of life enhancement for the community.				
7	Pierce County, Nisqually Road Overlay	Project will resurface and restore existing degraded pavement and paved shoulders, to include leveling repairs where necessary. Worn expansion joints of bridge over BNSF railway will be repaired. New guardrails will be added and existing guardrails will be replaced to meet current standards.	\$1,785,000	Yes	No	\$3,150,000
8	North Thurston Public Schools, Young Child & Family Center	Project will support architectural and engineering services for the Young Child & Family Center's Phase I early learning facility to serve military connected and other families with young children in Thurston County.	\$5,290,000	Yes	Yes	\$36,750,000
TOTAL			\$16,301,000			\$61,784,300

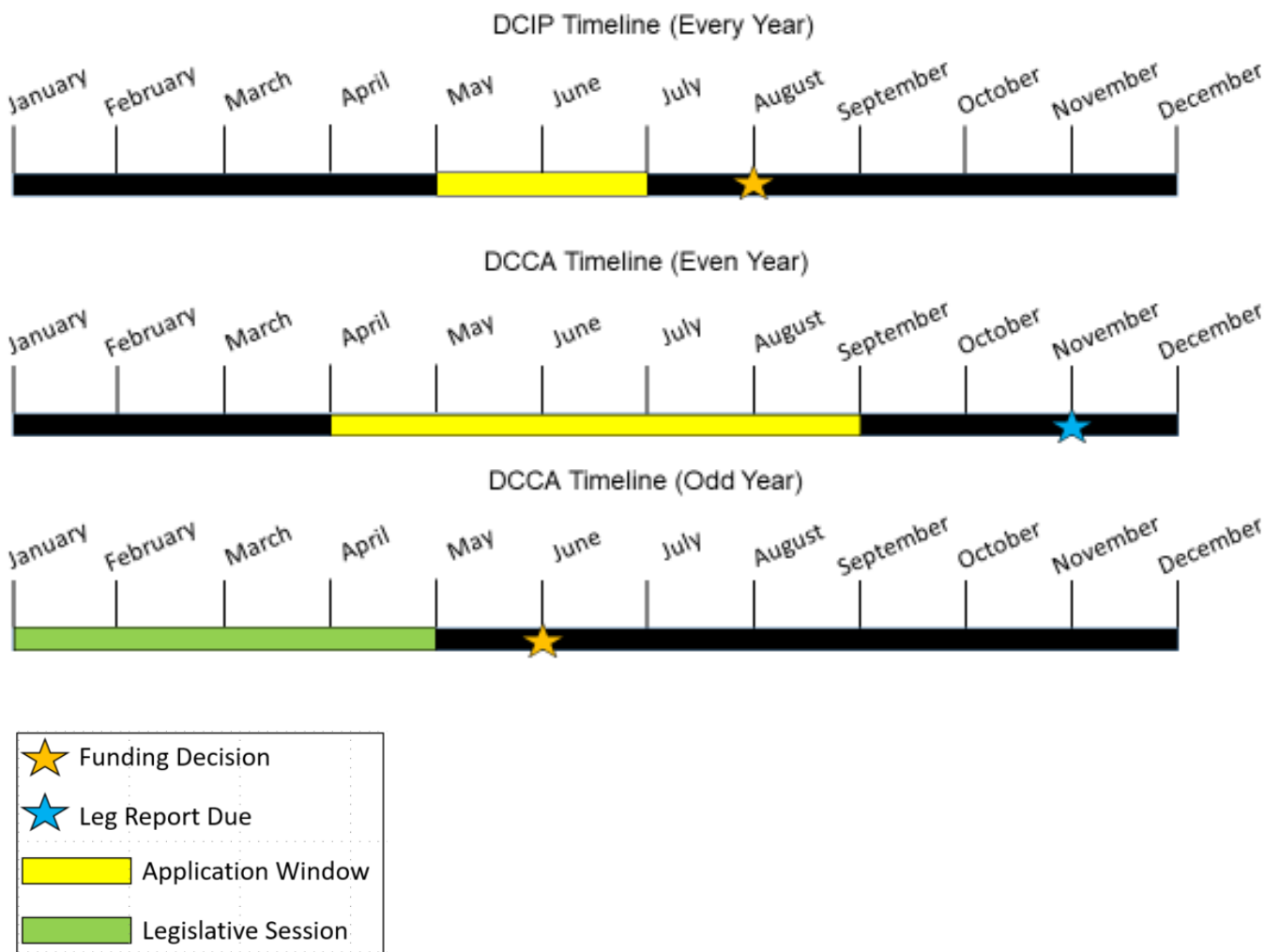
¹ Project is applying for other funding sources, will have secured by fall 2025.

DCCA funding considerations

Two DCCA funding considerations outline conflict with federal DCIP funding and the opportunity to continue to leverage these non-state funds.

- DCCA/DCIP timelines:** DCIP requires all sources of funding to be secured prior to funding consideration, which is a shift from this program’s original construction. [Figure One](#) illustrates tension in the DCCA and DCIP funding timelines. By committing state capital funding to the recommended DCCA project list, the state can demonstrate support for communities and strengthen their DCIP funding applications, which would be submitted the same calendar year they receive DCCA funding. This action allows applicants in Washington to leverage federal funding. It also aligns with existing DCCA prioritization criteria to unlock federal funds in a timely manner ([RCW 43.330.515\(b\)\(iii\)](#)).
- Continue to fund DCCA projects:** Interest in the DCCA continues to grow as do the number of applications. The DCCA has funded projects that had no other means of securing funding. Additionally, three federally recognized Indian tribes within Washington have expressed interest in applying for DCCA funding during the next funding cycle. This would be the first of many anticipated partnerships between the DCCA and tribes to advance critical compatibility projects.

Figure One: DCCA and DCIP timelines



Introduction

The Defense Community Compatibility Account (DCCA) presents the Legislature with a list of vetted, eligible projects to address compatibility issues across the state. DCCA promotes land use compatibility among communities and military installations by providing a consistent and programmatic framework for soliciting and evaluating civilian-military compatibility projects. Project solicitation and evaluation helps identify and prioritize needs from numerous communities affected by military activities. It also facilitates coordination between military installation commanders and local government planners by providing funding for the implementation of compatible land use solutions.

Compatibility planning points to the shared challenges and opportunities experienced by communities and military operations.

Civilian-military compatibility

Compatibility planning recognizes the shared challenges and opportunities that communities and military operations experience as neighbors and allows them to address land use decisions and needs. Civilian and military activities affect each other, which can pose challenges to health, safety, property values, quality of life, and national security. Increased density in military use areas can result in the degradation of a base's ability to safely and efficiently function or adapt to mission changes, and community residents can experience adverse impacts relating to military activity. [The Washington State Guidebook on Military and Community Compatibility](#) defines "compatibility" as a generic term to describe a multi-directional relationship between civilian and military neighbors. Compatibility related projects address land uses where military and civilian activities overlap.

Approach

The Defense Community Compatibility Account (DCCA) implements a statewide fund to evaluate civilian-military land use projects to present the Legislature with a list of eligible projects to address land use compatibility issues across the state. This is not a program unique to Washington; at least 13 other states provide funding to promote compatibility between the military and its host communities.

In order to fulfill the legislative mandate, Commerce staff conducted outreach on the program and then received and evaluated 10 submitted projects based on their ability to meet the criteria described above in statute. This effort had the dual purpose of increasing awareness of this program and funding opportunity, as well as eliciting applications to implement in upcoming funding cycles.

Program development

The DCCA implements a statewide program to funnel civilian-military land use projects through a central evaluation process to present the Legislature with a list of vetted, eligible projects to address land use compatibility issues across the state. With the development of this program, Washington joins several other states that provide funding to promote compatibility between the military and its host communities.

DCCA promotes land use compatibility between communities and military installations by providing consistent programmatic framework for soliciting and evaluating civilian-military compatibility projects. The state has made investments to promote compatibility projects before; however, this program offers a clear path for communities seeking funding with a more predictable investment strategy.

Project solicitation and evaluations help identify and prioritize needs from numerous communities affected by military activities. It also facilitates coordination between military installation commanders and local government planners by providing funding support for the implementation of compatible land use solutions.

Outreach

Commerce and program staff recognize the importance of stakeholder input for effective project solicitation and implementation. Program staff continued outreach efforts in January 2023 with both broad and targeted stakeholder communication to increase program awareness. Staff created a program [fact sheet](#), webpage and newsletter articles, and conducted direct communication with interested parties to increase awareness and support project development. Materials developed include a thorough set of program guidelines and an application form with detailed descriptions of applicant eligibility, match requirements, program timelines, application deadlines and requirements, scoring criteria and evaluation process, and eligible project activities.

An updated [webpage](#) houses program resources to guide applicants to applicable program information. Technical assistance provided during the solicitation process included question-and-answer periods with results summarized and posted on the program webpage. [Appendix A](#) has additional program background information and [Appendix B](#) has details on the methodology used for ranking and vetting projects.

Call for projects

The program's application window was open from April 1 - September 13, 2024, to solicit applications for projects that promote compatible development near military installations in Washington. A variety of compatibility related projects are eligible for the program, including the following list of project activities per [RCW 43.330.515](#):

- Acquisition of real property or real property interests to eliminate existing incompatible use.
- Joint assistance in the recovery or protection of endangered species dependent on military installation property for habitat.
- Projects or programs to increase affordable housing availability for enlisted military personnel and nonmilitary residents in the local community.
- Property retrofitting increase compatibility with existing or future military operations.
- Economic diversification for communities heavily dependent on a nearby military installation to reduce economic dependence on the base.
- Job replacement aid in the event of a reduction of the military presence.
- Improvements or enhancements to the local economy, environment, or quality of life impacted by the presence of military activities.

Defense Community Infrastructure Program (DCIP)

DCIP provides an excellent opportunity for Washington communities to receive federal funding for critical infrastructure projects. However, DCIP requires projects to have all sources of funding secured at the time of their application for DCIP funding and for the project to be construction ready. Planning to apply for DCCA funding or in the process of applying for DCCA funding does not meet the "secured" requirement for DCIP funding. This year, there are 2 projects applying for DCCA funding that will be applying for DCIP funding in 2025, after the 2025 Washington Legislative session ends. If granted funding by the Legislature during the 2025 Washington Legislative Session, these projects will be highly competitive for the 2025 DCIP funding cycle while also meeting the non-state match requirement for DCCA funding. Additional information on DCIP and OLDCC is below.

The Defense Community Infrastructure Program (DCIP) is a competitive federal program designed to address deficiencies in community infrastructure and support military installations. The program is codified under 10 USC § 2391(d) and is administered under the U.S. Department of Defense Office of Local Defense Community Cooperation (OLDCC).

DCIP operates on an annual application, evaluation, and award cycle. Application windows for DCIP funding vary year to year based on the National Defense Authorization Act (NDAA). Typically, the DCIP application window opens in the spring with funding awarded late summer. Between FY20 and FY23, OLDCC awarded 65 projects over \$300 million in federal funding, with \$100 million available in FY24. Past projects include \$10.8 million to replace aged storm water infrastructure in Alaska, \$8.9 million to construct new electric transmission lines in California, \$5.9 million to construct a new fire station in Florida, \$861,025 to support a public drinking water system in Georgia, and \$13.7 million to support a multi-agency emergency command center in Louisiana.

Eligible entities that may apply include state, local governments, and not-for-profit state owned entities. Projects must meet one of the statutory requirements to be considered for funding: enhance military value, support the training of cadets at "covered educational institutions," enhance installation resilience, and/or military family quality of life.

Eligible projects include: any complete and useable transportation project, community support facilities (such as, school, hospital, police, fire), and utility infrastructure project (such as, water, waste-water, telecommunications).

All projects must meet the following criteria in order to be considered for DCIP funding: located off a military installation OR on property under jurisdiction of Military Department that is subject to a real estate agreement (including lease or easement); is formally supported by the local installation Commander representing the installation benefitting from the proposed project; is where ground-disturbing work has not yet commenced; and is construction ready. Construction ready includes having all sources of funding secured. Planning to apply for funding or in the process of applying for funding does not meet the "secured" criteria.

Information on OLDCC can be found here: [Home | Office of Local Defense Community Cooperation \(oldcc.gov\)](https://oldcc.gov)

Information on DCIP can be found here: [Defense Community Infrastructure Program | Office of Local Defense Community Cooperation \(oldcc.gov\)](https://oldcc.gov)

Project evaluation

The project review team evaluated 10 submitted applications based on several categories: project scope, leveraged funds, need and priority, readiness to proceed, and organizational capacity. Projects were prioritized with an [evaluation matrix](#) and prioritization process in accordance with the requirements and recommendations in the authorizing statute. Detailed project profile summaries begins in the next section for the nine projects recommended for funding.

Next steps

Staff will continue outreach efforts to grow the pool of communities that will apply for future funding via the DCCA, particularly federally recognized Indian Tribes across Washington as well as traditionally underserved communities. Additionally, staff will work to grow pool of federal grant opportunities for Washington communities.

- 1. Technical Assistance:** Provide technical assistance to prospective applicants to support project development for the next round of project solicitations.
- 2. Advisory Committee:** The Advisory Committee currently has two members, one from Western Washington and one from Eastern Washington. The end goal is to, at a minimum, include one organization from every community near a military installation on the advisory committee.
- 3. Federal Grant Opportunities:** Continue to identify federal grant opportunities for prospective projects. Some examples include Community Noise Mitigation, Installation Resilience, and Public Schools on Military Installations provided by the Office of Local Defense Community Cooperation.
- 4. Outreach:** Grow the pool of applicants with a focus on federally recognized Indian Tribes and underserved communities. Expand program applicants beyond communities located geographically close to installations.

Implementation of all statutory requirements calls for additional program work between the biennial reports, including outreach with military installations in the state, local governments, and other entities eligible for future grant rounds. Additionally, a program staff member will dedicate time to helping applicants to ensure projects are ready to proceed, building relationships with defense communities, and providing assistance with ongoing land use compatibility work at the local level.

Project #1: City of Everett - Joint Firefighting Training Center

Total DCCA Funds Requested	Total Leveraged Funds	Total Project Cost
\$6,699,168	\$15,631,391 (DCIP/Federal, Unsecured)	\$23,330,559



Naval Vessel Simulator Approach

Project Partners/Beneficiaries

Naval Station Everett

Puget Sound Naval Installations

City of Everett

Organization Info

Dave DeMarco, Chief

Everett Fire Department

425-257-8117

DDemarco@everettwa.gov

Project description:

The Joint Firefighting Training Center Project will build the first shipboard firefighting training center in Washington. This helps meet the need for joint response between sailors, federal, and municipal firefighters identified during Review of Naval Policy and Procedures after the loss of USS BONHOMME RICHARD.

- Provides joint firefighting training facility where U.S. Navy sailors and federal and municipal firefighters can conduct realistic, full scale training exercises. It will include propane fueled live-fire prop designed to simulate naval vessel and structural fires.
- Puget Sound is homeport to 22 naval vessels, aircraft carriers, submarines, and surface combatants valued at approximately \$128 billion. It also has the nation's largest naval shipyard and third largest private shipyard. The City of Everett Fire Department is tasked with the bulk of fire suppression in early response to a naval vessel fire.
- Current facilities do not allow for joint training exercises, with Naval Station Everett bussing 750 sailors to privately owned facility in Bremerton, WA. Municipal firefighters have no access to marine training facilities in Washington. The training center will be located in a parking lot owned by City of Everett just outside of Naval Station Everett for ease of access and joint training for all firefighters. It is the first facility of its kind in Washington.
- Project will apply for DCIP funding in 2025 when appropriated DCCA funding.

Project #2: City of Lakewood - North Clear Zone

Total DCCA Funds Requested	Total Leveraged Funds	Total Project Cost
\$1,000,000	\$5,000,000 (Federal, Secured)	\$6,000,000



Project Partners/Beneficiaries

Joint Base Lewis-McChord

City of Lakewood

Organization Info

Michael Vargas, Asst. to City Manager

City of Lakewood

253-983-7717
 mvargas@cityoflakewood.us

Project description:

The North Clear Zone (NCZ) Project will purchase properties within Joint Base Lewis-McChord NCZ and vacate businesses to comply with the federal and military regulations that the NCZ be comprised of vacant land.

- Local businesses in and around the NCZ pose a public safety and operational flight risk. Lakewood has updated all municipal codes, building ordinances and its comprehensive plan to address NCZ incompatibilities.
- An Action and Implementation Plan sets forth a phased strategy consisting of six actions and corresponding implementation steps to achieve the desired outcomes.
- One of the highest priority recommendations to come out of the 2005 Base Realignment and Closure findings, as well as the 2015 JBLM Joint Land Use Study, was to develop a strategy to address land use incompatibilities in the NCZ.
- Federal funding secured through a cooperative agreement between the Army and the City of Lakewood.

Project #3: Kitsap County - CKTP Solids Facility

Total DCCA Funds Requested	Total Leveraged Funds	Total Project Cost
\$30,000,000	\$25,700,000 (Local, Secured) \$10,000,000 (State, Secured)	\$65,700,000



Project Partners/Beneficiaries

Naval Base Kitsap
Bangor Navy Installation
City of Poulsbo
Suquamish Tribe

Organization Info

Andrew Nelson, PW Director
Kitsap County
360-337-5777 anelson@kitsap.gov

Project description:

This project will upgrade/replace Central Kitsap Treatment Plant (CKTP). CKTP has reached the end of useful life and capacity and is experiencing operational and performance issues. Plant provides wastewater treatment for residential and non-residential customers and treats wastewater for the City of Poulsbo, disadvantaged Navy Yard City in Bremerton, Naval Base Kitsap (NBK), and Bangor Navy installations.

- CKTP will replace aging sanitary sewer infrastructure that serves county and NBK sewer needs. NBK utilizes one third of the CKTP treatment capacity. The project will also increase CKTP capacity, allowing for NBK expansion, which is currently constrained by wastewater services.
- The project will include installation of energy saving equipment/processes to reduce usage and costs to avoid Puget Sound contamination via sewer overflow. Additionally, it is the only regional facility in the county with no redundancy, which constrains the ability to conduct routine maintenance and emergency operations.
- Without the project, Kitsap County is at risk of experiencing an overflow that would result in untreated sewage being discharged into the Puget Sound and potentially creating a public health risk, causing environmental contamination, and violating the County National Pollution Discharge Elimination System permit with Ecology.
- Local and state funds are secured to execute the project when DCCA funds are approved, County may apply for DCIP funding to use in lieu of local cash reserves.

Project #4: Spokane County - Thorpe Gate Access

Total DCCA Funds Requested	Total Leveraged Funds	Total Project Cost
\$4,626,000	\$1,000,000 (Federal, Secured)	\$5,626,000



Project Partners/Beneficiaries

Spokane County
Fairchild Air Force Base

Organization Info

Matt Zarecor, Public Works Engineer
Spokane County
509-477-7255 mzarecor@spokanecounty.org

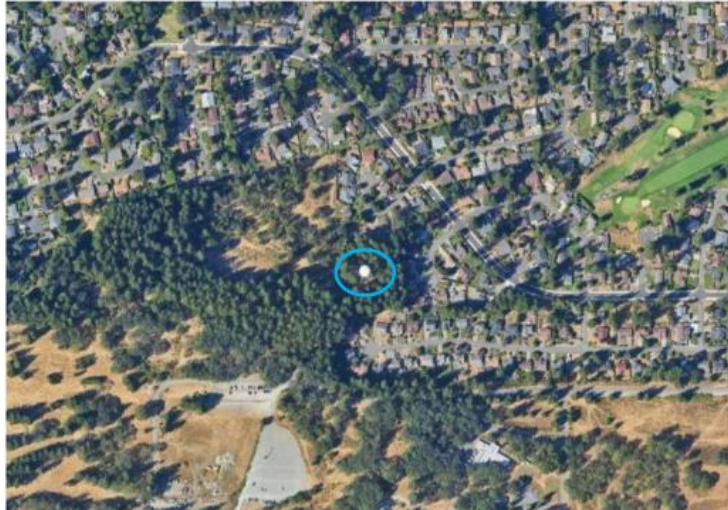
Project description:

The Thorpe Gate Access Project will improve a secondary access gate to Fairchild Air Force Base (FAFB) through the reconstruction of an existing rudimentary urban road. Currently there is only one approved route to enter and leave FAFB, leading to significant congestion and degraded military response times for installation personnel.

- A secondary access gate exists, but is reserved for emergency services. This project will improve the road (Thorpe Road) leading to the secondary access gate making it permanently and more generally usable. Improvements will include widening the road and construction of a roundabout to improve traffic flow and safety.
- FAFB has grown to become the world's largest tanker wing and Air Force's only super tanker wing, with FAFB personnel being used as the Air Force's first call for global refueling missions. FAFB response times have increased significantly over the last 10 years, with an hour travel time in 2004 now taking 1 hour and 30 minutes due to local growth and congestion. This project will help alleviate these growing travel and response times for FAFB personnel.
- Nearby Airway Heights and Spokane County have very low vacancy rates for housing, forcing FAFB personnel to find housing further away from the installation, increasing the need for an additional entry gate and means to relieve congestion around the installation.
- Congressionally Directed Earmarks are secured to provide the non-state match for this project.

Project #5: Lakewood Water District - Oakbrook 03 Water Well

Total DCCA Funds Requested	Total Leveraged Funds	Total Project Cost
\$3,451,000	\$1,000,248 (Local, Secured)	\$5,411,000
	\$959,752 (Federal, Secured)	



Project Partners/Beneficiaries
Joint Base Lewis-McChord
City of Lakewood

Organization Info
Marshall Meyer, General Manager
Lakewood Water District
253-588-4423 mmeyer@lakewoodwater.org

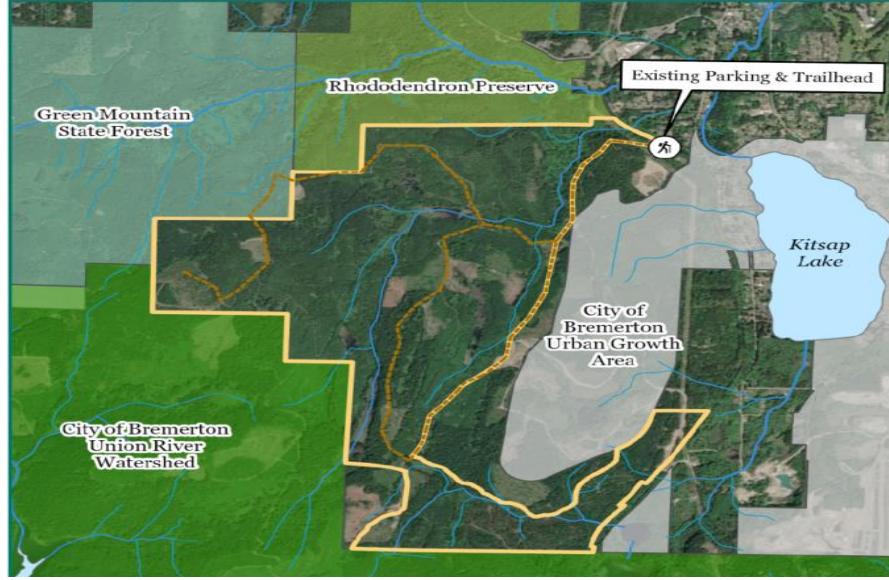
Project description:

Lakewood will drill a new replacement O-3 well into an uncontaminated aquifer to replace the shut down well; the previous well was shut down due to PFAS contamination that exceeded the state and EPA action levels.

- Turning off the O-3 well resulted in a loss of 1.1 million gallons per day of water supply after the discovery of PFAS contamination in the well. Lakewood Water District is currently utilizing PFAS removal system in two other wells, but the process is not sustainable long term, and replacing the shut down well is a more financially prudent approach.
- Lakewood Water District provides safe, reliable drinking water supply to more than 115,000 customers in Lakewood, Steilacoom, Spanaway and surrounding communities, including thousands of Joint Base Lewis McChord personnel.
- PFAS presents health risks, especially to infants and pregnant and nursing women.
- Lakewood Water District will be utilizing its own secured funding along with federally secured funds for the project.

Project #6: Great Peninsula Conservancy - Green Mountain Compatibility Protection

Total DCCA Funds Requested	Total Leveraged Funds	Total Project Cost
\$4,600,000	\$2,000,000 (Local)	\$16,258,300
	\$7,058,300 (State)	
	\$2,100,000 (Federal)	
	\$500,000 (Private)	



Project Partners/Beneficiaries

- Kitsap County
- City of Bremerton
- Suquamish Tribe
- Naval Base Kitsap

Organization Info

Nathan Daniel, Executive Director
 Great Peninsula Conservancy
 360-373-3500
 nate@greatpeninsula.org

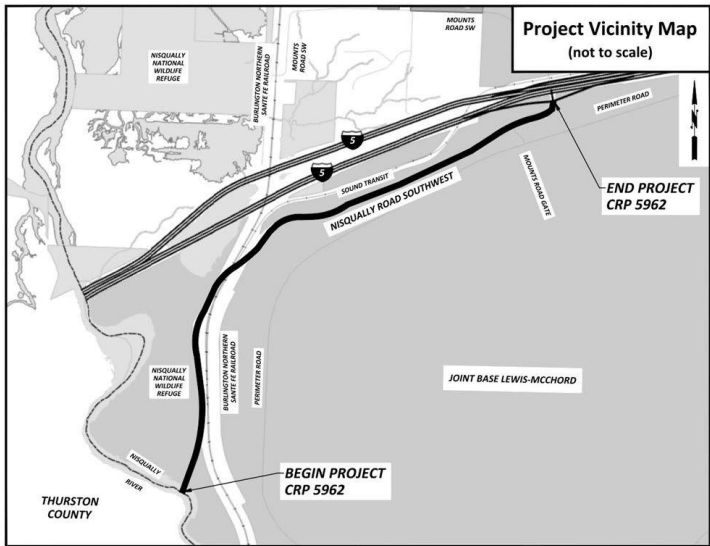
Project description:

The Green Mountain Project will acquire 1,260 acres of undeveloped forestlands and will support compatible land uses including quality of life for military communities and protecting the environment. The land is centrally located between Naval Base Kitsap's Bremerton Shipyard and Bangor Base.

- Purchased land will be managed for optimal public recreation and habitat value. The northern 350 acres will be managed as a traditional park and the remaining areas will be managed as a community forest that balances recreation, habitat, and sustainable forestry. The area is popular for local service members and their families, often used for outdoor recreation and fitness activities.
- Great Peninsula Conservancy has a REPI agreement with the US Navy for this project. The project will also further advance regional salmon recovery goals; the land is home to Chico Creek, a critical watershed for the region. Salmon runs of the region include chum, coho, and Endangered Species Act related steelhead and cutthroat trout.
- The project currently has \$1,500,000 of federal funds secured with the remaining federal funds and private funds aiming to be secured in fall of 2025 and state funds secured in spring 2025.

Project #7: Pierce County - Nisqually Road Overlay

Total DCCA Funds Requested	Total Leveraged Funds	Total Project Cost
\$1,785,000	\$388,990 (Local, Secured)	\$3,150,000
	\$976,010 (Federal, Secured)	



Project Partners/Beneficiaries
Joint Base Lewis-McChord
Pierce County

Organization Info
Troy Serad, Transportation Engineer
Pierce County
253-798-2721 Troy.serad@piercecounty.wa.gov

Project description:

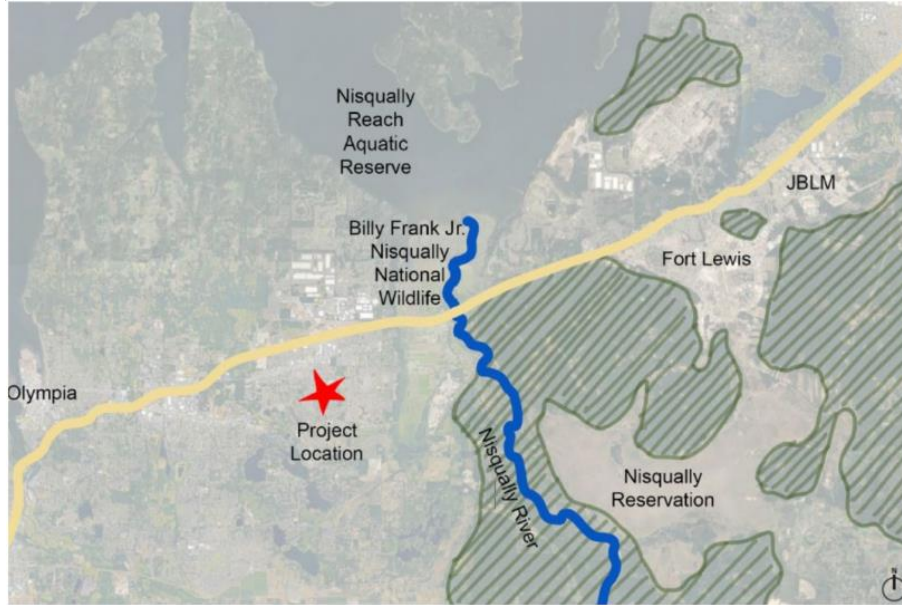
The Nisqually Road Overlay Project will resurface and restore the existing degraded pavement and paved shoulders, repair worn expansion joints over BNSF Railway, and upgrade and replace guardrails to meet current safety standards. Nisqually Road will occupy a key mobility role when I-5 undergoes planned reconstruction in response to climate change impacts and is regularly used by service members at JBLM, increasing the need for the road to be improved before I-5 reconstruction begins.

- Nisqually Road is a vital bypass route for I-5 with nearly 13,000 vehicles traversing the road each day, many of which use it to access the Regional Correctional Facility gate of JBLM. This project will also include repairs to handle heavy traffic carrying 4-10 million tons of gross truck tonnage per year.
- Worn expansion joints of BNSF Railway will be repaired to accommodate temperate and vehicle load induced expansion and contraction of bridge components and materials. Their failure can lead to structural integrity and safety hazards.
- The project will include removal and replacement of existing substandard guardrails and their terminals. There are areas of steep embankments that can create serious hazards without additional layers of protection.
- Pierce County has local funds secured and a federal grant secured to meet the non-state match requirement and fund the project.

¹ Pierce County, "Nisqually Road Southwest – Nisqually river to I-5 Northbound Ramp (CRP 5962)."
<https://www.piercecountywa.gov/8328/Nisqually-Rd-NW-Nisqually-River-to-1-5-N>

Project #8: North Thurston Public Schools - Young Child & Family Center

Total DCCA Funds Requested	Total Leveraged Funds	Total Project Cost
\$5,290,000	\$30,500,000 (Local, Secured)	\$36,750,000
	\$960,000 (State, Secured)	



Project Partners/Beneficiaries
Thurston County
Joint Base Lewis-McChord

Organization Info
Sean Dotson, Asst. Superintendent
N Thurston Public Schools
360-412-4901 agarcia@nthurston.k12.wa.gov

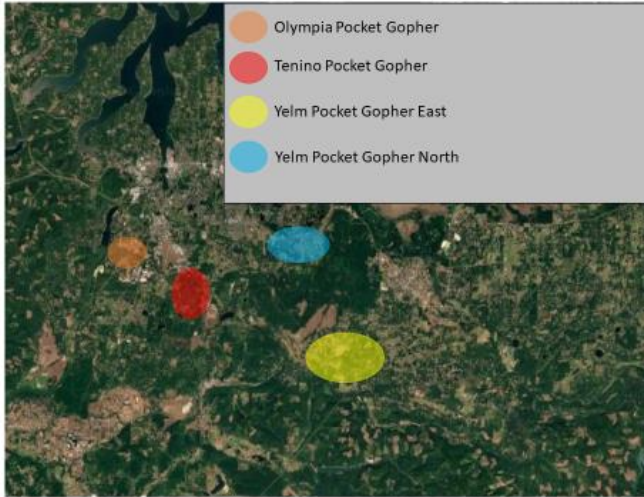
Project description:

This project will support architectural and engineering services for the Young Child & Family Center's Phase I early learning facility to serve military connected and other families with young children in Thurston County.

- The early learning facility will provide 23 classrooms serving up to 600 young students opening in the 2027-28 school year. The Young Child & Family Center will double the number of Early Childhood Education and Assistance Program slots available to families in the district.
- The NTPS service area falls within an extreme childcare access desert. Demand for high quality childcare programs have outpaced industry growth for several years, with COVID-related operating restrictions decreasing enrollment and causing over 30% of childcare centers to close.
- 15.6% of students served by NTPS have a parent serving in the military, with access to childcare a common issue facing military communities and their families.
- NTPS has state appropriated funding secured along with a Capital Levy ballot measure passed in February 2024 for \$30,500,00 in local funding secured for the project.

Project #9: Thurston County - Conservation Land Acquisition

Total DCCA Funds Requested	Total Leveraged Funds	Total Project Cost
\$1,250,000	\$500,000 (Local)	\$2,500,000
	\$750,000 (Local)	



Project Partners/Beneficiaries
Joint Base Lewis-McChord
Thurston County

Organization Info
Marisa Whisman, Associate Planner
Thurston County
360-867-2104
Marisa.whisman@co.thurston.wa.us

Project description:

This land acquisition project will purchase land in accordance with the county's 30-year county wide habitat conservation plan (HCP). Thurston County's HCP is designed to offset projected building development impacts of federally listed or candidates for federally listed species.

- Species include: three subspecies of the Mazama pocket gopher, Taylor's checkerspot butterfly, Oregon vesper sparrow, and Oregon spotted frog.
- Two of these species (Taylor checkerspot butterfly and subspecies of the Mazama pocket gopher) have significant habitat on JBLM and are impacted by military training, requiring off site mitigation which land acquisition will help provide.
- The project will increase military training flexibility and housing options through conservation of prairies and species outside JBLM and minimize future species listings within JBLM.
- Thurston County will use a dedicated conservation futures fund for land acquisition mitigation fees through estimated habitat impacts, to be assessed via debit-credit methodology as land use applications are received.

Appendix A: Background

Program implementation is strengthened due to previous efforts completed as part of Commerce's programs targeted to summarize and assess our state's needs as they relate to compatibility-related infrastructure, projects, programs, and policies.

For several years, Commerce has developed and implemented a statewide strategy to improve civilian-military land use compatibility. This effort was a main goal of the Washington's sector-based economic development strategy. DCCA rests on a strong foundation of established work to address land use compatibility issues in Washington.

2015-2016

Growth Management Services Background in Civilian-Military Land Use Compatibility

Beginning in 2015, Commerce conducted a review of nationwide best practices in promoting civilian military land use compatibility. In 2016, the Legislature commissioned the development of a strategic plan. This work was partially funded by a grant from the Department of Defense Office of Economic Adjustment. Commerce published the [Civilian-Military Land Use Study \(PDF\)](#) with state-level planning recommendations for the Legislature.

2017

The [Washington State Military and Community Compatibility Strategy \(PDF\)](#) was developed for Commerce in 2017 by The Spectrum Group, a consulting firm. It identified several implementation strategies to support a statewide program for civilian-military land use compatibility. A key strategy is funding strategies for community-identified compatibility initiatives, which identified the need for a statewide framework to fund compatibility projects and establish priorities for capital budget requests, reducing reliance on direct appropriations as the sole source of funding.

Additionally, the document included budget considerations for compatibility enhancing initiatives and observed that significant investments were made in mission-supportive infrastructure, most notably on transportation projects. Projects were primarily funded through direct appropriations, pointing to the need for a predictable source and a systematic process for communities to access state funding for investments in compatibility-related infrastructure. The report also suggested that scoring and ranking criteria be used to consider investments that support a mission and enhance compatibility.²

2018-2019

In 2018-2019, Commerce produced [The Washington State Guidebook on Military and Community Compatibility](#), a technical assistance guidebook that provides guidance to both military and civilian planners on local government and military planning frameworks and processes. The guidebook includes case studies, resources and descriptions of the planning processes undertaken by the various branches of the U.S. Armed Forces. The guidebook is intended as a resource for military and local government planners to effectively work together toward compatibility efforts.

² [The Washington State Military and Community Compatibility Strategy](#), The Spectrum Group and Washington State Department of Commerce, 2017.

Building on previous work within Growth Management Services' Civilian-Military Compatibility Program, DCCA furthers compatibility efforts by establishing a statewide process and framework for evaluating and prioritizing projects to be considered for funding by the Legislature. Using the technical expertise learned from compatibility planning efforts conducted by Commerce's Growth Management Services' Civilian-Military Compatibility Program, DCCA can use these resources to effectively develop and manage program objectives.

2019-2022

In 2019, Commerce began the Compatible Energy Siting Assessment (CESA) project with grant funding from the Department of Defense and partnered with the state of [Washington Energy Facility Site Evaluation Council \(EFSEC\)](#) to support early and ongoing civilian-military coordination for compatible siting decisions. Stakeholders engaged in energy siting and military operations need a means to identify locations where activities overlap and guidance for early consultation that minimizes potential for mutual impacts.

Early and ongoing coordination protects military functional capacity and can save developers from possible delays or late-stage investment loss. Consultation throughout development is critical to addressing risk within areas where the military operates.

As an outcome, Commerce created an interactive mapping tool, which provides example site specific consultation guidance via an interactive [ArcGIS hub site and map viewer](#).

Alignment with the Growth Management Act

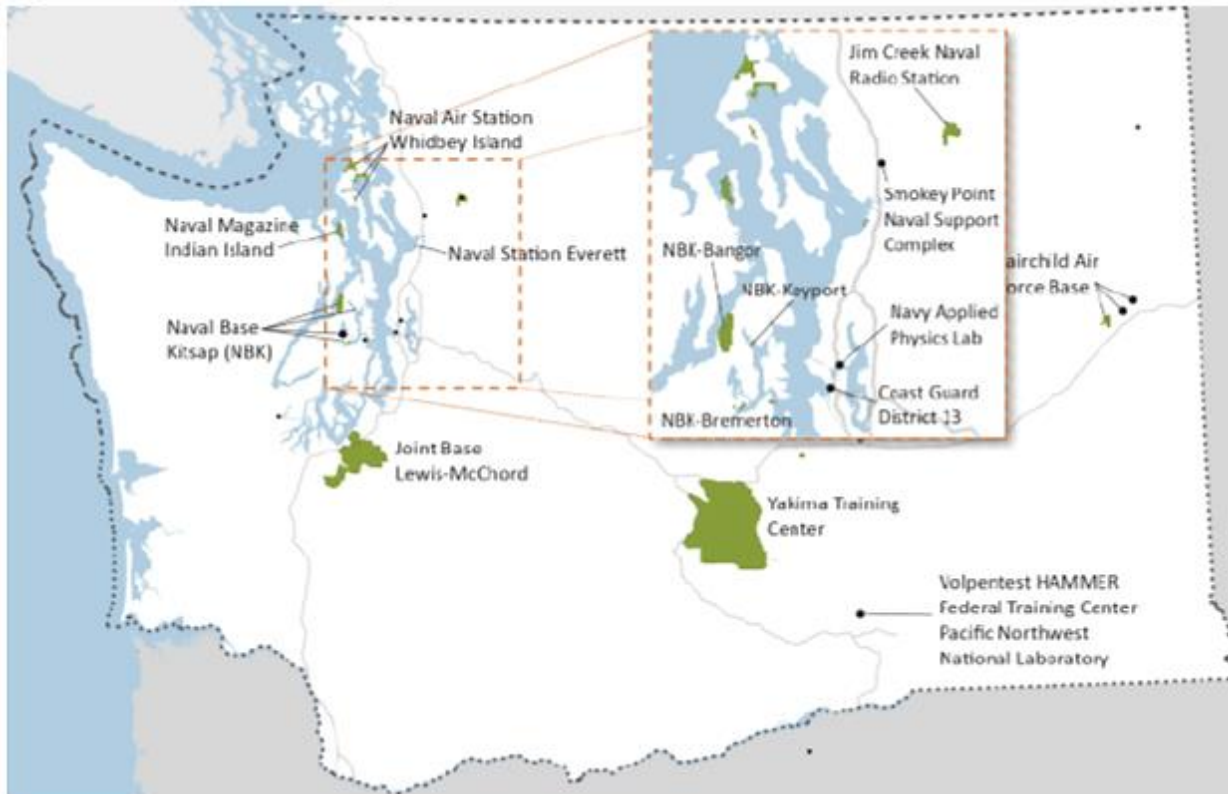
Within the Growth Management Act, [RCW 36.70A.530](#) states that comprehensive plans and development regulations should not allow development near a military installation that is incompatible with the installation's ability to carry out its mission requirements, by supporting land use projects.

The Revised Code of Washington was amended to reflect the topic of land use compatibility. DCCA aligns with the intent of the statute by requesting applicants provide documentation to demonstrate that a project has been identified to increase the viability of military installations for current or future missions. Applications that include expressed support from partners and military installation commanders further the goals of RCW 36.70A.530 by promoting communication between communities conducting planning and military personnel to ensure incompatible development is avoided, and project goals and mission viability are maintained.

RCW 36.70A.530 also requires cities and counties hosting military installations located within or adjacent to their borders to notify the commander of comprehensive plan and development regulation amendments. DCCA program guidelines further support this requirement by requesting that applicants include letters of support from nearby military installation commanders expressing the ways in which the project will further support mission readiness and viability.

Military bases in Washington

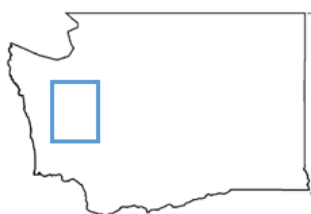
Military bases and personnel have been part of the community for generations in several areas. Washington hosts multiple military service branches, including at the federal and state level.



Washington hosts the following military sites:

- Joint Base Lewis-McChord (JBLM)
- Fairchild Air Force Base (FAFB)
- Yakima Training Center (TYC)
- Naval Air Station Whidbey Island (NASWI), Naval Outlying Landing Field (NOLF) Coupeville
- Naval Magazine Indian Island (NAVMAGII)
- Naval Base Kitsap (NBK)
- Naval Station Everett (NSE)
- Northwest Training Range Complex (NWTRC)
- Camp Murray, University of Washington Applied Physics Lab
- Pacific Northwest National Laboratory (PNNL)
- Federal Training Center
- U.S. Coast Guard District 13 (USCG-D13)

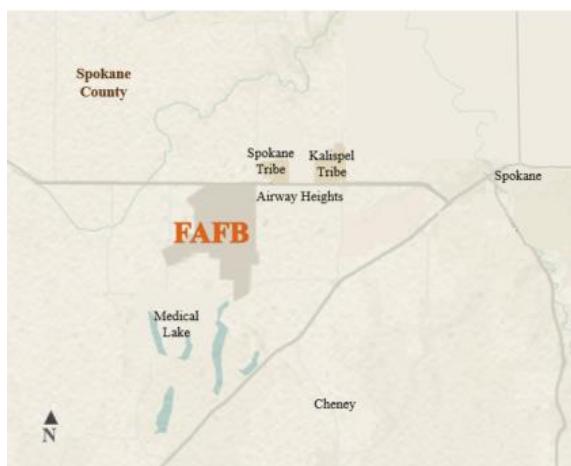
Joint Base Lewis-McChord



Joint Base Lewis-McChord (JBLM) is south of Tacoma between Lakewood and Lacey. The base covers 90,000 acres and is a strategic location near sea and aerial ports, a rail corridor, and highway networks.

JBLM provides training and infrastructure, responsive quality of life programs, and mobilization and deployment operations for Army, Navy, Air Force, and Marines.

Fairchild Air Force Base



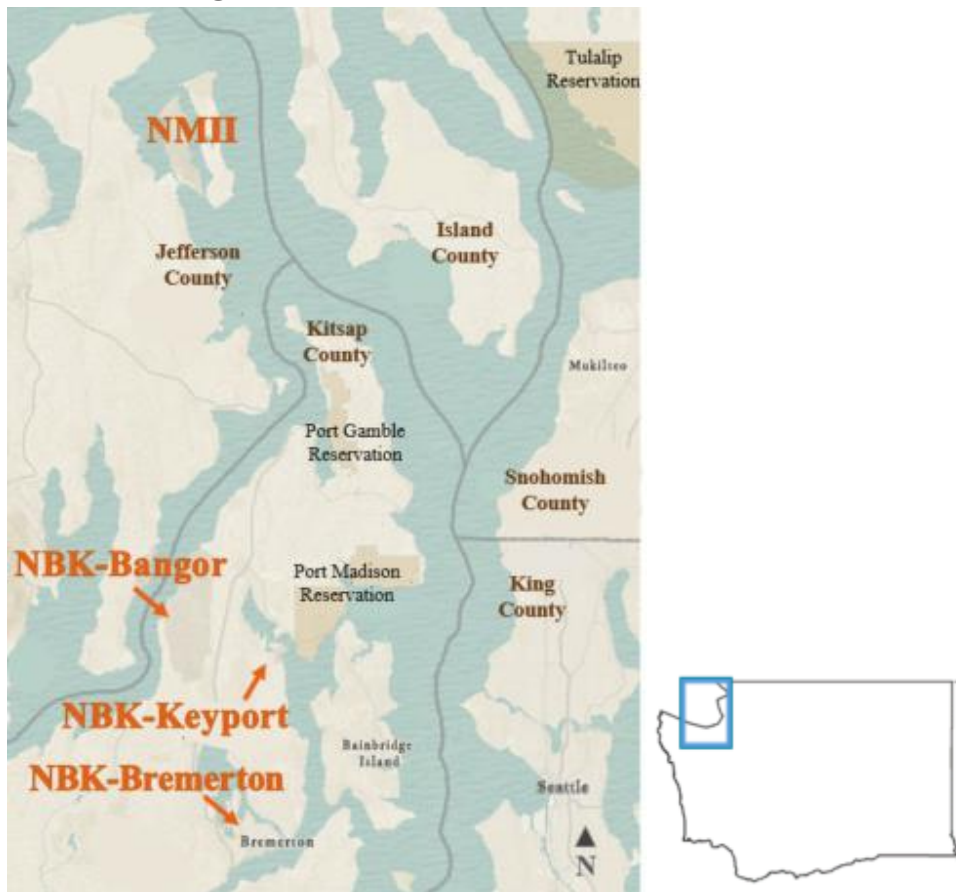
Established in 1942 as the Spokane Army Air Depot, Fairchild Air Force Base (FAFB) is located just west of the city of Spokane within Spokane County and near the city of Airway Heights. Its primary mission is to provide air refueling, cargo, and passenger delivery for missions in the Pacific.

Naval Air Station Whidbey Island



Naval Air Station Whidbey Island (NASWI) was established in 1942 near Oak Harbor and Coupeville. It is the sole naval aviation asset in the Pacific Northwest and totals 55,000 acres. NASWI is a critical location for carrier landing training.

Naval Magazine Indian Island and Naval Base Kitsap



Naval Magazine Indian Island (NAVMAGII) covers a 2,700-acre island in Jefferson County, southeast of Port Townsend. Since 1941, this base has loaded ammunition on ships preparing for or returning from deployment or training.

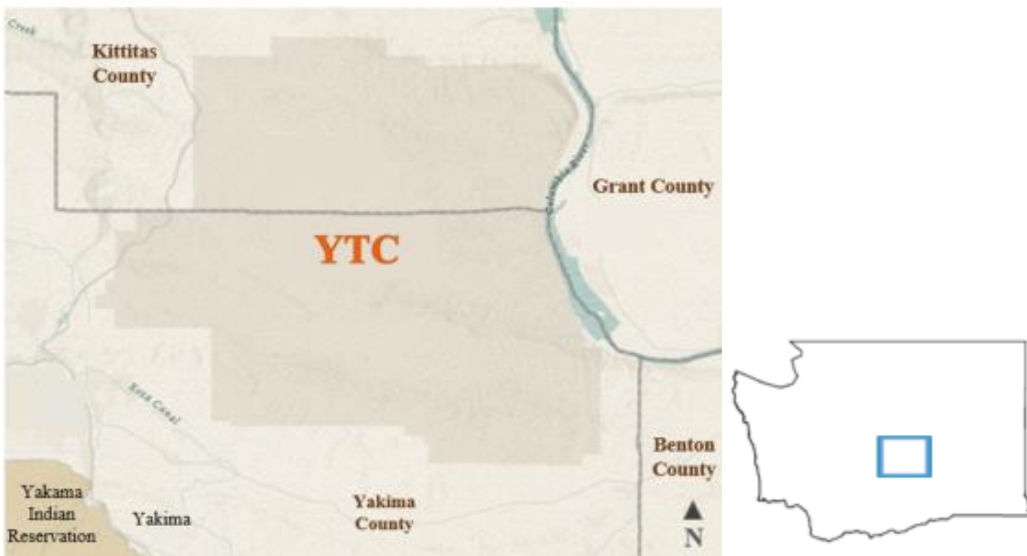
Naval Base Kitsap (NBK) comprises a variety of installations on the Kitsap Peninsula, including bases at Bremerton, Bangor, Keyport, Manchester and Jackson Park. The more than 10,000-acre installation oversees ship and submarine berthing, repairs and deconstruction, as well as fuel storage, training and deep-water research.

Naval Station Everett



As the nation's newest naval base, NSE was established in 1994 with support facilities in Marysville, eastern Snohomish County and along the coast. It totals 5,111 acres and is the homeport for five U.S. Navy destroyers.

Yakima Training Center



Yakima Training Center (YTC) is operated by JBLM. This 327,000-acre facility, 168 miles from the main base, is used for joint training exercises. YTC is a vital partner in regional emergency management strategies, including wildfires and hazardous waste management.

State programs

With the development of DCCA, Washington joined numerous other states in providing loans and grant programs for civilian-military land use projects. Below are several examples of compatibility funding efforts across the country.

Alaska Military Facility Zones: Municipalities in military facility zones may receive priority consideration for financial assistance on projects in the zone.

Arizona Military Installation Fund: Established to fund the acquisition of real estate and infrastructure projects that are vital to the preservation of a military installation.

California Infrastructure State Revolving Fund Program: Finances military infrastructure projects conducted by public agencies and non-profit corporations.

Florida Defense Reinvestment Grant Program: Supports community-based activities that implement economic diversification strategies and reuse closed installations and infrastructure planning. **Defense Infrastructure Grant Program:** Provides grant funding for infrastructure projects that benefit communities and military installations.

Georgia Job Tax Credit Program: Provides job tax credits in areas adjacent to a military base and designated as military zones.

Maryland BRAC Revitalization and Incentive Zone Program: Provides funding to local governments for infrastructure projects in BRAC revitalization and incentive zones.

New York Military Base Retention Grant: Provides funding to nonprofit organizations and municipalities to promote, enhance, and protect New York's military bases.

Oklahoma Military Strategic Planning Commission Incentive Fund: Provides funds to local governments for public projects necessary to protect the interest of the community in areas affected by potential military closures or mission changes.

Texas Military Value Revolving Loan Fund: Provides financial assistance to defense communities for job creation, economic development, and infrastructure projects. **Texas Defense Economic Adjustment Assistance Grant Program:** Provides grant funding for infrastructure projects to assist military host communities with impacts associated with changes in defense contracts.

Utah Military Installation Development Authority: Supports planning and land development in designated project areas on military land and public or private land.

Federal programs

Defense Community Infrastructure Program: Recognizing that local governments often bear the costs of developing and maintaining infrastructure that support military installations needs, the federal government authorized the Defense Community Infrastructure Program (DCIP) in the 2019 National Defense Authorization Act. The intent of DCIP is to complement efforts at the state level with a federal program that provides matching funds for civilian-military land use compatibility projects. Often the cost of infrastructure projects is more than a local government can afford.

Through state, local and federal partnerships, the potential of a new source for leveraged funds through DCIP promotes infrastructure projects including transportation, public safety, joint services such as schools and community support facilities, and utilities and telecommunications. The intention of this program is to leverage federal funds to support local projects affecting bases throughout the country. The 2022 National Defense Authorization Act authorized \$90M for DCIP within the Office of Local Defense Community Cooperation (OLDCC). The Defense Community Compatibility Account can provide state matching funds to further leverage the federal program and fund high-priority projects identified by local communities.

Readiness and Environmental Protection Integration Program: The U.S. Department of Defense also administers the Readiness and Environmental Protection Integration Program (REPI) as a federal tool for addressing compatibility issues by helping remove or avoid land use conflicts near military installations. REPI uses partnerships with state and local governments to share the costs of land acquisitions and conservation efforts through regional partnerships. As of 2021, 21,645 acres were protected in the state. DoD and its partners spent over \$111 million as a part of the REPI program, in 6 installations in Washington.³

REPI is an important compatibility tool and recognized in Chapter 404, Laws of 2019 (SSB 5748), which states that Commerce may consider the degree to which projects are compatible with the criteria established in the REPI program.

³ REPI State Fact Sheet, Washington, 2021, [Washington_ALLFacts.pdf \(repi.mil\)](#)

Appendix B: Program outreach and methodology

Outreach consisted of attending local, state, and regional civil military compatibility conferences, symposiums, and workshops to solicit applicants and grow awareness of the DCCA grant opportunities. Additionally, program staff utilized the program website, news releases, and email stakeholder lists to raise awareness of program requirements and timelines. Finally, the DCCA program manager expanded the network of local government, federally recognized Indian Tribes, non-profits, and potential applicants through one-on-one or group video calls to enhance understanding of the DCCA and grow the pool of applicants and future applicants.

Outreach also included the creation of the DCCA Advisory Committee, consisting of two organizations focused on enhancing compatibility with military installations and their surrounding communities as well as generating economic opportunities. The DCCA Advisory Committee provided input and feedback on 2024/2025 DCCA project applications as well as assisted in identifying areas need, such as affordable childcare and housing for military families, across the state. DCCA program staff will focus on growing the advisory committee in the future.

Outreach efforts included:

- A program [webpage](#) with access to program information, resources, and important dates and announcements relevant to the application process.
- Project solicitation announcements through direct email to stakeholders registered to receive information on civilian-military compatibility topics.
- Direct outreach to local and tribal governments in areas adjacent to military installations.
- Direct contact with interested parties throughout the program development and application stage.
- Presentations to stakeholder groups to introduce the program and its components.
- Question-and-answer opportunity for interested applicants during the program application window.

Ongoing outreach will be conducted with a variety of representatives from federal agencies, U.S. Department of Defense installations in Washington, federally recognized Indian tribes, city, county, and state governments, associations, advocacy and nonprofit organizations, elected officials, neighborhood-based organizations, public development authorities, and other interested parties.

Application solicitation process

The DCCA application window extended from April 1 - September 13, 2024, marking the program's third solicitation opportunity.

A total of 10 projects were received during the application window. Projects were evaluated using a scoring matrix and prioritization process in accordance with the requirements and recommendations outlined in the authorizing statute.

Evaluation criteria

Project applications were evaluated on an established set of objective ranking criteria, including the following categories. In addition to the five evaluation categories listed, applicants may receive up to 15 additional bonus points for meeting specific priorities as stated in Chapter 404, Laws of 2019 (SSB 5748).

- **Project scope:** Project applications were evaluated for the quality of their project scope, considering feasibility of the work plan and project milestone worksheet, description of activities, and the associated timeline.
- **Leveraged funds:** Project applications were evaluated based on funding-based categories, including total project costs, project budget, leveraged funding and resources available, and overall project match.
- **Need and priority:** Project applications were evaluated for their demonstrated need and priority based on described urgency, local conditions, need addressed, community need, need and priority supportive documentation, and local priority.
- **Project readiness:** The project was evaluated for its demonstration of readiness to proceed for a timely and successful completion, including risk assessment, expediency, project site control, environmental and cultural resources review, zoning, and project phases.
- **Organizational capacity:** Project applications were evaluated on the applicant's capacity to complete and maintain all project components. Applicants needed to demonstrate capacity to perform and manage the proposed activities – both during the completion of development and ongoing operations of the project, including project sustainability, and program and process management.

Bonus Points Awarded For:

- **BRAC, JLUS, REPI recommendation:** Recommendations of the U.S. DOD Base Realignment and Closure (BRAC) processes, Joint Land Use Studies (JLUS), or other federally initiated land use processes, including the U.S. DoD Readiness and Environmental Protection Integration Program (REPI).
- **Mission viability:** Whether a branch of the U.S. Armed Forces identified the project as increasing the viability of military installations for current or future missions.
- **Community support:** Applications accompanied by express support from nonprofit community or neighborhood-based organizations, public development authorities, federally recognized Indian tribes, or other community partners.

Evaluation matrix

- Project applications were evaluated using fair and unbiased criteria following the recommendations and priorities as established in the DCCA establishing statute, Chapter 404, Laws of 2019 (SSB 5748).

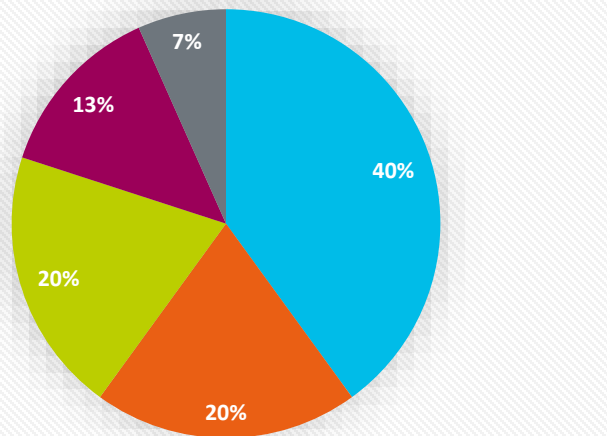
- The evaluation team members' analysis of the applications and accompanying materials provided the basis for establishing the prioritized project list presented in this report. Applications were scored individually and collectively using the project evaluation matrix and scoring framework.
- Evaluators awarded points for each evaluation category based on their interpretation of the quality and effectiveness of the applicant's response to each requirement. Their external experience with, or perception of, the application was not a factor in this evaluation.
- The following evaluation matrix was used to review and score applications received. Points were awarded based on the standards described.

Points	Description	Discussion
8-10	Exceeds Minimum Requirement	The applicant has demonstrated an above-average capability, approach, or solution and has provided a complete description of the capability, approach, or solution, showing superior capability.
4-7	Meets Minimum Requirement	The applicant has an acceptable capability to meet this criterion and has described its approach in sufficient detail.
1-3	Below Minimum Requirement	The applicant has established some capability to perform the requirement, but descriptions regarding their approach are not sufficient to demonstrate the applicant will be fully able to meet the requirements.
0	No Value	The applicant has omitted any discussion of this requirement, or the information provided is of no value.

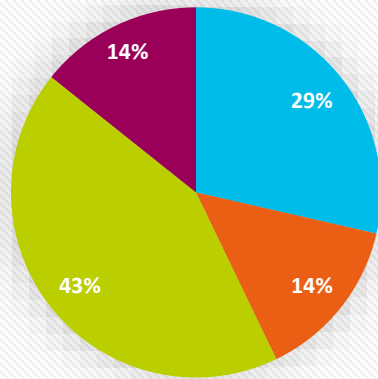
Appendix C: DCCA historical metrics

Application year	Number of project applicants	Projects awarded funding	Total DCCA dollars awarded	Largest award	Average award
FY2024	15	7	\$37,670,000.00	\$13,900,000.00	\$5,381,428.00

Applicant Breakdown by Installation Partner



Projects Awarded Breakdown by Installation Partner



Dollar Award Breakdown by Installation Partner

