

Meeting Date: November 25, 2024 Agenda Item No:

Kitsap County Board of Commissioners

Department: Public Works – Roads Division

Staff Contact: Joe Rutan, County Engineer, 360-337-4893

Title: Resolution Adopting the 2025 through 2030 Six-Year Transportation Improvement

Program

Recommended Action: Move that the Board adopt the 2025 through 2030 Six-Year

Transportation Improvement Program

Summary:

The 2025 through 2030 Six-Year Transportation Improvement Program was made available to the Board of County Commissioners for review prior to this hearing. The Program represents "long range" plans for road, bridge and nonmotorized transportation construction projects. The following is a brief summary of the proposed projects, revenue sources and annual expenditures for the 2025-2030 Transportation Improvement Program:

Number of Projects: 50

Projected Revenue by

source:

Federal funds: \$65,717,799 State or developer funds: \$30,971,000 Impact fees: \$12,459,000 Local funds: \$36,761,201

\$145,909,000 Total Revenue:

Expenditures by year:

2025 \$40,255,500 2026 \$36,715,500 2027 \$19,356,000 2028 \$17,983,000 2029 \$24,147,500 \$7,451,500

Total Expenditures: \$145,909,000

Attachments:

1) Resolution

2) 2025 through 2030 Six-Year Transportation Improvement Program

Fiscal Impact for this Specific Action

Expenditure required for this specific action: \$ 145,909,000

| Related Revenue for this | specific action: | \$ 109,1 | 47,799 (State, Federal, Developer, |
|--------------------------------|------------------------|--------------------------|------------------------------------|
| | | Impact | Fees) |
| Cost Savings for this spe | ecific action: | n/a | |
| Net Fiscal Impact: | | \$ 36,76 | 1,201 (6-year period)Local funds |
| Source of Funds: | | State, F | ederal, Impact Fees, Local funds |
| | Fiscal Impact for | Total Pro | pject |
| Project Costs: | | \$ 145,9 | 09,000 |
| Project Costs Savings: | | n/a | |
| Project Related Revenue | | \$ 109,1 | 47,799 (State, Federal, Developer, |
| | | Impact | Fees) |
| Project Net Total: | | \$ 0 (Loc | cal Road Fund) |
| Dep | oartmental/Office Rev | iew & Co | oordination |
| Department | Department Dire | ctor | Approve |
| Public Works | Andrew B. Nelse | on | |
| | Contract Information - | Not Ap | plicable |

RESOLUTION Resolution Adopting the 2025 through 2030 Six-Year Transportation Improvement Program

WHEREAS, in compliance with RCW 36.81.121 and WAC 136-14, the Board of Kitsap County Commissioners hereby certifies that a priority array of potential projects and a bridge condition report were prepared by the County Engineer and made available to the Board of County Commissioners during the preparation of a proposed six-year comprehensive road construction program for the period January 1, 2025, to December 31, 2030 and,

WHEREAS, the County Engineer has prepared the proposed six-year comprehensive construction program in accordance with the guidelines identified in the Transportation Improvement Program (TIP) Annual Update Process (2024) balancing County Land Use and Transportation Goals and Policies, County Plans, transportation system data analysis, transportation needs analysis, community and individual input, fiscal constraints, and regulatory requirements, and

WHEREAS, in further compliance with said law the Board has held a public hearing this 25th day of November 2024.

THEREFORE, BE IT HEREBY RESOLVED by the Board of Kitsap County Commissioners, in regular session assembled, that the attached Six-Year Transportation Improvement Program (TIP) for 2025 to 2030 for Kitsap County Roads be adopted as set forth in detail, consisting of projects numbered which are incorporated and made part of this resolution.

BE IT FURTHER RESOLVED, that, pursuant to RCW 36.70A.130(2)(a)(iv) and KCC 21.08 the Board of County Commissioners hereby incorporates portions of the Six-Year Transportation Improvement Program into the Kitsap County Comprehensive Plan, Appendix A – Capital Facilities Plan. This incorporation by reference replaces and updates the Transportation section, specifically the subsection entitled "Capital Facilities Projects and Financing." The portions of the TIP that are incorporated are only those components necessary for the Capital Facilities Plan, as set forth in the current Capital Facilities Plan.

| ADOPTED this | day of November, 2024. | |
|--------------|------------------------|--|
| | | |
| | | |

day of Nayronshar 2024

| BOARD OF COUNTY COMMISSIONERS KITSAP COUNTY, WASHINGTON |
|---|
| |
| KATIE WALTERS, Chair |
| CHRISTINE ROLFES, Commissioner |

| ATTEST: | CHARLOTTE GARRIDO, Commissioner |
|----------------------------------|---------------------------------|
| Dana Daniels, Clerk of the Board | |





Kitsap County Department of Public Works

614 Division Street, MS-26 · Port Orchard, WA 98366-4699

Andrew Nelson, P.E., Director

KEY TO INFORMATION CONTAINED IN THE SIX YEAR TIP

<u>Functional Class</u> This is the federal functional classification for the road on which the project is located as listed in the current Kitsap County Road Log. The numeric codes used are as follows:

06=Rural Minor Arterial14=Urban Principal Arterial07=Rural Major Collector16=Urban Minor Arterial08=Rural Minor Collector17=Urban Collector Arterial09=Rural Local Access19=Urban Local Access

<u>Project Identification</u> This is a listing of the project name and a summary of the work in general and a description of the work to be accomplished in the program year. Note that the Federal Aid Number is a Contract number assigned to the project when Federal Funds are scheduled to be spent. Also, the Road Log or Bridge Numbers are identification numbers that are assigned to roads and bridges within our road database.

Improvement Type Codes

| 01=New construction on new alignment | 08=New Bridge Construction | 21=Transit Capital Project |
|--------------------------------------|---------------------------------|------------------------------|
| 02=Relocation Project | 09=Bridge Replacement | 22=Transit Operational |
| 03=Reconstruction | 10=Bridge Rehabilitation | 23=Transit Planning |
| 04=Major Widening | 11=Minor Bridge Rehabilitation | 31=Non-Capital Improvement |
| 05=Minor Widening | 12=Safety/Traffic Operation/TSM | 32=Non-Motor Vehicle Project |
| 06=Other Enhancements | 13=Environmentally Related | - |
| 07=Resurfacing | 14=Bridge Program – Special | |

Funding Status

- **S** Project is selected by the appropriate selection body and funding has been secured by the lead agency.
- **P** Project is subject to selection by an agency other than the lead and is listed for planning purposes. (Funding has not been determined.)

<u>Total Length</u> This is the project length in miles to the nearest hundredth.

TIF Eligibility Indicate whether or not we can spend Transportation Impact Fees on this project. TIF eligible projects are system improvements (but not maintenance or operations) that will reasonably benefit new development. Impact fees may also be used to recoup public improvement costs previously incurred by the county to the extent that new growth and development will be served by the previously constructed improvements or incurred costs. (Kitsap County Code 4.110.100, codifying Ord. 600-2021)

<u>Project Phase</u> This column contains the row headings for the three main phases of a project. These phases are Preliminary Engineering (P.E.) which consist of all Engineering Study and Design Activities for the project. Next is the Right of Way Acquisition (R/W) which consists of all

activities related to negotiating and purchasing Rights of Way needed for the project. Lastly is the Construction (**Const**) phase which entails all of the construction activities associated with the project.

Month/Year Phase Starts This column lists the estimated dates that a project phase will start. If a date is not entered next to a project phase, then that phase is assumed to be complete, not required or the specific project scope does not anticipate additional work until some other action is taken, i.e., Concept Evaluations show that only P.E. is being done, until it is determined to go forward with the project. Federal Fund Code & Federal Cost by Phase These columns reflect the federal funding program and the amount of these funds to be applied to a project, and the number following the grant name indicates the deadline year for obligation of that phase. A listing of the program codes and their descriptions follows:

<u>STP</u> this abbreviation refers to the Federal Surface Transportation Program. This Federal program is currently funding under the Infrastructure Investment and Jobs Act (IIJA) of 2021. The program is administered by the Washington State Department of Transportation (WSDOT) Local Programs Division in conjunction with the Puget Sound Regional Council (PSRC) and the Regional Federal Highway Engineer.

The Surface Transportation Program (STP) has the objective to fund construction, reconstruction, resurfacing, restoration, and rehabilitation of roads that are not functionally classified as local or rural minor collectors, with certain exceptions (23 U.S.C. 133(c)). STP also supports funding for transportation enhancements, operational improvements, highway and transit safety improvements, surface transportation planning capital and operating cost for traffic management and control, carpool projects, development and establishment of management systems, electric vehicle charging infrastructure, bicycle facilities and pedestrian walkways. The deadline year runs from Nov. 1st of the previous calendar year to June 1st of the indicated calendar year.

STP funds have regional allocation through PSRC. Then PSRC sub-allocates funds by county region based on the percentage of the population. The Kitsap (Cities and County) allocation is typically around 6.5% of the STP funds allocated to PSRC. (6.4% in 2022)

<u>RAP, CAPP ... Other & State or Other Funds</u> These two columns refer to the various funding sources and their amounts. A listing of these sources and their descriptions follows:

<u>SEPA</u> these are fees collected from land development projects for mitigation of site specific impacts identified during the land use approval process. These fees can only be used for projects that are specifically identified during the land use process.

RAP This abbreviation refers to the Rural Arterial Program. The Rural Arterial Program (RAP) was established in 1983 to provide funding to counties for improvements on rural major and minor collector arterials. This program is administered by the County Road Administration Board (CRAB). The program utilizes a portion of the Motor Vehicle Fuel Tax to finance projects and generates approximately \$31 million dollars each biennium. Proposed Kitsap County projects are rated in conjunction with proposed projects from other counties in the CRAB's Northwest Region (NWR). Proposed projects are rated according to several factors including accident history, roadway alignment, traffic volume, roadway structural condition and service to the community. The NWR consists of Kitsap, Clallam, Jefferson, Whatcom, Skagit, Island, and San Juan Counties.

<u>TIB</u> This abbreviation refers to the Transportation Improvement Board which administers the Transportation Improvement Account and Urban Arterial Trust Account.

The Transportation Improvement Account (TIA), created by the State Legislature in 1988, is funded by 1.5 cents of the Motor Vehicle Fuel Tax. Through its project selection process, the TIB requires multi-agency planning and coordination and public/private cooperation to further the goal of achieving a balanced transportation system in Washington State. Projects selected for funding must be attributable to congestion caused by economic development or growth; consistent with state, regional and local transportation plans (including transit and rail); and be partially funded by local contributions.

The Urban Arterial Trust Account (UATA) program was established in 1967. The intent of the UATA program is to improve the urban arterial street system of the state by improving mobility and safety while supporting an environment essential to the quality of life of the citizens of the State.

Projects are eligible for cost reimbursement up to 80 percent with higher priority given to those projects with local contributions (including private sector financing) greater than 20 percent.

<u>DOT</u> This abbreviation refers to participation by the State Department of Transportation in projects that involve County Roads and State Highways. These funds are programmed dollars which are listed in the State DOT 6-year and biennial highway construction programs.

<u>STORM</u> Stormwater Utility Funds come from local revenue generated through a fee assessed to all developed land within unincorporated Kitsap County. The revenue is used to plan, manage, construct, maintain Stormwater management facilities within Kitsap County and carry out activities as allowed under RCW 36.89.

<u>CRID</u> All counties have the authority to create County Road Improvement Districts (RCW 36.88) for the acquisition of rights of way and improvement of county roads. Such counties have the authority to levy and collect special assessments against the real property specially benefited thereby for the purpose of paying the whole or any part of the cost of such acquisition of rights of way, construction, or improvement.

<u>TBD</u> It is the intent of the legislature to encourage joint efforts by the state, local governments, and the private sector to respond to the need for transportation improvements on state highways, county roads, and city streets. This is achieved by allowing cities, towns, and counties to establish Transportation Benefit Districts in order to respond to the special transportation needs and economic opportunities resulting from private sector development for the public good. The legislature also seeks to facilitate the equitable participation of private developers whose developments may generate the need for those improvements in the improvement costs.

<u>Grant</u> This project will be submitted to a grant process at a later date.

<u>Grant(A)</u> This project was submitted to a grant process and the results are not yet known.

<u>Grant(C)</u> This project was submitted to a grant process, was not chosen, but remains on a contingency list.

<u>Impact Fees</u> this column denotes the portion of Development Impact Fees which are set aside for road improvements from the fees collected under the County's impact fee ordinance. Impact fees are collected to offset system wide impacts that are created by development, which cannot specifically be attributed to a specific land development project.

Local Funds this column shows the amount of local funds which are to be used on a project. These funds come primarily from the property tax road levy, and the County's share of the State Motor Vehicle Fuel Tax (gas tax) as well as minor contributions from other sources that amount to approximately 1% of the road fund annual revenues.

Total this column reflects the total amount of funding required for each phase. This represents the total estimated project cost for that phase. You will also notice that there is a Total row at the bottom of each project. This row totals the amount of funding from the various sources for the entire project.

Expenditure Schedule These six columns represent the estimated total dollar amounts to be spent on a particular project phase in a given year. Some projects will have expenditures before and/or after the time period of the six-year TIP which are not shown here.

Environmental Data Type For Federally funded projects the type of environmental documentation required for the project is indicated as follows:

EIS=Environmental Impact Statement EA=Environmental Assessment CE=Categorical Exclusion

| | | | | | | | | PROJEC | T COSTS I | | | | | | | | | | | | FED. |
|-----------------|---|------------------------|-------------|--------------------|-----------------|--------------|------------------------------|----------------------|--------------------------|---|-------------------------------|----------------|----------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|---|
| | | | | | | | | FEDERA | | NDING SC | URCE INF | ORMATI | ON | 1 | | | | | | | PROJ. ONLY |
| ١. | | | | | | | | | L FUNDS | | | | | | | | | | | l | |
| TIP PROJECT NO. | | IMPROVEMENT TYPE(S) | FUNC. CLASS | TOTAL LENGTH (mi.) | PROJECT PHASE | TIF District | MONTH / YEAR PHASE STARTS | FEDERAL FUND CODE | FEDERAL COST BY PHASE | RAP / CAPP / TIA / UATA / PWTF / OTHER | STATE OR OTHER FUNDS | IMPACT FEES | LOCAL FUNDS | TOTAL | YEAR 1 2025 | YEAR 2 2026 | YEAR 3 2027 | YEAR 4 2028 | YEAR 5 2029 | YEAR 6 2030 | ENVIRO TYPE ROW REQ.? DATE COMPLETE |
| | CRP# 3700 | | | | P.E. | | | | | | | | | | | | | | | | CE |
| | CodeGreen | CPTY | N/A | | R/W | - | | | | | | | | | | | | | | | N N |
| | Traffic signal optimization software | | | | Const. | 5 | 1/24 | HSIP | 484 | | | | | 484 | 484 | | | | | | |
| | | | | | Total | | | | 484 | | | | | 484 | 484 | | | | | | |
| | 52690 MP 0.33-0.38 | | | | | | | | | | | | | | | | | | | | |
| ١, | Nonfreight CRP# 3701 Bahia Vista Siide Repair | RC | 09 | 0.05 | P.E. R/W | _ | - | | | | | | | | | | | | | | |
| 2 | Dania Vista Silde Repair | , KC | 09 | 0.05 | Const. | 5 | 5/25 | | | | | | 650 | 650 | 650 | | | | | | |
| | | | | | Total | ľ | 0,20 | | | | | | 650 | 650 | | | | | | | |
| | 20509 MP 2.75-3.35 | | | | | ΙĹ | | | | | | | | | | | | | | | |
| | T3 CRP# 2618 | | | | P.E. | | | | | | | | | | | | | | | | |
| 3 | Glenwood Road Lake Helena Road to Wildwood Road | 3R | 07 | 0.60 | R/W Const. | 5 | 5/24 | | | RAP-24 | 1152 | | 748 | 1900 | 1900 | | | | | | ł |
| | Lake Helena Road to Wildwood Road Resurface and pave shoulders | | | | Total | | 5/24 | | | RAP-24 | 1152 | | 748 | | | | | | | | |
| | MP 23.65-23.85 | | 1 | | Total | 1 | 1 | | | | 1102 | | 140 | 1500 | 1500 | | | | | | |
| | T3 CRP# 1636 | | | | P.E. | 5 | 1/23 | STP-23 | 10 | WSDOT | 30 | | | 40 | 40 | | | | | | CE |
| | SR 104 Holding Lane/ATMS | Ferry | 14 | 0.20 | R/W | | | | | | | | | | | | | | | | Υ |
| | Kingston Active Traffic Management System | | | | Const. | 8 | 3/25 | STP-24 | 1178 | | | | | 1178 | 1178 | | | | | | 12/23 |
| | MP 24.25-24.85 | | | | Total | 1 | | | 1188 | | 30 | | | 1218 | 1218 | | | | | | |
| | T3 CRP# 1635 | | | | P.E. | ا ا | 1/19 | | | | | 30 | | 30 | 10 | 10 | 10 | | | | EA |
| | SR 104 Realignment | cs | 14 | 0.60 | R/W | | | | | | | | | | | | | | | | Y |
| | Move inbound ferry lane to NE 1st Street | | | | Const. | | | | | | | | | | | | | | | | 6/23 |
| | County participation on State project | | | | Total | | | | | | | 30 | | 30 | 10 | 10 | 10 | | | | |
| | CRP# 1631 | | | | P.E. | | 1/24 | | | | | | 100 | 100 | 100 | | | | | | |
| | STO - Port Gamble Trail Segment D1 | P&T | N/A | 0.14 | R/W | <u> </u> | 1/24 | | | | | | 100 | 100 | 100 | | | | | | |
| | Construct gravel driveway and paved shared use path from park boundary to | | | | Const. | 5 | 4/25 | | | | | | 1300 | 1300 | 1300 | | | | | | |
| | south end of parking lot | | | | Total | | | | | | | | 1400 | 1400 | 1400 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | CRP# 1644 | <u></u> | | 0.67 | P.E. R/W | F | 1/25 | | | Grant | 200 | | | 200 | 200 | | | | | | |
| | STO - Port Gamble Trail Segment D2 Construct paved shared use path parking lot to Segment C | Pai | N/A | 0.67 | Const. | - | 4/26 | | | Grant | 1400 | | | 1400 | | 1400 | | | | | |
| | osinstate partial stated and parting lot to doginarity | | | | Total | ΙĖ | | | | - Crumi | 1600 | | | 1600 | 200 | | | | | | |
| | 79770 MP 0.00-0.13 / 79775 MP 0.00-0.16 | | | | | ΙĹ | | | | | | | | | | | | | | | |
| | Nonfreight CRP# 1645 | | | | P.E. | 5 | | | | | | | 50 | 50 | | | | | | | |
| | STO - Port Gamble Trail Segments AE | P&T | 09 | 0.50 | R/W | 5 | | 1 | | 0 | 2022 | | 50 | 50 | | | | | | | |
| 1 | Construct paved shared use path along Carver Dr and into Port Gamble | | | | Const. Total | F | 4/26 | | | Grant | 3000 3000 | | 100 | 3000 3100 | | 3000 3000 | | | | | 1 |
| H | | | 1 | | rotal | | + | | | | 3000 | | .00 | 3100 | 100 | 3000 | | | | | |
| 1 | | | | | P.E. | F | 1/24 | | | Grant | 860 | | | 860 | | 430 | 430 | | | | 1 |
| | STO - Port Gamble Trail Segment C | P&T | N/A | 4.00 | R/W | F | | | | Grant | 50 | | | 50 | | | 50 | | | | |
| | Paved Shared use path | | | | Const. | F | 6/26 | | | Grant | 5750 | | | 5750 | | | | 5750 | | | |
| H | 40700 MP 1.15-1.35 / 40490 MP 0.25-0.30 / 41130 MP 0.00-0.05 | | - | | Total | 4 | 1 | | | | 6660 | | | 6660 | | 430 | 480 | 5750 | | | |
| | T3/T4/Nonfreight CRP# 2583/2629 | | 16 | | P.E. | 4 - | 1/20 | | | TIB 21-22 | 86 | | 14 | 100 | 100 | | | | | | CE |
| | Lund - Harris to Chase | RC | 19 | 0.30 | R/W | | | | | TIB 22 | 78 | | 20 | 98 | 98 | | | | | | Y |
| | Median, sidewalk, and bike lane from Harris to Chase | | | | Const. | 5 | 2/25 | | | TIB 21-22 | 3142 | | 233 | 3932 | 3932 | | | | | | 6/24 |
| 1 | Roundabout @ Harris | | | | Total | | | | | | 3306 | 557 | 267 | 4130 | 4130 | | | | | | |

| | | | | | | | | PROJEC | T COSTS II | N THOUS | ANDS OF D | OLLARS | <u> </u> | | | | | | | | FED. |
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| | | | | | | | | | | NDING SC | URCE INF | ORMATI | ON | | | | | | | | PROJ. |
| | | | | | | | | FEDERA | L FUNDS | | | | | | | 1 | 1 | | | 1 | ONLY |
| TIP PROJECT NO. | | IMPROVEMENT TYPE(S) | FUNC. CLASS | TOTAL LENGTH (mi.) | PROJECT PHASE | TIF District | MONTH / YEAR PHASE STARTS | FEDERAL FUND CODE | FEDERAL COST BY PHASE | RAP / CAPP / TIA / UATA / PWTF / OTHER | STATE OR OTHER FUNDS | IMPACT FEES | LOCAL FUNDS | TOTAL | YEAR 1 2025 | YEAR 2 2026 | YEAR 3 2027 | YEAR 4 2028 | YEAR 5 2029 | YEAR 6 2030 | ENVIRO TYPE ROW REQ.? DATE COMPLETE |
| | 40700 MP 1.35-1.50 / 41130 MP 0.00-0.05 | | | | | 4 | | | | | | | | | | | | | | | |
| 11 | T3/Nonfreight CRP# 2630 Lund & Hoover Median, sidewalk, and bike lane from city limits to Harris Roundabout @ Hoover | RC | 16 19 | 0.25 | P.E. R/W Const. Total | ; | 6 1/20 6 1/25 6 1/26 | STP 26 | 2279 2279 | | | 587 587 | 181 90 271 | 90 2866 | 181 90 271 | 2866 | | | | | CE Y 6/24 |
| | 40700 MP 1.05-1.15 / 40550 MP 0.21-0.25 | | | | | 4 | | | | | | | | | | | | | | | |
| 12 | Nonfreight/T3 CRP# 2629 Lund & Chase Roundabout | IS | 16 19 | 0.14 | P.E. R/W Const. Total | | 1/20 5 1/25 6 4/26 | | | TIB TIB TIB | 252 61 2290 2603 | | 64 15 79 | 76 2863 | 316 76 392 | 1000 | 1863 1863 | | | | |
| | 40700 MP 0.79-1.05 | | | | | 4 | | | | | | | | | | | | | | | |
| 13 | Nonfreight/T3 CRP# 2634 Lund - Chase to Jackson 1 Sidewalks, bike lanes, and access control | RC | 16 | 0.26 | P.E. R/W Const. | _ | 5 1/20 5 1/27 6 6/28 | STP-28 | 3761 | | | 511 | 586 153 102 | 153 | 186 | 200 | 200 153 | 4374 | | | CE Y 5/27 |
| | | | | | Total | | | | 3761 | | | 511 | 841 | 5113 | 186 | 200 | 353 | 4374 | | | |
| 14 | 19515 MP 1.00-2.05 / 57740 MP 0.25-0.55 T2/T3 CRP#3686 Silverdale Way Preservation Project Overlay and ADA Compliance: Silverdale Way - Waaga Way to Bucklin Hill Road Bucklin Hill Road - Silverdale Way to Blaine Ave | нма | 16 14 | 1.35 | P.E. R/W Const. Total | | 6 1/18 6 4/25 | | | | | | 3100 3130 | 3100 3130 | 3000 3000 3030 | 100 | | | | | |
| r | 33210 MP 0.10-0.20 | | | | | | | | | | | | | | | | | | | | |
| ١ | Non-truck CRP# 2635 | | | | P.E. | | | | | | | | | | | | | | | | CE |
| 15 | Burley Creek at Spring Creek Road Joint project with WSDOT for fish barrier remediation at culvert #29630 | FP | 09 | 0.10 | R/W Const. | | 3 | PROTECT | 4236 | | | | 847 | 5083 | 83 | 2000 | 3000 | | | | 5/26 |
| | | | | | Total | | | | 4236 | | | | 847 | 5083 | 83 | 2000 | 3000 | | | | |
| 16 | 50909 MP 0.00-0.80 T3 CRF# 3699 Perry - Stone to Sheridan Sidewalks & bike lanes | RC | 16 | 0.80 | P.E. R/W Const. Total | | 8 8/23 6 1/24 6 6/26 | SRTS SRTS SRTS | 37 180 2531 2748 | | | | 63 141 204 | 180 2672 | | 2672 | | | | | CE Y 5/27 |
| | 22450 MP 0.30-0.35 | | | | | | | | | | | | | | | | | | | | |
| 17 | T4 CRP# 2632 Sunnyslope Road, Fish Passage Culverts #100703, #100704, and #100705 Replacing three small culverts with one large concrete box culvert | FP | 08 | 0.05 | P.E. R/W Const. | : | 5 5/25 6 8/25 9 6/26 | | | Grant-A | 1095 | | 82 12 122 | 12 | 82 12 | 1217 | | | | | |
| L | | | | | Total | | | | | | 1095 | | 216 | 1311 | 94 | 1217 | | | | | |
| 18 | 41409 MP 0.00-0.15 Nonfreight CRP# 2626 Harper Estuary Restoration Remove fish barrier, road fill, and shoreline armoring. Replace with a 120-foot | FP | 09 | 0.15 | P.E. R/W Const. | | 10/22 | PROTECT | 15 8340 | WA-ECY | 79 | | 5 | 79 8340 | 40 | | | | | | CE Y 5/24 |
| L | bridge. | <u> </u> | | | Total | | | | 8355 | | 79 | | 5 | 8439 | 50 | | | | | | |
| 10 | 21109 MP 1.05-1.15 / 20250 MP 1.00-1.10 T3 CRP# 2631 Sidney & Pine | ıs | 06 07 | 0.20 | P.E. R/W | | 9/23 3 1/25 | HSIP | 176 50 | | | | | 176 50 | 171 50 | 5 | | _ | | | CE Y |
| ' | Four-leg, single lane roundabout with illumination | " | 08 | 0.20 | Const. | | | HSIP | 2680 2906 | | | | | 2680 2906 | 221 | 2653 | 27 27 | | | | 6/25 |
| H | 56791 MP 0.29-0.71 / 57720 MP 0.25-0.30 | | 1 | | Total | 2 | + | | 2300 | | | | | 2300 | 221 | 2030 | 21 | | | | |
| 20 | T3 CRP# 3694 Ridgetop - Mickelberry to Myhre (All Phases) | RC | 14 | 0.47 | P.E. R/W | | 8/19 | STP 21 | 425 | | | 101 | | 526 | 526 | | | | | | EA Y |
| | Mickelberry Road NW to NW Myhre Road Widen to 4 lanes, sidewalks, bike lanes | | | | Const. Total | - | | 1 | 425 | | | 101 | | 526 | 526 | | | | | | 5/27 |
| 1 | Wideli to 4 lailes, sidewalks, bike lailes | | 1 | 1 | iotai | 1 1 | | 1 | 720 | | | 101 | 1 | 320 | 320 | | 1 | | | 1 | 1 |

| | | | | | | | | PROJEC | T COSTS I | N THOUS | ANDS OF D | OLLARS | | | | | | | | | FED. |
|-----------------|---|------------------------|-------------|--------------------|--------------------------------|--------------|------------------------------|----------------------|--------------------------|---|-------------------------------|---------------------|----------------|-----------------------|----------------|----------------|----------------|----------------|----------------|----------------|--|
| | | | | | | | | | | NDING SC | URCE INF | ORMATIO | ON | | | | | | | | PROJ. |
| | | | | | | | | FEDERA | L FUNDS | | | | | | | 1 | 1 | 1 | | | ONLY |
| TIP PROJECT NO. | | IMPROVEMENT TYPE(S) | FUNC. CLASS | TOTAL LENGTH (mi.) | PROJECT PHASE | TIF District | MONTH / YEAR PHASE STARTS | FEDERAL FUND CODE | FEDERAL COST BY PHASE | RAP / CAPP / TIA / UATA / PWTF / OTHER | STATE OR OTHER FUNDS | IMPACT FEES | LOCAL FUNDS | TOTAL | YEAR 1 2025 | YEAR 2 2026 | YEAR 3 2027 | YEAR 4 2028 | YEAR 5 2029 | YEAR 6 2030 | ENVIRO TYPE ROW REQ.? DATE COMPLETE |
| | 56791 MP 0.52-0.71 / 57720 MP 0.25-0.30 | | | | | 2 | | | | | | | | | | | | | | | |
| | T3 CRP# 3704 Ridgetop - Mickelberry to Myhre Phase 1 Ridgetop & Myhre Intersection improvements | RC | 14 | 0.24 | P.E. R/W Const. Total | | 6 1/25 6 6/26 | CRRSAA STP-27 | 474 5460 5934 | | | 77 2340 2417 | | 551 7800 8351 | 276 276 | 5000 | 2800 | | | | EA Y 5/27 |
| | 56791 MP 0.44-0.52 | | | | Total | 2 | | 1 | 3934 | | | 2417 | | 0331 | 210 | 3276 | 2000 | | | | |
| | T3 CRP# 3705 Ridgetop - Mickelberry to Myhre Phase 2 Ridgetop mid block intersection | RC | 14 | 0.08 | P.E. R/W Const. Total | _ | 6 1/24 | CRRSAA Frant-29/3 | 4279 5000 9279 | | | 669 1000 1669 | | 4948 6000 10948 | 2474 | 2474 | | | 5000 5000 | 1000 | |
| | 56791 MP 0.29-0.44 | | | | | 2 | | | | | | | | | | | | | | | |
| 23 | T3 CRP# 3706 Ridgetop - Mickelberry to Myhre Phase 3 Ridgetop & Mickelberry Intersection improvements | RC | 14 | 0.15 | P.E. R/W Const. | _ | 3 1/28 | rant-29/3 | 3000 | | | 616 3477 | | 616 6477 | | | 616 | | 5477 | 1000 | EA Y 5/27 |
| | | | | | Total | | | | 3000 | | | 4093 | | 7093 | | | 616 | | 5477 | 1000 | |
| | 25009 MP 0.96-3.53 T3 CRP# 2628 Lake Flora - City Limits to J M Dickinson | 2R | 06 | 2.57 | P.E. R/W | | 3 1/23 | | | | | | 30 | 30 | 30 | | | | | | CE |
| | Repave | | | | Const. Total | | 3/25 | STP-27 | 997 997 | | | | 156 186 | 1153 1183 | 30 | | 1153 1153 | | | | 5/27 |
| 25 | 25009 MP 3.71-4.53 T3 CRP# 2636 Lake Flora - golf course entrance to 500' east of roundabout | 2R | 06 | 0.82 | P.E. R/W | | 8/25 | | | Grant-A | 39 | | 4 | 43 | 43 | | | | | | |
| | Repave | | | | Const. Total | 1 | 4/27 | | | Grant-A | 2190 2229 | | 243 247 | 2433 2476 | 43 | | 2433 2433 | | | | |
| | 49430 MP 1.46-1.52 T3 CRP# 2633 Colchester Drive, Duncan Creek Fish Passage Culvert | FP | 16 | 0.06 | P.E. R/W | - | 5 7/24 | PROTECT | 490 | | | | 10 | 500 | 250 | 250 | | | | | CE |
| 20 | Colonester Drive, Dulican Creek rish Passage Curvert Replace failed 36" culvert with 14-foot-wide fish-passable culvert. | FF | 16 | 0.06 | Const. | : | 5 5/27 | PROTECT | 2869 3359 | | | | 574 584 | 3443 3943 | 250 | 250 | 3443 3443 | | | | 5/26 |
| | 86250 MP 2.90-2.95 Nonfreight CRP# 1642 | | | | P.E. | ; | 3 1/26 | | | Tribe | 500 | | | 500 | 100 | 200 | 200 | | | | |
| | Little Boston Road - Shipbuilder's Creek culvert #15115 Replace culvert with wider culvert for fish passage | FP | 09 | 0.05 | R/W Const. Total | | 6/27 | | | Tribe | 1000 | | | 1000 1500 | 100 | 200 | 500 700 | | | | |
| | 89400 MP 0.00-0.05 / 70400 MP 7.35-7.40 | | | | | | | | | | | | | | | | | | | | |
| 20 | Nonfreight CRP# 1638 Norwegian Point Restoration | FP | 09 | 0.10 | P.E. R/W | _ | 3 1/23 3 1/25 | | | | | | 200 100 | 200 100 | 50 50 | | | | | | CE Y |
| | Replace culvert 16118 with large box culvert | FF | 03 | 0.10 | Const. | | 6/27 | Grant | 1300 1300 | | | | 300 | 1300 1600 | | | | 1300 1300 | | | 5/28 |
| | 70310 MP 1.55-1.60 / 70320 MP 0.00-0.50 | | | | | 1 | | | | | | | | | | | | | | | |
| | T3/T4 CRP# 1639 Suquamish/Augusta - South St. to Winfred | RC | 16 | 0.55 | P.E. R/W | _ | 1/24 | STP-25 Grant-A | 260 600 | | | 40 | | 300 600 | | 100 300 | | | | | CE Y |
| | Sidewalks & bike lanes | | | 0.00 | Const. | _ | 6/28 | Grant-A | 4064 4924 | | | 40 | | 4064 4964 | 200 | | | 4064 | | | 1/26 |
| | 86671 MP 0.79-1.32 | | | | 5.5 | 1 | 44/0- | 0 | | | | | | 0 | 466 | 4 | | | | | - |
| | T3 CRP# 1643 West Kingston - Bridge to Middle School | sw | 06 | 0.53 | P.E. R/W | | 11/25 | Grant A Grant A | 257 50 | | | | | 257 50 | 100 | 157 50 | | | | | CE Y |
| | Add bike lane and sidewalk to north side of road | | | | Const. | | 4/29 | Grant A | 1889 | | | | | 1889 | | | | | 1889 | | 5/29 |
| 1 | | | | | Total | | | | 2196 | | l | | l | 2196 | 100 | 207 | | | 1889 | | 1 |

| Г | | | I | | | | | PROJEC | T COSTS I | N THOUSA | NDS OF D | OOLLARS | ; | | | | | | | | FED. |
|-----------------|---|------------------------|-------------|--------------------|---------------|--------------|------------------|----------------------|--------------------------|---|-------------------------------|----------------|----------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|---|
| | | | | | | | | | | NDING SO | URCE INF | ORMATI | ON | | | | | | | | PROJ. |
| | | | | | | | | FEDER/ | L FUNDS | | | | | | | | 1 | | | ı | ONLY |
| TIP PROJECT NO. | | IMPROVEMENT TYPE(S) | FUNC. CLASS | TOTAL LENGTH (mi.) | PROJECT PHASE | TIF District | MONTH / YEAR | FEDERAL FUND CODE | FEDERAL COST BY PHASE | RAP / CAPP / TIA / UATA / PWTF / OTHER | STATE OR OTHER FUNDS | IMPACT FEES | LOCAL FUNDS | TOTAL | YEAR 1 2025 | YEAR 2 2026 | YEAR 3 2027 | YEAR 4 2028 | YEAR 5 2029 | YEAR 6 2030 | ENVIRO TYPE ROW REQ.? DATE COMPLETE |
| | 13429 MP 2.10-2.20 / 19800 MP 2.15-2.20 / 13770 MP 0.00-0.05 | | | | | 2 | | | | | | | | | | | | | | | |
| . | T3 CRP# 3703 | IS | 16 | 0.20 | P.E. R/W | | P 10/2 | | | Grant/SEP | 551 146 | | | 551 146 | 200 | 200 | 151 46 | 100 | | | 4 |
| | Newberry Hill & Dickey/Eldorado Intersection improvement | 13 | 17 19 | 0.20 | Const. | _ | P 3/29 | | | Grant/SEP | 4110 | | | 4110 | | | 46 | 100 | 4110 | | |
| | • | | | | Total | | | | | | 4807 | | | 4807 | 200 | 200 | 197 | 100 | 4110 | | |
| | 59050 MP 0.54-0.64 / 56140 MP 0.00-0.05 / 56100 MP 0.07-0.09 | | | | | | P 1/26 | | | | | | | | | | 110 | | | | |
| 32 | T3 / T3 / Non-truck Central Valley & McWilliams/64th | IS | 16 | 0.17 | P.E. R/W | | P 1/26 P 1/28 | | 357 80 | | | 90 20 | | 447 100 | | 149 | 149 | 149 100 | | | EA Y |
| | Roundabout | | 19 | • | Const. | | P 3/29 | | 3270 | | | 817 | | 4087 | | | | .00 | 4087 | | 1/29 |
| | | | | | Total | | | | 3707 | | | 927 | | 4634 | | 149 | 149 | 249 | 4087 | | <u> </u> |
| | 70810 MP 0.25-0.28 Nonfreight | | | | P.E. | - | P 1/26 | Grant-A | 749 | | | | 187 | 936 | | 468 | 468 | | | | CE |
| 33 | Nontreignt Sam Snyder Creek Culverts #15793 & #15794 | FP | 16 | 0.03 | R/W | | P 1/28 | Grant-A | 170 | | | | 43 | 213 | | 400 | 400 | 213 | | | Y |
| | On Lemolo Shore Drive replace culverts with fish-passable structure | | 14 | | Const. | | P 6/29 | | 3059 | | | | 764 | 3823 | | | | | 1912 | 1912 | 4 |
| | | | | | Total | | | | 3978 | | | | 994 | 4972 | | 468 | 468 | 213 | 1912 | 1912 | L |
| | 42510 MP 0.00-0.37 T4 CRP# 2557 | | | | P.E. | 4 | S 8/23 | | | | | | 250 | 250 | | | 84 | 83 | 83 | | EA |
| | 14 CRF# 2557 Beach Drive - Main to Clam Bay Ct | RC | 16 | 0.37 | R/W | _ | S 1/26 | | | | | | 400 | 400 | | | 04 | 200 | 200 | | Y |
| | Bike/ped improvements with drainage improvements | | | | Const. | _ | P 6/28 | Grant | 2160 | | | | 340 | 2500 | | | | | | 2500 | 4 |
| | | | | | Total | | | | 2160 | | | | 990 | 3150 | | | 84 | 283 | 283 | 2500 | |
| | 32800 MP 0.05-0.09 Nonfreight CRP# 2588 | | | | P.E. | | S 1/16 | | | | | | 20 | 20 | 20 | | | | | | ł |
| 35 | Horizon Lane SE | DR | 19 | 0.04 | R/W | | 3 1/16 | | | | | | 20 | 20 | 20 | | | | | | |
| | Replace Deteriorated 42" Culvert (Culvert ID # 12310) | | | | Const. | | | | | | | | | | | | | | | | |
| | | | | | Total | | | | | | | | 20 | 20 | 20 | | | | | | L |
| | 13549 MP 3.18-3.23 / 13820 MP 0.00-0.03 T3/Nonfreight CRP# 3698 | | | | P.E. | 2 | S 1/20 | - | | SEPA | 112 | 388 | | 500 | | 250 | 250 | | | | |
| 36 | Anderson Hill Road / Apex Airport Road | IS | 16 | 0.08 | R/W | | 3 1/20 | | | JEFA | 112 | 300 | | 500 | | 230 | 250 | | | | |
| | Intersection improvement | | 19 | | Const. | | | | | | | | | | | | | | | | |
| | | | | | Total | | | | | | 112 | 388 | | 500 | | 250 | 250 | | | | L |
| | | | | | P.E. | - | S 1/26 | RAISE | 500 | | | | | 500 | | 250 | 250 | | | | CE |
| 37 | STO - Central Pre-Design Study | Other | n/A | N/A | R/W | F | 3 1/20 | IVAIOL | 300 | | | | | 300 | | 250 | 230 | | | | N N |
| | Non-Motorized pre-design study. Poulsbo to Port Gamble Park | | | | Const. | | | | | | | | | | | | | | | | |
| _ | | | | | Total | | | | 500 | | | | | 500 | | 250 | 250 | | | | |
| | 74200 MP 1.78-1.86 / 59900 MP 1.58-1.70 Nonfreight/T3 | | | | P.E. | l¹⊦ | S 1/27 | | | | | 240 | 20 | 260 | | | 130 | 130 | | | |
| | Viking & Sherman Hill | IS | 16 | 0.20 | R/W | F | 3 1/2/ | | | | | 240 | 20 | 200 | | | 130 | 130 | | | |
| | Intersection improvement | | | | Const. | | | | | | | | | | | | | | | | |
| _ | | | | | Total | | | | | | | 240 | 20 | 260 | | | 130 | 130 | | | |
| 1 | 74200 MP 1.86-2.13 | | | | P.E. | 1 | S 1/29 | - | | | | 480 | | 480 | | | | | 240 | 240 | ı |
| 39 | Viking - Sherman Hill to City Limits | P&T | 16 | 0.27 | R/W | F | | | | | | | | | | | | | | | |
| | Segment improvement, non-motorized | | | | Const. | | | | | | | | | | | | | | | | 1 |
| <u> </u> | 74000 MD 4 07 4 74 / 50075 MD 0 00 0 00 | | 1 | <u> </u> | Total | | | | | | | 480 | | 480 | | | | | 240 | 240 | <u> </u> |
| 1 | 54600 MP 1.65-1.71 / 53975 MP 0.00-0.03 T3/T4 | | 16 | | P.E. | 2 | S 1/28 | + | | | | 225 | | 225 | | | | 175 | 50 | | 1 |
| 40 | Riddell & Almira | IS | 19 | 0.09 | R/W | | 1/20 | 1 | 1 | | | 223 | | 223 | | | | 175 | 30 | | i |
| | Intersection improvement | | | | Const. | | | | | | | | | | | | | | | | i |
| | | | | | Total | \prod | | | | | | 225 | | 225 | | | | 175 | 50 | | <u></u> |

| г | | 1 | | ı | | | | PRO IEC | T COSTS II | N THOUS | ANDS OF D | OLI APS | | | | | | | | | FED. |
|-----------------|--|------------------------|-------------|--------------------|--------------------------------|--------------|------------------------------|----------------------|--------------------------|---|-------------------------------|----------------|---------------------------|---------------------------|------------------------|------------------------|----------------|------------------------|------------------------|------------------------|---|
| | | | | | — | | | . KOJEC | | | URCE INF | | | | | | | | | | PROJ. |
| | | | | | | | | FEDERA | L FUNDS | | | | | | | | | | | | ONLY |
| TIP PROJECT NO. | | IMPROVEMENT TYPE(S) | FUNC. CLASS | TOTAL LENGTH (mi.) | PROJECT PHASE | TIF District | MONTH / YEAR PHASE STARTS | FEDERAL FUND CODE | FEDERAL COST BY PHASE | RAP / CAPP / TIA / UATA / PWTF / OTHER | STATE OR OTHER FUNDS | IMPACT FEES | LOCAL FUNDS | TOTAL | YEAR 1 2025 | YEAR 2 2026 | YEAR 3 2027 | YEAR 4 2028 | YEAR 5 2029 | YEAR 6 2030 | ENVIRO TYPE ROW REQ.? DATE COMPLETE |
| 4 | 21109 MP 5.87-5.95 / 20225 0.53-0.63 T3 Sidney & Lider Intersection improvements | IS | 16 | 0.18 | P.E. R/W Const. Total | 3 8 | 1/28 | | | | | 255 255 | | 255 255 | | | | 20 | 235 | | |
| 42 | 21109 MP 5.95-6.48 T3 CRP# 2585 Sidney - City Limits to Lider Port Orchard city limits to Lider Road Construct paved shoulders | RC | 16 | 0.53 | P.E. R/W Const. Total | 3 5 | 5/28 | | | | | 50 | | 50 | | | | 25 | 25 | | |
| 4: | Suquamish to Gunderson NM Pre-Design Study Non-Motorized pre-design study. SR 104 to Kingston | Other | N/A | N/A | P.E. R/W Const. Total | 8 | 1/28 | RAISE | 500 | | | | | 500 | | | | 250 250 | 250 250 | | CE N |
| 44 | 19801 MP 2.57-2.62 T3 Provost Rd Strawberry Creek Culvert #2319 Replace culvert #2319 per WDFW standards per MOU Oct. 26, 2015 | FP | 17 | 0.05 | P.E. R/W Const. Total | S | 1/29 | | | | | | 40 | | | | | | 40 | | |
| 4! | STO - South Pre-Design Study Non-Motorized pre-design study. Poulsbo to Agate Pass Bridge | Other | N/A | N/A | P.E. R/W Const. Total | S | 3/30 | RAISE | 250 250 | | | | | 250 250 | | | | | | 250 250 | CE N |
| 41 | CRP# 1632 North Kitsap Service Center New North Road Shop | Other | N/A | N/A | P.E. R/W Const. Total | | 1/22 | | | | | | 20648 20648 | 20648 20648 | 20648 20648 | | | | | | |
| 4 | Various Locations CRP# 5044 County Wide ADA and Non-Motorized Improvements Sidewalks and pedestrian ramps at various locations | sw | N/A | 00 | P.E. R/W Const. Total | | varies | | | | | | 120 1080 1200 | 120 1080 1200 | 20 180 200 | 20 180 200 | 180 | 20 180 200 | 20 180 200 | 20 180 200 | |
| 4 | Various Locations CRP# 5048 County Wide Culvert Replacement of emergent structurally or capacity deficient culverts | DR | N/A | N/A | P.E. R/W Const. Total | 8 | varies | | | | | | 120 60 420 | 120 60 420 600 | 20 10 70 100 | 20 10 70 100 | 10 70 | 20 10 70 100 | 20 10 70 100 | 20 10 70 100 | |
| 45 | Various Locations CRP# 5046 County Wide Safety Improvements Spot improvements for guardrail and traffic safety improvements, including Anderson Hill Traffic Study | Other | N/A | N/A | P.E. R/W Const. Total | 8 | | | | | | | 200 180 840 1220 | 200 180 840 1220 | 50 30 140 220 | 30 30 140 200 | 30 140 | 30 30 140 200 | 30 30 140 200 | 30 30 140 200 | |
| 50 | Various Locations CRP# 5047 WSDOT Project Participation County participation in State Projects involving County Roads, including SR 104 corridor improvements from Lindvog to Highland | cs | N/A | N/A | P.E. R/W Const. Total | 8 | varies | | | | | | 20 300 320 | 300 | 20 50 70 | 50 50 | | 50 50 | 50 50 | 50 50 | |

Agency: Kitsap County County No. 18

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2025 TO 2030

| | | | | | , , , | | | PROJECT | | | ANDS OF D | | | | | | | | | | FED. PROJ. |
|-----------------|------------------------|-------------|--------------------|---------------|--------------|------------------------------|--------------|----------------------|--------------------------|---|-------------------------------|----------------|----------------|--------|----------------|----------------|----------------|----------------|----------------|----------------|---|
| | | | | | | | Ė | FEDERA | L FUNDS | NDING SC | URCE INF | URWAII | ON | | | | Г | | | | ONLY |
| TIP PROJECT NO. | IMPROVEMENT TYPE(S) | FUNC. CLASS | TOTAL LENGTH (mi.) | PROJECT PHASE | TIF District | FUND. STATUS MONTH / YEAR | PHASE STARTS | FEDERAL FUND CODE | FEDERAL COST BY PHASE | RAP / CAPP / TIA / UATA / PWTF / OTHER | STATE OR OTHER FUNDS | IMPACT FEES | LOCAL FUNDS | TOTAL | YEAR 1 2025 | YEAR 2 2026 | YEAR 3 2027 | YEAR 4 2028 | YEAR 5 2029 | YEAR 6 2030 | ENVIRO TYPE ROW REQ.? DATE COMPLETE |
| | | | | | | | | | 68466 | | 28173 | 13143 | 36127 | 145909 | 40256 | 36716 | 19356 | 17983 | 24148 | 7452 | |

P.E. R/W Const. Total

| 402 | :6 | 2630 | 1899 | 2396 | 10951 | 3205 | 2799 | 2492 | 902 | 993 | 560 |
|-----|----|-------|-------|-------|--------|-------|-------|-------|-------|-------|------|
| 588 | 3 | 414 | 1382 | 1123 | 8802 | 3436 | 3229 | 1205 | 653 | 240 | 40 |
| 585 | 57 | 25129 | 9862 | 32608 | 126156 | 33615 | 30688 | 15659 | 16428 | 22915 | 6852 |
| 684 | 66 | 28173 | 13143 | 36127 | 145909 | 40256 | 36716 | 19356 | 17983 | 24148 | 7452 |