

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:		47,799 (State, Federal, Developer,									
		Impact	rees)									
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	Federal, Impact Fees, Local funds									
	Fiscal Impact for	Total Pro	oject									
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	pordination _									
Department	Department Dire	ctor	Approve 1 0 00 1									
Public Works	Andrew B. Nelse	on	Chiality Olday P. E									
	Contract Information – Not Applicable 8 Nov 2029											

RESOLUTION 194-2024

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 2 day of December, 2024.

BOARD OF COUNTY COMMISSIONERS KITSAP COUNTY, WASHINGTON

KATIE WALTERS, Chair

CHRISTINE ROLFES, Commissioner

Charlette Dan CHARLOTTE GARRIDO, Commissioner

ATTEST:

Mann piville for 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

				PROJECT COSTS IN THOUSANDS OF DOLLARS FUNDING SOURCE INFORMATION																	FED.
								FEDERA		NDING SC	URCE INF	ORMATIO	ON	1							PROJ. ONLY
									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	СРТҮ	N/A		R/W	<u> </u>	-														N N
	Traffic signal optimization software				Const.	5	1/24	HSIP	484					484	484						''
	0 .				Total				484					484	484						<u> </u>
	52690 MP 0.33-0.38																				
١,	Nonfreight CRP# 3701 Bahia Vista Slide Repair	RC	09	0.05	P.E. R/W	_	-														-
-	Dania Vista Silde Repair	RC	US	0.05	Const.	5	5/25						650	650	650						•
					Total		0.20						650	650							•
	20509 MP 2.75-3.35		1			ΙĹ															
	T3 CRP# 2618				P.E.																↓ '
	Glenwood Road	3R	07	0.60	R/W	l L	5/24			RAP-24	1152		748	1900	1900						-
	Lake Helena Road to Wildwood Road Resurface and pave shoulders				Const. Total	5	5/24			RAP-24	1152		748								•
	MP 23.65-23.85				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																Y
	Kingston Active Traffic Management System				Const.	8	3/25	STP-24	1178					1178	1178						12/23
H	MP 24.25-24.85				Total	4			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						1
	Construct gravel driveway and paved shared use path from park boundary to				Const.	5	4/25						1300	1300	1300						1
	south end of parking lot				Total								1400	1400	1400						<u> </u>
						l															ļ '
	CRP# 1644	ВОТ		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	Pal	N/A	0.67	Const.	-	4/26			Grant	1400			1400		1400					·
	oshou dat partad on a loo paur parting lot to originality				Total	ΙĖ				- Crumi	1600			1600	200						
	79770 MP 0.00-0.13 / 79775 MP 0.00-0.16		1			ΙĹ															
	Nonfreight CRP# 1645				P.E.	5							50	50							
	STO - Port Gamble Trail Segments AE	P&T	09	0.50	R/W	S				C=4	3000		50	50 3000		3000					
	Construct paved shared use path along Carver Dr and into Port Gamble				Const. Total	<u> </u>	4/26			Grant	3000		100	3000 3100							1 '
H					Total		+				3000		.00	3100	100	3000					\vdash
					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			- 1
\vdash	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
	Roundabout @ Harris				Total						3306	557	267	4130	4130						

		PROJECT COSTS IN THOUSANDS OF DOLLARS FUNDING SOURCE INFORMATION																			FED.
										NDING SO	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	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															1
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	3	5 1/20 5 1/25 5 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		5 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 5 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	30 3000 3030	100					
	33210 MP 0.10-0.20					t															
1	Non-truck CRP# 2635			l	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		83						5/26
					Total				4236				847	5083	83	2000	3000				
16	50909 MP 0.00-0.80 T3 CRP# 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																				1
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 8 8/25 9 6/26			Grant-A	1095		82 12 122	12		1217					
L	44400 MD 0 00 0 45		<u> </u>		Total	$\vdash \vdash$		-			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 ROT/Grai	15 8340	WA-ECY	79		5	79 8340	40						CE Y 5/24
L	bridge.				Total	oxdot		1	8355		79		5	8439	50	8389					<u> </u>
19	21109 MP 1.05-1.15 / 20250 MP 1.00-1.10 T3 CRP# 2631 Sidney & Pine Four-leg, single lane roundabout with illumination	IS	06 07 08	0.20	P.E. R/W Const.	-	9/23 6 1/25 6 6/26	HSIP HSIP HSIP	176 50 2680					176 50 2680		2653	27				CE Y 6/25
L			1	<u> </u>	Total	L		1	2906					2906	221	2658	27				
20	56791 MP 0.29-0.71 / 57720 MP 0.25-0.30 T3 CRP# 3694 Ridgetop - Mickelberry to Myhre (All Phases)	RC	14	0.47	P.E. R/W	2	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				425			101		526	526						5/27

								PROJEC	T COSTS I	N THOUSA	ANDS OF D	OLLARS									FED.
										NDING SO	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	5554			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 1500			1000	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	FP	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					1	11/25	Cur-t 1	05-					25-	400	45-					-
	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	2196	100	207			1889		1

Г		PROJECT COSTS IN THOUSANDS OF DOLLARS FUNDING SOURCE INFORMATION																			FED.
										NDING SO	URCE INF	ORMATI	ON								PROJ.
								FEDER/	L FUNDS								1			1	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	440			
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					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	5 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			
	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		- 1,20	1	1					+30					2-10		l
	Segment improvement, non-motorized				Const.																1
<u> </u>	74000 MD 4 05 4 74 / 50075 MD 0 00 0 00		1	<u> </u>	Total							480		480					240	240	<u> </u>
	54600 MP 1.65-1.71 / 53975 MP 0.00-0.03 T3/T4		16		P.E.	2	S 1/28	1	-			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>

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					—			. ROJEC			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 S	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 8	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	S	1/28	RAISE	500					500				250 250	250 250		CE N
4	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	N
41	CRP# 1632 North Kitsap Service Center New North Road Shop	Other	N/A	N/A	P.E. R/W Const. Total	s	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	S	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	
49	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	S							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	S	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

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							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

40:	:6	2630	1899	2396	10951	3205	2799	2492	902	993	560
58	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