



Project Scoring

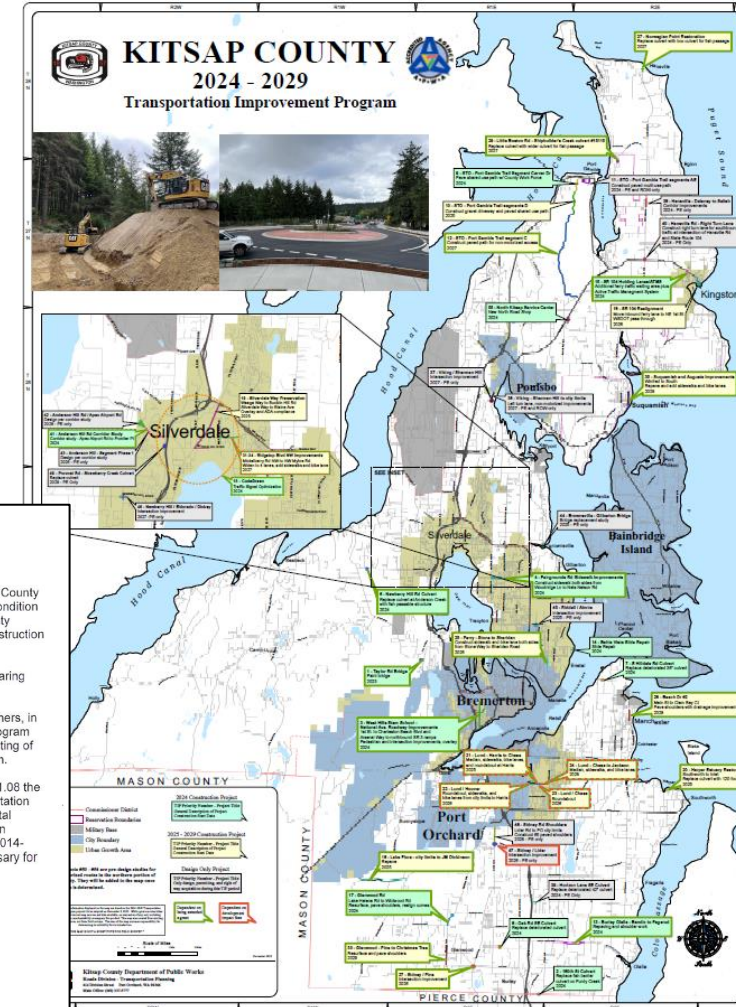
Transportation Improvement Program (TIP)

Joe Rutan, David Forte, & Melissa Mohr
Kitsap County Public Works



Transportation Improvement Program (TIP)

- 6-year plan for transportation improvement
- Identifies “Capital” (significant construction) Projects
- “Fully Funded” – Years 1-3
- “Constrained” (Identified Funding Streams) Years 4-6



RESOLUTION ²⁰⁹
Resolution Adopting the 2024 through 2029
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, 2024 to December 31, 2029 and,

WHEREAS, in further compliance with said law the Board has held thereon a public hearing this 27th day of November, 2023.

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 2024 to 2029 for Kitsap County Roads be adopted as set forth in detail, consisting of projects numbered 1 through 62 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: 2014-2019." 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 27th day of November, 2023.

BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON

Charlotte Garrido
CHARLOTTE GARRIDO, Chair

Katherine T. Walters
KATHERINE T. WALTERS, Commissioner

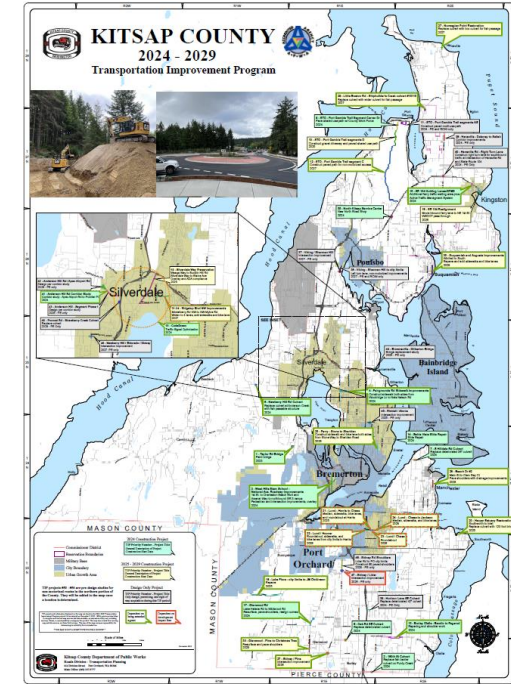
Christine Rolfes
CHRISTINE ROLFES, Commissioner

ATTEST:
Dana Daniels
Dana Daniels, Clerk of the Board



Transportation Capital Budget \$'s

- Grants (57%)
- Fuel Tax (Unincorporated) (14%)
- Transportation Impact Fees (13%)
- Transportation Improvement Board (TIB) (9%)
- Other (RAP, SEPA, Tribe, WSDOT) (6%)



FUND CLASS / PROJECT ID		IMPROVEMENT	TOTAL LENGTH (mi)	PROJECT COSTS IN THOUSANDS OF DOLLARS										FED. PROJ. ONLY		
				FUNCTIONAL SOURCE INFORMATION												
				FEDERAL FUNDS	RAP / CAP / TALT / UATA / PWTF / OTHER	STATE FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	YEAR 1 2024	YEAR 2 2025	YEAR 3 2026	YEAR 4 2027	YEAR 5 2028	YEAR 6 2029	
14	MP 23.65-23.85 T3 CRP# 1836 SR 104 Holding Lane/ATMS Kingson Active Traffic Management System	12	0.20	P.E. S 123 STP-23 112 WSDOT 266 RW S 524 STP-24 1178 Constr. S 1290 Total 1645 1646					468 468							CE Y 12/23
15	MP 24.25-24.85 T3 CRP# 1935 SR 104 Realignment Move inbound ferry lane to NE 1st Street County participation on Gate project	06	0.65	P.E. S 1119 RW S 1126 Constr. S 1290 Total 23 20 10 10				20 20	10 10							EA Y 6/23
7	20509 MP 2.75-3.35 T3 CRP# 2518 Glenwood Road Lake Helena Road to Wildwood Road Resurface and pave shoulders	05	0.51	P.E. S 1221 RW S 1223 Constr. S 524 Total 7 2097 2104	RAP-23			70 100 100	10 10 10							
18	20019 MP 23603.529 T3 CRP# 2626 Lake Flora - City Limits to J.M. Dickinson Re pave	07	2.60	P.E. S 1223 RW S 325 Grant G Constr. S 762 Total 119 881 900				30 30 20 10	881 881							
19	19515 MP 100.2-05 / 57740 MP 0.25-0.55 T2 T3 CRP# 3688 Silverdale Way Preservation Project Overlay and ADA Compliance Silverdale Way - Wasgo Way to Bucklin Hill Road Bucklin Hill Road - Silverdale Way to Skine Ave	07	1.34	P.E. S 1118 RW S 1120 Constr. S 425 Total 18 10 10 3160 3160				10 10 10	3160 3160							
19	43499 MP 0.004-0.15 Northridge CRP# 2626 Harper Estuary Restoration Remove fish barrier, road fill, and shoreline armoring. Replace with a 120-foot rip-rap.	13	0.15	P.E. S 523 PROTECT 100 RW S 1022 ECY 79 Constr. S 125 PROTECT 5840 Total 5940 79 5840 6109				90 79 79	5840 5840			5140 700				CE Y 5/24
16	40709 MP 1.15-1.35 / 40490 MP 0.25-0.38 / 41130 MP 0.00-0.055 T3 T4 CRP# 2629 Lund - Harle to Chase Median sidewalk, and bike lane from Harle to Chase Roundabout @ Harle	06	0.25	P.E. S 1120 RW S 1122 Constr. S 2025 Total 444 112 78 20 3142 3142	TIB 21-22 TIB 22			556 556 58 49 49	3142 3142							CE Y 6/24

Competitive Project Selection

1. Candidate projects identified
2. Candidate projects scored
3. Apply available \$'s and staff resources
 - Type of available \$'s
 - Project delivery concerns/scheduling
 - Other considerations
4. Public Works recommendation to Commissioners



Kitsap County Public Works
Transportation Project
Evaluation System
2017

The complex block contains four photographs of transportation projects. The top-left photo shows a wide road with a dedicated bike lane marked with a bicycle symbol. The top-right photo shows a road intersection with a stop sign and a pedestrian crossing. The bottom-left photo shows a road intersection with a yield sign and a red-paved area. The bottom-right photo shows a road intersection with a guardrail and a yellow and black striped barrier. Below the photos is the text "Kitsap County Public Works Transportation Project Evaluation System 2017" and the Kitsap County logo.

Where do the projects come from?

- “Tier 2” – top 40-50% of candidate projects from prior year carried over
- Updated “deficiency lists” - safety, congestion, maintenance
- County Plans, County staff, and interjurisdictional coordination (WSDOT, Cities, Transit)
- Public suggestions



Where do the projects come from?

- “Tier 2 Projects”: projects evaluated but not advanced to the TIP.

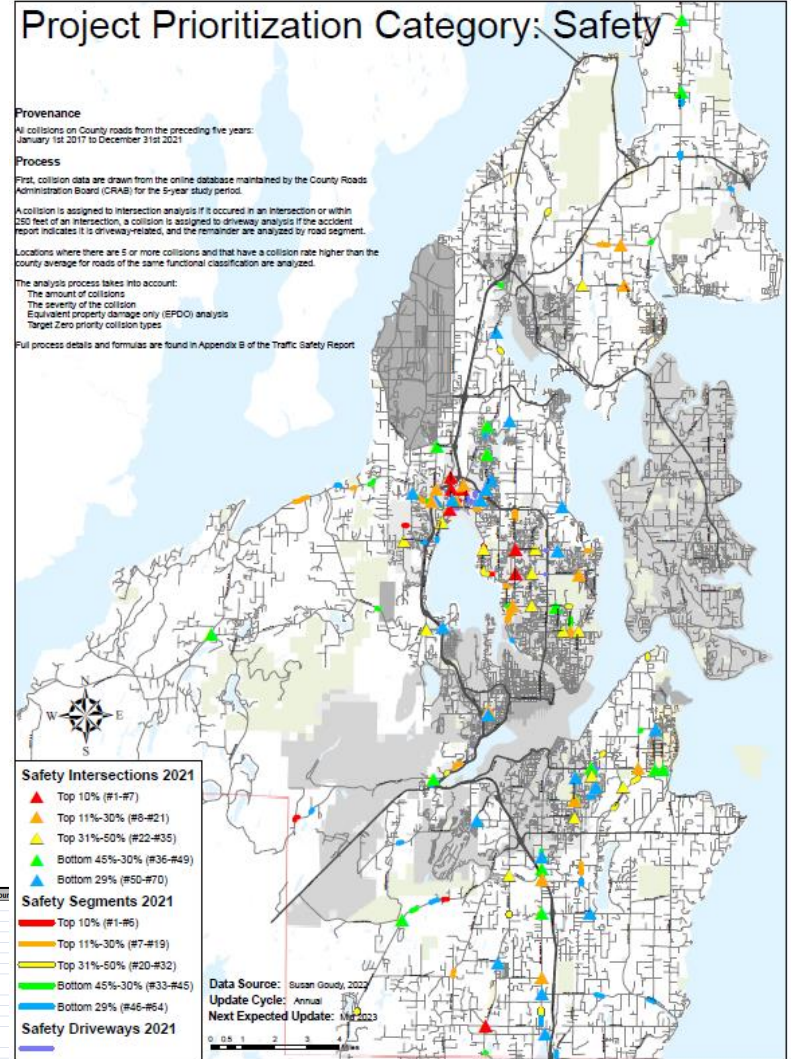
Project Type	Year Added	New Point Rank	Point Rank 22-27	Comm. Dist	UGA-LA/MRD-rural	Project Name	Description	Road Preservation (4)	Bridge/Culvert Preservation (25)	Capacity (18)	Safety (18)	Environmental Impact (6)	Non-Motorized (6)	Vertical (3)	Horizontal (3)	Width (6)	Non-motorized (5)	Transit (4)	Consistency w/Plans (6)	Ely Improvement (3)	Inter-jurisdictional Significance (3)	Secured Funding (20)	Potential Safety Issue (10)	Maintenance Reduction (5)	Economic Development (5)	Freight Mobility (5)	Totals/Points	NOTES	
Capacity	1	2	3	Silv		Silverdale Way & Bucklin Hill Rd / Randall Way (TIF) (STIS #2)	Silverdale Way Phase 1: Safety and capacity improvements at Bucklin Hill / Silverday Way and Randall Way / Silverdale Way (Add 2nd WB turn lane.	0	0	18	18.0	0.0	4	0	0	0	5	2	5		0	5	0	0	0	5	5	67.0	PSC>60(2022), Silverdale/Bucklin 202 LOS=F, Safety IX 6/70(2021)(18pts), Consistency=STIS
	6	5	2	PO UGA		Lund & Jackson	Intersection and approaches improvement	0	0	18	12.6	0.0	6	0	0	0	5	2	5		0	3	0	0	0	2	0	53.6	PSC>60(2022), Adjacent segment 2019 LOS=F, Safety IX=10/70(12.6pts) Safety Seg 33/64(5.4pts), Safet
Capacity	4	3	3	SUGA		Newberry Hill - Provost to Silverdale Way (TIF)	SB/WB slip lane at RBT, remediate fish barrier culvert 27090 (4 lane with sidewalk and bike lane?) (2,380')	0	0	18	0.0	0.8	2	0	0	2	5	0	5		3	5	0	10	0	2	0	52.8	PSC>60(2022), 2019model LOS=E/F, Safety Seg 58/64(2021)(1.8pts), unranked total fish barrier (27090), Current Segment V/C = 1.27, Ownership question: our ROW people disagree with WSDOT ROW people.
	3	8	2	R South		J M Dickinson - Lake Helena to Lake Flora (TIF)	Widen shoulders and left turn lanes where warranted, repair culvert 8670. (1.94 miles)	0	15	18	0.0	0	0	0	0	4	5	0	3		0	1	0	5	0	0	0	51.0	PSC>60(2022), Culvert 8637 is TIP critical and 38.44(2023), 2036 LOS=F, Lake Helena to May Ranch has 1
	16	20	2	PO UGA		Bethel - Cedar to Bielmeier	Sidewalks, bike lane, access control (3,344')	0	0	18	0.0	5.6	6	0	0	2	5	0	0		0	3	0	10	0	0	0	49.6	PSC>60(2022), 2036 segment LOS=F, Safety @Van Skiver 49/70(5.4pts)(2021) @Cedar 70/70(1.8pts)/lanes; has: 11', Consistency=NMF Does this complete a non-motorized segment, or do we consider it jus
	5	4	3	CK UGA		Central Valley ₂ - McWilliams to Brookdale (TIF)	Sidewalks, bike lanes, access management, intersection improvements except McWilliams (3,500')	0	0	18	0.0	0.0	6	0	0	2	5	0	5		0	3	0	10	0	0	0	49.0	PSC>60(2022), 2036 LOS=F, should have: 12' lanes; has: 11', Consistency=SRTS
	9	19	2	WB/G UGA		National & Arsenal (TIF)	Intersection improvement	0	0	18	12.6	0.0	0	0	0	0	5	0	5		3	3	0	0	0	2	0	48.6	PSC>60(2024), 2028 LOS=F, Safety IX 20/70(2021)(12.6pts) Consistency=TIF, Interjuris=Bremerton Fell o
	10	13	3	R Cen		Chico - SR 3 to Eldorado (TIF)	Access management and intersection improvement @ Eldorado (3,720') Address 3 fish barriers. SCOPE 222	0	0	18	0.0	8.0	4	0	0	2	3	2	3		0	3	0	5	0	0	0	48.0	PSC>60(2022), 2036 LOS=F, fish barriers: 4837(no PI) 4681(PI 10.02) 4562(no PI), (should have: 12' lane
	64	68	2	R South		Lake Flora ₁ - Glenwood to Hidden Acres (TIF)	Widen shoulders and left turn lanes where warranted (1.05 miles) & culvert 106273 fish barrier remediation	0	15	12	0.0	0.8	2	0	0	2	5	0	3		0	3	0	5	0	0	0	47.8	PSC>60(2022), 22759 is TIP-critical with OCl=34 and on Gorst bypass project,106273=good condition but has 11', Consistency=SKTIS
	12	18	3	CK UGA		Central Valley ₂ - Foster to Bucklin Hill (TIF)	Add sidewalks (west side) & bike lanes (2,800')	0	0	18	12.6	0.0	0	0	0	2	5	2	5		0	3	0	0	0	0	0	47.6	PSC>60(2022), 2019model LOS=F, Safety Seg 11/64(12.6pts)(2021), (should have: 12' lanes; has: 11'), C
	13	15	2	WB/G UGA		Sam Christopherson & Belfair Valley (TIF)	Intersection improvements (solution linked to Gorst Project)	0	0	18	0.0	0.0	2	0	0	0	5	0	5		3	3	0	10	0	0	0	46.0	PSC>60(2022), 2022 LOS=F, Safety IX 42/70(2021)(5.4pts), Consistency=TIF, Interjuris=Gorst study group
	41	44	3	CK UGA		Perry & Sylvan (TIF)	Intersection Improvement	0	0	9	12.6	0.0	6	0	0	0	5	2	3		3	3	0	0	0	2	0	45.6	PSC>60(2022), no culverts, 2028 LOS=F, safety IX 14/70(12.6pts)(2021), Consistency=TIF, Interjuris=City-
Capacity	8	12	3	Silv		Ridgetop - Sid Unhnc thru SR 303-Interchange (TIF) (STIS #3)	Ridgetop Phase 2b: Widening to 4 lanes, bike lane, median access control, sidewalks, 4 or 5 lane configuration at interchange. (1,220') Sidewalks, bike lane, access management	0	0	12	0.0	0.0	0	0	0	0	5	0	5		3	5	0	10	0	5	0	45.0	PSC>60(2022), 2036model LOS=E, Consistency=TIS, Interjuris=WSDOT



Where do the projects come from?

Updated “deficiency lists”

- Safety
- Congestion
 - Intersection Level of Service
 - Segment Level of Service
- Pavement and bridge conditions
- Culverts & fish passage



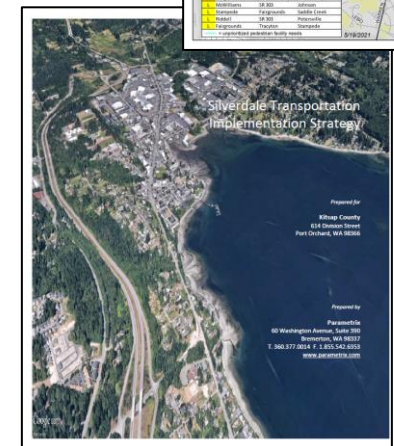
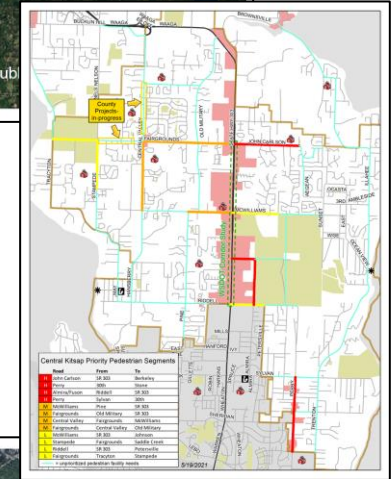
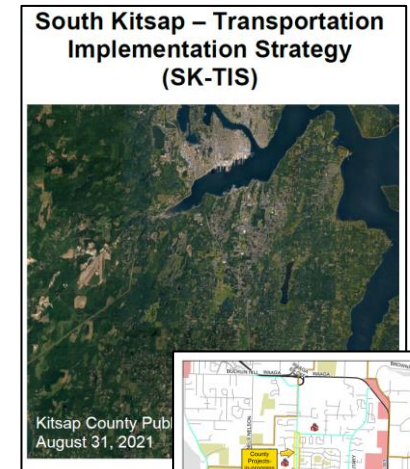
Shield	CG ID	Lat	Long	Road	County	Stream	Tribute	Fish Use	FU Criteria	Owner Type	Inventory	Data Source
20000	14139	47.813405	-122.641949	Big Valley Rd	Kitsap	unnamed	Dogfish Cr	Yes	Physical	County	COUNTY	WDFW
20001	14077	47.808592	-122.655374	Big Valley Rd	Kitsap	unnamed	Kinman Cr	Yes	Physical	County	COUNTY	WDFW
20002	14081	47.804934	-122.632807	Big Valley Rd	Kitsap	unnamed	Kinman Cr	Yes	Physical	County	COUNTY	WDFW
20003	14088	47.802597	-122.630797	Big Valley Rd	Kitsap	unnamed	Kinman Cr	Yes	Physical	County	COUNTY	WDFW
20004	14089	47.801146	-122.630258	Big Valley Rd	Kitsap	unnamed	Kinman Cr	Yes	Physical	County	COUNTY	WDFW
20005	13924	47.782818	-122.632094	Big Valley Rd	Kitsap	unnamed	Dogfish Cr	Yes	Physical	County	COUNTY	WDFW
20006	16366	47.765846	-122.64023	Big Valley Rd	Kitsap	unnamed	Dogfish Cr	Yes	Physical	County	COUNTY	WDFW
20007	12956	47.939707	-122.577346	NE Administration Way	Kitsap	unnamed	Skunk Bay	Yes	Physical	County	COUNTY	WDFW
20008	13009	47.932551	-122.665651	Skunk Bay Rd	Kitsap	unnamed	Skunk Bay	Yes	Physical	County	COUNTY	WDFW
20009	16003	47.918637	-122.560399	NE Twin Spits	Kitsap	unnamed	Skunk Bay	Yes	Physical	County	COUNTY	WDFW
20010	Not Found	47.789743	-122.533618	Chris Ln NE	Kitsap	unnamed	Grovers Cr	Yes	Mapped	County	COUNTY	WDFW
20011	Not Found	47.582784	-122.561671	Widowage Beach Dr	Kitsap	unnamed	Sinclair Inlet	Yes	Physical	County	COUNTY	WDFW
20012	22014	47.584731	-122.561647	Wynn Jones	Kitsap	unnamed	Sinclair Inlet	Yes	Physical	County	COUNTY	WDFW
20013	16451	47.583284	-122.565645	Beach Dr E	Kitsap	unnamed	Sinclair Inlet	Yes	Physical	County	COUNTY	WDFW
20014	16482	47.577454	-122.568348	E Hilldale Rd	Kitsap	unnamed	Sinclair Inlet	Yes	Physical	County	COUNTY	WDFW
20015	22122	47.570098	-122.568811	E Beaver Cr Rd	Kitsap	unnamed	Sinclair Inlet	Yes	Physical	County	COUNTY	WDFW
20016	47.569624	-122.560203	E Beaver Cr Rd	Kitsap	unnamed	Beaver Cr	Claim Bay	Yes	Physical	County	COUNTY	WDFW
20017	47.574504	-122.576722	Beach Dr E	Kitsap	unnamed	Port Orchard	Yes	Physical	County	COUNTY	WDFW	
20018	47.566197	-122.572563	Woods Rd E	Kitsap	unnamed	Beaver Cr	Yes	Physical	County	COUNTY	WDFW	
20019	24614	47.564796	-122.569807	Beach Dr E	Kitsap	unnamed	Puget Sound	Yes	Physical	County	COUNTY	WDFW
20020	22204	47.561029	-122.593699	Beach Rd E	Kitsap	unnamed	Puget Sound	Yes	Physical	County	COUNTY	WDFW
20021	23855	47.528717	-122.547186	Yukon Harbor Rd S	Kitsap	unnamed	Puget Sound	Yes	Physical	County	COUNTY	WDFW
20022	19583	47.507979	-122.565857	Lacker Rd SE	Kitsap	unnamed	Curley Cr	Yes	Physical	County	COUNTY	WDFW
20023	47.510833	-122.561118	Lacker Rd SE	Kitsap	unnamed	Curley Cr	Yes	Physical	County	COUNTY	WDFW	
20024	19569	47.513196	-122.561145	Lacker Rd SE	Kitsap	unnamed	Curley Cr	Yes	Physical	County	COUNTY	WDFW
20025	19570	47.511484	-122.566514	SE Mayott Rd	Kitsap	unnamed	Puget Sound	Yes	Physical	County	COUNTY	WDFW
20026	19687	47.510831	-122.569787	Menzies Rd	Kitsap	unnamed	Puget Sound	Yes	Physical	County	COUNTY	WDFW
20027	19658	47.510642	-122.569203	Mayott Rd	Kitsap	unnamed	Puget Sound	Yes	Physical	County	COUNTY	WDFW
20028	21138	47.501502	-122.576066	SE Lake Valley Rd	Kitsap	unnamed	Puget Sound	Yes	Physical	County	COUNTY	WDFW
20029	21118, 21119	47.501531	-122.583666	Long Lake Rd	Kitsap	unnamed	Puget Sound	Yes	Physical	County	COUNTY	WDFW
20030	47.498081	-122.583066	Long Lake Rd	Kitsap	unnamed	Curley Cr	Puget Sound	Yes	Physical	County	COUNTY	WDFW
20031	21112	47.500585	-122.588585	Long Lake Rd	Kitsap	unnamed	Long Lk	Yes	Physical	County	COUNTY	WDFW
20032	20645	47.471015	-122.594817	Dormar Dr SE	Kitsap	unnamed	Long Lk	Yes	Physical	County	COUNTY	WDFW
20033	20683	47.470075	-122.596874	Dormar Dr SE	Kitsap	unnamed	Long Lk	Yes	Physical	County	COUNTY	WDFW
20034	20609, 20610	47.468753	-122.597517	SE Mullentix	Kitsap	unnamed	Long Lk	Yes	Physical	County	COUNTY	WDFW
20035	20684	47.468756	-122.592955	SE Mullentix	Kitsap	unnamed	Curley Cr	Yes	Physical	County	COUNTY	WDFW
20036	20766	47.4689437	-122.586269	SE Mullentix	Kitsap	unnamed	Long Lk	Yes	Physical	County	COUNTY	WDFW



Where do the projects come from?

County Plans, County staff, and interjurisdictional coordination (WSDOT, Cities, Transit). **Public Outreach & Engagement**

- Comprehensive Plan policies, project lists, community plans.
- Stormwater, Sewer, utilities improvement programs.
- Transportation Implementation Strategies. (TIS) (South Kitsap, Silverdale)
- Non-Motorized Committee prioritizations.
 - NM Routes
 - Pedestrian Facilities Prioritization (South Kitsap, Central Kitsap, Silverdale)



Where do the projects come from?

Public suggestions

- Kitsap One – Cognito Forms
 - Many of the requested projects are already on the TIP or have been previously scored.

- Community Advisory Councils
 - CAC suggestions
 - Annual TIP briefings
 - Open Houses

- Studies



NAME OR ORGANIZATION	
PHONE	
EMAIL	
DESCRIBE THE PROBLEM:	Foster road is used ALOT by kids to walk to and from cottonwood elementary. there is no proper side walk and very little shoulder. people speed down this road all the time even with the school signs are on. my kid almost got hit yesterday because of this. we need to have proper sidewalks installed or larger shoulders for the kids to be safe between central valley and where the field starts for cottonwood
LOCATION:	74 NE Foster Rd
FROM:	Central Valley Rd
	Cottonwood Elementary
	Install sidewalks
	ANY D BE JECT? S, S,

NAME OR ORGANIZATION	
PHONE	
EMAIL	
DESCRIBE THE PROBLEM:	The intersection of Newberry Hill and Eldorado / Dickey is becoming increasingly difficult to pass through North / South, and to turn left off of Dickey and Eldorado on to Newberry. Although historically there have not been many accidents at this intersection, it seems Kitsap County has the opportunity to increase safety at this intersection, and to get ahead of the future traffic issues that will plague this intersection as new developments are built along Eldorado and at the Dickey pit. In recent years, there has been an uptick in accidents at this intersection due to increased traffic. Most importantly, it will protect families and young children crossing Newberry Hill by vehicle and by foot during the morning and afternoon commute to Silverdale Elementary School. The intersection as it exists today is extremely dangerous to cross by foot and bicycle, as the hill to the west of the intersection (coming from Seabeck) is blind until only a few hundred feet before the intersection.
LOCATION:	Newberry Hill Rd & Eldorado Blvd / Dickey Rd

Project Scoring

Transportation Project Evaluation System

- Based on Comprehensive Plan
 - Primary Points
 - Secondary Points



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Project Scoring – Primary Points

Point totals are based on Comprehensive Plan

- Project score is based on how the project ranks on the respective Deficiency Prioritization Lists.



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Primary Scoring Categories – The prioritized lists are assigned the following values

	<u>Points</u>
Preservation – Road	25
Preservation – Bridge / Culvert	25
Capacity	18
Safety	18
Environmental Retrofit	8
Non-motorized	<u>6</u>
	100



Project Scoring – Primary Points



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Capacity - Maximum Points available: 18 points
 LOS F = 18 points
 LOS E = 12 points
 LOS D = 12 points (rural areas)
 If an intersection is deficient within six years, it will receive half of the points allocated based on the projected LOS.
 Source of Scoring: Most recent Intersection and roadway LOS Deficiency Lists
 * LOS of private roads are not eligible for points.

Intersections LOS is worth half points in the future, but it doesn't say that segments are. Should we change that?
 What about an LOS D that's half-urban and half-rural?
 We're interpreting this to mean that segment LOS from the 2036 model is worth full points, but intersection LOS from the 2036 model is worth no points. Should we change that?

	"current" year	"+6" year	2036
Segment	(2019/2020 model) Full points	Not calculated	Full points
Intersection	Full points	Half points	Calculated, but not used

If a project will address a capacity segment and intersection, should it the combined points of both of them? Or multiple segments/intersections?
 What about non-peak-PM capacity issues such as Kingston ferries?
 Does it matter how much we improve the v/c?

For consistency, Planning keeps notes on how scoring is interpreted and potential future "tweaks" to the criterion



Project Scoring – Primary Points



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Culvert Preservation - Maximum Points available: 25 points

Inspector Rating 1 = 25 points

Inspector Rating 2 = 15 points

Inspector Rating 3 = 5 points

Inspector Rating 4 and 5 = 0 points

Source of Scoring: Most recent Kitsap County Culvert Inventory

Environmental Retrofit - Maximum Points: 8 points

Top 10% = 8 points

70% - 89% = 5.6 points

50% - 69% = 4 points

30% - 49% = 2.4 points

Bottom 29% = 0.8 points

Source of Scoring: Most recent Fish Barrier List (Number Ranking (PI Score))

Culverts are now rated on a 0-100 scale that goes out to two decimal places called OCI/Estimated-OCI. I have adapted our scoring as follows:

OCI 0 to <20 = 25 points

OCI 20 to <40 = 15 points

OCI 40 to <60 = 5 points

OCI ≥60 = 0 points

After several conversations with Nic Graves, we decided to only award points to culverts that are very deep or need to be replaced with a significantly larger structure. These are identified in [Cartegraph](#) by having a Criticality Factor of 3.

Should we give more points to a project that will replace three failing culverts than a project that would replace one failing culvert?

Maintenance is working on a new culver/fish passage prioritization system.



Project Scoring – Secondary Points

How well does the proposed project scope address the policy need?

- **Vertical Standards** (3 pts) – existing geometrics vs. Design Standards
- **Horizontal Standards** (3 pts) – existing geometrics vs. Design Standards
- **Non-motorized** (5 pts) – type of proposed facility
- **Transit** (4 pts) support for transit
- **Consistency with Plans** – (5 pts) project included in plan or implements the plan
- **Environmental/Sensitive Area Impact** (3 pts) – exceed stormwater requirements to improve area
- **Interjurisdictional** (3 pts) – Multi-agencies projects



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Project Scoring – Secondary Points

How well does the proposed project scope address the policy need?

- **Significance** (5 pts) – roadway or water body classification
- **Secured funding** (up to 20 pts) – funding from other sources
- **Potential Safety Issues** (10 pts) – if not on safety lists
- **Maintenance Reduction** (5 pts) – does project reduce maintenance costs?
- **Economic Development** (5 pts) – does project support economic development?
- **Freight Mobility** (5 pts) – does the project support freight movement?



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Project Scoring – Typical “non-motorized project”

Possible primary points criterion:

- **Capacity** (18 points). Non-motorized facilities are the primary proposed solution for capacity needs.
- **Safety** (18 points). Safety priority is based on crash data. The locations with higher frequency and severity of crashes receive higher points. Typically, non-motorized facilities are a primary or significant element in the proposed solution.
- **Non-Motorized** (6 points). The points are awarded based on the Non-Motorized Committee’s priority lists.



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Project Scoring Typical “non-motorized project”

Possible secondary point criterion:

- **Non-Motorized** (5 points). Based on proposed solution.
- **Transit** (4 points). Does project support the transit system?
- **Consistency with Plans** (5 points). Is the project or need identified in a Plan?
- **Interjurisdictional** (3 points). Does project support another jurisdiction?
- **Significant** (5 points). Roadway classification.
- **Secured Funding** (20 points). Secured outside funding.
- **Potential Safety Issues** (10 points). How design address safety concerns.



Kitsap County Public Works
Transportation Project
Evaluation System
2017



Project Scoring – “2024 to 2029 TIP”

- 108 candidate projects initially scored
 - “Silverdale Way & Bucklin Hill Rd/Randall Way” – 67 pts.
 - “Midway – Indianola to Greenwood” – 0 pts.
- 54 candidate projects advanced in the process
 - Cutoff score = 35pts.
 - A candidate project needs to support more than a single policy criterion (ie. Safety, congestion, fish passage) to gain enough points to be competitive.
 - Refine projects’ scope, cost, and assess “project delivery issues”



Kitsap County Public Works
Transportation Project
Evaluation System
2017



TIP Project Selection

Theoretically the ranked project list could be the next TIP; however, there are **other considerations** to be taken into account.

- Funding availability.
- Project distribution.
- Project deliverability.



TIP Project Selection

Identify potential funding sources:

1. Transportation Impact Fee (TIF), SEPA funding (13%+)
 - Geographic and project type restrictions

2. Potential grant source and potential for award (66%+)
 - Program criteria restrictions
 - Funding levels (\$ limits, match requirements, timing)

3. Road Fund (14%)
 - Local match for grant projects
 - Fund PE and/or ROW phases for grant projects
 - Supplement TIF projects
 - Totally fund a project



TIP Project Selection

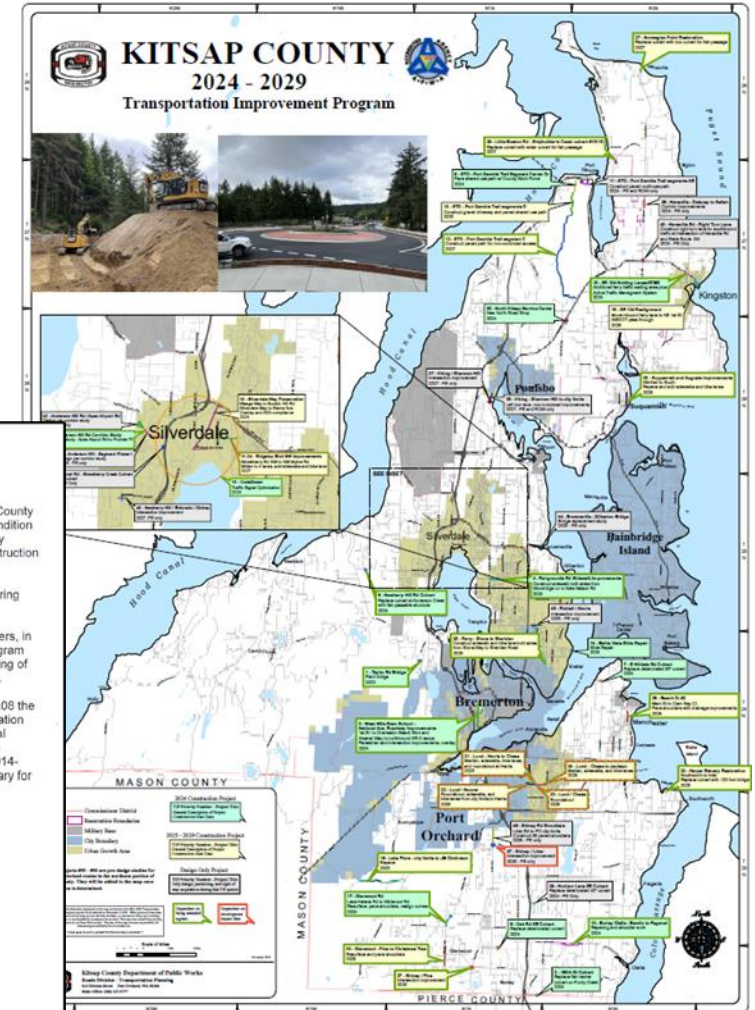
- Project distribution (program level v. individual TIP)
 - Project types
 - Project geographic distribution
 - Commissioner District
 - Urban, rural, LAMIRD
- Project delivery schedules
 - Staff levels and existing work programs.
 - Funding availability by year.
- Emerging issues
 - Bridge/culvert loss, land slides, economic development, possible partnerships.
 - 100% funding by others.



Year	Comm. Dist	UGA-LA MIRD-rural	Project Name
3	Silv		Silverdale Way & Bucklin Hill Rd / Randall Way (TIF) (STIS #2)
2	PO UGA		Lund & Jackson
3	SUGA		Newberry Hill - Provost to Silverdale Way (TIF)
2	R South		J M Dickinson - Lake Helena to Lake Flora (TIF)
2	PO UGA		Bethel - Cedar to Bielmeier
3	CK UGA		Central Valley ₂ - McWilliams to Brookdale (TIF)
2	WB/G UGA		National & Arsenal (TIF)
3	R Cen		Chico - SR 3 to Eldorado (TIF)
2	R South		Lake Flora ₁ - Glenwood to Hidden Acres (TIF)
3	CK UGA		Central Valley ₂ - Foster to Bucklin Hill (TIF)

TIP Project Selection – Staff Recommendation

- Staff recommendation reviewed by BOCC
- Public comments
- Adoption by BOCC annually in Oct.-Nov.



RESOLUTION ²⁰⁹
Resolution Adopting the 2024 through 2029
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, 2024 to December 31, 2029 and,


WHEREAS, in further compliance with said law the Board has held thereon a public hearing this 27th day of November, 2023.

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 2024 to 2029 for Kitsap County Roads be adopted as set forth in detail, consisting of projects numbered 1 through 62 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: 2014-2019." 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 27th day of November, 2023.

BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON


Charlotte Garrido
CHARLOTTE GARRIDO, Chair
Katherine T. Walters
KATHERINE T. WALTERS, Commissioner
Christine Rolfes
CHRISTINE ROLFES, Commissioner

ATTEST:
Dana Daniels
Dana Daniels, Clerk of the Board



Project Scoring & TIP Project Selection

- 2024 Comprehensive Plan update.
 - How will policies influence project selection?
- Growth over next 20 years!
 - 25% increase in population.
 - 67% increase in employment.
- Increased demands on County multi-modal transportation system.
- **Future transportation funding levels?**





Thank You

www.kitsapgov.com/pw

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Kitsap County Public Works

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