

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

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2024 TO 2029



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

Functional Class 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 Arterial	14=Urban Principal Arterial
07=Rural Major Collector	16=Urban Minor Arterial
08=Rural Minor Collector	17=Urban Collector Arterial
09=Rural Local Access	19=Urban Local Access

Project Identification 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	24=Transit Training/Administration
05=Minor Widening	12=Safety/Traffic Operation/TSM	31=Non-Capital Improvement
06=Other Enhancements	13=Environmentally Related	32=Non-Motor Vehicle Project
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.)

Total Length 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)

Project Phase 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:

STP 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)

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

SEPA 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.

TIB 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.

DOT 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.

STORM 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.

CRID 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.

TBD 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.

Grant This project will be submitted to a grant process at a later date.

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

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

Impact Fees 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

SIX YEAR
TRANSPORTATION IMPROVEMENT PROGRAM
2024 TO 2029

FUNC. CLASS TIP PROJECT NO.	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND. STATUS	MONTH/YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS											YEAR 1 2024	YEAR 2 2025	YEAR 3 2026	YEAR 4 2027	YEAR 5 2028	YEAR 6 2029	FED. PROJ. ONLY EMVRO TYPE ROW REQ. DATE COMPLETE	
						FUNDING SOURCE INFORMATION																		
						FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL												
						FEDERAL FUND CODE	FEDERAL COST BY PHASE																	
9 1	19000 MP 0.10-0.15 Nonfreight Bridge #41 CRP# 3697 Taylor Road Bridge Prepare and paint the steel girders and deck soffit of the bridge superstructure	11	0.05	P.E.		1/21																CE Y 7/22		
				R/W		5/21																		
				Const.	S	7/23	LBP-21	10						10	10									
				Total				10						10	10									
9 2	03036 MP 0.30-0.35 Nonfreight CRP# 2598 160th Street Replace fish barrier culvert on Purdy Creek Participation on grant match with Pierce County	13	0.05	P.E.																				
				R/W																				
				Const.	S	7/24							165	165	165									
				Total								165	165	165										
16 3	16330 MP 0.00-0.95 / 17400 MP 0.00-0.35 T3/T4/Nonfreight CRP# 2612 W. Hills STEM School - Nat'l Ave. Roadway Improvement Loxle Eagans: City limits to Arsenal and National; Charleston Beach to City limits, Pedestrian and Intersection Improvements and overlay	06	1.32	P.E.		9/19																		
				R/W		6/20																		
				Const.	S	12/23	STP-24	1761				789	2550	2550										
				Total				1761				789	2550	2550										
16 4	56409 MP 0.50-0.90 T3 CRP# 3664 Fairgrounds Road - Sidewalk Improvements Construct sidewalk both sides and eastbound bike lane from Woodridge Lane to Nels Nelson Road	32	0.40	P.E.		6/15																		
				R/W	S	1/23																		
				Const.	S	3/24	STP-24	2300				2710	5010	5010										
				Total				2300				2710	5010	5010										
7 5	CRP# 3700 CodeGreen Traffic signal optimization software	12		P.E.																				
				R/W																				
				Const.	S	1/24	HSP	484				484	484											
				Total				484				484	484											
6 6	13429 MP 0.35-0.45 T3 CRP# 3694 Newberry Hill Road - Culvert Replace 54" culvert with structure meeting WDFW Fish Passage Design Criteria (Culvert ID #18807)	06 13	0.10	P.E.		1/17																		
				R/W	S	8/23	PROTECT	20				20	20											
				Const.	S	12/23	PROTECT	3000			650	3650	3650											
				Total				3020			650	3670	3670											
19 7	49660 MP 0.15-0.20 T4 CRP# 2624 East Hilldale Road - Culvert Replace existing deteriorated 36" culvert (Culvert ID #16482)	13	0.05	P.E.	S	1/22																		
				R/W	S	6/23					5	20	20											
				Const.	S	5/24					700	700	700											
				Total							725	725	725											

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						FUNDING SOURCE INFORMATION																
						FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL										
						FEDERAL FUND CODE	FEDERAL COST BY PHASE															
9 8	23640 MP 0.60-0.65 T4 CRP# 2825 Oak Road (SE) - Culvert Replace deteriorated 18" culvert (Culvert ID #10544)	13	0.05	P.E.	S	1/22																
				R/W	S	6/23						5	5	5								
				Const.	S	5/24						20	20	20								
				Total								100	100	100								
9 9	79775 MP 0.16-0.88 Nonfreight CRP# 1631 STO - Port Gamble Trail Segment Carver Dr. Pave shared use path w/ County Work Force	01 32	0.73	P.E.	S																	
				R/W	S							10	10	10								
				Const.	S							200	200	200								
				Total								210	210	210								
9 10	Nonfreight CRP# 1631 STO - Port Gamble Trail Segment D Construct gravel driveway and paved shared use path	01 32	0.82	P.E.	S																	
				R/W	S							60	60	60								
				Const.	S							10	10	10								
				Total								1400	1400	1400		1400						
N/A 11	79770 MP 0.00-0.13 / 79775 MP 0.00-0.16 CRP# 1631 STO - Port Gamble Trail Segments AE Construct paved multi-use path	32	0.60	P.E.	S	1/21																
				R/W	S	1/23						200	200	200								
				Const.								50	50	50								
				Total								250	250	250								
N/A 12	NSTO - Port Gamble Trail Segment C Shared use path	32	4.00	P.E.	P	1/24	Grant	800														
				R/W	S	1/26						60	860		430	430						
				Const.	P	6/26	Grant	4200				50	50			50						
				Total				5000				1550	5750			5750						
9 13	23760 MP 1.02-2.49 T3 CRP# 2627 Burley Olalla - Bandix to Fagerud Paving and shoulder work	05 07	1.50	P.E.	S	4/23				RAP	28			2	30							
				R/W																		
				Const.	S	4/24						RAP	709			79	788		788			
				Total									737			81	818		818			
3 14	52690 MP 0.33-0.38 Nonfreight CRP# 3701 Bahia Vista Slide Repair	19	0.05	P.E.	S	8/23								50	50		50					
				R/W																		
				Const.	S	5/24										450	450		450			
				Total												500	500		500			

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FUNG. CLASS	TIP PROJECT NO.	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS										YEAR 1 2024	YEAR 2 2025	YEAR 3 2026	YEAR 4 2027	YEAR 5 2028	YEAR 6 2029	FED. PROJ. ONLY
							FUNDING SOURCE INFORMATION																
							FEDERAL FUNDS		STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL											
							FEDERAL FUND CODE	FEDERAL COST BY PHASE					RAP / CAPP / TIA / UATA / PWTF / OTHER										
14	15	MP 23.65-23.85 T3 CRP# 1636 SR 104 Holding Lane/ATMS Kingston Active Traffic Management System	12	0.20	P.E.	S	1/23	STP-23	112	WSDOT	356			468	468							CE Y 12/23	
					R/W	S	5/24	STP-24	1178				1178	1178									
					Total				1290		356			1646	1646								
14	16	MP 24.25-24.85 T3 CRP# 1635 SR 104 Realignment Move inbound ferry lane to NE 1st Street County participation on State project	06	0.65	P.E.	S	1/19						20	20	10	10						EA Y 6/23	
					R/W	S	11/20																
					Const.	S	1/26							20	20			10	10				
Total									40	40	10	10	10	10									
7	17	20509 MP 2.75-3.35 T3 CRP# 2618 Glenwood Road Lake Helena Road to Wildwood Road Resurface and pave shoulders	05	0.51	P.E.	S	1/21						10	10	10								
					R/W	S	1/23				RAP-23	7		3	10	10							
					Const.	S	5/24				RAP-24	2097		403	2500	2300	200						
Total									2104	416	2520	2320	200										
6	18	25009 MP 0.960-3.529 T3 CRP# 2628 Lake Flora - City Limits to J M Dickinson Repave	07	2.60	P.E.	S	1/23						30	30	20	10							
					R/W	P	3/25	Grant(C)	762				119	881		881							
					Total				762				149	911	20	891							
16	19	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	07	1.34	P.E.	S	1/18						10	10	10								
					R/W	S	1/20						50	50	50								
					Const.	S	4/25						3100	3100	3000	100							
Total									3160	3160	60	3000	100										
9	20	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 bridge.	13	0.15	P.E.	S	5/23	PROTEC	100				90	190	190							CE Y 5/24	
					R/W	S	10/22				ECY	79		79	79								
					Const.	S	1/25	PROTEC	5840					5840		5140	700						
Total				5940				79		90	6109	269	5140	700									
16	21	40700 MP 1.15-1.35 / 40490 MP 0.25-0.30 / 41130 MP 0.00-0.05 T3/T4/Nonfreight CRP# 2583/2629 Lund - Harris to Chase Median, sidewalk, and bike lane from Harris to Chase Roundabout @ Harris	06	0.25	P.E.	S	1/20				TIB 21-22	444	112	556	556							CE Y 6/24	
					R/W	S	1/22						TIB 21	78	20	98	49	49					
					Const.	S	2/25						TIB 21-22	3142	790	3932	3932						
Total									3664	132	790	4586	605	3981									

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								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	YEAR 1 2024	YEAR 2 2025	YEAR 3 2026	YEAR 4 2027	YEAR 5 2028	YEAR 6 2029																
								FEDERAL FUND CODE	FEDERAL COST BY PHASE																											
16 19	22	40700 MP 1.35-1.50 / 41130 MP 0.00-0.05 T3/Nonfreight CRP# 2630 Lund & Hoover Median, sidewalk, and bike lane from city limits to Harris Roundabout @ Hoover	06 12	0.20	P.E. R/W Const. Total	S S S	1/20 1/25 1/26												165	197	362	181	181										CE Y 6/24			
16 19	23	40700 MP 1.05-1.15 / 40550 MP 0.00-0.05 Nonfreight/T3 CRP# 2629 Lund & Chase Roundabout	06	0.20	P.E. R/W Const. Total	P P P	1/20 1/25 4/26			Grant (A) Grant (A) Grant (A)	317 61 2290	79 15 573										396 76 2863	80 76	316 76			1000 1863									
16	24	40700 MP 0.75-1.05 Nonfreight/T3 Lund - Chase to Jackson Median, sidewalk, bike lane, & u-turn	06	0.55	P.E. R/W Const. Total	S S P	1/20 1/27 6/28							310 65 400												60 250		65			2900				CE Y 5/27	
16	25	50909 MP 0.00-0.80 T3 CRP# 3699 Perry - Stone to Sheridan Sidewalks & bike lanes	32	0.81	P.E. R/W Const. Total	S S S	8/23 1/24 6/26	SRTS SRTS SRTS	87 400 2531														138 400 141	225 100 2672	100 300			2672							CE Y 5/27	
8 16 17	26	21109 MP 1.05-1.15 / 20250 MP 1.00-1.10 T3 CRP# 2631 Sidney & Pine Roundabout	12	0.20	P.E. R/W Const. Total	S S S	9/23 1/25 6/26	HSIP HSIP HSIP	460 50 2680														460 50 2680	167 50	288 50			2653 27							CE Y 6/25	
9	27	89400 MP 0.00-0.05 / 70400 MP 7.35-7.40 Nonfreight CRP# 1638 Norwegian Point Restoration Replace culvert 18118 with large box culvert	13	0.10	P.E. R/W Const. Total	S S P	1/23 1/25 6/27																300 100 1300	300 100	100 50	100 50			1300							
16	28	42510 MP 0.00-0.35 T4 CRP# 2557 Beach Drive - Main to Clam Bay Ct Bike/ped Improvements with drainage improvements	6	0.37	P.E. R/W Const. Total	S S P	8/23 1/26 6/28																250 400 340	250 400 2500	25 225			200 200								

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						FUNDING SOURCE INFORMATION						TOTAL	TOTAL	TOTAL	TOTAL	TOTAL								TOTAL	TOTAL						
						FEDERAL FUNDS		STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL															TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
						FEDERAL FUND CODE	FEDERAL COST BY PHASE																								
9 29	86250 MP 2.90-2.95 Nonfreight Little Boston Road - Shipbuilder's Creek culvert #15115 Replace culvert with wider culvert for fish passage	13	0.05	P.E. R/W Const. Total	S	1/26			Tribe	500			500					200	200	100											
									Tribe	1000			1000									500	500								
													1500				1500														
9 30	20509 MP 1.23-1.98 T3 Glenwood - Pine to Christmas Tree Resurface and pave shoulders	05 7	0.75	P.E. R/W Const. Total	P	3/27			Grant	135		15	150							50	100										
					S	1/28					75	75											50	25							
					P	3/29			Grant	1551		172	1723														1723				
													1686		262	1948													50	150	1748
14 31	56791 MP 0.35-0.60 T3 CRP# 3694 Ridgetop - Mickelberry to Myhre (All Phases) Mickelberry Road NW to NW Myhre Road Widen to 4 lanes, sidewalks, bike lanes	05	0.34	P.E. R/W Const. Total	S	8/19	STP 21	943				183		1126	600	526															
												943				183		1126	600	526											
14 32	56791 MP 0.55-0.65 / 57720 MP 0.20-0.30 T3 CRP# 3694 Ridgetop - Mickelberry to Myhre Phase 1 Ridgetop & Myhre Intersection improvements	05	0.20	P.E. R/W Const. Total	S	1/24	CRRSAA	1500				134	100	1734	1000	734															
					P	6/26	Grant	4500			1500		6000																		
												6000				1634	100	7734	1000	734	5000	1000									
14 33	56791 MP 0.45-0.55 T3 CRP# 3694 Ridgetop - Mickelberry to Myhre Phase 2 Ridgetop mid block intersection	05	0.10	P.E. R/W Const. Total	S	1/24	CRRSAA	3373				196	531	4100	3000	1100															
					P	6/28	Grant	4000					2000	6000																	
												7373				196	2531	10100	3000	1100											
14 34	56791 MP 0.30-0.40 / 56770 MP 0.40-0.50 T3 CRP# 3694 Ridgetop - Mickelberry to Myhre Phase 3 Ridgetop & Mickelberry Intersection improvements	05	0.20	P.E. R/W Const. Total	S	1/28						2060	2000	4060																	
16 35	70310 MP 1.55-1.60 / 70320 MP 0.00-0.50 T3/T4 CRP# 1639 Suquamish/Augusta - South St. to Winfred Sidewalk & bike lane.	05	0.52	P.E. R/W Const. Total	S	1/24	STP-25	450					70	520	260	200	60														
					S	1/26						600	600																		
					P	6/28	Grant	2500					704	3204																	
												2950																			

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FUNG. CLASS TIP PROJECT NO.	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND STATUS	MONTH/YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS							FUNDING SOURCE INFORMATION						FED. PROJ. ONLY EIMPRO TYPE ROW REQ? DATE COMPLETE								
						FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL	YEAR 1 2024	YEAR 2 2025	YEAR 3 2026	YEAR 4 2027	YEAR 5 2028	YEAR 6 2029									
						FEDERAL FUND CODE	FEDERAL COST BY PHASE																				
16 36	74200 MP 1.85-2.10 T3 Viking - Sherman Hill to city limits Segment improvement, non-motorized	06	0.25	P.E.	S	1/27																					
				R/W	S	1/28																					
				Const.																							
				Total																							
16 37	74200 MP 1.80-1.85 / 59900 MP 1.55-1.60 Nonfreight/T3 Viking & Sherman Hill Intersection Improvement	12	0.10	P.E.	S	1/27																					
				R/W																							
				Const.																							
				Total																							
7 38	56409 MP 0.50-0.90 T3 CRP# 1637 Hansville - Delaney to Salish Corridor Improvements	07	0.40	P.E.	S	1/23																					
				R/W																							
				Const.																							
				Total																							
19 39	32800 MP 0.05-0.10 Nonfreight CRP# 2588 Horizon Lane SE Replace Deteriorated 42" Culvert (Culvert ID # 12310)	06	0.05	P.E.	S	1/16																					
				R/W																							
				Const.																							
				Total																							
7 40	70400 MP 0.00-0.05 T3 CRP# 1599 Hansville and SR 104 Intersection Improvement - Partnership with WSDOT/Tribe	12	0.05	P.E.	S	4/18			SEPA&Oth	409																	
				R/W																							
				Const.																							
				Total																							
16 41	13549 MP 3.25-3.80 T3 CRP# 3702 Anderson Hill Road Corridor Study Corridor study - Apex Airport to Frontier Place	12		P.E.	P	6/24	Grant-C	432					68	500		250	250										
				R/W																							
				Const.																							
				Total																							
16 42	13549 MP 3.15-3.25 / 13820 MP 0.00-0.05 T3/Nonfreight CRP# 3698 Anderson Hill Road / Apex Airport Road Design per corridor study	12	0.20	P.E.	S	1/20			SEPA	112																	
				R/W																							
				Const.																							
				Total																							

Agency: Kitsap County
County No. 18

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TRANSPORTATION IMPROVEMENT PROGRAM
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Hearing Date: 11/27/2023
Adoption Date: 11/XX/2023
Resolution No. XXX-2023

FUNG. CLASS	FUNG. CLASS TP PROJECT NO.		IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND STATUS	MONTH/YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS										YEAR 1 2024	YEAR 2 2025	YEAR 3 2026	YEAR 4 2027	YEAR 5 2028	YEAR 6 2029	FED. PROJ. ONLY	EMVRO TYPE ROW REQ? DATE COMPLETE			
								FUNDING SOURCE INFORMATION																				
								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL														
								FEDERAL FUND CODE	FEDERAL COST BY PHASE																			
16	43	13549 MP 3.25-3.80 T3 Anderson Hill - Segment Phase 1 Design per corridor study	TBD	0.51	P.E.	S	1/26																					
					R/W							400	400				300	100										
					Const. Total							400	400				300	100										
16	19	54600 MP 1.65-1.70 / 53975 MP 0.00-0.05 T3/T4 Brownsville - Gilberton Bridge (Bridge #2) Study to plan for eventual replacement	12	0.15	P.E.	S	1/25																					
					R/W							225	225				175	50										
					Const. Total							225	225				175	50										
16	19	54600 MP 1.65-1.70 / 53975 MP 0.00-0.05 T3/T4 Riddell & Almirra Intersection Improvement	12	0.15	P.E.	S	1/25																					
					R/W							225	225				175	50										
					Const. Total							225	225				175	50										
16	17	19	13429 MP 2.10-2.20 / 19800 MP 2.15-2.20 / 13770 MP 0.00-0.05 T3 Newberry Hill & Dickey & Eldorado Intersection Improvement	12	0.20	P.E.	S	1/26																				
						R/W							200	200				100	100									
						Const. Total							200	200				100	100									
16	47	21109 MP 5.85-5.95 / 20225 0.55-0.65 T3 Sidney & Llder Intersection improvements	12	0.20	P.E.	S	1/26																					
					R/W							78	177	255				20	235									
					Const. Total							78	177	255				20	235									
16	48	21109 MP 5.95-6.45 T3 CRP# 2585 Sidney - City Limits to Llder Port Orchard city limits to Llder Road Construct paved shoulders	05	0.56	P.E.	S	5/28																					
					R/W							50	50					25	25									
					Const. Total							50	50					25	25									
17	49	19801 MP 2.55-2.65 T3 Provost Rd. - Strawberry Creek Culvert Replace culvert #2319 per WDFW standards per MOU Oct. 26, 2015	13	0.10	P.E.	S	1/29																					
					R/W							40	40						40									
					Const. Total							40	40						40									

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FUNC. CLASS	TIP PROJECT NO.	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND. STATUS	MONTH/YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS										YEAR 1 2024	YEAR 2 2025	YEAR 3 2026	YEAR 4 2027	YEAR 5 2028	YEAR 6 2029	FED. PROJ. ONLY
							FUNDING SOURCE INFORMATION																
							FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL										
							FEDERAL FUND CODE	FEDERAL COST BY PHASE															
N/A	50	North STO Planning Study Planning study	32	P.E. R/W Const. Total	S	1/22	STP 21	20					20	20							CE N		
N/A	51	Hansville NM Pre-Design Study Non-Motrolized pre-design study. SR 104 to Casino	06	P.E. R/W Const. Total	S	1/25					20	20		10	10						CE N		
N/A	52	STO - Central Pre-Design Study Non-Motrolized pre-design study. Poulsbo to Port Gamble Park	06	P.E. R/W Const. Total	S	1/26	RAISE	500				500			250	250					CE N		
N/A	53	Suquamish to Gunderson NM Pre-Design Study Non-Motrolized pre-design study. SR 104 to Kingston	06	P.E. R/W Const. Total	S	1/28	RAISE	500				500					250	250			CE N		
N/A	54	Little Boston NM Pre-Design Study Non-Motrolized pre-design study. Tribal Community to Hood Canal Dr.	06	P.E. R/W Const. Total	S	1/28					20	20						10	10		CE N		
N/A	55	CRP# 1632 North Kitsap Service Center New North Road Shop	06	P.E. R/W Const. Total	S	1/22							10149	10149	10149								
N/A	56	Various Locations CRP# 5043 Project Close-Out and Plant Establishment	06	P.E. R/W Const. Total	S	varies																	
													240	240	40	40	40	40	40	40	40		

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FUNC. CLASS TIP PROJECT NO.	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS										YEAR 1 2024	YEAR 2 2025	YEAR 3 2026	YEAR 4 2027	YEAR 5 2028	YEAR 6 2029	FED. PROJ. ONLY
						FUNDING SOURCE INFORMATION																
						FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTFF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL										
						FEDERAL FUND CODE	FEDERAL COST BY PHASE															
N/A 57	Various Locations CRP# 5044 County Wide Sidewalk Sidewalks and pedestrian ramps at various locations	32	00	P.E.	\$ varies						120	120	20	20	20	20	20	20				
				R/W	\$ varies																	
				Const.	\$ varies									1080	1080	180	180	180	180	180	180	
				Total							1200	1200	200	200	200	200	200	200	200			
N/A 58	Various Locations CRP# 5048 County Wide Culvert Projects Replacement of emergent structurally or capacity deficient culverts	06	00	P.E.	\$ varies						120	120	20	20	20	20	20	20	20			
				R/W	\$ varies									60	60	10	10	10	10	10	10	
				Const.	\$ varies									420	420	70	70	70	70	70	70	70
				Total							600	600	100	100	100	100	100	100	100			
N/A 59	Various Locations CRP# 5045 County Wide Surfacing Upgrades Base stabilization and paving of structurally deficient pavements at various locations	07	00	P.E.																		
				R/W	\$ varies																	
				Const.	\$ varies									1200	1200	200	200	200	200	200	200	200
				Total							1200	1200	200	200	200	200	200	200	200	200		
N/A 60	Various Locations CRP# 5046 County Wide Safety Improvements Spot improvements for guardrail, and traffic safety improvements	12	00	P.E.	\$ varies						180	180	30	30	30	30	30	30	30			
				R/W	\$ varies									180	180	30	30	30	30	30	30	
				Const.	\$ varies									840	840	140	140	140	140	140	140	140
				Total							1200	1200	200	200	200	200	200	200	200	200		
N/A 61	Various Locations CRP# 502B County Wide Bicycle/Ped. Improvements Spot improvements for bicycle/pedestrian County Force Electrical Work < \$40,000	32	00	P.E.																		
				R/W	\$ varies																	
				Const.										1350	1350	200	200	200	250	250	250	250
				Total							1350	1350	200	200	200	250	250	250	250	250		
N/A 62	Various Locations CRP# 5047 WSDOT Project Participation County participation in State Projects involving County Roads	06	00	P.E.																		
				R/W	\$ varies																	
				Const.										600	600	100	100	100	100	100	100	100
				Total							600	600	100	100	100	100	100	100	100	100		
						53732					13315	6063	42269	115379	36774	21158	18735	13910	18639	6163		

P.E.
R/W
Const.
Total

4404	2301	927	4545	12177	3652	3186	2164	1875	905	395
5343	225	2490	4849	12907	4458	2489	640	605	2650	2065
43985	10789	2646	32875	90295	28664	15483	15931	11430	15084	3703
53732	13315	6063	42269	115379	36774	21158	18735	13910	18639	6163