

Transportation Improvement Program Project Prioritization and Selection Process

What

An annual process for the selection of transportation projects for funding in the 6-year TIP. This process helps the County meet the following objectives:

Why

- Avoid overlooking critically needed projects
- Improve implementation of the Comp Plan
- Balance the needs of the community
- Allow ample time to explore alternate funding sources
- Ensure consistency with long range goals
- Ensure highest priority projects are constructed first
- Develop projects that meet multiple objectives
- Promote intergovernmental cooperation
- Provide predictability for the development community
- Improve maintenance by requiring needs forecasting
- Improved financial management and funding utilization



Standards of Good Practice – Priority Programming Procedures

Why (continued)

(WAC 136-14-030) Each county engineer will be required to develop a priority programming process tailored to meet the overall roadway system development policy determined by his or her county legislative authority. Items to be included and considered in the technique for roads shall include, but need not be limited to the following:

Minimum Criteria

- (1) Traffic volumes;
- (2) Roadway condition;
- (3) Geometrics;
- (4) Safety and accident history; and
- (5) Matters of significant local importance.



Matters of Significant Local (Kitsap County) Importance

Comp Plan Ch 11 Capital Facilities

Priorities

Policy CF-5: Determines priorities between facilities of different types and between facilities of the same type.

- Preservation - of existing road and bridge infrastructure
- Capacity - new or expanded facilities
- Safety - accident reduction and prevention
- Environmental Retrofit - elimination of fish barriers
- Non-motorized – increase non-motorized travel options



Primary Scoring

Primary Categories

<u>Category</u>	<u>Points possible</u>
•Road Preservation	25
•Bridge Preservation	25
•Capacity	18
•Safety	18
•Environmental Retrofit	8
•Bicycle & Pedestrian	<u>6</u>
	100

Points within a Category

Projects are assigned points based on how they rank among other projects within the same category

<u>Rank within Category</u>	<u>% of Points</u>
Top 10 Percent	100%
70 - 89 Percent	70%
50 - 69 Percent	50%
30 - 49 Percent	30%
Bottom 30 Percent	0%



Secondary Scoring

Secondary Categories

<u>Category</u>	<u>Points possible</u>
•Vertical Standard	3
•Horizontal Standard	3
•Traveled Way Width	6
•System Connectivity	5
•Non-motorized	3
•Transit	4
•Consistency with Plans	5
•Sensitive Area Impact	3
•Inter-jurisdictional	3
•Significance	9
•Secured Funding	10
•Potential Safety Issue	10
•Maintenance Reduction	5

Point Ranking

Projects are ranked by their combined total of Primary and Secondary points. Projects with the greatest number of points rank highest.



Cost Per Point

Project Cost

Projects are also ranked by their total cost per point. This tells us how much “Bang for the Buck” we would be getting for each project.

$$\frac{\text{Total Project Cost}}{\text{Total Points}} = \text{Cost per Point}$$

Cost Per Point Ranking

Projects with the least cost per point rank highest.



Final Combined Ranking

Final Ranking =
The average of the projects point ranking (primary & secondary) and the cost per point ranking

<i>Final Combined Ranking</i>	<i>Avg</i>	<i>Point Rank</i>	<i>Cost Per Point Rank</i>	<i>Title</i>
1	8.5	13	4	Mullenix Rd Culvert Replacement
2	8.5	10	7	Main Street, Manchester, SWMM joint project to repave roadway Alaska, Madrone and Main
3	9	4	14	Hansville Rd Safety Improvements
4	9.5	14	5	Southworth Drive Culvert Replacement
5	9.5	8	11	Orseth Rd Culvert Replacement
6	10	12	8	William Sutton Road, widen and overlay
7	11	19	3	Fairgrounds Road Shoulder Improvement, Central Valley to Stampede/Nels Nelson
8	11.5	17	6	Clear Creek Trail, Extend Trail from Trigger to Kegley Road, northbound
9	11.5	2	21	Salmonberry Road SE, Bethel Rd to Phillips Ave, major reconstructions
10	12	15	9	Spirit Ridge, Road Preservation
11	12.5	6	19	Stavis Bay Rd Bridge #23
12	13	25	1	Phillips Road/Mullenix Road Intersection, Cut bank on SW corner for sight distance from Phillips, relocate power pole at SE corner for sight distance to the west



Four Tier System

							Financially Constrained			Unconstrained	
	TIP						Scoring Phase	Unscored Comprehensive Plan Projects		Recognized Needs List	
Year	1	2	3	4	5	6			20		
Tier	1						2	3		4	



Four Step Process & Timeline

April	Step 1	Project Identification
May	Step 2	Project Scoring
June	Step 3	Technical Committee Recommendation
July	Step 4	County Commissioners' Review and Adoption

