



Meeting Date: November 27, 2023
Agenda Item No:

<u>Kitsap County Board of Commissioners</u>																										
Department: Public Works – Road Division																										
Staff Contact: Joe Rutan, County Engineer, 360-337-5777 x 4893																										
Title: Resolution Adopting the 2024 through 2029 Six-Year Transportation Improvement Program																										
Recommended Action: Move that the Board adopt the 2024 through 2029 Six-Year Transportation Improvement Program																										
Summary:	<p>The 2024 through 2029 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 non-motorized transportation construction projects. The following is a brief summary of the proposed projects, revenue sources and annual expenditures for the 2024-2029 Transportation Improvement Program:</p> <p style="margin-left: 40px;">Number of Projects: 62</p> <p style="margin-left: 40px;">Projected Revenue by source:</p> <table style="margin-left: 80px; width: 80%;"> <tr><td>Federal funds:</td><td style="text-align: right;">\$53,732,000</td></tr> <tr><td>State or developer funds:</td><td style="text-align: right;">\$13,315,000</td></tr> <tr><td>Impact fees:</td><td style="text-align: right;">\$6,063,000</td></tr> <tr><td>Local funds:</td><td style="text-align: right;">\$42,269,000</td></tr> <tr><td>Total Revenue:</td><td style="text-align: right;">\$115,379,000</td></tr> </table> <p style="margin-left: 40px;">Expenditures by year:</p> <table style="margin-left: 80px; width: 80%;"> <tr><td>2024</td><td style="text-align: right;">\$36,774,000</td></tr> <tr><td>2025</td><td style="text-align: right;">\$21,158,000</td></tr> <tr><td>2026</td><td style="text-align: right;">\$18,735,000</td></tr> <tr><td>2027</td><td style="text-align: right;">\$13,910,000</td></tr> <tr><td>2028</td><td style="text-align: right;">\$18,639,000</td></tr> <tr><td>2029</td><td style="text-align: right;">\$6,163,000</td></tr> <tr><td>Total Expenditures:</td><td style="text-align: right;">\$115,379,000</td></tr> </table>		Federal funds:	\$53,732,000	State or developer funds:	\$13,315,000	Impact fees:	\$6,063,000	Local funds:	\$42,269,000	Total Revenue:	\$115,379,000	2024	\$36,774,000	2025	\$21,158,000	2026	\$18,735,000	2027	\$13,910,000	2028	\$18,639,000	2029	\$6,163,000	Total Expenditures:	\$115,379,000
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Attachments:	1) Resolution 2) 2024 through 2029 Six-Year Transportation Improvement Program																									
Fiscal Impact for this Specific Action																										
Expenditure required for this specific action:	\$115,379,000 Road Fund																									
Related Revenue for this specific action:	\$73,761,000 (State, Federal, Impact Fees)																									
Cost Savings for this specific action:	n/a																									
Net Fiscal Impact:	\$41,618,000 over a six-year period																									
Source of Funds:	State, Federal, Impact Fees, Local Road Fund																									
Fiscal Impact for Total Project																										
Project Costs:	\$115,359,000																									
Project Costs Savings:	n/a																									
Project Related Revenue:	\$41,618,000 (State, Federal, Impact Fees)																									
Project Net Total:	\$115,379,000 (Local Road Fund)																									
Departmental/Office Review & Coordination																										
Department	Department Director	Approve																								
Public Works	Andrew B. Nelson																									
Contract Information – Not Applicable																										

RESOLUTION
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, Chair

KATHERINE T. WALTERS, Commissioner

CHRISTINE ROLFES , Commissioner

ATTEST:

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							FUNDING SOURCE INFORMATION						FED. PROJ. ONLY						
								FEDERAL FUNDS							RAP / CAPP / TIA / UATA / PWT / 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	ENVIRO TYPE ROW REQ.? DATE COMPLETE
								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 17	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 Loxie 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														CE Y 10/22						
					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.	S	6/15														CE Y 8/23						
					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.																CE N						
					R/W																						
					Const.	S	1/24	HSIP	484					484	484												
					Total				484					484	484												
6	6	13429 MP 0.35-0.45 T3 CRP# 3684 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														CE Y 12/23						
					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						5	5	5												
					R/W	S	6/23					20	20	20													
					Const.	S	5/24					700	700	700													
					Total							725	725	725													

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								FEDERAL FUNDS							RAP / CAPP / TIA / UATA / PWT / 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	ENVIRO TYPE ROW REQ.? DATE COMPLETE
								FEDERAL FUND CODE	FEDERAL COST BY PHASE																		
9	8	23640 MP 0.60-0.65 T4 CRP# 2625 Oak Road (SE) - Culvert Replace deteriorated 18" culvert (Culvert ID #10544)	13	0.05	P.E.	S	1/22							5	5	5											
					R/W	S	6/23								20	20	20										
					Const.	S	5/24								100	100	100										
					Total										125	125	125										
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.																						
					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								60	60	60											
					R/W	S								10	10	10											
					Const.	S									1400	1400	1400										
					Total										1470	1470	70	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							200	200	200											
					R/W	S	1/23							50	50	50											
					Const.																						
					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					60	860		430	430									
					R/W	S	1/26							50	50			50									
					Const.	P	6/26	Grant	4200						1550	5750				5750							
					Total				5000						1660	6660		430	480	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	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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				PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWT / 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	ENVIRO TYPE ROW REQ.? DATE COMPLETE	
							FEDERAL FUND CODE	FEDERAL COST BY PHASE													
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							CE Y 12/23			
					Const.	S	5/24	STP-24	1178												
					Total				1290		356										
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		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 12	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																
					Const.	P	3/25	Grant(C)	762			119	881		881						
					Total				762			149	911	20	891						
16 14	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	PROTECT	100			90	190	190				CE Y 5/24			
					R/W	S	10/22			ECY	79		79	79							
					Const.	S	1/25	PROTECT	5840				5840		5140	700					
					Total				5940		79	90	6109	269	5140	700					
16 19	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 12	0.25	P.E.	S	1/20			TIB 21-22	444	112		556	556			CE Y 6/24			
					R/W	S	1/22			TIB 22	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 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.	S	1/20								165	197	362	181	181					CE Y 6/24			
				R/W	S	1/25											90	90								
				Const.	S	1/26	STP 26	2279									173	414	2866			2866				
				Total				2279									338	701	3318	181	271	2866				
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.	P	1/20			Grant (A)	317				79		396	80	316								
				R/W	P	1/25			Grant (A)	61						15		76		76						
				Const.	P	4/26			Grant (A)	2290			2290				573		2863			1000	1863			
				Total									2668				667		3335	80	392	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.	S	1/20								310		310			60	250			CE Y 5/27			
				R/W	S	1/27										65		65			65					
				Const.	P	6/28	Grant	2500									400		2900			2900				
				Total				2500									775		3275			60		315	2900	
16 25	50909 MP 0.00-0.80 T3 CRP# 3699 Perry - Stone to Sheridan Sidewalks & bike lanes	32	0.81	P.E.	S	8/23	SRTS	87								138	225	125	100				CE Y 5/27			
				R/W	S	1/24	SRTS	400										400	400	300						
				Const.	S	6/26	SRTS	2531										141	2672			2672				
				Total				3018										279	3297	225	400	2672				
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.	S	9/23	HSIP	460								460	167	288	5			CE Y 6/25				
				R/W	S	1/25	HSIP	50										50	50							
				Const.	S	6/26	HSIP	2680										2680		2653	27					
				Total				3190										3190	167	338	2658		27			
9 27	89400 MP 0.00-0.05 / 70400 MP 7.35-7.40 Nonfreight CRP# 1638 Norwegian Point Restoration Replace culvert 16118 with large box culvert	13	0.10	P.E.	S	1/23										300	300	100	100	100						
				R/W	S	1/25												100	100	50	50					
				Const.	P	6/27	Grant	1300										1300				1300				
				Total				1300										400	1700	100	150	150		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.	S	8/23										250	250	25	225							
				R/W	S	1/26												400	400		200		200			
				Const.	P	6/28	Grant	2160										340	2500					2500		
				Total				2160										990	3150	25	225		200	200	2500	

**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							FUNDING SOURCE INFORMATION						FED. PROJ. ONLY					
								FEDERAL FUNDS							LOCAL FUNDS	TOTAL	YEAR 1 2024	YEAR 2 2025	YEAR 3 2026	YEAR 4 2027		YEAR 5 2028	YEAR 6 2029	ENVIRO TYPE ROW REQ.? DATE COMPLETE		
								FEDERAL FUND CODE	FEDERAL COST BY PHASE	RAP / CAPP / TIA / UATA / PWT / OTHER	STATE OR OTHER FUNDS	IMPACT FEES														
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						480	480					240	240						
					R/W	S	1/28								500	500						500				
					Const.																					
					Total												980	980					240	740		
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						240	240							130	110				
					R/W																					
					Const.																					
					Total												240	240						130	110	
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						10	10	10											
					R/W																					
					Const.																					
					Total												10	10	10							
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						70	70	50	20										
					R/W																					
					Const.																					
					Total												70	70	50	20						
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			409	100	100	209									
					R/W																					
					Const.																					
					Total									409			409	100	100	209						
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					432						68	500	250	250							
16 19	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		388	500			250	250								
					R/W																					
					Const.																					
					Total								112			388	500			250	250					

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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							FUNDING SOURCE INFORMATION						FED. PROJ. ONLY				
								FEDERAL FUNDS							LOCAL FUNDS	TOTAL	YEAR 1 2024	YEAR 2 2025	YEAR 3 2026	YEAR 4 2027		YEAR 5 2028	YEAR 6 2029	ENVIRO TYPE ROW REQ.? DATE COMPLETE	
								FEDERAL FUND CODE	FEDERAL COST BY PHASE	RAP / CAPP / TIA / UATA / PWT / OTHER	STATE OR OTHER FUNDS	IMPACT FEES													
16	43	13549 MP 3.25-3.80 T3 Anderson Hill - Segment Phase 1 Design per corridor study	TBD	0.51	P.E. R/W Const. Total	S	1/26						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. R/W Const. Total	S	1/25						225	225		175	50								
16	19	54600 MP 1.65-1.70 / 53975 MP 0.00-0.05 T3/T4 Riddell & Almira Intersection improvement	12	0.15	P.E. R/W Const. Total	S	1/25						225	225		175	50								
16	17	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. R/W Const. Total	S	1/26						200	200			100	100							
16	47	21109 MP 5.85-5.95 / 20225 0.55-0.65 T3 Sidney & Lider Intersection improvements	12	0.20	P.E. R/W Const. Total	S	1/26						78	177	255			20	235						
16	48	21109 MP 5.95-6.45 T3 CRP# 2585 Sidney - City Limits to Lider Port Orchard city limits to Lider Road Construct paved shoulders	05	0.56	P.E. R/W Const. Total	S	5/28						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. R/W Const. Total	S	1/29						40	40										40	

