

RESOLUTION 212-2025
Resolution Adopting the 2026 through 2031
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, 2026 to December 31, 2031 and,

WHEREAS, in further compliance with said law the Board has held thereon a public hearing this 24th day of November, 2025.

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 2026 to 2031 for Kitsap County Roads be adopted as set forth in detail, consisting of projects numbered 1 through 35 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: 2024-2044." 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 1st day of December 2025.

BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON



Christine Rolfes
CHRISTINE ROLFES, Chair

Katherine T. Walters
KATHERINE T. WALTERS, Commissioner

Oran Root
ORAN ROOT, Commissioner

ATTEST:

Dana Daniels
Dana Daniels, Clerk of the Board

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	31=Non-Capital Improvement
05=Minor Widening	12=Safety/Traffic Operation/TSM	32=Non-Motor Vehicle Project
06=Other Enhancements	13=Environmentally Related	
07=Resurfacing	14=Bridge Program – Special	

Funding Status

S – Project is selected by the appropriate selection body and funding has been secured by the lead agency.

P – Project is subject to selection by an agency other than the lead and is listed for planning purposes. (Funding has not been determined.)

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

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SIX YEAR
TRANSPORTATION IMPROVEMENT PROGRAM
2026 TO 2031

Hearing Date: 11/XX/2025
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TIP PROJECT NO.		IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	TIF District	PROJECT PHASE	FUND STATUS	MONTH / YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS										YEAR 1 2026 YEAR 2 2027 YEAR 3 2028 YEAR 4 2029 YEAR 5 2030 Year 6 2031						FED. PROJ. ONLY
								FEDERAL FUNDS		FUNDING SOURCE INFORMATION														
								FEDERAL FUND CODE	FEDERAL COST BY PHASE	RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	REET II	IMPACT FEES	LOCAL FUNDS	TOTAL									
1	03036 MP 0.30-0.35 Nonfreight CRP# 2598 FFC 09 160th Street Replace fish barrier culvert on Purdy Creek Participation on grant match with Pierce County	DR	0.05		P.E. R/W Const. Total	 S 7/24									170 170	170 170								
2	50909 MP 0.00-0.80 T3 CRP# 3699 Perry - Stone to Sheridan Sidewalks & bike lanes	RC	0.80		P.E. R/W Const. Total	 S 6/26		SRTS			2530 2530			1029 1029	3560 3560	3560 3560							CE Y 5/27	
3	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	RC	0.30	4	P.E. R/W Const. Total	 S 1/20 S 1/22 S 2/25					IB 21-22, 3635	661 3635	145 661	253 145	4694 253	4694 4694							CE Y 6/24	
4	40700 MP 1.05-1.15 / 40550 MP 0.21-0.25 Nonfreight/T3 CRP# 2629 Lund & Chase Roundabout	IS	0.14	4	P.E. R/W Const. Total	 S S 4/26					TIB	2290 2290	473 473		1153 1153	3916 3916	3916 3916							
5	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	RC	0.25	4	P.E. R/W Const. Total	 S 1/20 S 1/25 S 1/27						100 90			100 90	100 90							CE Y 6/24	
6	40700 MP 0.79-1.05 Nonfreight/T3 CRP# 2634 Lund - Chase to Jackson 1 Sidewalks, bike lanes, and access control	RC	0.26	4	P.E. R/W Const. Total	 S 1/20 S 1/27 S 6/28						51 145		349 153	400 153	200 153	200 153						CE Y 5/27	

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					PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	FEDERAL FUNDS		FUNDING SOURCE INFORMATION														
								FEDERAL FUND CODE	FEDERAL COST BY PHASE	RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	REET II	IMPACT FEES	LOCAL FUNDS	TOTAL									
7	41409 MP 0.00-0.15 Nonfreight CRP# 2626 <u>Harper Estuary Restoration</u> Remove fish barrier, road fill, and shoreline armoring. Replace with a 120-foot bridge.	FP	0.15		P.E.	S	5/23								10	10	10							CE Y 5/24
					R/W	S	10/22			WA-ECY	9			1	10	10								
					Const.	S	6/25	PROTECT	6840	FBRB	1456	1000			9296	9296								
					Total				6840		1465	1000		11	9316	9316								
8	21109 MP 1.05-1.15 / 20250 MP 1.00-1.10 T3 CRP# 2631 <u>Sidney & Pine</u> Four-leg, single lane roundabout with illumination	IS	0.20		P.E.																			CE Y 6/25
					R/W																			
					Const.	S	6/26	HSIP	2680						234	2914	2887	27						
					Total				2680						234	2914	2887	27						
9	25009 MP 0.96-3.53 T3 CRP# 2628 <u>Lake Flora - City Limits to J M Dickinson</u> Repave	2R	2.57		P.E.	S	1/23								30	30	30							
					R/W																			
					Const.	S	3/25	STP-28	997						156	1153		1153						
					Total				997						186	1183	30	1153						
10	49430 MP 1.46-1.52 T3 CRP# 2633 <u>Colchester Drive, Duncan Creek Fish Passage Culvert</u> Replace failed 36" culvert with 14-foot-wide fish-passable culvert.	FP	0.06		P.E.	S	7/24	PROTECT	123	Stormwa	5				122	250	250							CE Y 5/26
					R/W																			
					Const.	S	5/27	PROTECT	2869	Stormwat	574					3443		3443						
					Total				2992		579				122	3693	250	3443						
11	86250 MP 2.90-2.95 Nonfreight CRP# 1642 <u>Little Boston Road - Shipbuilder's Creek culvert #15115</u> Replace culvert with wider culvert for fish passage	FP	0.05		P.E.	S	1/26	Navy	663							663	663							
					R/W																			
					Const.	S	6/27	Navy-A	500							500		500						
					Total				1163							1163	663	500						
12	70310 MP 1.55-1.60 / 70320 MP 0.00-0.50 T3/T4 CRP# 1639 <u>Suquamish/Augusta - South St. to Winfred</u> Sidewalks & bike lanes	RC	0.55	1	P.E.	S	1/24	STP-25	87					34		120	100	20						CE Y 1/26
					R/W	P	1/26	RTC-A	519					81		600	301	299						
					Const.	P	6/28	Grant	3500					564		4064		4064			4064			
					Total				4106					679		4784	401	319	4064					

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								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	REET II	IMPACT FEES	LOCAL FUNDS	TOTAL								
								FEDERAL FUND CODE	FEDERAL COST BY PHASE														
19	79770 MP 0.00-0.13 / 79775 MP 0.00-0.16 Nonfreight CRP# 1645 <u>STO - Port Gamble Trail Segments AE</u> Construct paved shared use path along Carver Dr and into Port Gamble	P&T	0.50		P.E.	S	1/21				250				250								
					R/W	S	1/23				50				50								
					Const.	P	4/26			Grant	3000				3000						3000		
					Total						3300				3300					300	3000		
20	33210 MP 0.10-0.20 Non-truck CRP# 2635 <u>Burley Creek at Spring Creek Road</u> Joint project with WSDOT for fish barrier remediation at culvert #29630	FP	0.10		P.E.																		
					R/W																		
					Const.	S		PROTECT	4167						4167						1667	2500	
					Total				4167						4167						1667	2500	
21	22450 MP 0.30-0.35 T4 CRP# 2632 <u>Sunnyslope Road, Fish Passage Culverts #100703, #100704, and #100705</u> Replacing three small culverts with one large concrete box culvert	FP	0.05		P.E.	S	5/25							184	184	20	82	82					
					R/W	S	8/25				18			12	30			30					
					Const.	P	6/26			RAP	1095			122	1217					1217			
					Total						1113			318	1431	20	82	112	1217				
22	70810 MP 0.25-0.28 Nonfreight <u>Sam Snyder Creek Culverts #15793 & #15794</u> On Lemolo Shore Drive replace culverts with fish-passable structure	FP	0.03		P.E.	P	1/26	Grant-A	749						749		374	374					
					R/W	P	1/28	Grant-A	170						170					170			
					Const.	P	6/29	Grant-A	3059						3059						1530	1530	
					Total				3978						3978		374	374		170	1530	1530	
23	86671 MP 0.79-1.32 T3 CRP# 1643 <u>West Kingston - Bridge to Middle School</u> Add bike lane and sidewalk to north side of road	SW	0.53	1	P.E.	P	11/25							267	267			10	100	157			
					R/W	P	1/26							60	60					10	50		
					Const.	P	4/29	Grant	1826					274	2100							2100	
					Total				1826					601	2427							2100	
24	89400 MP 0.00-0.05 / 70400 MP 7.35-7.40 Nonfreight CRP# 1638 <u>Norwegian Point Restoration</u> Replace culvert 16118 with large box culvert	FP	0.10		P.E.	S	1/23								10	10	10						
					R/W																		
					Const.																		
					Total									10	10	10							

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								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	REET II	IMPACT FEES	LOCAL FUNDS	TOTAL								
								FEDERAL FUND CODE	FEDERAL COST BY PHASE														
25	STO - Central, STO - South, & Suquamish NM Pre-Design Studies Non-Motorized pre-design studies,.	Other	N/A		P.E.	S	11/26	RAISE	1400						1400	60	825	515				CE	
					R/W																	N	
					Const.																		
					Total				1400						1400	60	825	515					
26	21109 MP 5.87-5.95 / 20225 0.53-0.63 T3 Sidney & Lider Intersection improvements	IS	0.18	3	P.E.	S	1/28						280	70	350			150	200				
					R/W																		
					Const.																		
					Total								280	70	350			150	200				
27	19801 MP 2.57-2.62 T3 Provost Rd. - Strawberry Creek Culvert #2319 Replace culvert #2319 per WDFW standards per MOU Oct. 26, 2015	FP	0.05		P.E.	S	1/29							10	10				10				
					R/W																		
					Const.																		
					Total									10	10				10				
28	54600 MP 1.65-1.71 / 53975 MP 0.00-0.03 T3/T4 Riddell & Almira Intersection improvement	IS	0.09	2	P.E.	S	1/28							225		225				175	50		
					R/W																		
					Const.																		
					Total								225		225					175	50		
29	50090 MP 0.32-0.38 Nonfreight CRP# Trenton Rd - Enetal Creek Culvert #13767 Replace Deteriorated culvert with fish passage design	DR	0.04		P.E.	S	1/30							5	5					5			
					R/W																		
					Const.																		
					Total									5	5					5			
30	32800 MP 0.05-0.09 Nonfreight CRP# 2588 Horizon Lane SE Replace Deteriorated 42" Culvert (Culvert ID # 12310)	DR	0.04		P.E.	S	1/16							5	5							5	
					R/W																		
					Const.																		
					Total									5	5							5	
31	13549 MP 3.18-3.23 / 13820 MP 0.00-0.03 T3/Nonfreight CRP# 3698 Anderson Hill Road / Apex Airport Road Intersection improvement	IS	0.08	2	P.E.	S	1/20			SEPA	112				112							112	
					R/W																		
					Const.																		
					Total						112				112							112	

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32	CRP# 3700 <u>Code Green</u> Traffic Signal optimizations software	CPTY	NA		P.E.																			
					R/W																			
					Const.	S	11/25	HSIP	484					801	1285	1285								
					Total				484					801	1285	1285								
33	CRP# 1632 <u>North Kitsap Service Center</u> New North Road Shop	Other	N/A		P.E.																			
					R/W																			
					Const.	S	1/22							3152	3152	3152								
					Total									3152	3152	3152								
34	<u>Various Locations</u> CRP# 5044 <u>County Wide ADA and Non-Motorized Improvements</u> Sidewalks and pedestrian ramps at various locations	SW	00		P.E.	S																		
					R/W																			
					Const.	S	varies							120	120	20	20	20	20	20	20	20		
					Total									120	120	20	20	20	20	20	20	20		
35	<u>Various Locations</u> CRP# 5046 <u>County Wide Safety Improvements</u> Spot improvements for guardrail and traffic safety improvements, including	Other	N/A		P.E.	S																		
					R/W	S																		
					Const.	S	varies							120	120	20	20	20	20	20	20	20		
					Total									120	120	20	20	20	20	20	20	20		
									60126															
										27677	2375	10968	9183	110330	36294	12669	20740	21191	6773	12664				
									P.E.	3107														
									R/W	5562	1618	151	1367	796	7039	1892	1951	2032	560	437	167			
									Const.	51458	223	90	2610	166	8651	5401	2690	230	230	100				
									Total	60126	25837	2134	6991	8221	94641	29000	8029	18478	20401	6236	12497			
										27677	2375	10968	9183	110330	36294	12669	20740	21191	6773	12664				