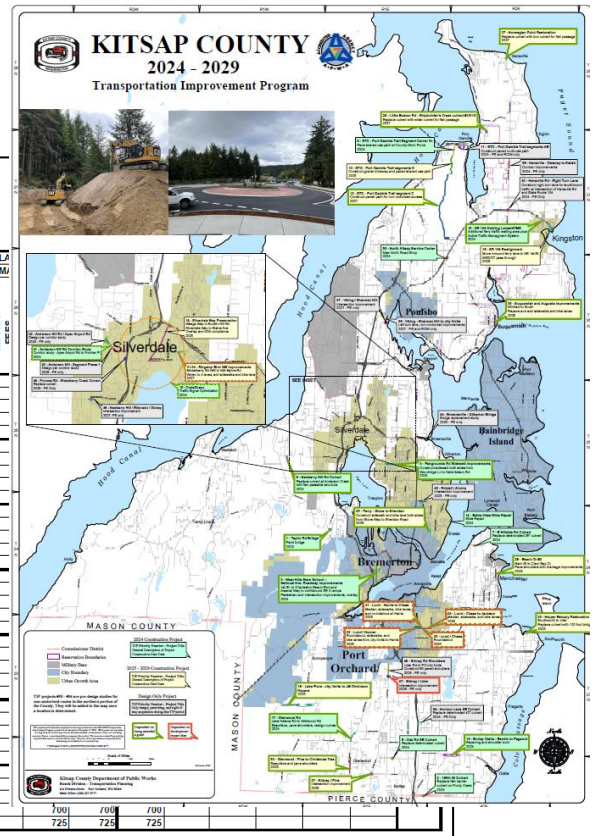


Transportation Improvement Program (TIP) Annual Update Process

2024

Format Review Draft 10-7-2024

FUNG. CLASS TIP PROJECT NO.		IMPROVEMENT TYPES)		TOTAL LENGTH (mi)	PROJECT PHASE	FUND. STATUS	MONTH / YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLA FUNDING SOURCE INFORM				IMPACT COSTS
								FEDERAL FUND CODE	FEDERAL COST BY PHASE	RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	
9	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. R.W. Const. Total		\$ 121 521 723	LBP-21		10 10			
9	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. Total		\$ 724						
16	16330 MP 0.00-0.95 / 17400 MP 0.00-0.35 T3/T4/Northright CRP# 2612 W. Hills STEM School - Nat'l Ave. Roadway Improvement Lovie Eagans: City limits to Arsenal and National: Charleston Beach to City limits. Pedestrian and Intersection Improvements and Overlay	06	1.32	P.E. R.W. Const. Total		\$ 919 620 1223	STP-24		1781 1781			
16	56409 MP 0.50-0.90 T3 CRP# 3684 Fairgrounds Road - Sidewalk Improvements Construct sidewalk both sides and eastbound bike lane from Woodridge Lane to Nels Nelson Road	32	0.40	P.E. R.W. Const. Total		\$ 615 123 324	STP-24		2300 2300			
7	5 CRP# 3700 CodeGreen Traffic signal optimization software	12		P.E. R.W. Const. Total		\$ 124	HSIP		484			
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	0.10	P.E. R.W. Const. Total		\$ 117 823 1223			20 3000 3020			
19	7 49660 MP 0.15-0.20 T4 CRP# 2624 East Hilldale Road - Culvert Replace existing deteriorated 36" culvert (Culvert ID #16462)	13	0.05	P.E. R.W. Const. Total		\$ 122 623 524						



Kitsap County Public Works
Transportation Planning
614 Division Street, MS-26
Port Orchard, WA 98366



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Introduction

This document is a guide outlining the annual Transportation Improvement Program (TIP) update process used by Public Works to develop its TIP recommendation to the Board of County Commissioners (BOCC). The TIP approved by the BOCC is adopted by reference in the County's Capital Facilities Plan (CFP) element of the Comprehensive Plan pursuant to RCW 36.70A.140(2)(iv) and KCC 21.08. The TIP must be consistent with and implement the Land Use, Transportation, and Environmental Goals and Policies of the Comprehensive Plan and State regulations.

The State's "Standards of Good Practice" – Priority Programming Procedures (WAC 136-14-030) states:

"Each county engineer will be required to develop a priority programming process tailored to meet the overall roadway system development policy determined by their county legislative authority. Items to be included, which may vary from county to county, in the technique for roads shall include, but need not be limited to the following:

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

Board of County Commissioners Mission Statement

Kitsap County Mission

Kitsap County government exists to protect and promote the health, safety and well-being of all County residents in an accessible, efficient, effective, and responsive manner.

Kitsap County Vision

An Engaged and Connected Community

Establish strong connections with and among residents, community groups, neighborhoods, and organizations through timely, useful, inclusive, and responsive communication, outreach, and events.

A Safe Community

Engender a feeling of safety for all residents by promoting public and traffic safety through careful planning and intentional public facilities and infrastructure. People are protected and secure, have a sense of community, and care about their neighborhoods.

A Healthy and Livable Community

Enhance our quality of life through protection of our air quality, water quality, and natural systems and promote open spaces, walkable communities, accessible healthcare, and educational and recreational opportunities that are welcoming to all people.

A Resilient Community

Improve our ability to prepare for and adapt to population growth, economic shifts, and climate



changes through environmental safeguards, robust community-focused emergency preparedness and response, sustainable local food systems, diverse housing choices, expanded health care options, and a strong social safety net.

A Vibrant Community

Support a thriving local economy with a skilled workforce and successful entrepreneurs and small businesses, and provide expanded access to technology, innovative programs, and a welcoming, understandable regulatory environment.

A Well-Governed Community

Provide inclusive, accessible, and efficient government services that effectively inform and engage residents where they are, respecting local input in transparent decision making, acting always with professionalism and integrity.

Kitsap County Values

Integrity | Welcoming | Professionalism | Responsiveness | Accessibility | Efficiency

TIP-TAC and Schedule

The annual TIP update process is managed by Public Work's Transportation Planning and the County Engineer with support/advice from a TIP Technical Advisory Committee (TIP-TAC) consisting of:

- Director of Public Works
- County Engineer
- Transportation Planning Supervisor
- Transportation Planner
- Design Manager - Public Works
- Senior Program Manager – Traffic
- Traffic Safety Engineer
- Senior Program Manager - Engineering
- Right of Way Manager
- Deputy County Administrator
- Policy and Planning Manager - Community Development
- Environmental Programs Manager - Community Development
- Senior Program Manager - Stormwater
- Senior Program Manager - Waste Water
- Director of Parks
- Pavement Management / Roadway Capital Programs Coordinator
- Sheriff's representative
- Roads Environmental Analyst
- Grants Coordinator



Schedule

Task	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov
1. Review of process document										
2. Develop candidate projects list										
Carryover Contingency List										
Call for projects (public outreach)										
Update of prioritized lists of needs										
Project scopes development										
3. Candidate projects list evaluation										
Staff scoring of projects										
Expanded review of top 40-60 projects										
TIP-TAC review of scoring										
Candidate projects list - ranked										
4. Revenue Forecast										
Current TIP adjustment										
Road Fund forecast										
Grant forecast										
5. Selection of projects for TIP										
Public Works TIP recommendation										
6. TIP review and adoption										

TIP Documents

Annual Road Construction Program

This is the Annual Road Construction Program implementing Year 1 of the six-year Transportation Improvement Program (TIP). Kitsap County Public Works cannot expend revenue on a capital improvement project unless it is identified in the Annual Road Construction Program. This program is reviewed and adopted by the Board of County Commissioners concurrently with the TIP.

Transportation Improvement Program (TIP)

This is the six-year transportation capital project ‘implementation plan’ for the County. The TIP lists those capital improvement projects that Kitsap County is programming to advance to project delivery during the next six-year period. The program is financially constrained by a road fund revenue and expenditure analysis for the time-period, and a program listing of specific projects (WAC 136-15-030).

The six-year TIP is a financially constrained document. This means that the cost of projects included in the listing should be approximately equal to the anticipated revenue. The projects can have funds included with them that are not certain; however, the level of certainty should be indicated for the various projects. It is possible to have generic projects each year for improvements such as miscellaneous safety, culvert, and small bridge construction as well as other minor improvements (WAC 136- 15-040).



TIP Contingency Project List

The TIP Contingency Project List is financially unconstrained and includes the top 40-60 capital improvement projects that were analyzed and scored in the last annual TIP process but were not selected to advance to the TIP. The List is ranked by score.

TIP Previously Evaluated Projects List

The TIP Previously Evaluated Project List is the historic archive of projects that were reviewed over the last 3-5 TIP update cycles but were not included in the TIP Contingency List or advanced to the TIP.

Annual TIP Update Process

The annual TIP update process steps are as follows.

1. Review of process document!

Public Works staff reviews the TIP update process document and consults with the Commissioners annually to identify any potential changes to the process. If potential changes are identified, Public Works staff will review and analyze the potential changes, develop a staff recommendation, and report to the Board of County Commissions (BOCC).

The State's "Standards of Good Practice" – Priority Programming Procedures (WAC 136-14-030) states:

"Each county engineer will be required to develop a priority programming process tailored to meet the overall roadway system development policy determined by their county legislative authority. Items to be included, which may vary from county to county, in the technique for roads shall include, but need not be limited to the following:

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

2. Develop candidate projects list

This step/task will identify the preliminary list of projects to be evaluated.

- Current TIP projects are not rescored.
- The TIP Contingency List is carried over from the prior year.
- Call for projects. Public Works will conduct a "Call for Projects" asking the public to submit potential transportation improvement projects. While the public can, and does, submit projects for consideration throughout the year, this period provides a focused effort to solicit ideas and includes public outreach. All transportation capital



improvement project suggestions are included in the candidate project list and evaluated. All project submissions received after the annual submission deadline will be included in the next year's process.

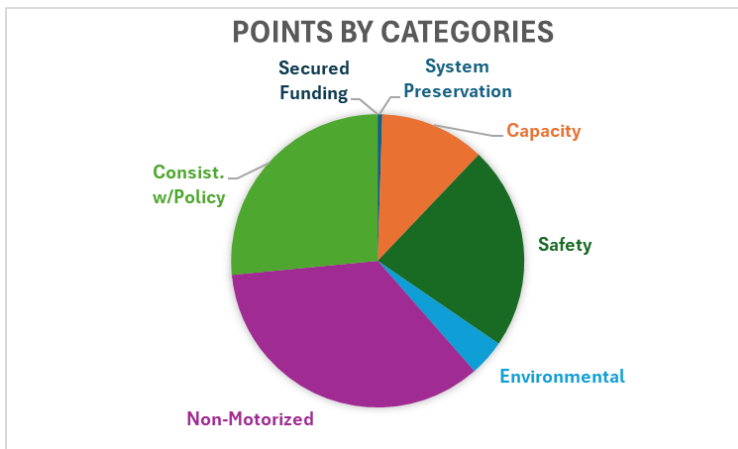
- Update prioritization needs lists. Each prioritization needs list (listed in the scoring section) has an update cycle that ranges for annually to 4-6 years.
- Project scope development and high-level cost estimate is developed for each project.

3. Candidate project list evaluation

This step/task will evaluate the preliminary list of projects, identify the top projects for expanded review, and result in a ranked candidate projects list which will be used as the basis for determining what projects are advanced to the TIP.

3.1 Scoring criteria and staff scoring of projects

Each candidate project is scored by Public Works Transportation Planning staff. The projects are scored based on the following criteria and categories.



Criteria	PTS
System Preservation	20
Capacity	20
Freight Mobility	5
Safety	20
Vertical	3
Horizontal	3
Systemic Safety Solutions	10
Fish Barrier	20
Climate Change	5
Non-Motorized	20
Non-Motorized Solution	5
Transit	4
Consistency w/ Plans	5
ADA Accessibility	5
Partnerships	3
Federal Classification	5
Planned Employment Growth	5
Planned Population Growth	8
Demographic Equity	5
Secured Funding	20



3.3.1 Road, Bridge, and Culvert Preservation - maximum points available: 20 points

- 0-40 PCI Score = 20 points
- 41-50 PCI Score = 15 points
- 51-60 PCI Score = 5 points
- Bridges that are Poor = 20 points
- Bridges that are Fair = 15 points
- For culverts that have a Criticality Factor of 3:
 - OCI Rating 0 to <20 = 20 points
 - OCI Rating 20 to <40 = 15 points
 - OCI Rating 40 to < 60 = 5 points

Source of Scoring: Most recent Kitsap County Road Log Pavement Condition Index (PCI) Score. National Bridge Inventory, and Kitsap County Culvert Inventory, Operational Condition Index (OCI)

3.3.2 Capacity - maximum points available: 20 points

- LOS F = 20 points
- LOS E = 15 points
- LOS D = 15 points (rural areas)

If an intersection or road segment is deficient within six years, it will receive half of the points allocated based on the projected LOS.

Source of Scoring: Most recent Intersection and roadway Current LOS Deficiency Lists

3.3.3 Freight Mobility – maximum points: 5 points

Project is on a T1, T2, or T3 freight corridor, and enhances freight mobility through improved roadway design, such as increased turning radii (> 35') or addition of truck climbing lanes = 5 points

3.3.4 Safety - maximum points available: 20 points

Project ranking by list, "Total Score":

- Top 1 to 5 = 20 points
- 6 to 11 = 18 points
- 12 to 15 = 16 points
- 16 to 20 = 14 points
- 21 to 25 = 12 points

*If a "Total Score" is equal to the project above the cutoff line, then that project will receive the higher points.

**Projects that receive Safety points under primary scoring are eligible to receive safety points under Systemic Safety Solutions scoring.

Source of Scoring: Kitsap County Traffic Safety Plan (segment list, intersection list, and driveway list)

3.3.5 Vertical Standard – maximum points: 3 points

- More than 5% of the existing alignment deviates from the current or adopted design standard = 3 points
- 2 to 5% of the existing alignment deviates from the current or adopted design standard = 2 points
- Less than 2% of the existing alignment deviates from the current or adopted design standard = 1 point



3.3.6 Horizontal Standard – maximum points: 3 points

- Existing alignment of one or more substandard curves 15 MPH below current or adopted design speed standards = 3 points
- Existing alignment of one or more substandard curves 10 MPH below current or adopted design speed standards = 2 points
- Existing alignment of one or more substandard curves 5 MPH below current or adopted design speed standards = 1 point

3.3.7 Systemic Safety Solutions – maximum points: 10 points

- Systemic facility type and locations associated with serious injury and fatal collisions. Project is within an UGA and non-intersection related = 10 points
- Project is within an UGA and unsignalized intersection related or is within the Rural area and non-intersection related = 5 points
- Project is within an UGA and signalized intersection related or is within the Rural area and intersection related. = 3 points.

**Source “Systemic Overview of Serious Injury/Fatal Collisions”, Kitsap County Traffic Safety Plan.*

3.3.7 Fish Barrier Correction - maximum points: 20 points

For fish passage barriers assessed by the Roads Environmental Analyst:

- Environmental Score ≥ 10 = 20 points
- Environmental Score 9 to 5 = 16 points
- Environmental Score <4 = 12 points

For fish passage barriers not assessed by the Roads Environmental Analyst refer to WDFW data:

- $PI \geq 30$ = 20 points
- $PI < 30$ and a 100% barrier = 16 points
- $PI < 30$ and a partial barrier or barrier status unknown = 12 points
- PI unknown and a 100% barrier = 8 points
- PI unknown and a partial barrier = 4 points

*Priority Index (PI) is the Washington State Department of Fish and Wildlife (WDFW) metric for rating/prioritizing fish passage barriers base on species expected to go upstream if the barrier were removed, and the square meters of upstream habitat opened to fish.

**Projects with downstream barriers receive half points.

Source of Scoring: Published analysis from WDFW, Tribes, and County.

For fish passage barriers not assessed by the Roads Environmental Analyst refer to WDFW data:

- $PI \geq 30$ = 20 points
- $PI < 30$ and a 100% barrier = 16 points
- $PI < 30$ and a partial barrier or barrier status unknown = 12 points
- PI unknown and a 100% barrier = 8 points
- PI unknown and a partial barrier = 4 points

*Priority Index (PI) is the Washington State Department of Fish and Wildlife (WDFW) metric for rating/prioritizing fish passage barriers base on species expected to go upstream if the barrier were removed, and the square meters of upstream habitat opened to fish.

**Projects with downstream barriers receive half points.

Source of Scoring: Published analysis from WDFW, Tribes, and County.



3.3.8 Climate Change – maximum points: 5 points

- Project is within the top quartile on the candidate projects list in reducing CO² or other modellable climate-altering gases, per PSRC's emissions calculator = 5 points
- Project is within the 2nd quartile on the candidate project list in reducing CO² or other modellable climate-altering gases, per PSRC's emissions calculator = 2 points

*Impact calculations are only conducted for the projects identified in Step 3.b Expanded Review.

Source: PSRC emissions calculator.

3.3.9 Non-Motorized - maximum points: 20 points

Project completes a prioritized non-motorized need (proportional points for partial completion, minimum 10 if on a non-motorized route and meets non-motorized need)

- High Priority or within ¼ mile of school or closes an existing gap in the sidewalk greater than 500' = 20 points
- Medium/Low Priority or within ½ mile of school or closes an existing gap in the sidewalk greater than 300' = 15 points
- On a NM Route = 10 points (must enhance crossing at intersections or have sufficient length to have independent utility as a non-motorized facility with logical termini. For example, a culvert replacement that widens shoulders for 100 feet doesn't count unless that's the only gap in the segment)

* In addition to primary scoring categories, all projects are eligible to receive points in Non-Motorized Solution scoring.

**Distance to school measure along road network from primary school entrances. Must support Safe Route to School concept.

Source of Scoring: Non-Motorized Committee Prioritization Lists, Non-Motorized Facilities Plan

3.3.10 Non-Motorized Solution – maximum points: 5 points

- Project provides context sensitive design non-motorized facilities within an Urban Growth Area (UGA), or that provides a sidewalk connection to a public facility (such as; government building, school, library, park...) within a LAMIRD, or Shared Use Path, paved shoulder >4 in rural area on non-motorized route = 5 points
- Project includes non-motorized facilities (such as: sidewalk, bike-lane, separated path...) = 3 points
- Project corrects an undersized bike lane or shared-use path = 1 point

3.3.11 Transit – maximum points: 4 points

- Project includes or improves transit amenities along an existing transit route*, such as, but not limited to bus lanes or bus stop improvements such as paved alighting areas and shelters = 4 points
- Project is located along an existing transit route* and enhances the transit experience = 2 points

* Transit route must be a fixed route that has at least one stop in the project area



3.3.12 Consistency with Comprehensive and Sub-Area Plans or Study – maximum points: 5 points

- Project is specifically identified in County Comprehensive Plan, adopted sub area plan, or Public Works corridor study, Complete Street Study, Transportation Implementation Strategy, Tribal Transportation Plan = 5 points
- Project identified in character only (not named specifically) in County Comp Plan, adopted sub area plan, or a completed corridor study = 3 points

3.3.13 ADA Accessibility – maximum points: 5 points

- Project corrects more than 20 accessibility deficiencies* listed in Kitsap’s ADA Transition Plan = 5 points
- Project corrects 10-20 accessibility deficiencies listed in Kitsap’s ADA Transition Plan = 2 points
- Project corrects 5-9 accessibility deficiencies listed in Kitsap’s ADA Transition Plan = 1 points

*eg: A curb ramp with more than one technical deficiency is considered a single ADA deficiency for this scoring. An identified sidewalk “gap” may receive 1 point per 30 linear feet of gap corrected up to the maximum points; to receive points the entire identified gap must be corrected with the proposed project.

3.3.14 Partnerships – maximum points: 3 points

There is participation in planning, funding, and implementing of the project from other Divisions, Departments, or jurisdictions.

- Project is fully integrated with partner(s) to include significant percentage of funding contributions = 3 points
- Project is significantly integrated with partner(s) to include partial funding contributions = 2 points
- Project is integrated with partner(s) = 1 point

3.3.15 Functional Classification – maximum points: 5 points

- Principal or Minor Arterial = 5 points
- Major Collector Arterial = 3 points
- Minor Collector = 1 point

3.3.16 Planned Employment Growth– maximum points: 5 points

- Project is located adjacent to and directly supports development of higher density employment zones within a UGA or LAMIRD (with a sub-area plan = 5 points
- Project is located adjacent to and directly supports development of medium density employment zones within a UGA or LAMIRD (with a sub-area plan) = 2 points

* Projects within primarily residential zones are not included in the criteria.

Source: Zoning map.



3.3.17 Planned Population Growth – maximum points: 8 points

- Project is located within and directly supports planned higher density residential and or mixed-use zones within a UGA or LAMIRD (with a sub-area plan) = 8 points
- Project is located within and directly supports planned medium density residential and or mixed-use zones within a UGA or LAMIRD (with a sub-area plan) = 4 points

Source: zoning map.

3.3.18 Demographic Equity – maximum points: 5 points

- Project type supports two or more of the Intersectional Equity Focus Areas at or above the regional average = 5 points
- Project type supports an Equity Focus Area at or above the regional average = 3 points

* Project type include sidewalks, bike lanes, side paths, shared use path, transit access, pedestrian crossings, and/or added travel lane capacity (if added travel lane capacity is within an UGA).

** Project must be fully within the subject Focus Area(s).

Source: PSRC Project Selection Resource Map

3.3.19 Secured Funding – maximum points: 20 points

Funding from grants, partnerships, programs or State Environmental Protection Act (SEPA) participation. Up to 20 points based on the percentage of project funded with secured funds (ie. a project that is funded 87% would receive 17.4 points)

3.2 Expanded Review of top 40 – 60 projects

Once the preliminary candidate project list is established, preliminarily scored, and ranked, the top 40-60 projects will be retained as the candidate project list for further analysis and review. The remaining projects will be added to the TIP Previously Evaluate Projects List as an historic archive of projects that were reviewed over the last 3-5 TIP update cycles.

3.3 TIP-TAC review of scoring

The TIP-TAC will review the project scores and affirm the project rankings. The top project's scope and estimates will be refined, and scores adjusted as needed.

3.4 Candidate Project List - ranked

The Candidate Projects List is the top 40-60 ranked list of projects under consideration for inclusion in the TIP. Once the projects that are being advanced to the TIP are selected, the remaining list becomes the TIP Contingency List.



4. Revenue Forecast and Expenditures Analysis

This step/task will evaluate and set the level of potential revenue by type available to the TIP in the next 6-year period and will set the fiscal constraint for the TIP.

Revenue and Expenditure Analysis: Is a best estimate of future road fund revenue and expenditure over each year of the six-year program. Line items for motor vehicle fuel tax, road levy (after diversion), grants (by program), and other known revenues are included in the analysis (WAC 136-15-030). The Comprehensive Plan and integrated Environmental Impact Statement detail the estimated revenue for the remaining 20-year planning cycle; however, each year (TIP cycle) a revenue forecast is made to indicate the best forecast of revenue within the six-year period based on current economic conditions and make adjustments to the TIP appropriately.

4.1 Current TIP adjustments

The existing TIP projects are dynamic and adjustment to scope, costs, and schedule is needed annually. Adjustments to an existing project have ramifications to the level of available revenue, staff levels, and timing for project being considered for advancement to the TIP.

This task identifies and adjusts the existing TIP projects to set a base for the update of the TIP. This step is a continual process throughout the TIP update cycle, but typically has two set times for adjustment to existing projects: an initial adjustment is done concurrent with creation of the Candidate Project List, and a second occurs during the final review of the Public Works TIP Recommendation prior to submission to the Commissioners. When the BOCC makes changes to the TIP Recommendation and third adjustment may be necessary.

4.2 Road Fund forecast

This subtask estimates the level of Road Fund revenue available by amount, source, and timing. Some revenue sources have specific use requirements (IE. Transportation Impact Fees, SEPA mitigation) that limit what revenue can be used to advance projects to the TIP.

4.3 Grant forecast

This subtask identifies the potential grant funding sources available to the County. Those grant sources which have a high potential for awards to the County are identified. Each source is analyzed for eligibility, award criteria, award levels, and regulatory constraints.

5. Selection of projects to advance to the TIP

This task results in the development of the Public Works TIP Recommendation by advancing top Candidate Projects to the TIP.

5.1 Revisions to existing projects on TIP

The TIP has a 6-year time frame and limited available funding. The existing TIP contains projects that are not fully programmed (IE only preliminary engineering and/or right of way phases are listed).



- The primary consideration for the TIP process is to advance project delivery of projects on the existing TIP.

5.2 Candidate Projects List analysis

The Candidate Projects List identifies the ranking of projects based on transportation need; however, some projects on the list are “not ready” to be advanced to project delivery (e.g. the first phase of a larger project scores lower than a later phase; however, the later phase cannot be advanced until the first phase is complete).

- A lower ranking project can be advanced over a higher-ranking project due to project delivery sequencing, logical termini, phase scoring vs. total corridor scoring, and corridor risk analysis.

5.3 Revenue availability by source and restrictions

Available restricted funding should first be assigned to projects on the existing TIP to “free-up” general Road Fund revenue for other projects.

A lower ranking project can be advanced over a higher-ranking project when the lower ranking project can utilize secured restricted funding or has a high potential for future grant award(s). Examples include Transportation Impact Fees, SEPA mitigation, and partnerships. The following considerations should be considered:

- Transportation Impact Fees (TIF). A lower ranking TIF-eligible project may be advanced due to availability of TIF funding.
 - Current LOS deficient projects should be first considered over future LOS deficient projects.
 - TIF projects may be added by phase to match available TIF funding by District within the 6-year TIP schedule.
- Project specific SEPA mitigation:
 - Available SEPA mitigation funding is already accounted for in the project score, therefore any project that is not fully funded by the SEPA mitigation and requiring additional funding should advance to the TIP based on its score and available funding.
 - A lower scoring project which is fully funded through SEPA may be advanced to the TIP so long the project’s demands on Public Works staffing does not disrupt delivery of other TIP projects.
- Partnerships:
 - Available partnership funding is already accounted for in the project score, therefore any project that is not fully funded by the partnership and requiring additional funding should advance to the TIP solely based on its score and available funding.
 - A lower scoring project which is fully funded through partnerships may be advanced to the TIP so long the project’s demands on Public Works staffing does not disrupt delivery of other TIP projects.



5.4 Grant funding potential

Transportation Planning staff will annually update the list of likely transportation grant processes available within the TIP programming period: identifying sources, eligibility, criteria, and funding levels available. Staff will assess the potential for County success in the grant processes and identify the top potential grant programs to consider.

- Potential grant funding consideration should first be assigned to projects on the existing TIP.
- In scoring order, a project may be advanced to the TIP as a “Grant Dependent Project” if available matching funds and/or non-grant funded phases are available so long as the project’s demands on Public Works staffing does not disrupt delivery of other TIP projects.
- A lower scoring projects may be advanced over a higher scoring project if the grant program eligibility, criteria, and available funding levels best match the lower scoring project. The project should be within the top score quartile.
- Project(s) with secured full grant funding sponsored by the Road Division and other Public Works Divisions (with full prior coordination with the Roads Division) may be advanced to the TIP.
- Project(s) with secured full grant funding sponsored by the other County Departments, non-County organizations, and/or with no or little prior coordination with Roads Division may be advance to the TIP so long as the project does not disrupt delivery of other TIP projects or advancement of other higher-ranking candidate projects.
- Due to long project development timelines and regulatory requirements, future grant cycle strategies should be scoped out many cycles into the future and projects should target more than one potential grant source.

5.5 Other considerations

Other considerations can influence project selection.

- Geographic equity: a general balance of TIP expenditures over time (10 years) by Commissioner District. The three Districts are generally equal in population and assessed valuation, both key elements of Road Fund revenue. However, population, assessed valuation and roadway lane miles within the unincorporated portion of the districts may be used as a better representation of geographic equity.
- Project type: a representation of project types (needs) is present over time (10 years) by project type. This is to ensure that various project types that represent specific transportation needs are advanced in the TIP.



5.6 Public Works TIP Recommendation

This task finalizes Public Works' TIP Recommendation, Annual Road Construction Program recommendation, and supporting report.

Public Works will brief the TIP Recommendation with each Commissioner independently prior to submission of the recommendation to the BOCC for adoption.

6 TIP review and adoption

Public Works will submit the TIP Recommendation to the BOCC. The BOCC will process the TIP and hold public hearing in accordance with their procedures.

