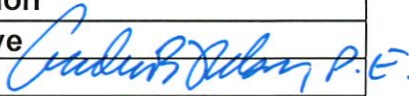




Meeting Date: November 25, 2024  
 Agenda Item No:

<b><u>Kitsap County Board of Commissioners</u></b>																														
<b>Department:</b> Public Works – Roads Division																														
<b>Staff Contact:</b> Joe Rutan, County Engineer, 360-337-4893																														
<b>Title:</b> Resolution Adopting the 2025 through 2030 Six-Year Transportation Improvement Program																														
<b>Recommended Action:</b> Move that the Board adopt the 2025 through 2030 Six-Year Transportation Improvement Program																														
<b>Summary:</b>	<p>The 2025 through 2030 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 2025-2030 Transportation Improvement Program:</p> <p style="margin-left: 40px;">Number of Projects: 50</p> <p style="margin-left: 40px;">Projected Revenue by source:</p> <table style="margin-left: 80px; border: none;"> <tr> <td>Federal funds:</td> <td style="text-align: right;">\$65,717,799</td> <td></td> </tr> <tr> <td>State or developer funds:</td> <td style="text-align: right;">\$30,971,000</td> <td></td> </tr> <tr> <td>Impact fees:</td> <td style="text-align: right;">\$12,459,000</td> <td></td> </tr> <tr> <td>Local funds:</td> <td style="text-align: right;">\$36,761,201</td> <td></td> </tr> <tr> <td><b>Total Revenue:</b></td> <td></td> <td style="text-align: right;"><b>\$145,909,000</b></td> </tr> </table> <p style="margin-left: 40px;">Expenditures by year:</p> <table style="margin-left: 80px; border: none;"> <tr> <td>2025</td> <td style="text-align: right;">\$40,255,500</td> </tr> <tr> <td>2026</td> <td style="text-align: right;">\$36,715,500</td> </tr> <tr> <td>2027</td> <td style="text-align: right;">\$19,356,000</td> </tr> <tr> <td>2028</td> <td style="text-align: right;">\$17,983,000</td> </tr> <tr> <td>2029</td> <td style="text-align: right;">\$24,147,500</td> </tr> <tr> <td>2030</td> <td style="text-align: right;">\$7,451,500</td> </tr> <tr> <td><b>Total Expenditures:</b></td> <td style="text-align: right;"><b>\$145,909,000</b></td> </tr> </table>	Federal funds:	\$65,717,799		State or developer funds:	\$30,971,000		Impact fees:	\$12,459,000		Local funds:	\$36,761,201		<b>Total Revenue:</b>		<b>\$145,909,000</b>	2025	\$40,255,500	2026	\$36,715,500	2027	\$19,356,000	2028	\$17,983,000	2029	\$24,147,500	2030	\$7,451,500	<b>Total Expenditures:</b>	<b>\$145,909,000</b>
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<b>Total Expenditures:</b>	<b>\$145,909,000</b>																													
<b>Attachments:</b>	1) Resolution 2) 2025 through 2030 Six-Year Transportation Improvement Program																													
<b>Fiscal Impact for this Specific Action</b>																														
<b>Expenditure required for this specific action:</b>	<b>\$ 145,909,000</b>																													

<b>Related Revenue for this specific action:</b>	\$ 109,147,799 (State, Federal, Developer, Impact Fees)	
<b>Cost Savings for this specific action:</b>	n/a	
<b>Net Fiscal Impact:</b>	\$ 36,761,201 (6-year period)Local funds	
<b>Source of Funds:</b>	State, Federal, Impact Fees, Local funds	
<b>Fiscal Impact for Total Project</b>		
<b>Project Costs:</b>	\$ 145,909,000	
<b>Project Costs Savings:</b>	n/a	
<b>Project Related Revenue:</b>	\$ 109,147,799 (State, Federal, Developer, Impact Fees)	
<b>Project Net Total:</b>	\$ 0 (Local Road Fund)	
<b>Departmental/Office Review &amp; Coordination</b>		
<b>Department</b>	<b>Department Director</b>	<b>Approve</b>
Public Works	Andrew B. Nelson	 P.E.
<b>Contract Information – Not Applicable</b>		
<i>8 NOV 2024</i>		

**RESOLUTION**  
**Resolution Adopting the 2025 through 2030**  
**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, 2025, to December 31, 2030 and,

**WHEREAS**, the County Engineer has prepared the proposed six-year comprehensive construction program in accordance with the guidelines identified in the Transportation Improvement Program (TIP) Annual Update Process (2024) balancing County Land Use and Transportation Goals and Policies, County Plans, transportation system data analysis, transportation needs analysis, community and individual input, fiscal constraints, and regulatory requirements, and

**WHEREAS**, in further compliance with said law the Board has held a public hearing this 25th day of November 2024.

**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 2025 to 2030 for Kitsap County Roads be adopted as set forth in detail, consisting of projects numbered 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.” 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 \_\_\_\_ day of November, 2024.

**BOARD OF COUNTY COMMISSIONERS**  
**KITSAP COUNTY, WASHINGTON**

\_\_\_\_\_  
**KATIE WALTERS**, Chair

\_\_\_\_\_  
**CHRISTINE ROLFES**, Commissioner

**CHARLOTTE GARRIDO**, Commissioner

ATTEST:

Dana Daniels, Clerk of the Board

# SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2025 TO 2030



**Kitsap County Department of Public Works**



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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	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. 1<sup>st</sup> of the previous calendar year to June 1<sup>st</sup> 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  
 2025 TO 2030**

TIP PROJECT NO.	IMPROVEMENT TYPE(S)	FUNC. CLASS	TOTAL LENGTH (mi.)	PROJECT PHASE	TIF District	FUND. STATUS	MONTH / YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS										YEAR 1 2025	YEAR 2 2026	YEAR 3 2027	YEAR 4 2028	YEAR 5 2029	YEAR 6 2030	ENVIRO TYPE ROW REC? DATE COMPLETE	FED. PROJ. ONLY			
								FUNDING SOURCE INFORMATION																				
								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWWF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL														
								FEDERAL FUND CODE	FEDERAL COST BY PHASE																			
21	56791 MP 0.52-0.71 / 57720 MP 0.25-0.30 T3 CRP# 3704 Ridgetop - Mickelberry to Myhre Phase 1 Ridgetop & Myhre Intersection improvements	RC	14	0.24	P.E. R/W Const.	2																EA Y 5/27						
							S	1/25	CRRSAA	474				77	551	276	276											
							S	6/26	STP-27	5460				2340	7800		5000	2800										
							Total			5934				2417	8351	276	5276	2800										
22	56791 MP 0.44-0.52 T3 CRP# 3705 Ridgetop - Mickelberry to Myhre Phase 2 Ridgetop mid block intersection	RC	14	0.08	P.E. R/W Const.	2																EA Y 5/27						
							S	1/24	CRRSAA	4279				669	4948	2474	2474											
							P	6/28	Grant-29/3	5000				1000	6000					5000	1000							
							Total			9279				1669	10948	2474	2474			5000	1000							
23	56791 MP 0.29-0.44 T3 CRP# 3706 Ridgetop - Mickelberry to Myhre Phase 3 Ridgetop & Mickelberry Intersection improvements	RC	14	0.15	P.E. R/W Const.	2																EA Y 5/27						
							S	1/28						616	616			616										
							P	4/29	Grant-29/3	3000				3477	6477					5477	1000							
							Total			3000				4093	7093			616		5477	1000							
24	25009 MP 0.96-3.53 T3 CRP# 2628 Lake Flora - City Limits to J M Dickinson Repave	2R	06	2.57	P.E. R/W Const.																	CE 5/27						
							S	1/23							30	30	30											
							S	3/25	STP-27	997					156	1153			1153									
							Total			997					186	1183	30		1153									
25	25009 MP 3.71-4.53 T3 CRP# 2636 Lake Flora - golf course entrance to 500' east of roundabout Repave	2R	06	0.82	P.E. R/W Const.																	CE 5/27						
							P	8/25		Grant-A	39			4	43	43												
							P	4/27		Grant-A	2190			243	2433			2433										
							Total				2229			247	2476	43		2433										
26	49430 MP 1.46-1.52 T3 CRP# 2633 Colchester Drive, Duncan Creek Fish Passage Culvert Replace failed 36" culvert with 14-foot-wide fish-passable culvert.	FP	16	0.06	P.E. R/W Const.																	CE 5/26						
							S	7/24	PROTECT	490				10	500	250	250											
							S	5/27	PROTECT	2869					574	3443			3443									
							Total			3359				584	3943	250	250	3443										
27	86250 MP 2.90-2.95 Nonfreight CRP# 1642 Little Boston Road - Shipbuilder's Creek culvert #15115 Replace culvert with wider culvert for fish passage	FP	09	0.05	P.E. R/W Const.																	CE 5/28						
							S	1/26		Tribe	500			500	100	200	200											
							S	6/27		Tribe	1000			1000			500	500										
							Total				1500			1500	100	200	700	500										
28	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	FP	09	0.10	P.E. R/W Const.																	CE 5/28						
							S	1/23					200	200	50	50	100											
							S	1/25					100	100	50	50												
							P	6/27	Grant	1300				1300				1300										
Total			1300				300	1600	100	100	100	1300																
29	70310 MP 1.55-1.60 / 70320 MP 0.00-0.50 T3/T4 CRP# 1639 Suquamish/Augusta - South St. to Winfred Sidewalks & bike lanes	RC	16	0.55	P.E. R/W Const.	1																CE Y 1/26						
							S	1/24	STP-25	260				40	300	200	100											
							P	1/26	Grant-A	600					600		300	300										
							P	6/28	Grant-A	4064					4064			4064										
Total			4924				40	4964	200	400	300	4064																
30	86671 MP 0.79-1.32 T3 CRP# 1643 West Kingston - Bridge to Middle School Add bike lane and sidewalk to north side of road	SW	06	0.53	P.E. R/W Const.	1																CE Y 5/29						
							P	11/25	Grant A	257					257	100	157											
							P	1/26	Grant A	50					50		50											
							P	4/29	Grant A	1889					1889			1889										
Total			2196					2196	100	207		1889																





**SIX YEAR  
 TRANSPORTATION IMPROVEMENT PROGRAM  
 2025 TO 2030**

TIP PROJECT NO.	IMPROVEMENT TYPE(S)	FUNC. CLASS	TOTAL LENGTH (mi.)	PROJECT PHASE	TIF District	FUND. STATUS	MONTH / YEAR PHASE STARTS	PROJECT COSTS IN THOUSANDS OF DOLLARS										FED. PROJ. ONLY							
								FUNDING SOURCE INFORMATION											YEAR 1 2025	YEAR 2 2026	YEAR 3 2027	YEAR 4 2028	YEAR 5 2029	YEAR 6 2030	ENVIRO TYPE ROW REC. DATE COMPLETE
								FEDERAL FUNDS		RAP / CAPP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL											
								FEDERAL FUND CODE	FEDERAL COST BY PHASE																
								68466		28173	13143	36127	145909	40256	36716	19356	17983	24148	7452						

P.E.
R/W
Const.
Total

4026	2630	1899	2396	10951	3205	2799	2492	902	993	560
5883	414	1382	1123	8802	3436	3229	1205	653	240	40
58557	25129	9862	32608	126156	33615	30688	15659	16428	22915	6852
68466	28173	13143	36127	145909	40256	36716	19356	17983	24148	7452

# Supporting Documentation

- A. Summary Project Changes from 2025-2029 Tip to 2025-2030 TIP Recommendations
- B. Transportation Improvement Program (TIP) Draft 2025-2030 funding breakdown
- C. Draft 2025-2030 TIP – Project Need/Solution Categories and Non-Motorized Facilities
- D. Candidate Project Score Distribution
- E. Selected Prioritization Lists Status
- F. TIP Process Document (2024)



## Summary Project Changes from 2024-2029 TIP to 2025-2030 TIP Recommendation

### Projects Completed

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- **National STEM School**  
Pedestrian and intersection improvements, pavement overlay
- **Fairgrounds Road - Sidewalk Improvements**  
Construct sidewalk both sides and eastbound bike lane City limits. Pedestrian and Intersection Improvements and overlay
- **Newberry Hill Road – Culvert**  
Replace culver with structure meeting WDFW fish passage design. (Culvert ID #18807)
- **160th Street**  
Replace fish barrier culvert on Purdy Creek Participation on grant match with Pierce County
- **East Hilldale Road – Culvert**  
Replace existing deteriorated 36" culvert (Culvert ID #16482)
- **Oak Road (SE) – Culvert**  
Replace deteriorated 18" culvert (Culvert ID #10544)
- **Burley Olalla - Bandix to Fagerud**  
Paving and shoulder work
- **Taylor Road Bridge**  
Prepare and paint the steel girders and deck soffit of the bridge superstructure
- **STO - Port Gamble Trail Segment Carver Dr.**  
Pave shared use path
- **North STO Planning Study**  
Planning study

### Projects Added

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#### Grant awards:

- **Burley Creek at Spring Creek Road**  
Joint project with WSDOT for fish barrier remediation at culvert #29630
  - PROTECT grant award
  - Grant funded
- **Colchester Drive, Duncan Creek Fish Passage Culvert**  
Replace failed 36" culvert with 14-foot-wide fish-passable culvert.
  - PROTECT grant award
  - Grant funded
- **STO - South Pre-Design Study**  
Non-Motorized pre-design study. Poulsbo to Agate Pass Bridge
  - RAISE grant award
  - Grant funded

#### Grant applications:

- **Sunnyslope Road - Culverts #100703, #100704, and #100705.**  
Replace culvert with single fish passage
  - Grant application, RAP

- Grant dependent
- **Sam Snyder Creek Culverts #15793 & #15794 (Lemolo Shore Dr.)**  
Replace culverts with fish-passible structure
  - Grant application, PROTECT
  - Grant dependent
- **Lake Flora - golf course entrance to 500' east of RBT**  
Repave
  - Grant application, RAP program
  - Grant dependent
- **Central Valley & McWilliams/64th**  
Roundabout
  - Grant applications 2025, State and Federal Safety Programs
  - Grant dependent
- **West Kingston - Bridge to Middle School**  
Sidewalk and bike lanes
  - Grant application Safe Routes to Schools, possible 2025 Rural Town Centers
  - Grant dependent

### Significant Changes to Projects

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#### Grants:

- **Lake Flora - City Limits to J M Dickinson**  
Repave
  - Awarded grant for repave, Federal STP
- **Lund - Chase to Jackson 1.**  
Sidewalks, bike lanes, & access control
  - Awarded grant for construction. Federal STP
- **Ridgetop - Mickelberry to Myhre Phase 1.**  
Intersection improvements
  - Awarded grant for construction. Federal STP
- **Suquamish/Augusta - South St. to Winfred**
  - Grant application State Bike/Ped
- **Ridgetop - Mickelberry to Myhre Phase 3.**
  - Construction phase added based on potential grant (Countywide) and Road Fund/Impact Fee availability.
- **STO - Port Gamble Trail Segments AE**
  - Grant dependent construction phase re-added to project
- **Newberry Hill & Dickey/Eldorado**
  - Grant applications Countywide not successful and TIB in progress

Schedule changes:

- **North Kitsap Service Center**
  - Construction carryover one year
- **STO - Port Gamble Trail Segment D.** Project split into two projects
  - STO - Port Gamble Trail Segment D1
  - STO - Port Gamble Trail Segment D2, project pushed out one year, grant dependent
- **STO - Port Gamble Trail Segment C**
  - Project pushed out one year
- **SR 104 Holding Lane/ATMS**
  - Construction phase pushed out one year
- **Beach Drive - Main to Clam Bay Ct.**
  - Moved out two years. Low grant opportunities (not successful in 2017 Rural Town Centers), limited Road Fund/Impact Fees available, Public Works/Manchester community may shift prioritization to California St. project which serves more people, Elementary School, and higher potential for grant funding.
- **Little Boston Road - Shipbuilder's Creek culvert #15115**
  - PE start moved up one year
- **Ridgetop - Mickelberry to Myhre Phase 2.**
  - Construction phase push out one year based on potential grant and Road Fund/Impact Fee availability.
- **Viking - Sherman Hill to city limits**
  - PE pushed out one years, Impact Fee revenue availability
- **Riddell & Almira**
  - PE pushed out one years, Impact Fee revenue availability
- **Sidney & Lider**
  - PE pushed out two years, Impact Fee revenue availability

**Projects Not Carried over to 2025-2030 TIP**

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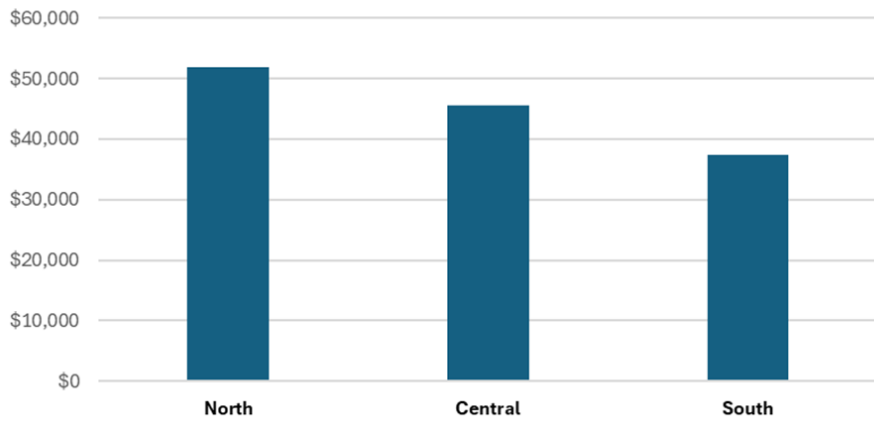
- **Hansville - Delaney to Salish**
  - Tribal project has not moved forward. Tribe Econ Dev has applied for Federal Grant, Coordination funding does not need to be in the TIP
- **Hansville and SR 104**
  - Original right turn lane project would trigger reconstruction complete intersection with a roundabout. WSDOT facility.
- **Anderson Hill Road Corridor Study**
  - Studies are only on the TIP if grant funded. The study was not funded by grant and has no likely grant potential.
  - Traffic Study to be conducted “in house” note on TIP bundle program.
- **Anderson Hill - Segment Phase 1**
  - Project not sufficiently defined to include on TIP. No corridor study conducted.
- **Brownsville - Gilberton Bridge (Bridge #2)**
  - Studies are only on the TIP if grant funded.
- **Hansville NM Pre-Design Study**

- Studies are only on the TIP if grant funded.
  - Tribal study
- **Little Boston NM Pre-Design Study**
  - Studies are only on the TIP if grant funded.
  - Tribal study
- **Glenwood – Pine to Christmas Tree**
  - Not successful in grant application, shift in grant eligible projects and County prioritization
- **Project Close-Out and Plant Establishment**
  - Program not utilized
- **County Wide Bicycle/Ped. Improvements and Countywide Sidewalk to County Wide ADA and Non-Motorized Improvements**
  - Program name change and consolidation
- **County Wide Surfacing Upgrades**
  - Program not utilized

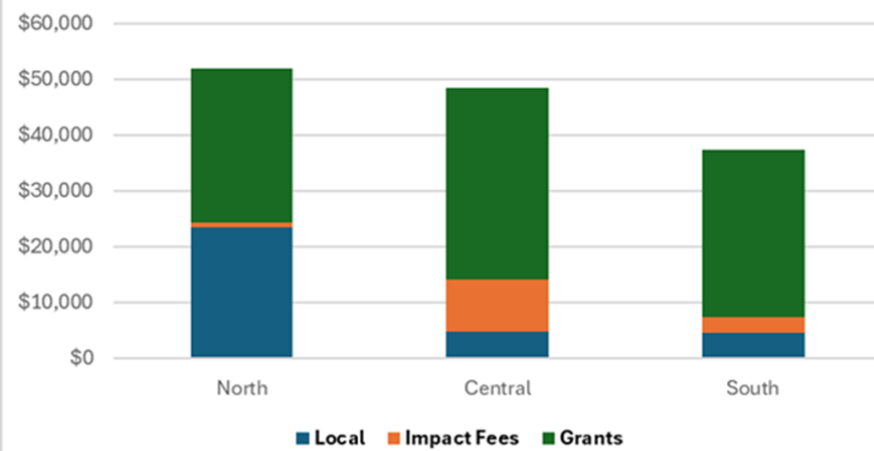
## Transportation Improvement Program (TIP) Draft 2025-2030 funding breakdown

\$'s in Thousands	FEDERAL COST BY PHASE	RAP / CAPP / TIA / UATA / P WTF / OTHER	STATE OR OTHER FUNDS	IMPACT FEES	LOCAL FUNDS	TOTAL
Ridgetop - Mickelberry to Myhre Phase 2	\$9,279		\$0	\$1,669	\$0	\$10,948
Ridgetop - Mickelberry to Myhre Phase 1	\$5,934		\$0	\$2,417	\$0	\$8,351
Ridgetop - Mickelberry to Myhre Phase 3	\$3,000		\$0	\$4,093	\$0	\$7,093
Burley Creek at Spring Creek Road	\$4,236		\$0	\$0	\$847	\$5,083
Central Valley & McWilliams/64th	\$3,707		\$0	\$927	\$0	\$4,634
Silverdale Way Preservation Project					\$3,130	\$3,130
Lake Flora - golf course entrance to 500' east of roundabout			\$2,229	\$0	\$247	\$2,476
Perry - Stone to Sheridan	\$2,748		\$1,095	\$0	\$216	\$1,311
Lake Flora - City Limits to J M Dickinson	\$997		\$0	\$0	\$186	\$1,183
Ridgetop - Mickelberry to Myhre (All Phases)	\$425		\$0	\$101	\$0	\$526
CodeGreen	\$484		\$0	\$0	\$0	\$484
Riddell & Almira				\$225	\$0	\$225
Newberry Hill & Dickey/Eldorado	\$100		\$46		\$0	\$146
Provost Rd. - Strawberry Creek Culvert #2319					\$40	\$40
North Kitsap Service Center					\$20,648	\$20,648
STO - Port Gamble Trail Segment C			\$6,660	\$0	\$0	\$6,660
Sam Snyder Creek Culverts #15793 & #15794	\$3,978		\$0	\$0	\$994	\$4,972
Suquamish/Augusta - South St. to Winfred	\$4,924		\$0	\$40	\$0	\$4,964
STO - Port Gamble Trail Segments AE			\$3,000	\$0	\$100	\$3,100
West Kingston - Bridge to Middle School	\$2,196		\$0	\$0	\$0	\$2,196
STO - Port Gamble Trail Segment D2			\$1,600	\$0	\$0	\$1,600
Norwegian Point Restoration	\$1,300		\$0	\$0	\$300	\$1,600
Little Boston Road - Shipbuilder's Creek culvert #15115			\$1,500	\$0	\$0	\$1,500
STO - Port Gamble Trail Segment D1					\$1,400	\$1,400
SR 104 Holding Lane/ATMS	\$1,188		\$30	\$0	\$0	\$1,218
STO - Central Pre-Design Study	\$500		\$0	\$0	\$0	\$500
Suquamish to Gunderson NM Pre-Design Study	\$500		\$0	\$0	\$0	\$500
Viking - Sherman Hill to City Limits				\$480	\$0	\$480
STO - South Pre-Design Study	\$250		\$0	\$0	\$0	\$250
Viking & Sherman Hill				\$240	\$0	\$240
SR 104 Realignment				\$30	\$0	\$30
Harper Estuary Restoration	\$5,855		\$2,579	\$0	\$5	\$8,439
Lund - Chase to Jackson 1	\$3,761		\$0	\$511	\$841	\$5,113
Lund - Harris to Chase			\$3,306	\$557	\$267	\$4,130
Colchester Drive, Duncan Creek Fish Passage Culvert	\$3,359		\$0	\$0	\$584	\$3,943
Lund & Chase			\$2,603	\$573	\$79	\$3,255
Beach Drive - Main to Clam Bay Ct	\$2,160		\$0	\$0	\$990	\$3,150
Lund & Hoover	\$2,279		\$0	\$587	\$271	\$3,137
Sidney & Pine	\$2,906		\$0	\$0	\$0	\$2,906
Glenwood Road			\$1,152	\$0	\$748	\$1,900
Bahia Vista Slide Repair					\$650	\$650
Anderson Hill Road / Apex Airport Road			\$112	\$388	\$0	\$500
Sidney - City Limits to Lider				\$50	\$0	\$50
Sunnyslope Road, Fish Passage Culverts #100703, #100704, and					\$12	\$12
Sidney & Lider				\$255	\$0	\$255
Horizon Lane SE					\$20	\$20

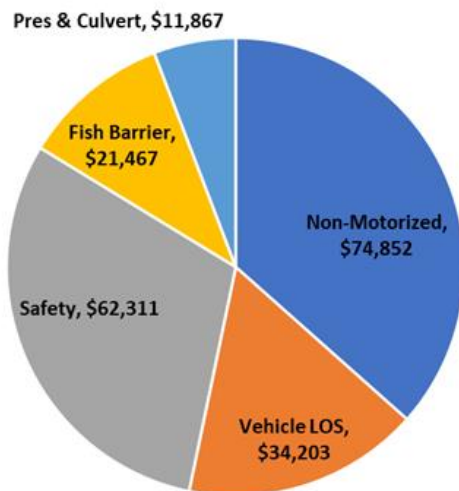
### Project \$'s by Commisioner's District



### Project \$'s by Funding Source



### Project Expenditures by Need/Facilities Category



## Draft 2025-2030 TIP – Project Need/Solutions Categories and Non-Motorized Facilities

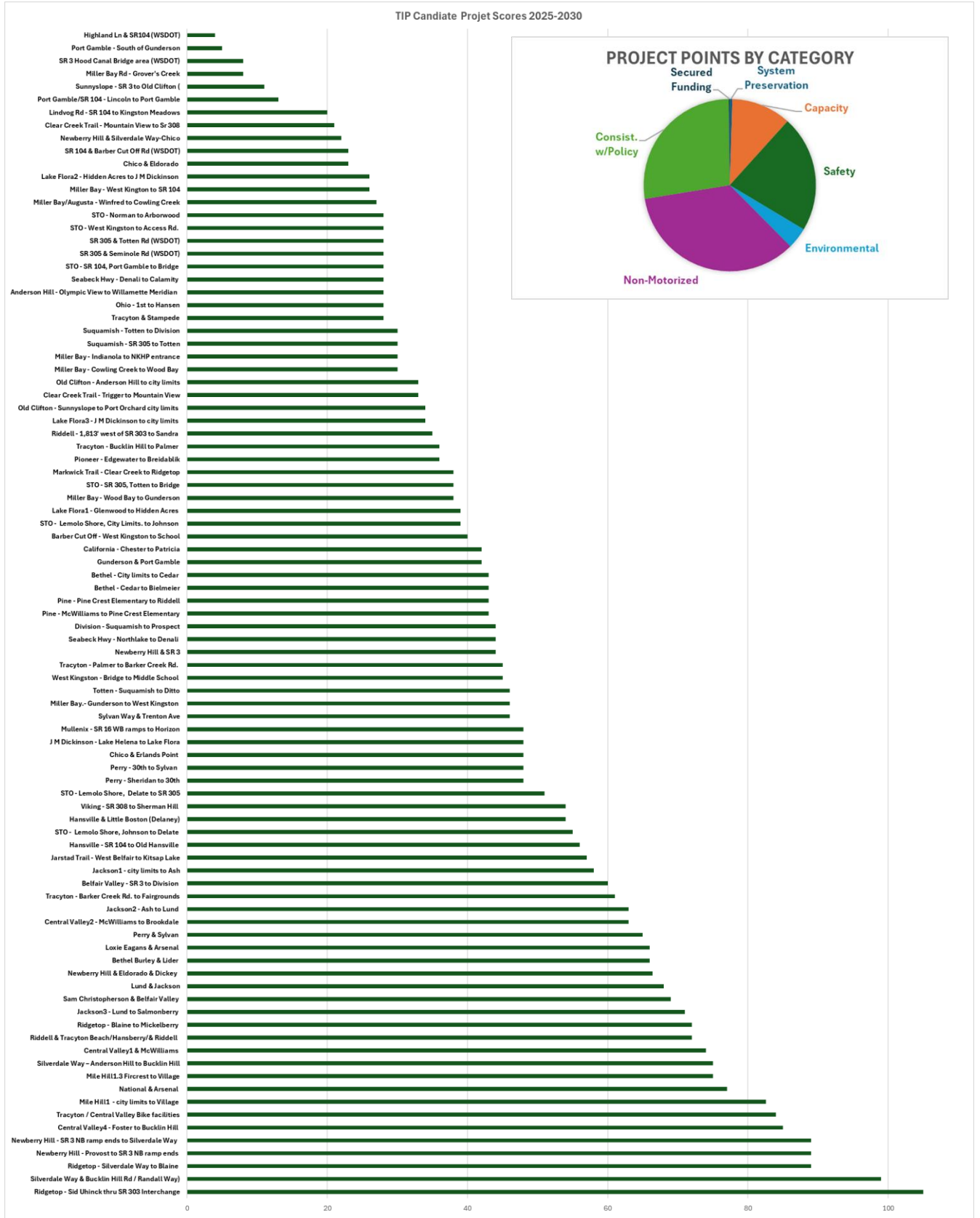
		2025-2030 TIP - Non-Motorized Project Elements - Miles																
Year	Project - Funding Status	Total \$	Grant \$	Fee/SEPA \$	Local \$'s	Miles	Project Need & Solution Categories					Non-Motorized Facilities					Facility Types	
	- Local funds or Impact Fees only -Grant(s) secured/other \$'s -Grant(s) partially secured -Grant(s) needed	\$'s in '000	\$'s in thousands	\$'s in thousands	\$'s in thousands	Project Length	NM	Vehicle LOS	Safety	Fish Barrier	Pres & Culvert	Shared Use Path	Side Path	Sidewalk	Bike Lane	Shoulder	Intersections NM/ADA	Facility Types
<b>Construction Projects</b>																		
2026	Perry - Stone to Sheridan	\$2,952	\$2,798		\$154	0.81	1		1					1.62	1.62			Sidewalk & Bike lanes
2025	Lund - Harris to Chase	\$4,130	\$3,306	\$557	\$233	0.25	1	3	2					0.50	0.50		Yes	RBT, median, SW, BL
2026	Lund & Hoover	\$3,137	\$2,279	\$587	\$271	0.20	1		2					0.40	0.40		Yes	RBT, median, SW, BL
2027	Lund & Chase	\$3,255	\$2,603	\$573	\$79	0.20	1		2					0.40	0.40		Yes	RBT, median, SW, BL
2027	Lund - Chase to Jackson	\$4,130	\$3,306	\$557	\$267	0.55	1		2					1.10	1.10			median, SW, BL
2026	STO - Port Gamble Trail Segments AE	\$3,100	\$3,000		\$100	0.60	1					0.60						Shared use path
2025	STO - Port Gamble Trail Segment D1	\$1,400			\$1,400	0.10	1					0.10						Shared use path
2026	STO - Port Gamble Trail Segment D2	\$1,600	\$1,600			0.20	1					0.20						Shared use path
2028	STO - Port Gamble Trail Segment C	\$6,600	\$6,660			4.00	1					4.00						Shared use path
2030	Beach Drive - Main to Clam Bay Ct	\$3,150	\$2,160		\$990	0.37	1									0.74		NM improvement
2026	Ridgetop - Mickelberry to Myhre Phase 1	\$8,351	\$5,934	\$2,417		0.20	2	1	2					0.40	0.40		Yes	Add lane for Transit, NM
2028	Ridgetop - Mickelberry to Myhre Phase 2	\$10,948	\$9,297	\$1,669		0.10	2	1	2					0.20	0.20		Yes	Add lane for Transit, NM
2028	Ridgetop - Mickelberry to Myhre Phase 3	\$7,093	\$3,000	\$3,477		0.20	2	1	2					0.40	0.40		Yes	Add lane for Transit, NM
2028	Suquamish/Augusta - South St. to Winfred	\$4,964	\$4,924	\$40		0.52	1		2					1.04	1.04		Yes	Sidewalks & Bike lanes
2028	SR 104 Realignment	\$40		\$30		0.85	2	1	2					1.70	1.70		Yes	RBTs, SW, BL, ATMS
2026	Sidney & Pine	\$3,190	\$2,906	\$1,507		0.20			1									RBT
2026	Newberry Hill & Dickey & Eldorado	\$4,807	\$3,300		\$200	0.20		1	2					0.40	0.40		Yes	intersection
2029	Central Valley & McWilliams/64th	\$4,634	\$3,707	\$927		0.20	1		1					0.20	0.20		Yes	RBT
2029	West Kingston - Bridge to Middle School	\$2,196	\$2,196			0.53	1		1					0.53	1.06			Sidewalk & Bike lanes
		\$79,677	\$62,976	\$12,341	\$3,694	10.28						4.90	0.00	8.89	9.42	0.74		
<b>Construction (operations &amp; preservation)</b>																		
2025	SR 104 Holding Lane/ATMS	\$1,218	\$1,218		\$0	0.20		1										ATMS
2025	CodeGreen	\$484	\$848		\$0	0.00			1								Yes	ITS
2025	Silverdale Way Preservation Project	\$3,160			\$3,160	1.34					1						Yes	Preservation
2025	Glenwood Road	\$1,442	\$1,152		\$290	0.51	1				1					1.02		Preservation/Shoulders
2025	Harper Estuary Restoration	\$6,109	\$8,434		\$5	0.15				1						0.30		Bridge
2028	Norwegian Point Restoration	\$1,600	\$1,300		\$300	0.10					1					0.20		Culvert
2027	Little Boston Road - Shipbuilder's Creek culvert #15115	\$9	\$1,500			0.05				1						0.10		Bridge
2025	Horizon Lane SE	\$20			\$20	0.05					1					0.10		Culvert
2025	Bahia Vista Slide Repair	\$650			\$450	0.05					1							Preservation
2027	Lake Flora - City Limits to J M Dickinson	\$1,183	\$997		\$186	2.60					1							Preservation
2027	Lake Flora - golf course entrance to 500' east of roundab	\$2,476	\$2,229		\$243						1							Preservation
2026	Burley Creek at Spring Creek Road	\$5,083	\$4,236		\$847	0.10				1								Fish Passage
2027	Cochester Drive, Duncan Creek Fish Passage Culvert	\$3,943	\$2,869		\$574	0.06				1								Fish Passage
2026	Sunnyslope Road, Fish Passage Culverts #100703, #1007	\$1,311			\$216	0.10				1	1							Fish Passage
2029	Sam Snyder Creek Culverts #15793 & #15794	\$4,972	\$3,978		\$994	0.10				1								Fish Passage
		\$33,660	\$28,761	\$0	\$7,285	5.41						0.00	0.00	0.00	0.00	1.72		

Year	Project - Funding Status	Total \$	Grant \$	Fee/SEPA \$	Local \$'s	Miles	Project Need & Solution Categories					Non-Motorized Facilities					Facility Types	
	- Local funds or Impact Fees only -Grant(s) secured/other \$'s -Grant(s) partially secured -Grant(s) needed	\$'s in '000	\$'s in thousands	\$'s in thousands	\$'s in thousands	Project Length	NM	Vehicle LOS	Safety	Fish Barrier	Pres & Culvert	Shared Use Path	Side Path	Sidewalk	Bike Lane	Shoulder	Intersections NM/ADA	Facility Types
<b>PE Only - Study</b>																		
2026	STO - Central Pre-Design Study	\$500	\$500			3.10	1					3.10					Yes	Shared use path
2028	Suquamish to Gunderson NM Pre-Design Study	\$500	\$500			4.60	1					4.60					Yes	NM Facilities
2024	Ridgetop - Mickelberry to Myhre (All Phases)	\$526	\$425	\$101		0.34	2	1	3								Yes	Add lane for Transit, NM
2029	Viking - Sherman Hill to city limits	\$480		\$480		0.52	1	1					0.52					Access control, NM Facilities
2028	Sidney - City Limits to Lider	\$25		\$25		0.20	1			1						0.40		Shoulders
2027	Viking & Sherman Hill	\$240		\$240		0.25		1	2				0.25				Yes	Intersection
2026	Anderson Hill Road / Apex Airport Road	\$500		\$500		0.20		1	2					0.40	0.40		Yes	RBT
2028	Riddell & Almira	\$225		\$225		0.15	1		2					0.30	0.30		Yes	intersection
2028	Sidney & Lider	\$225		\$225	\$225	0.20			1								Yes	intersection
2029	Provost Rd. - Strawberry Creek Culvert	\$40			\$40	0.10				1				0.20	0.20			Fish Passage
2030	STO - South Pre-Design Study	\$250	\$250			3.70						3.70		7.40	7.40		Yes	Shared use path
		\$3,511	\$1,675	\$1,796	\$265	13.36						11.40	0.77	8.30	8.30	0.40		

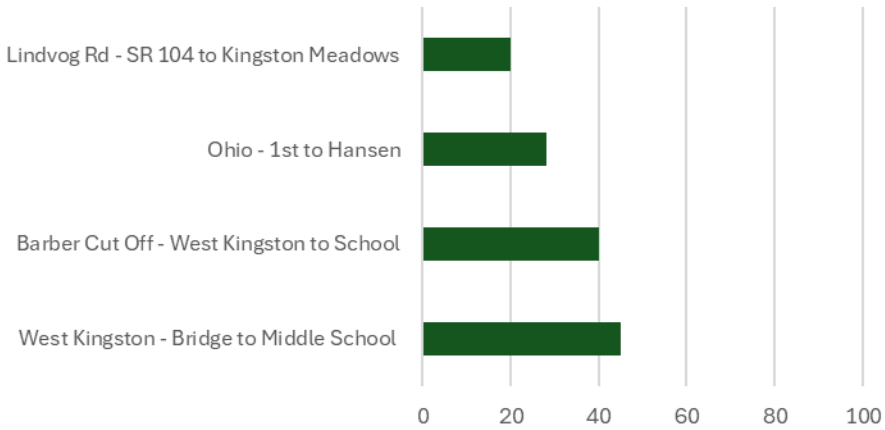


# Candidate Project Score Distribution (Oct. 2, draft)

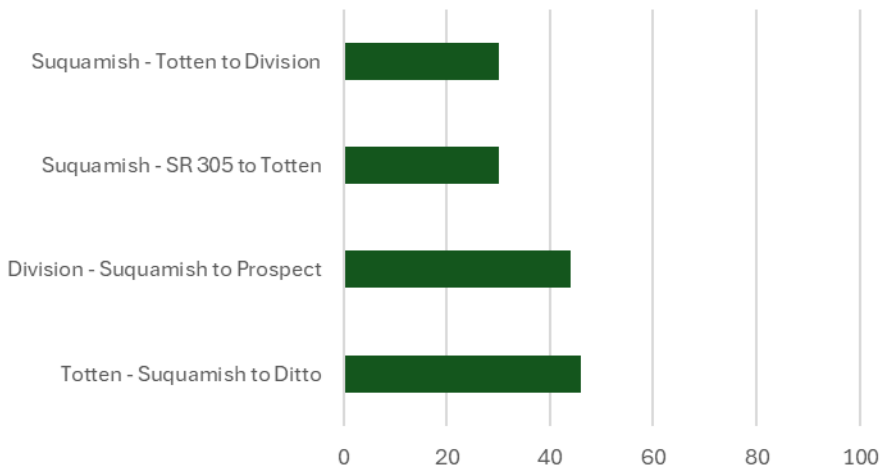
TIP Candidate Project Scores 2025-2030



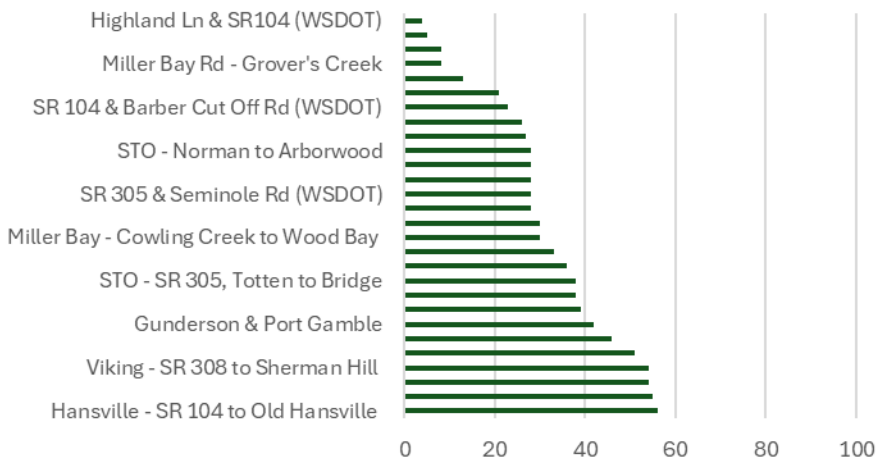
### Kingston UGA Project Scores



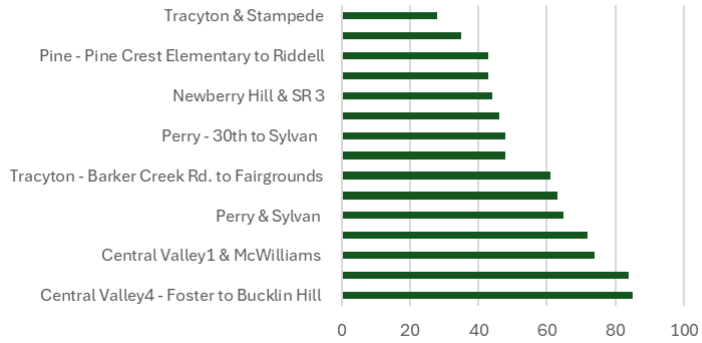
### Suquamish LAMIRD Project Scores



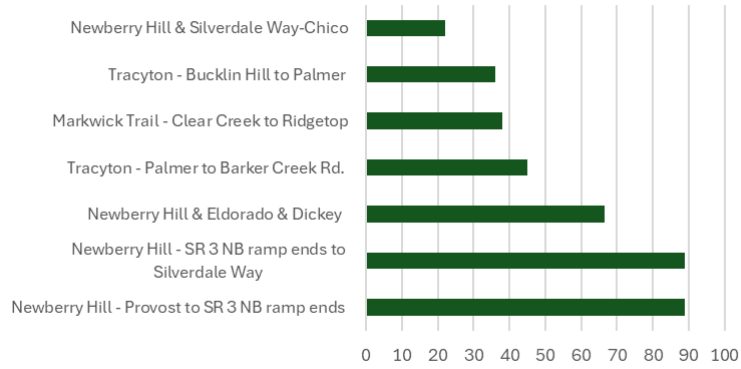
### Rural North Kitsap Project Scores



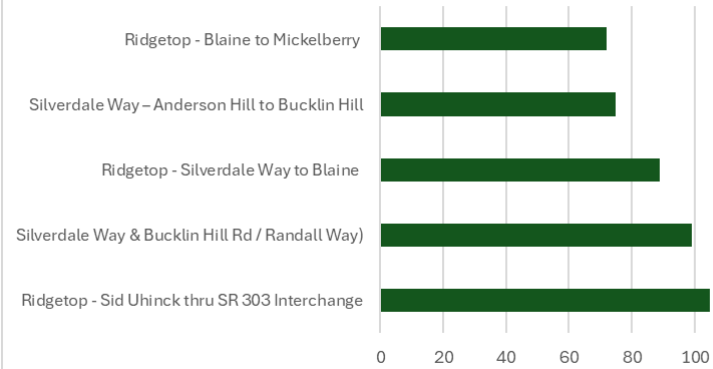
### Central Kitsap UGA Project Scores



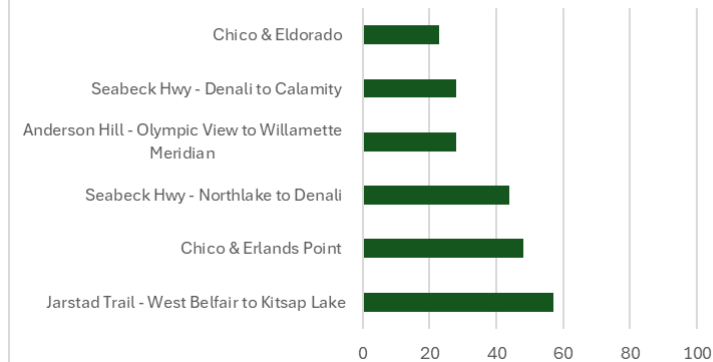
### Silverdale UGA Project Scores



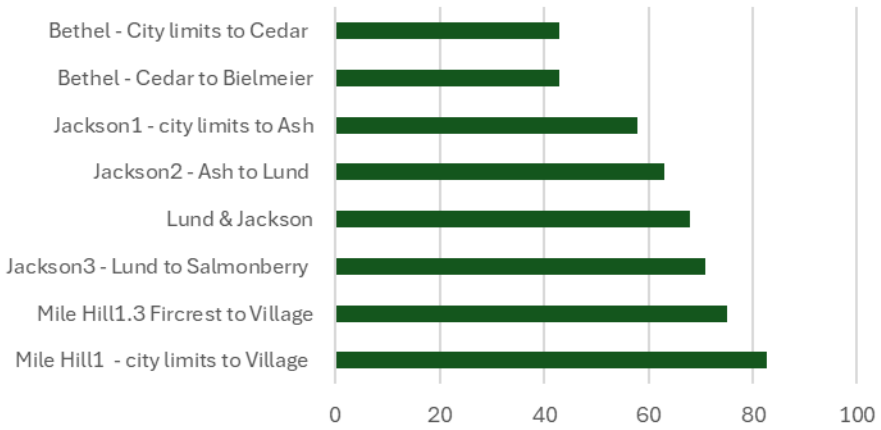
### Silverdale Project Scores



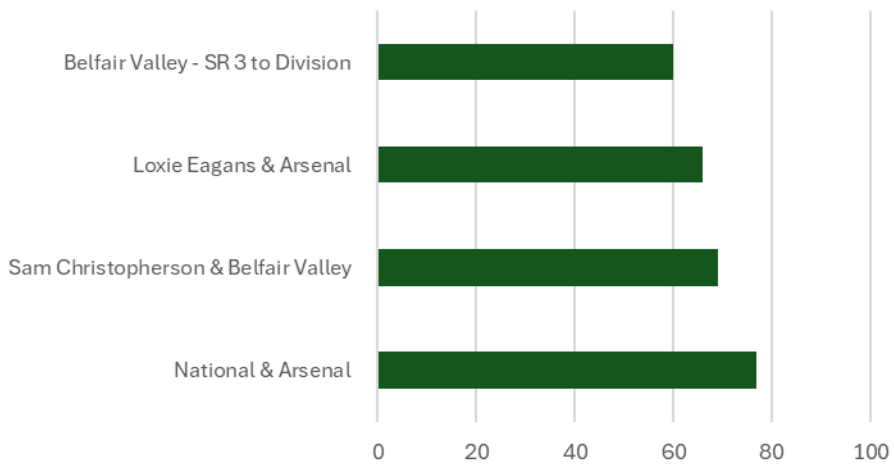
### Rural Central Kitsap Project Scores



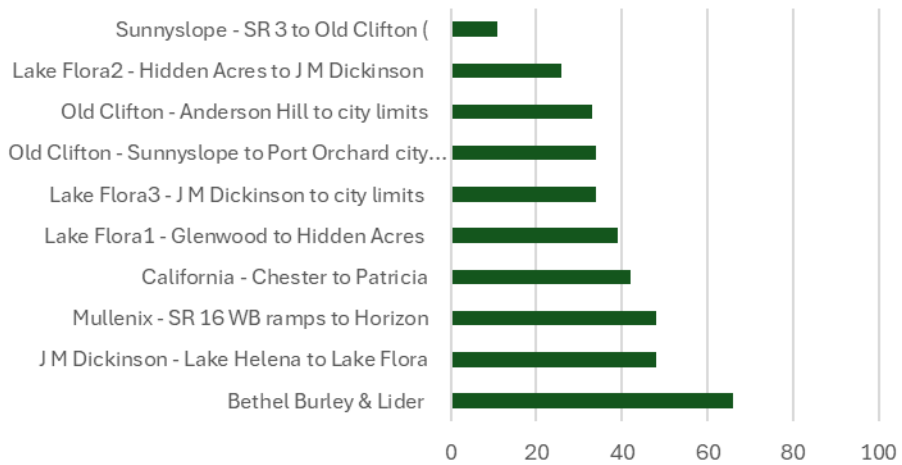
### Port Orchard UGA Project Scores



### West Bremerton/Gorst UGA Project Scores



### Rural South Kitsap Project Scores



## Selected Prioritization Lists Status

<b>Safety Intersections Location &amp; Matrix Category Rankings (Top 10)</b>		
	<b>Intersection</b>	<b>11/2024 Status</b>
1	SIDNEY RD SW PINE RD (SW)	TIP, Grant funded, grant dependent
2	MYHRE RD (NW) SILVERDALE WAY NW	Not prioritized S-TIS, not scored
3	GREAVES WAY (NW) CLEAR CRK RD NW	Not scored
4	KITSAP MALL BLVD NW RANDALL WAY (NW)	#3 priority S-TIS
5	64TH ST (NW) CENTRAL VALLEY RD NW	TIP add, Scored 74pts., #13, grant dependent (Safety)
6	BUCKLIN HILL RD (NW) SILVERDALE WAY NW	#2 prioritiy S-TIS
7	CENTRAL VALLEY RD NW FAIRGROUNDS RD (NW)	2017 Project
8	OLD FRONTIER RD NW GREAVES WAY (NW)	Not prioritized S-TIS, not scored
9	LAKEWAY BLVD (SE) BETHEL BURLEY RD SE	Not scored
10	JACKSON AVE SE LUND AVE (SE)	#9 prioritiy SK-TIS, 68 pts., #18
<b>Safety Segment Locations &amp; Matrix Category Rankings (Top 10)</b>		
	<b>Segment</b>	<b>11/2024 Status</b>
1	DICKEY RD NW	Proposed signage changes, rumble strip, flashers
2	LAKE FLORA RD (SW)	Scored 48 pts., #36, TIF project
3	BELFAIR VALLEY RD (W)	Scored 60 pts, #26, TIF project
4	TRACYTON BLVD NW	Not scored
5	RIDGETOP BLVD NW	Not scored, #S-TIS #4
6	TRACYTON BLVD NW	Scored 60 pts, #26
7	SEABECK HIGHWAY NW	Not scored
8	BUCKLIN HILL RD (NW)	Not scored
9	ANDERSON HILL RD (NW)	Traffic Study 2025
10	SHERMAN HEIGHTS RD (W)	Not scored
<b>2022 Intersection LOS Deficiency List (Top 10)</b>		
	<b>Intersection</b>	<b>11/2024 Status</b>
1	Sam Christopherson Ave & Belfair Valley Rd	Scored 69 pts, #17, Part of Gorst Study
2	Loxie Eagans Blvd & Arsenal Way	Scored 66 pts., #20
3	Eldorado Blvd/Dickey Rd & Newberry Hill Rd	On TIP, Grant dependent
4	Harris Rd & Lund Ave	On TIP, Grant secured
5	Viking Way & Sherman Hill Rd	On TIP, PE only
6	Bucklin Hill Rd & Blaine Ave	Not prioritized in S-TIS, not scored
7	Chase Rd/SK Regional Park Ent & Lund Ave	On TIP, Grant secured
8	Hansville Rd & Little Boston Rd/Delaney Rd	Scored 56 pts., #29
9	Central Valley Rd & 64th St/McWilliams Rd	On TIP, Grant dependent
10	Hansville Rd & 288th St	Not scored

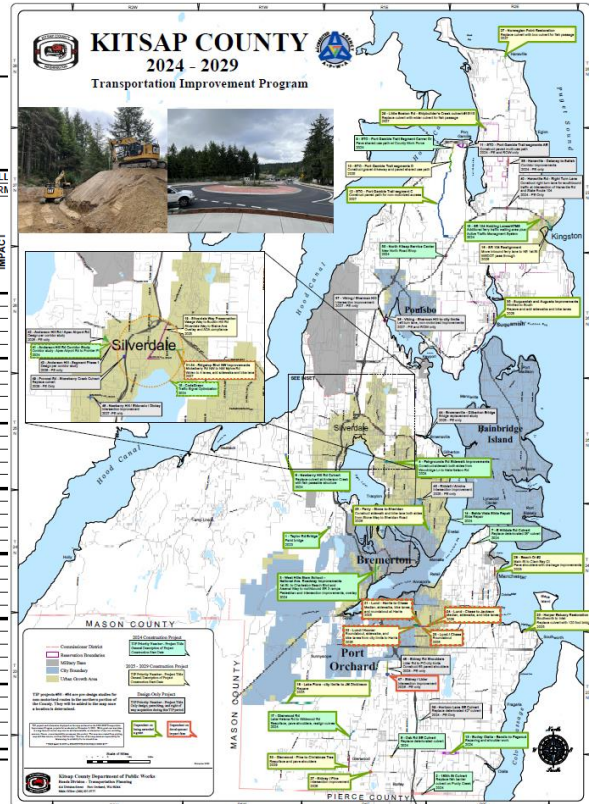
<b>South Kitsap TIS Priority List (Top 10)</b>		
	<b>Project</b>	<b>Status</b>
<b>1</b>	Lund – City Limits to Harris	TIP, Grant funded, grant dependent
<b>2</b>	Lund – Harris to Jackson	TIP, Grant funded, grant dependent
<b>3</b>	National & Arsenal	Scored 83 pts, #10
<b>4</b>	Sidney & Pine	TIP, Grant funded, grant dependent
<b>5</b>	Sidney & Lider	TIP, PE only
<b>6</b>	Mile Hill – Fircrest to Village	Scored 75pts, #12
<b>7</b>	Lake Flora - Hidden Acres to J M Dickinson	TIP, grant dependent
<b>8</b>	Alaska – Mile Hill to Madrone	Prior TIP, not sucessful grant,
<b>9</b>	Lund & Jackson	Scored 68 pts, #17
<b>10</b>	Lake Flora – Glenwood to Hidden Acres	TIP, Grant funded, grant dependent

<b>County Fish Barrier Removal List (Top 10)</b>		
	<b>Segment</b>	<b>11/2024 Status</b>
1	Lemolo Shore @ Sam Snyder Cr	TIP, grant dependent
2	Lemolo Shore @ UNT	Not scored
3	Burley Cr @ Bethel-Burley Rd	Not scored
4	Wildcat Lake Rd @ UNT Wildcat Lake	Not scored
5	SE Burley Olalla @ Olalla Cr	Not scored
6	Sidney Rd @ Blackjack Cr	Not scored
7	Lemolo Shore @ Bjorgen Cr	Not scored
8	Viking Way NW @ SF Johnson Cr	Not scored
9	Lake Flora/UNT Rocky Cr	Not scored
10	Strawberry Cr @ Anderson Hill Rd	Not scored

# Transportation Improvement Program (TIP) Annual Update Process

## 2024

Agency: Kitsap County County No. 18		SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2024 TO 2029										
FUNC. CLASS TIP PROJECT NO.	IMPROVEMENT TYPE(S)	TOTAL LENGTH (mi.)	PROJECT PHASE	PROJECT COSTS IN THOUSANDS OF DOLLARS							IMPACT	
				FUND STATUS	MONTH / YEAR PHASE STARTS	FUNDING SOURCE INFORMATION						
						FEDERAL FUND CODE	FEDERAL COST BY PHASE	RAP / CAP / TIA / UATA / PWTF / OTHER	STATE OR OTHER FUNDS			
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							
				R/W	5/21							
				Const.	7/23	LBP-21	10			10		
Total												
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.	7/24							
Total												
16 3	16330 MP 0.00-0.95 / 17400 MP 0.00-0.35 T3/74 Nonfreight CRP# 2612 W. Hills STEM School - Nat'l Ave. Roadway Improvement Loxie Eagens: 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.	12/23	STP-24	1761			1761		
Total												
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	1/23							
				Const.	3/24	STP-24	2300			2300		
Total												
7 5	CRP# 3700 CodeGreen Traffic signal optimization software	12		P.E.								
				R/W								
				Const.	1/24	HSIP	484			484		
Total												
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 #16607)	06	0.10	P.E.	1/17							
				R/W	8/23	PROTECT	20			20		
				Const.	12/23	PROTECT	3000			3000		
Total												
19 7	49660 MP 0.15-0.20 T4 CRP# 2624 East Hilldale Road - Culvert Replace existing deteriorated 36" culvert (Culvert ID #16452)	13	0.05	P.E.	1/22							
				R/W	6/23							
				Const.	5/24							
Total												



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



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## Introduction

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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**

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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
<b>1. Review of process document</b>										
<b>2. Develop candidate projects list</b>										
Carryover Contingency List										
Call for projects (public outreach)										
Update of prioritized lists of needs										
Project scopes development										
<b>3. Candidate projects list evaluation</b>										
Staff scoring of projects										
Expanded review of top 40-60 projects										
TIP-TAC review of scoring										
Candidate projects list - ranked										
<b>4. Revenue Forecast</b>										
Current TIP adjustment										
Road Fund forecast										
Grant forecast										
<b>5. Selection of projects for TIP</b>										
Public Works TIP recommendation										
<b>6. TIP review and adoption</b>										

## TIP Documents

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### 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

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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.

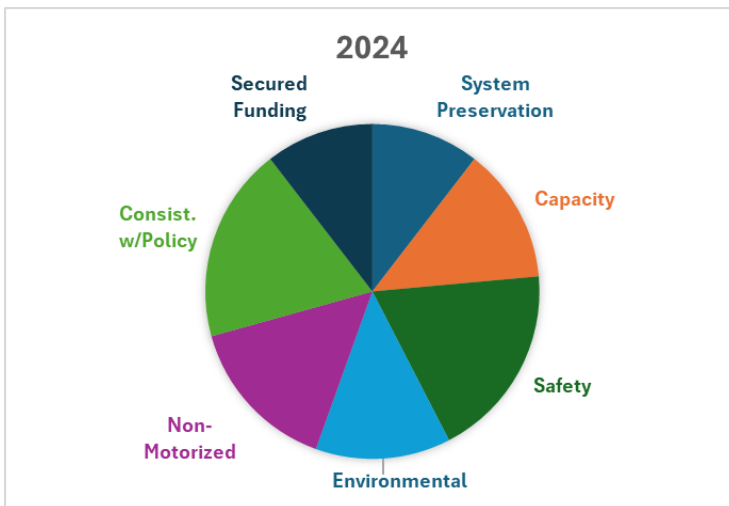
- Update prioritization needs lists. Each prioritization needs list (listed in the scoring section) has an update cycle that ranges for annually to 4-6 years.
- Project scope development and high-level cost estimate is developed for each project.

### 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 to support 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: 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  $\geq 10$  = 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 CO<sup>2</sup> or other modellable climate-altering gases, per PSRC's emissions calculator = 5 points
- Project is within the 2<sup>nd</sup> quartile on the candidate project list in reducing CO<sup>2</sup> or other modellable climate-altering gases, per PSRC's emissions calculator = 2 points

\*Impact calculations are only conducted for the projects identified in Step 3.2 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 scoring process 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.

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