



Kitsap Regional Coordinating Council

These projects are not prioritized, so that a final selection can be made through the Kitsap Regional Coordinating Council to make best use of the available fund.

#1 on
Regional
Contingency
List

Recommended ARRA Contingency Project List to the Kitsap Regional Coordinating Executive Board April 7, 2009 *as of March 27, 2009*

PSRC ID	Agency	Project Title	Stimulus **	Total **	Project Type	CN Completion Date
	Port of Bremerton	Cross South Kitsap Industrial Area (SKIA) Connector: Phase I	\$3,000	\$6,100	Road Construction/ Storm Water & Utilities	12 months
PB-6	Poulsbo	Viking Ave. Improvements Phase III (Bovela to SCL)	\$2,600	\$2,800	Road Widening & Rehabilitation	24 months
Now on TIP	Bremerton	Pacific Ave. Improvements	\$5,000	\$5,000	Road Preserve SW Utility	18 months
	Kitsap County	Countywide: Rural Overlays	\$2,119	\$2,119	Overlay	12 months
	Kitsap County	Countywide: Urban Overlays	\$2,941	\$2,941	Overlay	12 months
	Bainbridge Island	Federally Classified Roads	\$3,500	\$3,500	Overlay	12 months
	Port Orchard	Six projects, 5.4 Lane miles	\$1,300	\$1,300	Overlay	12 months
PB-16	Poulsbo	Seven projects, 4.3 Lane miles	\$4,300	\$4,500	Overlay	12 months
	Bremerton	Urban Overlays			Overlay	12 months



Kitsap Regional Coordinating Council

Action needed: make recommendations for the Executive Board's May 5 meeting.

Projects Submitted for the Regional Competitive Program

April 9, 2009

Project Sponsor	Name of Project	Cost	Description
City of Bremerton	Pacific Avenue (6 th to 11 th Streets) Pedestrian Streetscape	\$4,375,000	Pacific Avenue, part of the Park to Park Loop in downtown Bremerton, links Harborside Park and Evergreen Park as the 'pedestrian primary' transportation element of the Bremerton Downtown Sub Area Plan. The Plan seeks to reshape the urban core of Bremerton, the Urban Growth Center of the West Sound, into a vibrant urban community. The Plan calls for the creation of a modern, pedestrian friendly, and sustainable downtown, with a mixture of residential, commercial, employment and recreational opportunities within just a short walk from each other. The streetscape improvements will anchor the existing and new fabric of the downtown and near downtown areas to the intermodal Bremerton Transportation Center which serves Kitsap Transit's bus and new pedestrian ferry service to Seattle.
Kitsap County	Silverdale South Gateway	\$750,000	Construct either a traditional signalized intersection or a roundabout from the northbound ramps of SR3 at Newberry Hill through Chico Way to Silverdale Way. Include provisions for non-motorized travel as well as the ability to accommodate a grade-separated Silverdale Way expansion to 4/5 lanes.
Port of Bremerton	Cross-SKIA Connector	\$5,276,500	The Connector is an FHWA classified Rural Major Collector beginning at the revised SR3 Access Point (MP 31.48) extending southeast through the underserved portion of SKIA, terminating at Old Clifton Road. This connector includes approximately 7,000 feet of roadway improvements which consists of two travel lanes, paved and gravel shoulders, cut and fills slopes, stormwater bio-swales, detention ponds, and a single bi-directional multi-use path.



Kitsap Regional Coordinating Council

Process & Schedule for Project Selection:
Federal Funding Cycle 2011 – 2012
ARRA Contingency List

	ARRA Contingency List	Federal Funding Cycle 2011 - 2012		
		Regional Competitive Projects	Countywide Projects	
			Roadway	Non-Motorized
TransPOL March 24	Develop & Recommend to KRCC Exec Board (4/7)	Develop draft list + questions for TTAC: <i>no action</i>	Distribute draft project list: <i>no action</i>	Priorities: Review/ Recommend to KRCC Exec Board (4/7)
RPEC March 27	Discuss draft list for TPB			
TransTAC April 2 <i>(all afternoon meeting)</i>		Response info for TPOL	Develop draft project list for TPOL (4/9); Screening forms to PSRC (1 month review)	Develop draft project list for TPOL (4/9); Screening forms to PSRC (1 month review)
KRCC Board April 7	Approve Contingency Project List & send to TPB			
TransPOL April 9 (pm)		Develop List & Recommend to KRCC Exec Board (5/1); Appl's to PSRC by April 10	Review & discuss project list: questions for TransTAC: <i>no action</i>	Review & discuss project list: questions for TransTAC: <i>no action</i>
RPEC April 24+27	Finalize rec'd list for TPB	Sponsor Presentations & Score Projects		
KRCC Board May 1		Approve Project List		Approve Priorities
TransTAC May 7			Review PSRC Screening & Response info for TPOL	Review PSRC Screening & Response info for TPOL
TPB May 14 (am)	Recommend PSRC Exec Board Approve Regional Contingency Lists			
TransPOL May 14 (pm)			Recommend Project + Contingency Lists to KRCC Exec Board (6/2) <i>pending RPEC Reg'l recommendations</i>	Recommend Project + Contingency Lists to KRCC Exec Board (6/2) <i>pending RPEC Reg'l recommendations</i>
RPEC May 28 + 29		Review Scores & Recommend list to TPB (7/9)		
KRCC Board June 2	It is not clear when contingency funds availability will be known or projects selected, if at all		Approve Project + Contingency Lists & transmit to PSRC, <i>reflecting RPEC Reg'l Competitive Recommendations</i>	Approve Project + Contingency Lists & transmit to PSRC, <i>reflecting RPEC Reg'l Competitive Recommendations</i>
TPB June 11 (am)		Finalize Project List for Exec Board June 25 / July 23	Lists to PSRC by June 23 & TIPNEW/TIPMOD to PSRC July 7	
TPOL/TAC June 11 (pm)		This may involve a special KRCC Board meeting to approve, or flexible rec's with contingencies	<i>If necessary, revise to reflect Reg'l Competitive Selections</i>	<i>If necessary, revise to reflect Reg'l Competitive Selections</i>
RPEC June 23			Review Countywide Projects	Review Countywide Projects
TPB July 9			Approve Countywide Projects	Approve Countywide Projects



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Non-Motorized Projects Submitted for the Countywide Program *Based on TransTAC discussion April 2, 2009 Info as of April 8, 2009*

Non-motorized Projects	\$710,000
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Per the Kitsap non-motorized programming process, these funds are *not* cycled from funding period to funding period between Cities and the County.

Project Sponsor	Name of Project	Approx. Cost	Achievable Milestone
City of Bremerton	Safe Route to School: Armin Jahr Elementary	\$350,000	\$215,600
City of Bainbridge Island	Fort Ward Hill Road Repair & Bike Shoulder *	\$217,996	\$217,996 Completes segment
City of Bainbridge Island	N. Madison Bike Lanes & Sidewalk (SR 305 to Day)	\$1,755,053	\$221,687 PS&E
City of Poulsbo	Poulsbo Elementary/Noll Road	\$250,000	\$219,760
Kitsap Transit	Bremerton Transportation Center Bike Walkways	\$695,250	\$695,250
Kitsap County	Central Valley Road Sidewalks	\$200,000	\$200,000
Kitsap County	Silverdale Community Campus Sidewalks	\$200,000	\$200,000
Total:		\$3,758,299	\$1,970,293

City of Poulsbo et al	Sound to Olympics Trail	\$90,000	Still under policy level discussion
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Kitsap Regional Coordinating Council

Information Profile: Countywide Competitive Projects

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Name of Project: Sidewalk Improvements. McLain Avenue from 31st Street to Sheridan Avenue and on 31st Street from McLain Avenue to Robin Avenue

1. Brief Description: In 2008 the City completed a Non-Motorized Transportation Plan. The Plan designated safe routes to schools. One of these routes is to serve Armin Jahr Elementary School. The Limits of the project are to construct sidewalk on McLain Avenue for 31st Street to Sheridan Avenue and on 31st Street from McLain Avenue to Robin Avenue

2. Type & Name of Center(s) Served by Project:

This is located in the Bremerton Regional Center.

3. Amount of Funds Sought from federal Countywide Program: \$ 215,600

4. Project Benefits: This project benefits and protects the students walking to Armin Jahr Elementary School.

5. Project Challenges:

We need to schedule construction during the summer break. This helps to keep the students away from the construction area.

6. Project Partners: None

7. Are there any “points of concern” on the PSRC Project Checklist? If so, identify and comment: No

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
PE	STP	\$21,600		X
PE	City	\$3,400	X	
CN	STP	\$194,000		X
CN	City	\$31,000	X	
Total Phase:		\$250,000		

* e.g. Design, Environmental, R-O-W (Acquisition), Construction

9. Will these funds complete the phase? Yes

10. **Is project ready to go?** Yes.

11. **When do you expect to obligate these federal funds (approximate month and year)?**

PE 01/2010 CN 05/2010

12. **If all funds aren't received, how can the project be (further) phased?**

We could phase doing only one street

13. **How does this project support regionally and/or locally designated center(s)?** N/A

14. **How does this project benefit/affect health impacts, air quality, and/or climate change?**

This project is a Safe Routes to School (SRS) project that is identified in Bremerton's Non-Motorized Transportation Plan.

15. **How does this project support active (e.g. non-motorized) transportation?**

This project was specifically identified in Bremerton's Non-motorized Transportation Plan which helps make it safer for children to walk to Armin Jahr Elementary School.

16. **Is there anything else the Transportation Policy Committee and/or KRCC Policy Board should know to evaluate this project?** This project is designated in the City's Non-Motorized Comprehensive Plan. In that plan this project is designated as a safe route to school.

17. **Project Contact:** Michael Mecham
 3027 Olympus Drive
 Bremerton, WA 98310
 (360) 473-5288
 mike.mecham@ci.bremerton.wa.us

Scoring:

1 = Not particularly 2 = Somewhat 3 = Definitely

Descriptor:	Score 1-3	Comments
Does it serve:		
A vulnerable population?	3	
Children's walk to school?	3	
Serve travel need?	3	
Does it:		
Improve pedestrian safety?	3	
Support Town Centers and Walkable Communities?	3	
Is it part of:		
A regionally significant trail &/or walkway system?	1	
The Mosquito Fleet Trail?	1	
Does it complete a gap:		

In a regional system?	1	
In a local system?	3	

Is / does the project:
Already have federal funding in its mix? No
Ready to go in the year programmed? Yes
Have local match funds in hand? Yes
Have community support, as evidenced by: Its being in the jurisdiction's comp plan: Yes Being on jurisdiction's adopted TIP: Pending Can get resolution of support from jurisdiction's governing board: Yes



Kitsap Regional Coordinating Council

Information Profile: Countywide Competitive Projects

Name of Project: Ft Ward Hill Rd Repair & Bicycle Shoulder (Bolero to Sunny Hill)

1. Brief Description: Resurface approximately 1,500 lf of badly deteriorated pavement on Fort Ward Hill Road from Bolero Drive to Sunny Hill Circle and provide a 5-ft paved shoulder for bicyclists.

2. Type & Name of Center(s) Served by Project: The project is a part of the connection between the south end of the island and downtown Winslow.

3. Amount of Funds Sought from federal Countywide Program: \$ 217,996

4. Project Benefits: Currently the pavement is failing, the road surface is rutted and there is no shoulder for slower-moving uphill bicyclists on this steep, busy, narrow road. Repaving this roadway is critical because it is the only feasible access road for the Fort Ward Hill portion of the south end of the island and is important to maintain for residential and construction use, emergency services and a fish farm business. The shoulder improvement will connect to an existing 5-foot paved shoulder that originates at the base of the hill completing a bicycle hill-climb lane from Blakely Harbor. Bainbridge Island has a large percentage of existing and potential year-round bicycle commuters in part due to the draw for ferry commuting

5. Project Challenges: The location is geo-technically challenging.

6. Project Partners: WSDOT

7. Are there any "points of concern" on the PSRC Project Checklist? If so, identify and comment: None apparent

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
Design	Bond**	\$8,435	X	
Design	STP Grant	\$54,049		X
ROW	Bond**	\$0		
ROW	STP Grant	\$0		
Construction	Bond**	\$25,587	X	
Construction	STP Grant	\$163,947		X
Total Phase:		\$252,018	X	

* e.g. Design, Environmental, R-O-W (Acquisition), Construction

**Note: The bond would be used for the City's 13.5% matching share if Federal funds are available. The project is likely contingent on the Federal funding being available.

9. Will these funds complete the phase? Yes

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- 10. **Is project ready to go?** A preliminary design has been started for the project. Design will be accomplished using city staff starting in 2011.
- 11. **When do you expect to obligate these federal funds (approximate month and year)?** 1/2011 (design)
- 12. **If all funds aren't received, how can the project be (further) phased?** The project could be phased to be constructed in shorter segments. Other portions could be completed in future years as funding becomes available.
- 13. **How does this project support regionally and/or locally designated center(s)?** The project helps maintain part of a connection from a neighborhood to a neighborhood service center and the downtown business district.
- 14. **How does this project benefit/affect health impacts, air quality, and/or climate change?** The project will encourage bicycle commuting to a portion of the island.
- 15. **How does this project support active (e.g. non-motorized) transportation?**
The shoulder improvement will connect to an existing 5-foot paved shoulder that originates at the base of the hill completing a bicycle hill-climb lane from Blakely Harbor. Bainbridge Island has a large percentage of existing and potential year-round bicycle commuters in part due to the draw for ferry commuting
- 16. **Is there anything else the Transportation Policy Committee and/or KRCC Policy Board should know to evaluate this project?**
- 17. **Project Contact:** Ross Hathaway
Address: 280 Madison Ave North, Bainbridge Island, WA 98110
Phone: 206-780-3731
Fax: 206-780-3710
E-Mail: rhathaway@ci.bainbridge-isl.wa.us

Scoring:

1 = Not particularly 2 = Somewhat 3 = Definitely

Descriptor:	Score 1-3	Comments
Does it serve:		
A vulnerable population?	2	
Children's walk to school?	1	
Serve travel need?	3	Preserves and enhances a critical section of roadway
Does it:		
Improve pedestrian safety?	3	Currently there is minimal walking room
Support Town Centers and Walkable Communities?	2	Will improve walkability
Is it part of:		
A regionally significant	1	

trail &/or walkway system?		
The Mosquito Fleet Trail?	1	
Does it complete a gap:		
In a regional system?	1	
In a local system?	3	Completes a bicycle hill-climb lane

Is / does the project:
Already have federal funding in its mix? No
Ready to go in the year programmed? Yes
Have local match funds in hand? Yes
Have community support, as evidenced by:
Its being in the jurisdiction's comp plan: Yes
Being on jurisdiction's adopted TIP: Yes
Can get resolution of support from jurisdiction's governing board: Yes



Kitsap Regional Coordinating Council

Information Profile: Countywide Competitive Projects

Name of Project: North Madison Non-Motorized Improvements (SR305 to Day)

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1. Brief Description: The project provides bicycle shoulders on both sides of Madison Avenue and pedestrian facilities on a portion of the west side.

2. Type & Name of Center(s) Served by Project: The project will serve as an important part of a non-motorized connection between residential areas in the northeast part of the island, the Rolling Bay neighborhood service center, the Downtown Winslow Business District, and the Ferry Terminal/Downtown Seattle Business District.

3. Amount of Funds Sought from federal Countywide Program: \$ 221,687

4. Project Benefits: The project creates a more viable non-motorized transportation corridor to serve the northeastern portion of the island and will improve motorist safety along the street. This is a busy, narrow roadway with no shoulder for slower-moving bicyclists on a long hill-climb and minimal facilities for pedestrians. North Madison is an important route for year-round non-motorized traffic and even with its current condition the street is heavily used by them. The improvements should help these existing users and is likely to encourage more users in part due to the desirability for this route for ferry commuters. The project will connect to existing non-motorized improvements and an elementary school at the north end and is near to an intermediate/middle school complex on the south end making non-motorized transportation more viable for students.

5. Project Challenges: The project is along a well established roadway with minimal challenges.

6. Project Partners: WSDOT

7. Are there any “points of concern” on the PSRC Project Checklist? If so, identify and comment: Not that I am aware of

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
Design	Bond**	\$34,599	X	
Design	STP Grant	\$221,687		X
Total Phase:		\$256,286	X	

* e.g. Design, Environmental, R-O-W (Acquisition), Construction

**Note: The bond would be used for the City’s 13.5% matching share if Federal funds are available. The project is likely contingent on the Federal funding being available.

9. Will these funds complete the phase? Yes

10. **Is project ready to go?** A preliminary design is complete for the project. Design will be accomplished using city staff starting in 2009.
11. **When do you expect to obligate these federal funds (approximate month and year)?** 1/2011 (design)
12. **If all funds aren't received, how can the project be (further) phased?** The project could physically be phased to be constructed in segments. The up-hill bicycle climbing lanes are the most critical element. Other portions could be completed in future years as funding becomes available.
13. **How does this project support regionally and/or locally designated center(s)?** The project will serve as an important part of a non-motorized connection between residential areas in the northeast part of the island, the Rolling Bay neighborhood service center, the Downtown Winslow Business District, and the Ferry Terminal/Downtown Seattle Business District.
14. **How does this project benefit/affect health impacts, air quality, and/or climate change?**
The improvements should encourage more non-motorized users in part due to the desirability of this route for ferry commuters and students. This will reduce air pollution and increase physical fitness. The project will improve safety for all users.
15. **How does this project support active (e.g. non-motorized) transportation?**
.The project will connect to existing non-motorized improvements and an elementary school at the north end and is near to an intermediate/middle school complex on the south end making non-motorized transportation more viable for students. This is a busy, narrow roadway with no shoulder for slower-moving bicyclists on a long hill-climb and minimal facilities for pedestrians. North Madison is an important route for year-round non-motorized traffic and even with its current condition the street is heavily used by them.
16. **Is there anything else the Transportation Policy Committee and/or KRCC Policy Board should know to evaluate this project?** Part of the County's Mosquito Fleet Trail.
17. **Project Contact:** Ross Hathaway
 Address: 280 Madison Ave North, Bainbridge Island, WA 98110
 Phone: 206-780-3731
 Fax: 206-780-3710
 E-Mail: rhathaway@ci.bainbridge -isl.wa.us

Scoring:

1 = Not particularly 2 = Somewhat 3 = Definitely

Descriptor:	Score 1-3	Comments
Does it serve:		
A vulnerable population?	3	Improves safety for vulnerable users
Children's walk to school?	3	Connects to schools
Serve travel need?	3	Enhances non-motorized transportation
Does it:		
Improve pedestrian safety?	3	Provides greater separation from autos

Support Town Centers and Walkable Communities?	3	Supports Rolling Bay Neighborhood Service Center
Is it part of:		
A regionally significant trail &/or walkway system?	3	Non-motorized commuter route.
The Mosquito Fleet Trail?	3	
Does it complete a gap:		
In a regional system?	2	
In a local system?	3	Connects to school pedestrian improvements.

Is / does the project:
Already have federal funding in its mix? No
Ready to go in the year programmed? Yes, conceptual design approved by Council
Have local match funds in hand? Yes
Have community support, as evidenced by: Its being in the jurisdiction's comp plan: Yes Being on jurisdiction's adopted TIP: Yes Can get resolution of support from jurisdiction's governing board: In hand



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Information Profile: Countywide Projects Non-Motorized Project

Name of Project: Poulsbo Elementary/Noll Road Non-Motorized Improvements Phase I

1. Brief Description: The project is located on Noll Road in front of Poulsbo Elementary School and North Kitsap Regional Center. The project proposes constructing a multi-use path (walking/bikeway route) connecting the Poulsbo Elementary School to the North Kitsap Regional Event Center, the Poulsbo Middle School and the North Kitsap High School. The project main benefits – Improved safety for children walking to and from the Poulsbo Elementary School.

2. Type & Name of Center(s) Served by Project: Poulsbo Local Center

3. Amount of Funds Sought from Countywide Program: \$219,760

4. Project Benefits:

The project will:

1. Enhance safety for children walking or biking to school.
2. Promote a healthy lifestyle through biking and walking to schools, employment centers (North Kitsap School District), and recreational facilities (North Kitsap Regional Event Center).
3. Increase number of students walking/biking to schools and decrease the number of individual vehicles trips. As a result the project will reduce air pollution and it will reduce fuel consumption.
4. Improve the stormwater quality by constructing stormwater infiltration facilities.
5. Implement the countywide policy to provide “Safe Routes to Schools”

5. Project Challenges:

The Poulsbo Engineering Department does not anticipate any unusual challenges.

6. Project Partners:

Developers – Private developments in this area are required to pay their share towards the Noll Road Improvements.
North Kitsap School District
Noll Road Citizen’s Advisory Committee

7. Are there any “points of concern” on the PSRC Project Checklist? If so, identify and comment:

No

8. Project Funding

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
Design Phase	Federal	\$0	N/A	
	Local	\$42,000	Yes	
Construction Phase	Federal	\$219,760		No
	Local	\$85,482	Yes	
Total Phase:		\$347,242		

* e.g. Design, Environmental, R-O-W (Acquisition), Construction

9. Will these funds complete the phase?

The project will complete Phase I.

10. Is project ready to go? Yes

The Right of Way is secured. The preliminary design was completed in 2008 .

11. When do you expect to obligate these federal funds (approximate month and year)?

The project is ready to go. The federal funds will be obligated in February 2010.

12. If all funds aren’t received, how can the project be (further) phased?

The project has been divided into two phases.

13. How does this project support regionally and/or locally designated center(s)?

This project supports the North Kitsap School and Recreation Complex which provides educational and recreational services within the Poulsbo Center (Locally Designated Center)

14. How does this project benefit/affect health impacts, air quality, and/or climate change?

The project will provide substantial public health and air quality benefits.

The project will:

1. Promote a healthy lifestyle through biking and walking.
2. Lower greenhouse gas emission
3. Reduce air pollution
4. Improve the stormwater quality.

15. How does this project support active (e.g. non-motorized) transportation?

The project will provide attractive non-motorized transportation system which will promote walking and cycling to the Poulsbo Elementary and Middle School as well as to the North Kitsap High School and the Regional Events Center.

16. Is there anything else the Transportation Policy Committee and/or KRCC Policy Board should know to evaluate this project?

1. This project will implement the KRCC policy goal to provide “Safe Routes to Schools”.
2. On several occasions, the City Council and community leaders expressed concerns about the safety of children walking to and from the Poulsbo Elementary School. The project goal is to protect children from potential traffic deaths and injuries.
3. The proposed improvements were recommended by the Noll Road Corridor Study. The study was developed as a partnership between the City Council, Community Leaders, and North Kitsap School District.

17. **Project Contact:** Andrzej Kasiniak, City Engineer, 360-779-5111, akasiniak@cityofpoulsbo.com

Additional Information

Scoring:

1 = Not particularly 2 = Somewhat 3 = Definitely

Descriptor:	Score 1-3	Comments
Does it serve:		
A vulnerable population?	2	Serve children
Children’s walk to school?	3	Project is located in front of Poulsbo Elementary School.
Serve travel need?	2	To and from: Poulsbo Elementary Scholl, North Kitsap Regional Event Center, North Kitsap School District (the biggest employer in Poulsbo), Poulsbo Middle School, North Kitsap High School, several Churches, Residential Subdivisions along Noll Road.
Does it:		
Improve pedestrian safety?	3	Yes. Currently Noll Road does not have pedestrian or bicycle facilities in front of the Poulsbo Elementary School.
Support Town Centers and Walkable Communities?	2	Poulsbo Town Center, Project will promote walking /biking to and from Poulsbo Elementary Scholl, North

Kitsap Regional Event Center, North Kitsap School District (the biggest employer in Poulsbo), Poulsbo Middle School, North Kitsap High School, several Churches, Residential Subdivisions along Noll Road.

Is it part of:

A regionally significant trail &/or walkway system?

1 It will create continues walking/bike path from Noll Rd to SR 305.

The Mosquito Fleet Trail?

0 No

Does it complete a gap:

In a regional system?

1

In a local system?

2

Is / does the project:

Already have federal funding in its mix?

0

No

Ready to go in the year programmed?

3

Planning Phase has been completed.

Have local match funds in hand?

3

Yes

Have community support, as evidenced by:

Its being in the jurisdiction's comp plan:

3

on 6-yaer TIP

Being on jurisdiction's adopted TIP:

3

2009-2014 TIP adopted on 8-13-2008 resolution #2008-14A

Can get resolution of support from jurisdiction's governing board:

3

2009-2014 TIP adopted on 8-13-2008 resolution #2008-14A

"Noll Road Corridor Study" was approved by the City Council in 2008.



Kitsap Regional Coordinating Council

Information Profile: Countywide Projects

Name of Project: Bremerton Transportation Center Bike Walkways

1. Brief Description: Outfitting the BTC Float A with a separate bicycle walk-on level to board passenger-only ferries. The walk-way links the top deck of the current BTC POF Facility with the A-Float level. The bike walkway is elevated above the proposed pedestrian level and so provides a roof to keep queuing pedestrians dry. The ped/bikeway system will serve up to five moored vessels.

2. Type & Name of Center(s) Served by Project: Metropolitan Centers: Bremerton & Seattle

3. Amount of Funds Sought from Countywide Program: \$695,250

4. Project Benefits: Facilitates bicycle travel and safety, it will speed the loading time of both buses and passenger ferries

5. Project Challenges: completing the funding package with earmarks and stimulus funding

6. Project Partners: Port of Bremerton (ILA: Float A Installation)

7. Are there any “points of concern” on the PSRC Project Checklist? If so, identify and comment:

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
Construction	STP	695,250		X
Total Phase:	STP	695,250		

* e.g. Design, Environmental, R-O-W (Acquisition), Construction

9. Will these funds complete the phase? Yes; Toll Credits will be used as local match

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- 10. **Is project ready to go?** The project will ad in February, directly after funding is programmed in STIP.
- 11. **When do you expect to obligate these federal funds (approximate month and year)?** January 2010
- 12. **If all funds aren't received, how can the project be (further) phased?** The engineer/designer has not been able to reduce the estimated construction cost of this non-motorized element of the overall outfitting of the A-Float. The complete estimated cost of the project is \$4.835M.
- 13. **How does this project support regionally and/or locally designated center(s)?** POF Facility is linked to the regional Bremerton Transportation Center for local ferries and bus connections.
- 14. **How does this project benefit/affect health impacts, air quality, and/or climate change?** Encourage bike travel and walking; no carbon footprint.
- 15. **How does this project support active transportation?** Encourages bike commuting and walking
- 16. **Is there anything else the Transportation Policy Committee and/or KRCC Policy Board should know to evaluate this project?** New Research Vessel constructed in 2009-2010 will be complete at the time this project is under construction during the non-fish window. When vessel test trials are complete, passengers will board and travel cross-sound for an economic research study.
- 17. **Project Contact:** Richard M. Hayes, 360-377-3866

Scoring:

1 = Not particularly

2 = Somewhat

3 = Definitely

Descriptor:	Score 1-3	Comments
Does it serve:		
A vulnerable population?	2	ADA community, and low income
Children's walk to school?	1	
Serve travel need?	3	Bremerton to Seattle, Annapolis, Port Orchard
Does it:		
Improve pedestrian safety?	3	Separation of peds, bikes and cars
Support Town Centers and Walkable Communities?	3	Supports car-less commuters
Is it part of:		
A regionally significant trail &/or walkway system?	3	Supports a historic Mosquito Fleet terminal
The Mosquito Fleet Trail?	3	Yes
Does it complete a gap:		
In a regional system?	3	Connects to Seattle
In a local system?	3	Connects to Port Orchard and Annapolis

Is / does the project:
Already have federal funding in its mix? YES, \$296K
Ready to go in the year programmed? YES
Have local match funds in hand? N/A with toll credits
Have community support, as evidenced by: Transit Development Plan

Its being in the jurisdiction's comp plan:

Being on jurisdiction's adopted TIP:

Can get resolution of support from jurisdiction's governing board:



Kitsap Regional Coordinating Council

Information Profile: Countywide Projects

Name of Project: Central Valley Road sidewalks to Woodland School

1. Brief Description: Construct 5-6' sidewalks on Central Valley Road from Fairgrounds Road to Holland Road (Woodland Elementary School).

2. Type & Name of Center(s) Served by Project: NA

3. Amount of Funds Sought from Countywide Program: \$200,000 Enhancement

4. Project Benefits:
Replace 2-4' unsafe gravel shoulders with safe walking sidewalks for children

5. Project Challenges:

6. Project Partners:

7. Are there any "points of concern" on the PSRC Project Checklist? If so, identify and comment:

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
PE	Local	\$ 50,000	XX	
ROW	Local	\$ 50,000		XX
Construction	Local	\$ 27,000	XX	
Construction	STP c/w	\$ 200,000		XX
Total Phase:		\$ 347,000		

* e.g. Design, Environmental, R-O-W (Acquisition), Construction

9. Will these funds complete the phase? Yes

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- 10. **Is project ready to go?** May be done in conjunction with intersection improvements at Central Valley and Fairgrounds Road
- 11. **When do you expect to obligate these federal funds (approximate month and year)?** May, 2011
- 12. **If all funds aren't received, how can the project be (further) phased?** NA
- 13. **How does this project support regionally and/or locally designated center(s)?** NA
- 14. **How does this project benefit/affect health impacts, air quality, and/or climate change?**
Gives children an opportunity to walk safely to school, thus improving health and air quality.
- 15. **How does this project support active (e.g. non-motorized) transportation?** Non-motorized.
- 16. **Is there anything else the Transportation Policy Committee and/or KRCC Policy Board should know to evaluate this project?** There are three schools within a mile of the intersection. North of Fairgrounds, there are 5' paved shoulders to Fairview JH and Cottonwood Elementary. South of the intersection the shoulders are extremely unsafe (2'-4' gravel).
- 17. **Project Contact:** Jon Brand, PE 337 4893

Scoring:

1 = Not particularly 2 = Somewhat 3 = Definitely

Descriptor:	Score 1-3	Comments
Does it serve:		
A vulnerable population?	2	
Children's walk to school?	3	
Serve travel need?	2	
Does it:		
Improve pedestrian safety?	3	
Support Town Centers and Walkable Communities?	2	
Is it part of:		
A regionally significant trail &/or walkway system?	1	
The Mosquito Fleet Trail?	1	
Does it complete a gap:		
In a regional system?	1	
In a local system?	3	

Is / does the project:
Already have federal funding in its mix? No
Ready to go in the year programmed? Yes
Have local match funds in hand? Yes
Have community support, as evidenced by:
Its being in the jurisdiction's comp plan: By Policy
Being on jurisdiction's adopted TIP: Nearby project is on TIP
Can get resolution of support from jurisdiction's governing board: Y



Kitsap Regional Coordinating Council

Information Profile: Countywide Projects

Name of Project: Silverdale Community Campus

1. Brief Description: Construct sidewalks, streetscape improvements, lighting, pedestrian amenities and landscaping on Randall Way, Poplars Ave. and Silverdale Way in the vicinity of the new Silverdale Community Campus.

2. Type & Name of Center(s) Served by Project: Silverdale

3. Amount of Funds Sought from Countywide Program: \$200,000

4. Project Benefits: Create safe pedestrian facilities at new community campus site

5. Project Challenges: None

6. Project Partners: Potential developers locating in the campus area ie. YMCA.

7. Are there any “points of concern” on the PSRC Project Checklist? If so, identify and comment:

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
PE	Local	\$ 20,000	XX	
Construction	Local	\$ 27,000	XX	
Construction	STP c/w	\$200,000		XX
Total Phase:		\$247,000		

* e.g. Design, Environmental, R-O-W (Acquisition), Construction

9. Will these funds complete the phase? Y

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10. **Is project ready to go? Campus construction is anticipated in 2011 (YMCA).**
11. **When do you expect to obligate these federal funds (approximate month and year)? 5/2011**
12. **If all funds aren't received, how can the project be (further) phased? NA**
13. **How does this project support regionally and/or locally designated center(s)? Silverdale is a Regional Growth Center and the Community Campus is the focal point for the redevelopment of the Silverdale Way corridor at the north end.**
14. **How does this project benefit/affect health impacts, air quality, and/or climate change?
Provides safe walking facilities in an area that will have a YMCA, library, performing arts center and community activity center as well as a Senior Center.**
15. **How does this project support active (e.g. non-motorized) transportation?
Non-motorized project**
16. **Is there anything else the Transportation Policy Committee and/or KRCC Policy Board should know to evaluate this project?**
17. **Project Contact: Jon Brand, PE 337 4893**



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STP (U) and (R) Projects Submitted for the Countywide Program Based on TransTAC discussion April 2, 2009 Info as of April 8, 2009

**Preservation, Capacity,
Safety, Environmental
Retrofit Projects**

\$4,510,000

Rural set-aside **\$493,000**
Urbanized Areas **\$4,017,000**

Per the Kitsap programming cycle, it is the City/Transit "turn" for the more *favored status* to receive these funds.

Project Sponsor	Name of Project	Cost	Achievable Milestone
City of Bremerton	SR 303 : 11 th & Warren Intersection	\$2,250,000	\$2,000,000
City of Bainbridge Island	Rockaway Beach Rd Stabilization	\$1,875,320	\$200,000
City of Port Orchard	Tremont Widening	\$7,730,000	\$4,727,000
City of Bremerton & Kitsap Transit	Opticom© for Emergency Vehicles	\$250,000	\$200,000
Kitsap Transit	North Base Maintenance Construction Documents	\$200,000	\$200,000
City of Poulsbo	Viking Avenue Phase 3	\$2,800,000: A: \$1,300,000 B: \$1,500,000	\$1,300,000
Kitsap County	Replace Southworth Drive Bridge @ Curley Creek	\$800,000	\$800,000
Kitsap County	Lake Flora Intersection Improvements	\$450,000	\$450,000
Kitsap Transit	SR305 Mitigation for Culvert Replacement Impacts	\$150,000	\$150,000
Total:		\$15,855,320	\$10,027,000



Kitsap Regional Coordinating Council

Information Profile: Countywide Competitive Projects

Name of Project: SR-303 Corridor: 11th Street at Warren Intersection Improvements

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1. Brief Description: The right turn lane is inadequate causing significant traffic backup, delay, idling vehicles and excess vehicle exhaust emissions. The proposed work includes the following; extend the southbound right turn lane on SR-303 (Warren Avenue) at 11th Street approximately 275 feet, extend the left turn lane approximately 125 feet, and replace curb gutter and sidewalk adjacent to the new right turn lane. The project will acquire and remove five homes adjacent to the new right turn lane, and modify and upgrade the existing signal and pedestrian facilities. Landscaping will be installed within the property remnants.

2. Type & Name of Center(s) Served by Project:

This is located in the Bremerton Urban Growth Center.
This intersection serves as a corridor to the Bremerton Downtown Center and the Harrison Employment Center as designated in the Bremerton Comprehensive Plan.

3. Amount of Funds Sought from federal Countywide Program: \$ 2,000,000

4. Project Benefits: This project benefits the traffic circulation to and from the following:

- The Downtown Center
- Harrison Hospital
- Olympic college
- PSNS

In addition, the reduction in vehicle delay will reduce exhaust emissions.

5. Project Challenges:

Construction on Bremerton’s sole north south arterial street will be an important consideration, as well as the relocation of a large utility vault.

6. Project Partners: None

7. Are there any “points of concern” on the PSRC Project Checklist? If so, identify and comment: No

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
PE	STP/City	\$173,400	X	
ROW	STP/City	\$222,000	X	
ROW	STP/KRCC	\$1,300,000		X
CN	STP/KRCC	\$950,000		X
Total Phase:		\$2,645,400		

* e.g. Design, Environmental, R-O-W (Acquisition), Construction

- 10. **Is project ready to go?** Yes, the project is presently being designed. Right of way plans will be completed by December 31, 2009 with ROW acquisition anticipated in early 2010.
- 11. **When do you expect to obligate these federal funds (approximate month and year)?**
ROW 01/2010 CN 01/2011
- 12. **If all funds aren't received, how can the project be (further) phased?**
Due to the small size of the project it will be hard to be phased. ROW acquisition and clearing can be a separate phase from construction.
- 13. **How does this project support regionally and/or locally designated center(s)?**
The Bremerton Downtown Traffic/Transportation Analysis identified this intersection as needing improvements to help Downtown Bremerton achieve its vision for redevelopment, as detailed in the Bremerton Downtown Sub-Area Plan. Downtown Bremerton is a designated Regional Growth Center.
- 14. **How does this project benefit/affect health impacts, air quality, and/or climate change?**
The project will reduce delay at the intersection thus reducing vehicle idle time which creates air pollution.
- 15. **How does this project support active (e.g. non-motorized) transportation?**
The intersection improvements will include pedestrian crossing enhancements including but not limited to ADA crossing improvements, better illumination, countdown pedestrian signal heads, and more visible crosswalk delineation.
- 16. **Is there anything else the Transportation Policy Committee and/or KRCC Policy Board should know to evaluate this project?** This project is part of the SR-303 Corridor study that was completed in 2002. It has a relatively high accident rate, one of the largest in the City.
- 17. **Project Contact:** Michael Mecham
3027 Olympus Drive
Bremerton, WA 98310
(360) 473-5288
mike.mecham@ci.bremerton.wa.us

Is / does the project:
Already have federal funding in its mix? Yes
Ready to go in the year programmed? Yes
Have local match funds in hand? Yes
Have community support, as evidenced by:
Its being in the jurisdiction's comp plan: Yes
Being on jurisdiction's adopted TIP: Yes
Can get resolution of support from jurisdiction's governing board: Yes



Kitsap Regional Coordinating Council

Information Profile: Countywide Competitive Projects

Name of Project: Rockaway Beach Road Stabilization Phase 1

1. Brief Description: This project is to stabilize an approximately 200 foot section of shoreline road adjacent to a 50 ft high eroding feeder bluff by spanning it with a bridge. This phase will be for alternatives analysis, permitting and up to 30% design plans.

2. Type & Name of Center(s) Served by Project: The project preserves an important connection between residential areas and the Downtown Winslow Business District.

3. Amount of Funds Sought from federal Countywide Program: \$ 200,000

4. Project Benefits: The roadway and utilities will fail without the project. Protecting this roadway is important because road closure would require a 2-mile detour for emergency services and drivers creating delays and increased fuel consumption. Also, this location is a feeder bluff for the beaches along a portion of the east side of the island and the bridge will allow the feeder bluff to continue to function. The bridge will include non-motorized facilities.

5. Project Challenges: Geotechnically challenging location, feeder bluff.

6. Project Partners: WSDOT

7. Are there any "points of concern" on the PSRC Project Checklist? If so, identify and comment: None I am aware of

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
1 Design Phase	Bond**	\$27,000	X	
1 Design Phase	STP Grant	\$200,000		X
Total Phase:		\$227,000	X	

* e.g. Design, Environmental, R-O-W (Acquisition), Construction

**Note: The bond would be used for the City's 13.5% matching share if Federal funds are available. The project is likely contingent on the Federal funding being available.

9. Will these funds complete the phase? Yes

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- 10. **Is project ready to go?** An alternatives study has been completed for the site and the project is included in the City's 6-year CIP.
- 11. **When do you expect to obligate these federal funds (approximate month and year)?** 1/2011 (design)
- 12. **If all funds aren't received, how can the project be (further) phased?** The scope of the phase could be reduced to a lesser level of design.
- 13. **How does this project support regionally and/or locally designated center(s)?** The project preserves an important connection between residential areas and the Downtown Winslow Business District.
- 14. **How does this project benefit/affect health impacts, air quality, and/or climate change?** The project prevents a road closure that would require up to a 2-mile detour for drivers and non-motorized commuters creating increased fuel consumption and a reduction in the viability of non-motorized commuting.
- 15. **How does this project support active (e.g. non-motorized) transportation?** The project preserves a road that is currently part of a popular non-motorized recreation route including the "Chilly Hilly" bicycle event. Loss of the connection would create up to a 2-mile detour discouraging non-motorized commuters. Bainbridge has a high number of non-motorized commuters in part due to the incentive provided for ferry commuting.
- 16. **Is there anything else the Transportation Policy Committee and/or KRCC Policy Board should know to evaluate this project?** No

17. **Project Contact:** Ross Hathaway
 Address: 280 Madison Ave North, Bainbridge Island, WA 98110
 Phone: 206-780-3731
 Fax: 206-780-3710
 E-Mail: rhathaway@ci.bainbridge-isl.wa.us

Scoring:
 1 = Not particularly 2 = Somewhat 3 = Definitely

Descriptor:	Score 1-3	Comments
Does it serve:		
A vulnerable population?	2	
Children's walk to school?	1	
Serve travel need?	3	Would prevent a 2-mile detour
Does it:		
Improve pedestrian safety?	2	Will include wider shoulders
Support Town Centers and Walkable Communities?	2	

Is it part of:		
A regionally significant trail &/or walkway system?	2	Part of the Chilly Hilly route
The Mosquito Fleet Trail?	1	
Does it complete a gap:		
In a regional system?	1	
In a local system?	3	Preserves a connection

Is / does the project:
Already have federal funding in its mix? No
Ready to go in the year programmed? Yes
Have local match funds in hand? Yes
Have community support, as evidenced by: Its being in the jurisdiction’s comp plan: Yes Being on jurisdiction’s adopted TIP: Yes Can get resolution of support from jurisdiction’s governing board: Yes



Kitsap Regional Coordinating Council

Information Profile: Countywide Projects

Name of Project: Tremont Street Widening/Gateway

1. Brief Description: Tremont Street is the primary gateway into Port Orchard's Downtown Business Core from SR 16. It also provides a vital link to Port Orchard's other gateways, that being the Bethel Avenue Corridor and the Sedgwick/Sidney Corridor. This project's initial phase mitigates traffic, pedestrian and EMS impact from SR 16 to Port Orchard Boulevard by replacing 2 signalized intersections with 2 state-of-the-art roundabouts and providing all associated road widening, utilities, curbs, gutters, sidewalks, re-channelization, landscaping and lighting along this project corridor. The gateway's future phase to the Downtown Business Core will include 2 additional roundabouts along Port Orchard Boulevard. With the recent completion of the Tacoma Narrows Bridge Expansion Project, planning, design and implementation for this project is critical due to the increase in traffic now accessing this route.

2. Type & Name of Center(s) Served by Project: Bremerton, Port of Bremerton

3. Amount of Funds Sought from Countywide Program: \$4,727,000 (\$4,017,000 in the UGA Countywide and \$710,000 in Non-Motorized)

4. Project Benefits: Pro-active mitigation to regional traffic issues and gateway to City

5. Project Challenges: Funding, Right-of-Way Acquisition

6. Project Partners: Kitsap Transit, Tremont Medical

7. Are there any "points of concern" on the PSRC Project Checklist? If so, identify and comment: No

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
Design	STP	\$605,500	X	
Design	Local	\$206,415	X	
R-O-W	STP	\$977,589	X	
R-O-W	KRCC	\$267,924	X	
R-O-W	Local	\$152,572	X	
R-O-W	STP	\$1,017,000		X (request)
Construction	Local	\$190,000	X	
Construction	STP	\$3,000,000 [1]		X (request)
Construction	STP (Non-Motorized)	\$710,000 [1]		X (request)
Total Phase:		\$7,127,000		

* e.g. Design, Environmental, R-O-W (Acquisition), Construction
Bolded items show requested funding through this process.

[1] As an achievable milestone, the City willing to withdraw this funding request if awarded \$1,017,000.00 for R-O-W acquisition in 2009/2010.

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9. **Will these funds complete the phase?** No
10. **Is project ready to go?** No, currently the project is at 60% design. *The City’s achievable milestone for 2009/2010 anticipates 100% completion for PS&E, Right-of-Way Plan approval from WSDOT and acquisition of all needed right-of-way.*
11. **When do you expect to obligate these federal funds (approximate month and year)?** January 2010 the funds will be obligated to purchase needed right-of-way. The funds will be obligated to construction by December 2011.
12. **If all funds aren’t received, how can the project be (further) phased?** Acquire the right-of-way necessary to complete the design and place the project at bid ready.
13. **How does this project support regionally and/or locally designated center(s)?** Gateway into the Downtown Business Core, connects Bremerton and the Port of Bremerton by ferry and connects to the Bethel and Sedgwick/Sidney Corridors.
14. **How does this project benefit/affect health impacts, air quality, and/or climate change?** Reduces auto emissions at intersections, encourages people to walk or bicycle with the pedestrian paths.
15. **How does this project support active (e.g. non-motorized) transportation?** Non-motorized pedestrian paths are integrated into the redesign to connect the existing medical facilities and the local schools.
16. **Is there anything else the Transportation Policy Committee and/or KRCC Policy Board should know to evaluate this project?** The project is vital to Port Orchard since the opening of the Tacoma Narrows Bridge has increased traffic and is promoting growth within the City. At one time this project was considered fully funded; recently the City has lost \$5.3 million in funding for this project. Currently the City has \$2.4 million obligated to this project and is actively pursuing all funding avenues to close the funding gap necessary to complete this project. Should the necessary funding be found in a timely manner, the City anticipates construction to begin for this project in 2011.
17. **Project Contact:** Mark R. Dorsey, P.E. or Andrea Archer, P.E.
 216 Prospect Street, Port Orchard, WA 98366
 Phone: (360) 876-4991
 Fax: (360) 876-4980
 E-Mail: mdorsey@cityofportorchard.us or aarcher@cityofportorchard.us

Is / does the project: Tremont Street Widening/Gateway
Already have federal funding in its mix? Yes, \$2.4 currently secured
Ready to go in the year programmed? No
Have local match funds in hand? Yes, for current funds obligated
Have community support, as evidenced by: Its being in the jurisdiction’s comp plan: Yes Being on jurisdiction’s adopted TIP: Yes Can get resolution of support from jurisdiction’s governing board: Yes



Kitsap Regional Coordinating Council

Information Profile: Countywide Competitive Projects

Name of Project: Opticom Traffic Signal Units for Transit and Emergency Vehicle Mobility

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1. Brief Description Opticom units are used on traffic signals to turn the signal green in the travel direction of a transit bus or emergency vehicle. Kitsap Transit and the City of Bremerton have shared the use and maintenance of the opticom system for approximately 20 years. The old opticom units are obsolete and are not being supported by the manufacturer. This project is to replace all of the opticom units within the city limits of Bremerton; and support all the fixed route vehicles (per RCW) with emitters.

2. Type & Name of Center(s) Served by Project: Bremerton Urban Growth Center
All designated centers in the Bremerton Comprehensive plan

3. Amount of Funds Sought from federal Countywide Program: \$250,000

4. Project Benefits: The Opticom is used by transit to maintain bus schedules. They are used by the City of Bremerton emergency vehicles to maintain priority through traffic signal to decrease travel time an emergency.

5. Project Challenges: NONE

6. Project Partners: City of Bremerton AND Kitsap Transit

7. Are there any “points of concern” on the PSRC Project Checklist? If so, identify and comment: no

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
PE	Transit/City	\$780	X	
PE	STP	\$5,000		X
CN	Transit/City	\$38,237	X	
CN	STP	\$245,000		X
Total Phase:		\$289,017		

* e.g. Design, Environmental, R-O-W (Acquisition), Construction

9. Will these funds complete the phase? Yes

10. Is project ready to go? YES

11. When do you expect to obligate these federal funds (approximate month and year)?

01/10

12. If all funds aren't received, how can the project be (further) phased? Buses can be retrofitted at a later date; valued at \$50,000 federal funding request under CN (see Q7).

13. How does this project support regionally and/or locally designated center(s)? Supports Bremerton's street network and distribution of trips to serve Transit Mobility and KT's ability to keep tight bus schedules and meet all ferry sailings. Kitsap Transit's ability to efficiently meet WSF ferry schedule without excess wait time is dependent on no congestion at signalized intersections. The same can be said with excellent Emergency Vehicle Mobility and a fast response time for all 911 calls within the city limits compared to unincorporated areas.

14. How does this project benefit/affect health impacts, air quality, and/or climate change? Signal pre-emption holds an excellent purpose of improving air quality at intersections as through traffic follows behind the bus and flushes the intersection of backed-up traffic. Documentation can be provided from PSCCA of the noxious gases and particulates eliminated from the air.

15. How does this project support active (e.g. non-motorized) transportation? Transit riders have some component of their trip that involves walking. This project encourages transit ridership and provides a transit advantage over the car counterpart.

16. Is there anything else the Transportation Policy Committee and/or KRCC Policy Board should know to evaluate this project? This is a great cooperative effort between Kitsap Transit and the City of Bremerton to enhance the mobility of the transit system and at the same time provide for better emergency response. The new updated system will be very difficult to hack into and provide more security to sole usage by Kitsap Transit and emergency vehicles.

17. Project Contact: Mike Mecham (360) 473-5288 or Wendy Clark-Getzin (360) 478-6931

Is / does the project:
Already have federal funding in its mix? NO
Ready to go in the year programmed? YES
Have local match funds in hand? YES
Have community support, as evidenced by:

Its being in the jurisdiction's comp plan: YES, KT and COB

Being on jurisdiction's adopted TIP: YES, KT and COB

Can get resolution of support from jurisdiction's governing board: YES



Kitsap Regional Coordinating Council

Information Profile: Countywide Projects

Name of Project: North Base Maintenance Construction Documents

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1. Brief Description: North Base Maintenance site will be Kitsap Transit’s second location to pre-inspect buses and perform light maintenance. The right-of-way is secured and the site is currently used for storage and bus driver reporting to work. The design phase would launch this project into construction documents for bus washing and fueling facility and a bus driver administration and maintenance building. This location will save Kitsap Transit operation funds of having a northern county facility in lieu of driving buses back to Bremerton for maintenance.

2. Type & Name of Center(s) Served by Project: Urbanized

3. Amount of Funds Sought from Countywide Program: \$200,000

4. Project Benefits: Emergency and Contingency Fleet Management, Transit operational management

5. Project Challenges: long-term planning for potential shared use with municipal equipment

6. Project Partners: City of Poulsbo (shared fueling facility potential)

7. Are there any “points of concern” on the PSRC Project Checklist? If so, identify and comment:

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
Design	FTA 5307	95,000	X	
Design	STP Cntywide	200,000		X
Design	KT local match	23,750	X	
Design	KT local match	31,250		X
Total Phase:		350,000		

* e.g. Design, Environmental, R-O-W (Acquisition), Construction

9. Will these funds complete the phase? Yes

- 10. **Is project ready to go?** By January 2010, KT’s local match could be secured in the 2010 Capital Budget
- 11. **When do you expect to obligate these federal funds (approximate month and year)?** Jan 2010
- 12. **If all funds aren’t received, how can the project be (further) phased?** Make this project a top candidate for contingency funding with a multi year design period matching the funding flow. Commit to funding the project to the 60% design level or \$115,000 of new countywide funds in January 2010 STIP. KT will request deferred local match from FTA to make the award go further.
- 13. **How does this project support regionally and/or locally designated center(s)?** Having a well-prepared contingency fleet and dispatch center will support any WSF ferry breakdowns and re-routing to other WSF Terminals. Kitsap Transit can be responsive.
- 14. **How does this project benefit/affect health impacts, air quality, and/or climate change?**
Reduction of Bus miles traveled between the Central Base and the North Kitsap and Bainbridge Island service areas.
- 15. **How does this project support active (e.g. non-motorized) transportation?** New sidewalks for an adjacent new medium density neighborhood will be designed for installation by Kitsap Transit.
- 16. **Is there anything else the Transportation Policy Committee and/or KRCC Policy Board should know to evaluate this project?** LID Stormwater treatment systems will be used wherever possible.
- 17. **Project Contact:** Wendy Clark-Getzin, 360-478-6931

Is / does the project:
Already have federal funding in its mix? YES, \$95,000
Ready to go in the year programmed? YES
Have local match funds in hand? YES, by STIP
Have community support, as evidenced by: Its being in the jurisdiction’s comp plan: YES Being on jurisdiction’s adopted TIP: YES Can get resolution of support from jurisdiction’s governing board: YES



Kitsap Regional Coordinating Council

Information Profile: Countywide Projects

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Name of Project:

Viking Avenue Improvements,
Phase III - A, Bovela Lane to Sta 20+00
Phase III - B, Sta 20+00 to South City Limits.

1. Brief Description:

Viking Avenue is a very important regional transportation corridor connecting Silverdale (Regional Center) to the City of Poulsbo (Local Center). The proposed project will create a multi-module transportation facility with bike lanes and sidewalks. The existing two lane rural road will be transformed into a Gateway to the Viking Avenue Commercial Corridor and to the City of Poulsbo. The project will utilize a “green infrastructure to control water quality and quantity: infiltration galleries, rain-gardens, pervious concrete and pervious asphalt.

The major construction elements include:

- a. Continuous Center Turn lane
- b. 5-ft wide bike lanes
- c. 5-ft wide sidewalks
- d. Street lighting
- e. Landscaping
- f. Tourist Information Kiosk
- g. “Green Infrastructure to control water quality and quantity.

The Right of Way is secured and certified. The Design/PE Phase is completed. NEPA and Contract Documents were submitted to FHWA for approval. The project is ready for construction.

2. Type & Name of Center(s) Served by Project:

Poulsbo Local Center and Silverdale Regional Center. Viking Avenue is an important transportation link between Winslow – Poulsbo – Silverdale. It provides an alternative connection to SR 305, between SR 305 and Silverdale.

3. Amount of Funds Sought from Countywide Program: \$1,300,000

Total Project Cost: \$1,530,000 – Federal Funds 1,300,000 and Local Funds \$230,000

This amount will construct Phase II A.

4. Project Benefits:

1. Improved vehicular and non-motorized traffic flow along the Viking Avenue Corridor.
2. The project will improve the LOS and it will reduce traffic congestion along the Viking Avenue Corridor. The improved LOS and reduced traffic congestion will:
 - a. Improve Mobility
 - b. Enhance Safety
 - c. Improve Access to Transit Facilities
 - d. Lower Greenhouse Gas Emission
 - e. Reduce Air Pollution
 - f. Reduce Fuel Consumption
3. The project will construct attractive non-motorized facilities which will promote walking and cycling along the Viking Avenue Corridor.
4. The project will create short term construction related job as well as it will create long term permanent jobs.
5. The project will improve stormwater quality (see Paragraph 14-2 for details).

5. Project Challenges:

The Poulsbo Engineering Department and the WSDOT Local Program Office do not anticipate any unusual challenges.

6. Project Partners:

Developers – Several developers are required to participate in this project

7. Are there any “points of concern” on the PSRC Project Checklist? If so, identify and comment:

No

8. Project Funding

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
Construction Phase III A	Federal	\$1,300,000		No
	Local	\$230,000	Yes	
Construction Phase III B	Federal	\$1,500,000		No
	Local	\$225,000	Yes	
Total Phase:		\$3,220,000		

* e.g. Design, Environmental, R-O-W (Acquisition), Construction

9. Will these funds complete the phase?

The project will complete improvements along the Viking Avenue Corridor, South City Limits to SR 305.

10. Is project ready to go? Yes

The Right of Way is secured and certified. The Design/PE Phase is completed. NEPA and Contract Documents were submitted to FHWA for approval.

11. When do you expect to obligate these federal funds (approximate month and year)?

The project is ready to go. The federal funds will be obligated in February 2010.

12. If all funds aren't received, how can the project be (further) phased?

The project can be divided into two phases – Phase III A and Phase III B. Phase II A and Phase III B are described in Paragraphs # 1 and Paragraph # 7.

13. How does this project support regionally and/or locally designated center(s)?

Viking Avenue is an important transportation link between Winslow – Poulsbo – Silverdale. It provides an alternative connection to SR 305, between SR 305 and Silverdale. Silverdale and Winslow are indentified by PSRC as regional centers and Poulsbo is identified as a local center.

14. How does this project benefit/affect health impacts, air quality, and/or climate change?

The project will provide substantial public health and air quality benefits.

3. The project will improve the LOS and it will reduce traffic congestion along the Viking Avenue Corridor, consequently the project will:
 - a. Lower greenhouse gas emission
 - c. Reduce air pollution
 - b. Reduce fuel consumption
4. The project will improve stormwater quality by constructing:
 - a. Pervious pavement for all new asphalt and concrete surfaces in the Johnson Creek basin
 - b. Treatment facility for all stormwater generated by the new and existing road surface in the Johnson Creek basin using: a compost filter on the east side of the road, and infiltration through pervious pavement on the west side of the road.
 - c. Infiltration/detention facilities for all stormwater generated by the new road surface in the Liberty Bay basin.

The improved stormwater quality will benefit the public health.

15. How does this project support active (e.g. non-motorized) transportation?

The project will provide attractive non-motorized transportation system which will promote walking and cycling.

16. Is there anything else the Transportation Policy Committee and/or KRCC Policy Board should know to evaluate this project?

- A. Improvements in the Viking Avenue Corridor have been a high priority for the City of Poulsbo since at least 1994. The City's 1994 Comprehensive Plan recognized the importance of the commercial land uses along Viking Avenue. Transportation Policy # 17 in the 1994 Comprehensive Plan listed improvements to Viking Avenue as a "top priority" that should be "implemented at the earliest opportunity".
- B. Today the existing businesses along the Viking Avenue Corridor are struggling due to the downturn in the US economy. This area once generated one third of the City revenue and now we

see more and more vacant lots and empty buildings. The City and property owners plan to initiate neighborhood planning to redevelop the West Poulsbo Area into a mixed-use urban corridor. The citizen participation drives both the neighborhood redevelopment process and Viking Avenue project together.

- C. Phase III A of the Viking Avenue Project would allow the expansion of the YWCA facility located within the Viking Avenue Corridor. This facility is the only domestic violence/batter's women's shelter maintained by the Bremerton YWCA in the entire North Kitsap County. It is known as "Eli's Place" and it is supported by the various Rotary Clubs of Kitsap County. The shelter has been unable to expand to address a waiting list of some 80 families due to health code restrictions. The existing sanitary sewer and road infrastructure can not support any further expansion of the residential units for the Bremerton YWCA. The proposed project will eliminate all code restrictions. After the completion of the project the Bremerton YWCA and the Rotary Clubs of Kitsap County working together will be able to expand the domestic violence shelter in Poulsbo.

17. Project Contact: Andrzej Kasiniak, City Engineer, 360-779-5111, akasiniak@cityofpoulsbo.com

18. Does the project have federal funding in mix?

Yes. This project received \$200,000 for the Design and Permitting Phase.

19. Ready to go in the year programmed?

Yes. The project is ready for construction.

The Right of Way is secured and certified.

The Design/PE Phase is completed.

The NEPA and Contract Documents were submitted to FHWA for final approval.

20. Have local match funds in hand?

Yes

21. Have community support, as evidenced by:

a. Its being in the jurisdiction's comp plan?

b. Being on jurisdiction's adopted TIP?

c. Can get resolution of jurisdiction's governing body?

Improvements in the Viking Avenue Corridor have been a high priority for the City of Poulsbo since at least 1994. Transportation Policy 17 in the 1994 Comprehensive Plan and the 1996 Comprehensive Plan Amendment (Current Comp Plan) listed improvements to Viking Avenue as a "top priority".

The Viking Avenue Project is on the current TIP.

On March 11, 2009 the mayor, Kathryn Quade read to the City Council a statement of support for the Viking Avenue Project in the effort to obtain the federal funds. The motion carried. (See the attached City Council Minutes of March 11, 2009.)



Kitsap Regional Coordinating Council

Information Profile: Countywide Projects

Name of Project: Southworth Drive Bridge at Curley Creek

1. Brief Description: Southworth Drive Bridge Replacement

2. Type & Name of Center(s) Served by Project: NA

3. Amount of Funds Sought from Countywide Program: \$800,000

4. Project Benefits: Structurally obsolete bridge is replaced

5. Project Challenges: Permits

6. Project Partners:

7. Are there any “points of concern” on the PSRC Project Checklist? If so, identify and comment: None

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
PE	Local	\$ 185,000	XX	
ROW	Local	\$ 150,000	XX	
Const	Local	\$1,000,000	XX	
Const	STP C/W	\$ 800,000		XX
Total Phase:		\$2,135,000		

* e.g. Design, Environmental, R-O-W (Acquisition), Construction

9. Will these funds complete the phase? Yes

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- 10. **Is project ready to go? Yes**
- 11. **When do you expect to obligate these federal funds (approximate month and year)? 5/2011**
- 12. **If all funds aren't received, how can the project be (further) phased? NA**
- 13. **How does this project support regionally and/or locally designated center(s)? NA**
- 14. **How does this project benefit/affect health impacts, air quality, and/or climate change? NA**
- 15. **How does this project support active (e.g. non-motorized) transportation? Once bridge is replaced, shoulders will be widened for non-motorized travel.**
- 16. **Is there anything else the Transportation Policy Committee and/or KRCC Policy Board should know to evaluate this project? Lowest rated bridge in the county**
- 17. **Project Contact: Jon Brand, PE 337-4893**

Is / does the project:
Already have federal funding in its mix? No
Ready to go in the year programmed? Yes
Have local match funds in hand? Yes
Have community support, as evidenced by:
Its being in the jurisdiction's comp plan: By Policy
Being on jurisdiction's adopted TIP: Project is on TIP
Can get resolution of support from jurisdiction's governing board: Y



Kitsap Regional Coordinating Council

Information Profile: Countywide Projects

Name of Project: Lake Flora Intersection Improvements

1. Brief Description: Reconstruct the intersection of Lake Flora and JM Dickenson Road to 'T' JM Dickenson into Lake Flora and re-channelize the intersection.

2. Type & Name of Center(s) Served by Project: NA

3. Amount of Funds Sought from Countywide Program: \$450,000

4. Project Benefits: Will improve the flow of travel on Lake Flora.

5. Project Challenges: None

6. Project Partners: NA

7. Are there any "points of concern" on the PSRC Project Checklist? If so, identify and comment: None

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
PE	Local	\$ 60,000	XX	
ROW	Local	\$ 40,000	XX	
Const	Local	\$ 225,000	XX	
Const	STP C/W	\$ 450,000		XX
Total Phase:		\$ 775,000		

* e.g. Design, Environmental, R-O-W (Acquisition), Construction

9. Will these funds complete the phase? Yes

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P.O. Box 1934
Kingston, WA 98346
360-377-4900 (voice)
360-297-7762 (fax)
www.KitsapRegionalCouncil.org

- 10. **Is project ready to go?** Project is Phase II of the Lake Flora safety and widening project
- 11. **When do you expect to obligate these federal funds (approximate month and year)?** 5/2011
- 12. **If all funds aren't received, how can the project be (further) phased?** NA
- 13. **How does this project support regionally and/or locally designated center(s)?** NA
- 14. **How does this project benefit/affect health impacts, air quality, and/or climate change?** NA
- 15. **How does this project support active (e.g. non-motorized) transportation?** NA
- 16. **Is there anything else the Transportation Policy Committee and/or KRCC Policy Board should know to evaluate this project?**
- 17. **Project Contact:** Jon Brand, PE 337-4893

Is / does the project:
Already have federal funding in its mix? No
Ready to go in the year programmed? Yes
Have local match funds in hand? Yes
Have community support, as evidenced by:
Its being in the jurisdiction's comp plan: Yes
Being on jurisdiction's adopted TIP: Nearby project is on TIP
Can get resolution of support from jurisdiction's governing board: Y



Kitsap Regional Coordinating Council

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City of Poulsbo
- Vice-Chair
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Kitsap County
- Commissioner Josh Brown
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- Mary McClure
*Executive Management
McClure Consulting LLC*
- * Alternate
** Ex Officio Member
*** Associate Member

Information Profile: Countywide Projects

Name of Project: SR305 Mitigation for Culvert Replacement Impacts

1. Brief Description: WSDOT will replace two fish barrier culverts in the SR305 corridor in August 2010. More mitigation funding is necessary to fully address the needs of commuters and new transit riders to resolve mobility problems when the corridor is shut down for 15 days. Kitsap Transit needs more resources to accommodate the short-term demand and provide a transit alternative to the lengthy detour and traffic queues from the construction impacts.

- 2. Type & Name of Center(s) Served by Project:** Urbanized and rural
- 3. Amount of Funds Sought from Countywide Program:** \$150,000
- 4. Project Benefits:** Mobility during a major corridor impasse
- 5. Project Challenges:** working with WSDOT to create cohesive mitigation options
- 6. Project Partners:** City of Poulsbo, City of Bainbridge Island, Kitsap County, WSDOT, Suquamish Tribe and institutions on the corridor (i.e. Northwest School for Design, Clearwater Casino)
- 7. Are there any “points of concern” on the PSRC Project Checklist? If so, identify and comment:**

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
Construction	STP(U) or (R)	150,000		X
Construction	State local match	23,410	X	
Total Phase:		173,410		

* e.g. Design, Environmental, R-O-W (Acquisition), Construction

9. Will these funds complete the phase? Yes

- 10. **Is project ready to go?** Mitigation Plan will need to be approved by WSDOT and partner agencies
- 11. **When do you expect to obligate these federal funds (approximate month and year)?** Jan 2010
- 12. **If all funds aren't received, how can the project be (further) phased?** WSDOT will need to fund in its entirety.
- 13. **How does this project support regionally and/or locally designated center(s)?** SR305 Corridor is vital for north Kitsap commerce and commuters. The long queues and travel times will be detrimental to the economics of the area.
- 14. **How does this project benefit/affect health impacts, air quality, and/or climate change?**
Reduction of vehicle miles traveled and idling in queues.
- 15. **How does this project support active (e.g. non-motorized) transportation?** More transit riders will be encouraged
- 16. **Is there anything else the Transportation Policy Committee and/or KRCC Policy Board should know to evaluate this project?** City of Poulsbo is working closely with Kitsap Transit and Kitsap County to monitor the State mitigation plan.
- 17. **Project Contact:** Greg Cioc or Wendy Clark-Getzin

Is / does the project:
Already have federal funding in its mix? ??
Ready to go in the year programmed? YES
Have local match funds in hand? YES, from WSDOT
Have community support, as evidenced by: Its being in the jurisdiction's comp plan: goals Being on jurisdiction's adopted TIP: N/A, emergency Can get resolution of support from jurisdiction's governing board: YES