



Kitsap Regional Coordinating Council

Contingency List Projects for Funding

**5a. Transportation: Federal Funding Cycle
(2011-2013) Contingency List Funding**
*As Recommended by KRCC TransPOL, July 14, 2011
 to KRCC Executive Board for Approval July 26, 2011*

Jurisdiction	Project Name	Funding Award	Project Phase	Project Description <i>(See KRCC website for full project application forms)</i>
Bainbridge Island	Rockaway Beach Rd Stabilization	\$900,000	Construction	Stabilize approximately 200 ft of shoreline road adjacent to a 50ft high eroding feeder bluff by constructing a combined upland slope and shoreline stabilization project. Design will be selected from one of three options.
Kitsap Transit **	Annapolis Ferry Dock & Parking Lot: ADA access & uplands	\$150,000	Planning & NEPA	For existing Port Orchard Annapolis local POF facility only, build an ADA accessible float, gangway and docking system for passenger ferries to Bremerton and Port Orchard service triangle. Improve bus terminal loading zone. Start environmental documentation, NEPA/SEPA permitting and preliminary engineering phase. Design a fendering system to the 30% level to serve KT's Admiral Pete class fleet requirements. Leverage future 2012 Ferry Boat Discretionary federal applications for capital design and construction with countywide STP.
Poulsbo	Noll Rd/Lincoln Roundabout	\$450,000	Construction	Construct the roundabout which will tie the intersections of Lincoln Road and Gala Way (county road) together with the intersection of Lincoln Road and Noll Road (county road at this location). The project will create a "Gateway" into the City of Poulsbo.
Port of Bremerton **	Cross SKIA Connector (Phase 2): Final Design	\$227,995	Design	Complete the final design of Phase 2, a 4,400 foot segment beginning at Old Clifton Road and terminating on the Port's southeast property boundary. Design phase will include finalizing roadway design, environmental, permitting and will bring this project to a "shovel ready" state. The Cross-SKIA 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 Lake Flora Road. In 2010, Phase 2 received \$366,275 in PSRC funding for a 30% design level of effort. Phase 1 of the Corridor, a 5,100 foot segment, received ARRA funding (\$2.62M) in 2009 and has been completed.
KRCC *	Co/wide Multi-Modal Trans Plan	\$125,000	Planning	Phase I of the Plan (remainder of 2011 and 2012) will comprise: demographic analysis (including a Bainbridge Island survey), data gathering and analysis, workgroups on key transportation issues with toolbox outputs and presentations to elected officials and planning commissions throughout the County.
Total to program:		\$1,852,995		

* This project needs to go to Public Comment, as per Puget Sound Regional Council

** Not funded here to full request (project sponsor will commit additional agency funds to complete project phase)

Revised Contingency List Projects:

Should Add'tl Funds Become Available This Cycle (Projects Not Prioritized)

Jurisdiction	Project Name	Funding Request	Project Phase	Notes
Port Orchard	Cedar Sidewalks	\$400,000	Construction	Completes construction.
Bremerton *	Pacific Avenue	\$400,000	Construction	Completes construction with electrical under-grounding (new project component)
Total:		\$800,000		

Board Action Requested: Approve the Contingency List of Projects for funding, and refer the Revised Contingency List of Projects to the TransPOL for prioritization should additional 2011-2013 Cycle funds become available.



Kitsap Regional Coordinating Council

Information Profile: Countywide Competitive Projects

Name of Project: Rockaway Beach Road Stabilization

Chair
Mayor Patty Lent
City of Bremerton

Vice-Chair
Commissioner Josh Brown
Kitsap County

Commissioner Charlotte Garrido
Commissioner Robert Gelder
Kitsap County

Council Member Will Maupin
Council Member Dianne Robinson
Council Member Greg Wheeler *
City of Bremerton

Council Member Kim Brackett
Council Member Hilary Franz
Council Member Kirsten Hytopoulos *
City of Bainbridge Island

Mayor Lary Coppola
Council Member Carolyn Powers
Council Member Jim Colebank *
City of Port Orchard

Mayor Becky Erickson
Council Member Linda Berry-Maraist *
City of Poulsbo

Council Chair Leonard Forsman
Rob Purser *
Suquamish Tribe***

Council Chair Jeromy Sullivan
Council Member Kelly Baze
Port Gamble S'Klallam Tribe***

Commissioner Bill Mahan
Commissioner Roger Zabinski *
Port of Bremerton

Captain Pete Dawson
Tom Danaher, PAO *
Naval Base Kitsap**

Mary McClure
Executive Management
McClure Consulting LLC

* Alternate
** Ex Officio Member
*** Associate Member

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

www.KitsapRegionalCouncil.org

1. Brief Description: The project is to stabilize approximately 200 foot section of shoreline road adjacent to a 50 ft high eroding feeder bluff by construction of a combined upland slope and shoreline stabilization project.

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: \$ 1,900,000

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.

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 that I am aware of

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
Design	Local	\$27,000	X	
Design	STP Grant	\$200,000	X	
Construction	STP Grant	\$1,900,000		X
Total Phase:		\$2,127,000		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

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)?** 6/2012 (construction)

12. **If all funds aren't received, how can the project be (further) phased?** The scope of the work could be phased to complete a small section of road stabilization and follow up with additional road stabilization with additional phases.

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:** Chris Hammer

Address: 280 Madison Ave North, Bainbridge Island, WA 98110

Phone: 206-780-3740

Fax: 206-780-3710

E-Mail: chammer@ci.bainbridge -isl.wa.us

Is / does the project:
Already have federal funding in its mix? Yes
Ready to go in the year programmed? Pending council design decision.
Have local match funds in hand? Pending council funding decision.
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 Contingency Projects

Chair
Mayor Patty Lent
City of Bremerton

Vice-Chair
Commissioner Josh Brown
Kitsap County

Commissioner Charlotte Garrido
Commissioner Robert Gelder
Kitsap County

Council Member Will Maupin
Council Member Dianne Robinson
Council Member Greg Wheeler *
City of Bremerton

Council Member Kim Brackett
Council Member Hilary Franz
Council Member Kirsten Hytopoulos*
City of Bainbridge Island

Mayor Lary Coppola
Council Member Carolyn Powers
Council Member Jim Colebank *
City of Port Orchard

Mayor Becky Erickson
Council Member Linda Berry-Maraist*
City of Poulsbo

Council Chair Leonard Forsman
Rob Purser*
Suquamish Tribe***

Council Chair Jeremy Sullivan
Council Member Kelly Baze
Port Gamble S'Klallam Tribe***

Commissioner Bill Mahan
Commissioner Roger Zabinski *
Port of Bremerton

Captain Pete Dawson
Tom Danaher, PAO *
Naval Base Kitsap**

Mary McClure
Executive Management
McClure Consulting LLC

* Alternate
** Ex Officio Member
*** Associate Member

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

www.KitsapRegionalCouncil.org

Name of Project: Annapolis Ferry Terminal

Agency: Kitsap Transit

1. Brief Description: For existing Port Orchard Annapolis local POF facility only, build an ADA accessible float, gangway and docking system for passenger ferries to Bremerton and Port Orchard service triangle. Improve bus terminal loading zone. Start the environmental documentation, NEPA/SEPA permitting and preliminary engineering phase. Design a fendering system to the 30% level to serve KT's Admiral Pete class fleet requirements. Leverage future 2012 Ferry Boat Discretionary federal applications for capital design and construction with countywide STP.

2. Type & Name of Center(s) Served by Project: Second tier link to Metropolitan Center Seattle, Direct link to Metropolitan Center Bremerton

3. Amount of Funds Awarded from Countywide Program: \$150,000

4. Project Benefits: Improves year round usefulness and safety to all passengers. Safer docking in inclement weather. Low tides will not affect access or docking of the Admiral Pete or its sister ship. Float and fender docking capacity increased to three small vessels. Relieve conflict of departing commuters and buses. Reduce non-point pollution from entering Sinclair Inlet. Increase intertidal shading for juvenile salmon and other species. Decrease demand for Bremerton parking. Control parking along sensitive shorelines.

5. Project Challenges: Competing for ferry boat discretionary funding with a project starting at the beginning of the NEPA/preliminary design process

6. Project Partners: Port of Bremerton owns the dock, City of Port Orchard shoreline trail planning

7. Are there any "points of concern" on the PSRC Project Checklist?: This is a request to leverage future Ferry Boat Discretionary Funding in the 2012 competitive application process. Environmental funding appears to be the responsibility of the local jurisdictions and to launch the project with NEPA/SEPA approvals. Port of Bremerton will continue to partner with DNR aquatics division while Kitsap Transit assembles a full funding package for final design and construction for preservation and expansion related to local POF trips.

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
PE, and Environmental	STP(U) 5307(FFY2012)	150,000 190,000	X	X
Total Phase:		340,000		

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

10. **Is project ready to go?** Yes, a list of environmental documentation necessary for NEPA and SEPA is ready. KT will use its A/E Services roster to procure consultant work.
11. **When do you expect to obligate these federal funds (approximate month and year)?** These funds will need to be transferred to FTA. This step would occur with the approved STIP or TIP amendment process.
12. **If all funds aren't received, how can the project be (further) phased?** Environmental documentation may be assembled piece by piece. It is very easily segmented to smaller amounts of funding.
13. **How does this project support regionally and/or locally designated center(s)?** Eliminates potentially 640 cars per day from Bremerton, contributing to the bottleneck at Gorst SR3/16.
14. **How does this project benefit/affect health impacts, air quality, and/or climate change?** Increases the number of pedestrians and commuters with active lifestyles. Vehicle Miles Traveled is reduced and the TIP passes are an additional funding source for Kitsap Transit that churn back into more attractive coach options for greater ridership and lower emissions. The Worker Driver program has dramatically decreased its particulate emission levels.
15. **How does this project support active (e.g. non-motorized) transportation?** Experienced bicyclers are using the route now (with protective gear) and will find the improved dock more accessible and less steep for the average bicycle rider.
16. **Is there anything else the Transportation Policy Committee and/or KRCC Policy Board should know to evaluate this project?** KT has seen the criteria for Washington's Ferry Boat Discretionary funding and can certify the need of this local federal funding. Toll credits will be the local match.
17. **Project Contact:** Wendy Clark-Getzin, P.E., Capital Development Director, Kitsap Transit (360)478-6931, WendyC@kitsaptransit.com

Is / does the project:	
Already have federal funding in its mix?	No, but the long range plan is to design and construct with federal funds.
Ready to go in the year programmed?	New environmental work for Annapolis. The work itself is categorically excluded from NEPA and can proceed ready to go.
Have local match funds in hand?	Toll Credits used for all KT ferry projects.
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, in long range development plan	



Kitsap Regional Coordinating Council

Chair
Mayor Patty Lent
City of Bremerton

Vice-Chair
Commissioner Josh Brown
Kitsap County

Commissioner Charlotte Garrido
Commissioner Robert Gelder
Kitsap County

Council Member Will Maupin
Council Member Dianne Robinson
Council Member Greg Wheeler *
City of Bremerton

Council Member Kim Brackett
Council Member Hilary Franz
Council Member Kirsten Hytopoulos*
City of Bainbridge Island

Mayor Lary Coppola
Council Member Carolyn Powers
Council Member Jim Colebank *
City of Port Orchard

Mayor Becky Erickson
Council Member Linda Berry-Maraist*
City of Poulsbo

Council Chair Leonard Forsman
Rob Purser*
*Suquamish Tribe****

Council Chair Jeremy Sullivan
Council Member Kelly Baze
*Port Gamble S'Klallam Tribe****

Commissioner Bill Mahan
Commissioner Roger Zabinski *
Port of Bremerton

Captain Pete Dawson
Tom Danaher, PAO *
*Naval Base Kitsap***

Mary McClure
*Executive Management
McClure Consulting LLC*

* *Alternate*
** *Ex Officio Member*
*** *Associate Member*

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

Information Profile: Countywide Projects

Name of Project: Noll Road/Lincoln Road Roundabout

1. Brief Description: The project will construct the roundabout. The roundabout will tie two intersections together: the intersection of Lincoln Road and Gala Way (Gala Way is a county road) with the intersection of Lincoln Road and Noll Road (Noll Road is a county road at this location). The project will create a “Gateway” into the City of Poulsbo. See the attached map.

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

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

4. Project Benefits:

1. Project is ready to go. The design was completed by Parametrix in 2010. NEPA was approved by WSDOT on May 3, 2010. The City Council allocated \$250,000 for the construction phase of this project. The NEPA Approval Letter is attached to the application.
2. The local match is very high, almost 44%; therefore, the federal funds are used more effectively.
3. The geometry of two existing intersections was identified as safety concerns due to the short distance between the intersections and approach angles. See the attached map showing the existing condition.
4. The proposed improvements will address level of service (LOS) deficiencies that were identified as a part of the Noll Road Corridor Study.
5. The project will provide a safer crossing for children walking and biking to schools by reducing pedestrian crossing distances. The project is located in the vicinity of the North Kitsap School Complex.
6. The project will improve the stormwater quality by constructing stormwater infiltration facilities.

5. Project Challenges:

None. Project is ready to go. Design is completed. NEPA is approved.

6. Project Partners:
Kitsap County

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			
	Local	\$120,000	completed	
Construction Phase	Federal	\$450,000		
	Local	\$350,00	V	
Total Phase:		\$920,000		

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

9. Will these funds complete the phase? These funds will complete the project.

10. Is project ready to go?

Project is ready to go. The design was completed by Parametrix in 2010. NEPA was approved by WSDOT on May 3, 2010. The City Council allocated \$250,000 for the construction phase of this project. The NEPA Approval Letter is attached to the application.

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

January 31, 2011.

12. If all funds aren't received, how can the project be (further) phased? No

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) as well as it will serve as a "Gateway" into the City of Poulsbo

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 a safer crossing for children walking and biking to schools by reducing pedestrian crossing distances. It would greatly improve the safety and feasibility of active commuting on a primary commute route.

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

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. The project is and/or was on the Kitsap County CIP and the City of Poulsbo CIP.

17. Project Contact:

Andrzej Kasiniak, City of Poulsbo 697-8267



Kitsap Regional Coordinating Council

Chair
Mayor Patty Lent
City of Bremerton

Vice-Chair
Commissioner Josh Brown
Kitsap County

Commissioner Charlotte Garrido
Commissioner Robert Gelder
Kitsap County

Council Member Will Maupin
Council Member Dianne Robinson
Council Member Greg Wheeler *
City of Bremerton

Council Member Kim Brackett
Council Member Hillary Franz
Council Member Kirsten Hytopoulos*
City of Bainbridge Island

Mayor Lary Coppola
Council Member Carolyn Powers
Council Member Jim Colebank *
City of Port Orchard

Mayor Becky Erickson
Council Member Linda Berry-Maraist*
City of Poulsbo

Council Chair Leonard Forsman
Rob Pursler *
Suquamish Tribe***

Council Chair Jeremy Sullivan
Council Member Kelly Baze
Port Gamble S'Klallam Tribe***

Commissioner Bill Mahan
Commissioner Roger Zabinski *
Port of Bremerton

Captain Pete Dawson
Tom Danaher, PAO *
Naval Base Kitsap**

Mary McClure
Executive Management
McClure Consulting LLC

* Alternate
** Ex Officio Member
*** Associate Member

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

www.KitsapRegionalCouncil.org

Information Profile: Countywide Projects

Name of Project: Cross-SKIA Connector (Phase 2) Final Design

1. Brief Description: This project provides the remaining funding to complete the final design of Phase 2, a 4,400 foot segment beginning at Old Clifton Road and terminating on the Port's southeast property boundary. Design efforts will include finalizing roadway design, environmental, permitting and will bring this project to a "shovel ready" state. Roadway improvements include two travel lanes, pervious shoulders, stormwater bio-swales, stormwater culverts, a single pervious asphalt bi-directional multi-use path, and wildlife fencing. The Cross-SKIA 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 Lake Flora Road. In 2010, Phase 2 received \$366,275 in PSRC funding for a 30% design level of effort. Phase 1 of the Corridor, a 5,100 foot segment, received ARRA funding (\$2.62M) in 2009 and has been completed.

2. Type & Name of Center(s) Served by Project: The South Kitsap Industrial Area (SKIA), a PSRC designated manufacturer/industrial center, consists of approximately 3,400 acres centered on Bremerton National Airport in Kitsap County.

3. Amount of Funds Sought from Countywide Program: \$ 227,995
Total project cost: \$258,774 – Federal funds \$227,995; Local \$30,779

4. Project Benefits: This project will complete the design of Phase 2 which will extend the corridor beyond Old Clifton Road and will, upon construction, open up an additional 800 gross acres for industrial, commercial, and aviation development. Construction funding will be sought under separate request.

5. Project Challenges: No challenges are known at this time.

6. Project Partners: The Port of Bremerton, City of Bremerton, and Kitsap County.

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

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
	Fed STP (U)	227,995		X
	Local	30,779	2012	
Total Phase:		258,774		

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

9. Will these funds complete the phase? Yes; Design only

- 10. Is project ready to go?** This project will complete the design, environmental, and permitting of this phase of the corridor and will bring this project to a “shovel ready” status.
- 11. When do you expect to obligate these federal funds (approximate month and year)?** Final design funds can be obligated within 180-days of project approvals.
- 12. If all funds aren’t received, how can the project be (further) phased?** Final design for Phase 2 can be further broken down as follows: Final engineering/plans and specs \$220K; permitting \$39K.
- 13. How does this project support regionally and/or locally designated center(s)?** The Connector provides direct access to underserved areas of SKIA, linking new infill developments to air commerce and freight mobility corridors at SR3 and ultimately Lake Flora Road.
- 14. How does this project benefit/affect health impacts, air quality, and/or climate change?** The addition of the new corridor will provide direct routing from underserved areas of SKIA to SR3 and Old Clifton Road, eliminating existing circuitous routing, thus reducing vehicles miles traveled (VMT).
- 15. How does this project support active (e.g. non-motorized) transportation?** The approved road section includes construction of 5-foot paved bicycle lanes and a separated 5-foot paved pedestrian trail. Ultimate build-out of the connector will link underserved areas of SKIA with Kitsap Bike Routes 20 (Lake Flora Road), 43 (JM Dickerson Road), and 25 (Glenwood Road). Future SKIA road network south of Lake Flora Road has potential expansion of non-motorized access to Belfair.
- 16. Is there anything else the Transportation Policy Committee and/or KRCC Policy Board should know to evaluate this project?** Phase 2 is an additional 4,400 foot segment of the overall 15,850 foot Connector. Funding for the construction of Phase 2 (est. \$3.5M), and design and construction of the remaining 5,000 foot segment (Phase 3) will be sought via separate state and federal requests. Approval of this Phase 2 request will complete the construction and/or design of 68% of the Connector, and will be a significant milestone achievement in meeting the established goals of job creation and improved freight mobility in Kitsap County.
- 17. Project Contact:** Fred Salisbury, The Port of Bremerton, 360 674-2381 Ext 17, 360 731-0523 ©

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? Programmed 2012 Capital Budget
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

Countywide Multi-Modal Transportation Plan

July 14, 2011

Phase 1: 3rd Quarter 2011 → 2012 [\$190,000]

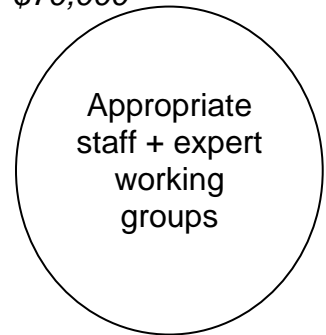
Gather & Analyze transportation system information: KRCC Staff Time
 \$75,000 KRCC Sharepoint
 TransTAC

Hire Transportation Planner w/ Transit Experience
 Contract for BI survey research re: SR 305

Demographic Analysis: Identify other possible agency participants
 \$22,500 Identify information needs: Kitsap Transit
 TransTAC
 Health District
 Planning Directors
 Other agencies e.g.
 Housing Kitsap

Identify / retain consultant

Develop Toolbox: Range of Solutions & Components
 \$70,000



1. Level of Service requirements/methods (all modes)
2. Density Strategies on Corridors
3. CTR Strategies
4. ~~Compatible~~ Consistent Road Standards w/i UGA's
5. System Performance Standards
6. Local Funding Strategies e.g. impact fees, parking fees, business taxes
7. Park & Ride Strategies
8. Parking & Other TDM Strategies

Document & Package
 \$22,500

➤ In-depth Workshop with City Councils and Planning Commissions

Scope Phase 2: KRCC Transportation Committees

Project Funding

Phase 1: \$190,000

\$75,000 = Kitsap Transit
 \$125,000 = Federal STP Funds

Phase 2: *Currently unfunded*

Phase 2: 2013 [currently unfunded]

Based on discovered data gaps (current & future)
 Based on funding availability

Determine scope of Transportation Plan
 Determine extent of Public Involvement

30,000 foot view e.g.
 Identify corridors
 (freight, multi-modal, routed service)

Principles of corridor development
 countywide

3,000 foot view e.g.
 Prioritize corridors and/or specific
 improvements

Principles of corridor development
 for individual corridors

300 foot view e.g.
 Transportation Modeling