



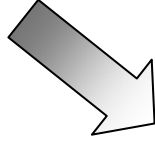
Kitsap Regional Coordinating Council

TransPOL Packet 07 15 10 Page 2 of 45

TransTAC Will Also Meet:
July 15, 2010
10:30 a.m. - 12:00 noon
(Same location as Joint Meeting)

To discuss Non-Motorized Work Group Priority Policy Recommendations

Note location and time



Joint Transportation Committees
WSU Extension Room, 4th Floor
Norm Dicks Gov't Center, Bremerton

July 15, 2010
1:00 p.m. to 5:00 p.m.

AGENDA

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City of Bremerton

Commissioner Josh Brown
Commissioner Charlotte Garrido
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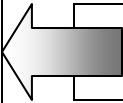
Mary McClure
*Executive Management
McClure Consulting LLC*

* Alternate
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*** Associate Member

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	EST. TIME
1. Federal Funding	90 MINUTES
a. Project Tracking Report:	
i. Kitsap Past Due Projects *	\$1,607,418
<i>Focus: Bainbridge: Winslow Way *</i>	
ii. Kitsap Projects: 2010-12 Cycle *	
<i>Focus: Kitsap County: Southworth Drive Bridge *</i>	
b. Returned for Re-Distribution:	
Wing Point	\$866,000
Lake Flora	\$266,837 ~ \$350,000
c. 2010 Cycle: Additional Funds to Distribute:	\$741,418 *
□ Funds Re-Distribution Process (Adopted 2006)	
□ Update on Contingency Projects	
□ Requests for Additional Funds to Existing Projects	
□ Requests for Other Projects	
2. Enhancement Projects	30 MINUTES
<i>Jurisdictions to share project submittal overviews (4) *</i>	
3. Corridor Overviews: Follow Up & Next Steps	30 MINUTES
North Kitsap: <i>June 3 / SR 305 Meetings</i>	
South Kitsap: <i>May BEDS Meetings</i>	
4. Washington State Transportation Commission Request *	45 MINUTES
5. Non Motorized Priorities *	45 MINUTES
This Meeting: <i>Presentation of Citizen Recommendations & TransTAC comments</i>	
October 21 Meeting: <i>TransPOL Formulate Non-Motorized priorities for 2011 Federal Funding Cycle</i>	

Next Meeting:
Thursday October 21, 1:00 to 4:30 p.m.
Kitsap Transit, 50 Washington Ave. Bremerton



Note return to usual location !!!



Kitsap Regional Coordinating Council

1a-i. Kitsap Projects Un-Obligated Federal Funds: Project Tracking

*Past Due STP / CMAQ Funds defined as unobligated
by the project sponsor's estimated obligation date
as of July 15, 2010*

Project Sponsor	Name	Amount	Status	Action
Bainbridge Island	Winslow Way / SR-305 Improvements	<i>Several projects Total: \$2,538,490 \$1,672,490</i>	<i>Planned Obligation: October, 2010</i> <i>For further detail, see attached.</i>	Monitor during 2010.
Kitsap County	Division Avenue Safe Route to Schools (Suquamish Way to Columbia St)	\$250,000	Met with PPAC. Obligation date extended to end March 2011. In design. Construction 2011. <i>Planned Obligation: end Q1 2011</i>	No action required
Port Orchard	Tremont Street Widening (SR-16 to Port Orchard Boulevard)	\$267,924	Currently pending FHWA approval. More funds (\pm \$500,000) needed for R-O-W. <i>Now obligated ★★★★★</i>	No action required
Following Projects Received Funding From another Project & Are Not Considered Past Due				
Kitsap Transit	Electric Vehicle Charging Stations (Rural Locations)	\$150,000	Pre-Award Authority effective 4-6-10 <i>Planned Obligation: September, 2010</i>	No action required
Kitsap Transit	Security Cameras at rural Park and Rides	\$20,000	Under-going FTA environmental review <i>Planned Obligation: September 2010</i>	No action required
Kitsap County	Mosquito Fleet Trail, North Kitsap Heritage Park – West Kingston	\$154,000	<i>Planned Obligation: late Summer 2010</i>	No action required



Kitsap Regional Coordinating Council

1a-i. Winslow Way Project Federal Funds Status

July 15, 2010

Year	Project name	Current Project Status	Funds Status		Winslow Way Project Funds Accumulation
2004	Wyatt Way	Cancelled	Funds moved to Winslow Way project		\$500,000
2005	Winslow Way	On hold			\$102,490
2006	Winslow Way	On hold	New project funds:	\$720,000	\$1,936,000
	Wyatt Way	Cancelled	Funds returned and added to 2006 funding for Winslow Way	+ \$350,000	
	Wing Point Way	Cancelled		+ \$600,000	
					Total Project funds: \$2,538,490 \$1,672,490

Late 2009 Actions:

- City of Bainbridge Island requested one year project obligation extension for entire funding amount.
- Request approved by:
 - KRCC TransPOL (12/09)
 - PSRC PPAC & RPEC, with stipulation that one year extension will be final extension.

KRCC to track Project Progress throughout the 2010 extension period

City agreed to fund Wing Point Way Project through local funds as a condition of transferring \$866,000 to the Winslow Way Project. As this is not possible, \$866,000 are now returned to the Countywide Program for



1a-ii. Federal Funding Current Cycle: 2010-2012: Project Tracking
 Projects & Contingency List: Approved by KRCC Executive Board: June 2, 2009

	Project Sponsor & Name of Project	Project Awards	Obligation Date & Next Steps	Contingency List: Ranked	Status
Countywide Program: STP (U) and (R)	City of Bremerton SR 303 : 11 th & Warren Intersection	\$1,864,728	Real estate acquisition in process <i>Proposed Obligation: Jan 2011.</i>		
	City of Bainbridge Island Rockaway Beach Rd Stabilization	\$200,000	PE: 12/10 CN: 12/11	#1 \$900,000	Not ready for construction
	City of Port Orchard Tremont Widening	\$1,017,000	<i>Obligated</i>	#2 \$5,000,000	Seeking \$500k for ROW *
	City of Bremerton & KT Opticom© for Emergency Vehicles	\$200,000	Under-going FTA environmental review <i>Planned Obligation: September 2010</i>		
	Kitsap Transit North Base Construction Documents	\$200,000	Under-going FTA environmental review <i>Planned Obligation: September 2010</i>		
	Kitsap County Southworth Drive Bridge @ Curley Creek: Reconstruction	\$625,000	In design. Construction 2011 <i>Planned Obligation: May 2011</i>	See attached	
	Port of Bremerton Cross SKIA Phase 1B			#3 \$1,232,495	Already Funded (ARRA)
	Kitsap County Lake Flora Intersection Improvements	\$731,535	Waiting for ROW certification & environmental permits <i>Planned Obligation: November 2010</i>	See attached	
Countywide: Non-Motorized set-aside	City of Bainbridge Island N. Madison Bike Lanes/ Sidewalk (SR305-Day Rd)	\$221,687	PE: 10/10 CN: 7/11		
	City of Poulsbo Poulsbo Elementary/Noll Road <i>Phase I</i>	\$219,760	Project progress concurrent with ARRA funded Phase II (see page 2) <i>Planned Obligation: August 2010</i>		
	Kitsap Transit Bremerton Trans Center Bike/Walkways	\$350,000	Under-going FTA environmental review <i>Planned Obligation: September 2010</i>	\$135,000 (1)	Actively Seeking Funds *
	City of Bremerton Safe Route to School: Armin Jahr Elem			\$215,600 (2)	Actively Seeking Funds *

* Project applications included later in packet (1c.)



**1a-ii. Federal Funding Current Cycle: 2010-2012: Project Tracking
Regional Competitive Program**

Project Sponsor Name of Project	Project Awards	Obligation Date & Next steps	Contingency List: Ranked
City of Bremerton Pacific Avenue Improvements from 6th Street to 11th Street	\$3,000,000	City has signed local agency agreement and is waiting for DOT signature they can begin incurring costs. <i>Planned Obligation: March 2011</i>	N/A

ARRA 2009

Project Sponsor Name of Project	Project Awards	Obligation Date & Next steps	Contingency List: Ranked
City of Poulsbo Noll Road/Poulsbo Elementary <i>Phase II</i>	\$400,000	Design Complete; NEPA Approved; Waiting for State TIP Amendment Approval (in process). If State TIP is approved in July, City will obligate funds in August and advertise Project {Phases I & II) in September. <i>Planned Obligation: August 2010</i>	N/A
<i>All other Kitsap ARRA projects complete</i>			

**1a-ii (attachment) Funding Proposal:
Transfer of Federal Funds
From Kitsap County
July 15, 2010**

Lake Flora Intersection De-funding Request

PSRC STP(Rural) Funds =	\$731,535
Local Funds	+ <u>\$358,000</u>
Original Cost Estimate per TIP =	\$1,090,000
Engineer Cost Estimate (6/21/10) =	<u>\$537,223</u>

**THERE IS A
POSSIBILITY THAT THE
LEFTOVER \$\$\$ MAY BE
CLOSER TO \$350,000 IN
THIS FAVORABLE BID
CLIMATE**

Calculation for transfer

\$537,223 (engineer's estimate)	\$731,535 (STP(R))
- <u>\$72,525 (required 13.5% local match funds)</u>	- <u>464,698 (fed funds req'd)</u>
= \$464,698 (federal funds to remain on project)	\$266,837 (overage ~ Rural)

Challenge: How to utilize leftover **\$266,837 - \$350,000** STP(Rural) funds

Southworth Bridge Request for Additional Funding

PSRC STP(Urban) Funds =	\$ 625,000	\$2,050,000 (new cost estimate)
Local Funds	+ <u>\$1,175,000</u>	- <u>\$1,800,000 (original cost estimate)</u>
Original Cost Estimate per TIP =	\$1,800,000	\$ 250,000 (additional funds needed)

Possible Ideas for Funding the Southworth Bridge Shortfall

- # 1 Apply for some of the new or returned STP(U) funds to fully fund the SW Bridge.
Issue: This leaves \$266,837 - \$350,000 in STP(R) funds without a current use in Kitsap.
- # 2 Re-categorize \$266,837 - \$350,000 STP(R) funds → STP(U) and apply \$250,000 to Southworth Bridge. *Rationale:* Rural funds were originally 'carved' out of Urban funds. It is possible (though seldom done) to convert Rural funds back to Urban if PSRC region has met its 10% goal for funding Rural projects. PSRC staff report that region seems to have met the Rural goal.
Issue: Once the funds are categorized as STP(U), other jurisdictions may prefer to fund another (Urban) project on the Contingency List.
- # 3 *If* the Port of Bremerton (which is in federally classified Rural Area) receives part of the new or returned STP(U) funds for Cross SKIA Phase 2, *then* swap the Lake Flora STP(R) funds for an equal amount of the Port's new (Urban) funding.
- # 4 Make the case that Southworth Bridge is actually a Rural bridge, classified as Urban by a quirk of federal mapping; demonstrate that bridge crosses from one urban area to another, but is itself surrounded by rural land use.

Note that #2-4 all leave additional \$16,000 - \$116,000 for re-distribution.



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Email: krcc@centurytel.net

1c. Countywide (Re-)Distribution Policy for Inter-Cycle Funds: New Funds or Re-Programming Funds

Adopted February 7, 2006

This policy covers funds available between TIP programming cycles:

- **New Program Funds**
 - **Funds to be re-programmed** because project cannot be obligated or completed within funding period. To early identify “projects at risk”, the Trans TAC will conduct a **quarterly review of project status**, using PSRC’s Project Tracking Sheet that includes both Regional and Countywide projects.
- For projects/funding through the **Regional Competitive Program**, use the PSRC process.
- For funding available through the **Countywide Program**, three uses will be considered:
- As part of the regular TIP programming process, the Trans TAC, Trans POL and KRCC Board will develop and approve a **Prioritized Contingency List** that is 30-50% more than the expected funding.
 - When new and/or re-programmed funds become available, the Trans TAC will review the existing Countywide federal projects that may need additional funding due to (for instance) market/materials unpredictability. (**the Under-Funded Project Call**).
 - Leave the funds to accumulate. This is also more likely for relatively small amounts of funds.

Trans TAC will review Under-Funded Project Call requests (including the causes of the under-funding) and the Prioritized Contingency List, using the following considerations:

1. Matching the funds available to the project need.
2. Available match funding.
3. Ability to obligate and spend the funds.
4. Projected completion of activity.
5. Consequence of not funding (with these funds).

Trans TAC will make recommendation to Trans POL on funding distribution. Trans POL reviews and recommends to KRCC Board.

Note: Funding recommendation may take a Contingency List project out of order, an under-funded project, and/or accumulate funds until the next TIP cycle.



Kitsap Regional Coordinating Council

1c. 2011/13 Federal Funding Cycle:
 Use of Additional & Re-Distributed Funds
Funding Requests
 July 15, 2010

Funding Re-Cap:
<u>New Federal Funds:</u> \$741,418
<u>Re-Distribution:</u>
Wing Point Way \$866,000
Lake Flora \$266,837-\$350,000

Status	Jurisdiction	Project Name	Amount Requested	
Contingency List		Bremerton	Armin Jahr Elementary School: Safe Route to School	\$215,600
	Add'l Funds to Existing Project	Port Orchard	Tremont Widening: Additional R-O-W funds	\$500,000
		Kitsap Transit	Bremerton Trans Center: Bike/Walkways	\$135,000
		Kitsap County	Southworth Drive Bridge: Reconstruction	\$250,000
New Projects Not on Contingency List or Previously Funded	Poulsbo	Fjord Drive Slide Repair: Reconstruction.	\$500,000	
	Kitsap Transit	Annapolis Ferry Dock & Parking Lot: ADA access & uplands.	\$340,000	
	Kitsap Transit	Poulsbo Park & Ride at SR 305/SR 3: Remaining R-O-W costs.	\$400,000	
	Port Of Bremerton	Cross-SKIA Connector (Phase 2) 30% Design: Next 4,400 ft segment	\$ 366,275	

Based on higher-than-estimated FFY 2010 allocations from federal government; no rural or non-motorized set-asides were applied, based on past practice for “off-year” distributions and since (1) the region has more than met these two federal requirements and (2) there are approved contingency lists in place for each countywide forum for use of funds.

Questions to ask:

- ✓ Is it achievable within the PSRC timing parameters? (approximately 2 years)
- ✓ Does it finish a segment or phase of the project?
- ✓ Does it have local match funding available?



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Information Profile: Countywide Projects

Name of Project: Tremont Street Widening/Gateway (Additional R-O-W Funds)

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:** \$500,000.00
- 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 & PS&E	STP	\$1,017,000	X	
R-O-W	STP	\$500,000		X(request)
Construction	Local	\$190,000	X	
Construction	STP	\$12,000,000		X (request)
Construction	STP (Non-Motorized)	\$710,000		X (request)
Total Phase:		14,627,000.00		

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

9. **Will these funds complete the phase?** Yes, the additional \$500,000 requested will complete the right-of-way acquisition phase.
10. **Is project ready to go?** Not for construction. Currently the project is at 90% PS&E, Right-of-Way Plan Approved and ECS completed. *The City’s achievable milestone for 2010 anticipates 100% completion for PS&E and Right-of-Way Acquisition Certification upon completion of the acquisition phase for all needed right-of-way.*
11. **When do you expect to obligate these federal funds (approximate month and year)?** ASAP since we are currently purchasing needed right-of-way.
12. **If all funds aren’t received, how can the project be (further) phased?** Acquire remaining right-of-way necessary in 2011 once additional funds are allocated.
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 \$2.17 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 2012.
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, \$2.17 currently secured
Ready to go in the year programmed? If construction funding obtained
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



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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 two moored vessels.

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

3. Amount of Funds Sought from Countywide Program: \$350,000

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:

REVISED 4/22/09

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
Construction	STP	350,000		X
Total Phase:	STP	350,000		

* 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

- 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 overall outfitting of the A-Float for non-motorized transportation will be reduced to meet the \$350,000 cap from the original \$695,000 estimate. The complete estimated cost of the project is \$4.835M. (see Q7 Revised)
- 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

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:



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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?

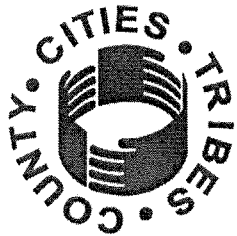
This project was specifically identified in Bremerton's Non-motorized Transportation Plan which helps make it safer for children to walk to Armin Jahr Elementary School.

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

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 Projects

Name of Project: Fjord Drive Slide Repair

1. Brief Description: During this past winter a landslide occurred on the bluff along side of Fjord Drive NE immediately adjacent to Liberty Bay. The slide is approximately 100 lf long and the potentially unstable area is about 200 feet long. The bluff is 50 feet in height (see attached pictures). Since the slide could potentially create an unsafe situation for vehicles, the City decided to close the southbound lane to the vehicular traffic based on the opinion of the City's geotechnical consultant, Krazan & Associates. The slide is an emergency for our community. Not only the people in the Old Town have to deal with one way traffic along Fjord Drive between Hostmark and 6th Avenue but another winter storm may cause more damage to the unstable slope. The City may lose utilities: sanitary sewer main, power lines, and water main. The failure of utilities would cause significant environmental damage to Liberty Bay, a 303(d) listed water for Fecal Coliform bacteria. Immediately, after the landslide occurred, the City hired Krazan and Associates to assess slope stability, provide geotechnical recommendations for landslide remediation, and provide engineering design. This work was recently completed. At the same time, the City was preparing the Cultural Resources Survey for the slide area. The Cultural Resources Survey was approved by FHWA in June, 2010. Currently, the City is preparing NEPA and Shoreline applications. The application should be approved within the next 90 to 120 days. These are the last two permits required by FHWA. If the requested funding is obtain, the City will be ready to start the construction phase of this project in Spring 2011. All work will be performed along the edge of the existing asphalt. The Army Corp of Engineers Permit will not be required. At this time, the City has spent over \$60,000 to prepare the geotechnical report, to complete design, and to obtain FHWA approvals.

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

The project is located in Poulsbo Town Center

3. Amount of Funds Sought from Countywide Program:

\$500,000

4. Project Benefits:

The project will stabilize the slope along Fjord Drive as well as prevent potentially significant environmental damage to Liberty Bay.

5. Project Challenges:

NEPA and Shoreline permits must be obtained.

6. Project Partners:

Puget Sound Energy has power poles in the vicinity of the project which are also at risk if the slide is not repaired.

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
Design	City	\$40,000	X	
Permitting	City	\$20,000	X	
Construction	PSRC	\$500,000		X
Total Phase:				

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

9. Will these funds complete the phase?

Yes.

10. Is project ready to go?

The City has completed:

1. Geotechnical Investigation
2. Cultural Resources Survey
3. Design

The project needs two permits:

1. NEPA
2. Shoreline

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

December 2010

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

It is difficult to break this project into separate phases.

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

The project will stabilize the slope along Fjord Drive as well as prevent potentially significant environmental damage to Liberty Bay.

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

The project will stabilize the slope along Fjord Drive as well as prevent potentially significant environmental damage to Liberty Bay.

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

Currently the southbound lane is closed to pedestrian and bicycle traffic. The project will open the southbound lane to pedestrians and bicyclists.

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

The existing situation along Fjord Drive is a true emergency for our community. If the slope is not stabilized soon, raw sewage from the sewer main may spill into Liberty Bay. This would cause significant environmental damage to Liberty Bay which is already a 303(d) listed water.

17. Project Contact:

Andrzej Kasiniak, PE
City Engineer
City of Poulsbo
aksiniak@cityofpoulsbo.com
(360) 779-5111



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Information Profile: Countywide Projects

Name of Project: Poulsbo Park and Ride at SR3/305

1. Brief Description: Requesting the final portion of Right of Way funding for the final transfer of title for the future park and ride producing 250 surface parking stalls, regionally serving the Bainbridge Island Ferry commuters at the junction of SR3 and SR305.

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

3. Amount of Funds Sought from Countywide Program: \$400,000

4. Project Benefits: Strategically located to remove the most vehicle miles from passengers and deadhead miles of buses. Completes a phase.

5. Project Challenges: none

6. Project Partners: potential for Transit Supportive Development to the east by proximity.

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

8.

Project Phase: *	8. Project Funding		Are funds secured?	
	Source	Amount	Yes	No
ROW Current Request	STP(U)	\$400,000		X
ROW	STP(U)	\$600,000	X	
Total Phase:		\$1,000,000		

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

9. Will these funds complete the phase? YES and complete site assessment for acquisition.

10. **Is project ready to go?** Yes, as of July all conditions for MAI appraisal process have been met.
11. **When do you expect to obligate these federal funds (approximate month and year)?** Jan 2011 with the new STIP
12. **If all funds aren't received, how can the project be (further) phased?** Some funds would reduce the financing of the "justified offer" price.
13. **How does this project support regionally and/or locally designated center(s)?** Removes the cars from the highway and supports Transit in a unique corridor with ferry pulses and local congestion. Supports WSF System Plan for pedestrian ridership growth.
14. **How does this project benefit/affect health impacts, air quality, and/or climate change?** Reduces Vehicle Miles Traveled and supports greater ridership and further capital investment in clean diesel buses to lower emissions.
15. **How does this project support active (e.g. non-motorized) transportation?** Bicycles are supported by racks on buses and bike lockers installed at the park and ride.
16. **Is there anything else the Transportation Policy Committee and/or KRCC Policy Board should know to evaluate this project?**
17. **Project Contact:** Wendy Clark-Getzin, P.E., 478-6931



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Information Profile: Countywide Projects

Name of Project: Annapolis Ferry Dock and Parking Lot

1. Brief Description: ADA accessible float and gangway system for docking passenger ferries to Bremerton and Port Orchard service triangle. Improve storm water for uplands paid parking with LID techniques and expand bus terminal parking. Complete the environmental documentation, NEPA/SEPA permitting and preliminary engineering phase. Prepare ROW plan for potential acquisition. Leverage future federal earmarks for ferry terminals.

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 Sought from Countywide Program: \$340,000

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. Eliminate non-point pollution from entering Sinclair Inlet. Increase intertidal shading for juvenile salmon and other species. Decreases demand for Bremerton parking. Controls parking along the sensitive shoreline.

5. Project Challenges: Competing for ferry boat discretionary funding with a functionally obsolete facility constrained by only peak period ridership in the state-wide priority funding equation. Moving adroitly with the bank foreclosure proceedings on the neighboring property. (Today's asking price is half the original value.)

6. Project Partners: Port of Bremerton (letter of support available)

7. Are there any "points of concern" on the PSRC Project Checklist?: This is a one time request to increase the likelihood for future Ferry Boat Discretionary Funding in the 2011 earmark request process. Environmental funding seems to be the responsibility of the local jurisdictions and to launch the project with NEPA/SEPA approvals. Port of Bremerton will continue to own the DNR aquatics lease and fixed pier for recreational purposes 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	STP(U)	340,000		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 in January with the approved STIP.
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.
13. **How does this project support regionally and/or locally designated center(s)?** Eliminates potentially 640 cars per day from Bremerton and 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.
15. **How does this project support active (e.g. non-motorized) transportation?** Bicycles are using the route now and will find the improved dock more accessible and less steep.
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. , 478-6931



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Information Profile: Countywide Projects

Name of Project: Cross-SKIA Connector (Phase 2) 30% Design

1. Brief Description: This project is the 30 % 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 the Corridor Plan, 30% design, including tie-in to Old Clifton Road (roundabout), and environmental permitting (NEPA). 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. Phase 1 of the Corridor, a 5,100 foot segment, received ARRA funding (\$2.62M) in 2009 and is under construction.

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: \$ 366,275
Total project cost: \$435,000 – Federal funds \$366,275; Local \$68,725

4. Project Benefits: This phase will extend the design beyond Old Clifton Road and will, upon construction, open up an additional 800 gross acres for industrial, commercial, and aviation development. Final design and construction funding will be sought under separate request.

5. Project Challenges: Phase 2 may present some environmental challenges which will be more fully identified as the preliminary design and environmental assessments are made.

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
Phase 2 30% Design & Env	Federal	\$366,275		X
	Local	\$68,725	X	
Total Phase:		\$435,000		

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

9. Will these funds complete the phase? This project is a 30% design effort. Additional funds would be needed to complete the design (est. \$380K) and bring this segment to a “shovel-ready” status.

10. Is project ready to go? No.

11. When do you expect to obligate these federal funds (approximate month and year)? Design funds can be obligated within 90-days of project approvals.

12. If all funds aren’t received, how can the project be (further) phased? This 30% design effort of Phase 2 can be further broken down as follows: Corridor Plan \$65K; 30% design \$245K; environmental permitting (NEPA) \$125K.

13. How does this project support regionally 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, 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 1 of the Connector is under construction and will be completed in September 2010. Phase 2 is an additional 4,400 foot segment of the overall 15,850 foot Connector. Funding for the final design and construction of Phase 2 (est. \$3.8M), and design of the remaining 5,000 foot segment (Phase 3) will be made under separate requests. Approval of this request will complete 68% of the Connector, either constructed or designed, 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



Kitsap Regional Coordinating Council

**Available funds to
PSRC Region:**

\$19,839,000

2. Federal Enhancement Projects: Applications for Funding

July 15, 2010

Jurisdiction	Project Name	Amount Requested
Port Orchard	Mosquito Fleet Trail on Bay Street Bicycle & Pedestrian Facilities Safety Activity for Bicyclists & Pedestrians R-O-W Acquisition Phase 1 Construction	\$323,796 \$425,000
Poulsbo	Liberty Bay Waterfront Trail Bicycle & Pedestrian Facilities Design Phase	\$250,000
Kitsap County	Fairgrounds Road I/S @ Central Valley Road: Bicycle & Pedestrian Facilities P&E	\$200,000
Kitsap County	Kitsap Regional Trail Plan Bicycle & Pedestrian Facilities Safety Activity for Bicyclists & Pedestrians	\$250,000

Projects will be scored and ranked competitively with projects from throughout the region. There is no geographic set-aside nor allocation. Further point of clarification from PSRC:
Any given phase of a project must be fully obligated (for example Preliminary Engineering) within the two year deadline; however, if there are multiple phases awarded Enhancement funds, only the first phase is subject to the two year deadline. This protocol ensures that the project is moving forward within the two year timeframe, but provides flexibility for multi-phased projects. Please note, however, that this clarification applies to WSDOT's deadline requirement only; the Regional Project Evaluation Criteria still places greater emphasis on projects that are "ready to go."

Excerpts follow from these projects' applications
(except Poulsbo Liberty Bay Trail ~ not received).

Project Sponsors invited to overview projects 3-5 minutes each.

Thank you!



Kitsap Regional Coordinating Council

Lead: Port Orchard Mosquito Fleet Trail ~ Pedestrian Bicycle Path

Project Description: Bay Street, also identified as State Route 166, is the primary thoroughfare within the City of Port Orchard and providing vehicular and pedestrian access to the historic downtown and waterfront. Bay Street hugs the shore of Sinclair Inlet (Puget Sound) and is identified as a vital connection between two historic Mosquito Fleet ferry landings of Port Orchard and Annapolis, still in use as active Kitsap Transit ferry connections to Bremerton and Seattle. The project consists of a construction of a shared pedestrian and bicycle path of least 12 feet in width, and guardrails for approximately 1.3 mile-long stretch of Bay Street, beginning at the existing boardwalk at the Port Orchard ferry dock to the west and terminating at the east end at the Annapolis Ferry Dock.

The project will facilitate non-motorized transportation to the downtown City center and connection to the multi-modal transit hub at the Port Orchard dock which is the central station for bus access to Port Orchard & South Kitsap, and connecting ferry access to Bremerton and Seattle. As an identified gateway into historic downtown Port Orchard, this stretch of Bay Street is greatly in need of enhancements to correct current serious pedestrian safety issues, provide an adequate avenue for non-motorized transportation to the downtown historical, social, and economic center of the community while taking advantage of the picture-postcard nature of the waterfront along scenic Sinclair Inlet.

The first phase of the project consists of the Mosquito Fleet Trail / Bay Street Pedestrian Enhancement between the existing boardwalk at Sidney Avenue extending to the interchange with Bethel Road and southern route of State Route 166. The second phase consists of the pedestrian enhancements extending along Bay Street from Bethel Street to Arnold Avenue E, the Annapolis Ferry Dock, and the eastern municipal limits. Both phases of the project have been coordinated with the Washington State Department of Transportation (WSDOT) design guidelines.

Upon completion, the Bay Street Pedestrian/Bicycle Trail Extension provides access to a bicycle and pedestrian path that extends the existing Mosquito Fleet Trail from Water Street at the Downtown core extending to the Eastern edge of City limits completing the crucial links identified on the Kitsap Countywide Mosquito Fleet Trail Plan and the Kitsap County Bicycle Facilities Plan. The portion of the Mosquito Fleet Trail along Bay Street will be a significant segment of the offroad link in the Mosquito Fleet Trail, which eventually will connect Kingston to Southworth along the eastern shore of Kitsap County. It will also provide a much needed recreational facility within the changing character of downtown Port Orchard, and a safe non-motorized alternative transportation mode for its citizens and workforce.

Project Type: Provision of Facilities for Bicyclists & Pedestrians
Provision of Safety & Educational Activities for Bicyclists & Pedestrians

Relationship to Centers: The project is located in the core of the town / activity center, serving to provide a crucial non-motorized connecting corridor between the Downtown multi-modal transit center, and the Annapolis Ferry Dock transit connections to employment centers in Bremerton and Seattle. Additionally, the project midpoint provides a direct link to the Kitsap Bus Rapid Transit corridor along Bethel Avenue.

Community Support: Public support of the project has been substantial and forwarded from a broad coalition of citizens, local public service clubs, non-profits, and special interest groups promoting bicycling, tourism, and pedestrian activities. Additional support has been expressed by both Kitsap Transit and the Port of Bremerton agencies. Preliminary meetings have identified joint opportunities for public benefit and enhancing the mission of the agencies. Little to no opposition to the project has been received. Local media support has also been supportive of the project.

<u>Funding and Obligation:</u>	Planning & Engineering:	\$387,701	Other Funds	Complete
	R-O-W Acquisition:	\$323,796	This Request	December, 2011
	Construction Phase 1:	\$425,000	This Request	December, 2012
	Construction Phase 1:	\$918,567	Not Yet Secured	
	Construction Phase 2:	\$2,277,811	Not Yet Secured	

<u>Project Readiness/ Not Yet Completed:</u>	True Cost Estimate for R-O-W (R-O-W Plans are complete)
	FHWA Approval of Environmental Documents
	All Environmental Permits



Kitsap Regional Coordinating Council

Lead: Kitsap County Fairgrounds Road Intersection Improvements and Sidewalks

Project Description: The County is planning to reconstruct the intersection of Central Valley Road and Fairgrounds Road. This entails constructing turn lanes, signal modifications and crosswalks. Kitsap County is seeking Enhancement funds to extend the limits of the intersection project to include the Fairgrounds and Central Valley Road sidewalks. Enhancement funds will be used for the design of the intersection and sidewalks adjacent to Fairgrounds Road from Nels Nelson Road to Central Valley Road and Central Valley Road south to just south of Woodlands Elementary School in Central Kitsap County. Currently, children from 3 schools in the area walk on unpaved shoulder ranging from 1-4'. This creates a dangerous situation as in many cases, they need to cross Fairgrounds to get to Fairview Junior High. Safer crossings will be delineated visibly and speed controls will be put in place to slow traffic.

Project Type: Provision of Facilities for Bicyclists & Pedestrians

Relationship to Centers: The project lies east of the Silverdale Regional Growth Center in the connecting corridor from Silverdale to the Bremerton Regional Growth Center. The project would construct safe sidewalks to 3 schools in the immediate area, Woodlands Elementary, Olympic High and Fairview Middle Schools as well as the Kitsap County Fairgrounds Complex which houses baseball fields, parks pavilions, rodeo arena, soccer fields and a riding stable.

Community Support: The 2010-2015 Transportation Improvement Program adopted in December of 2009 identified this project for inclusion in the TIP. The project was first proposed by citizen interest during the summer of 2009. The county included the project in the TIP in anticipation of a Safe Route to Schools Grant cycle. The TIP is available to the public for comment from its proposal date in August until adopted in December each year. No negative responses came out of this process.

The Central Kitsap Community Council (Silverdale) and the residents of the Central Kitsap UGA have strongly supported safe routes to schools as well as the interconnection of non-motorized facilities between and among neighborhoods. The boundaries of the CKCC include all the territory within the Central Kitsap School District minus the land within the City of Bremerton. Located within the Fairgrounds Road corridor are the Kitsap County fairgrounds complex, 3 parks, 3 schools, soccer fields, the Bluejackets baseball team field, a riding stable, community center and the county's Parks and Recreation Department.

In June, 2010, the Central Kitsap Community Council (CKCC) adopted Resolution 2010-02 in support of Walkway and Traffic Improvements on Fairgrounds Road: "The Central Kitsap Community Council requests, highly recommends and supports efforts by Kitsap County and its Board of Commissioners to seek grant funds to provide pedestrian, bikeway (where feasible) and transportation improvement projects along Fairgrounds Road."

Kitsap Regional Coordinating Council support of Safe Route to Schools: In the document "Looking for Linkage: Non-Motorized Facilities in Kitsap County" (April, 2010), the KRCC makes the following statement: "The funding of Safe Routes to School engineering projects is a priority use of the non-motorized set-aside of the STP (U) & (R) Federal Funds which come to Kitsap through the Kitsap Regional Coordinating Council (KRCC) from the Puget Sound Regional Council. This priority was set by the KRCC Transportation Policy Board (TransPOL) during the first funding cycle in which Kitsap

controlled distribution of their non-motorized set-aside funds (2006), and has been extended since, including the most recent funding cycle, 2011-13."

In May of 2010, Jeff McCormick, Principal of Woodlands Elementary wrote in his letter of support:

"Woodland's (Elementary School) is located in a neighborhood with single family homes, apartments, duplexes, including a new development on Central Valley Road. Students from Woodlands as well as Fairview Junior High just up the road walk along Central Valley every day. During non-school hours students continue to use this as their primary walking route in the neighborhood. Traffic on this road is heavy all day long. With the planned reconstruction of the intersection on Central Valley and Fairgrounds, I expect traffic to only increase. Even though it is a school zone and flashing lights have been installed to slow traffic to 20 mph when children are present, adult crossing guards report nearly every day that motorists speed through this area. Adding sidewalks will allow children a safe area to walk as they go to and from school, walk to neighborhood businesses and friend's houses. I strongly support adding sidewalks to improve this area, making it safer for children and other pedestrians."

<u>Funding and Obligation:</u>	P & E	\$200,000	This request	Obligate: January, 2012
		\$25,000	Local Funds	
	R-O-W	\$100,000	Local Funds	
	Construction	\$1,600,000	Local Funds	

<u>Project Readiness/</u>	FHWA Approval of Environmental Documents
<u>Not Yet Complete:</u>	True Cost Estimate of R-O-W & R-O-W Plan
	All Environmental Permits

Project Description: (Question Series)

The Project extends, completes or adds to an existing non-motorized system: This project is located east of the county owned Fairgrounds Complex in central Kitsap County. Nearby are pavilions, a rodeo arena, soccer fields, the Kitsap Bluejackets minor league team baseball park, a riding stable, 2 community parks and three schools. To the west of the project at Tracyton Boulevard, the county reconstructed a boulevard with chicanes, speed tables, bike and pedestrian shoulders and planting strips to slow traffic. This is the west end of Fairgrounds Road. Wide shoulders are located through the fairgrounds complex, but stop at Nels Nelson Road. This project would construct 2,600' of sidewalks on both sides of Fairgrounds Road from Nels Nelson to Central Valley and an additional 800' south to the Elementary School on the east side of Central Valley. At the intersection of Fairgrounds and Central Valley, the project would construct crossings and signalization to aid children in safely using the corridor.

The project connects to other multimodal facilities: The Crossroads P&R (137 spaces, paved and lighted) is located at Fairgrounds Road and Old Military Road, about 1/2 mile east of the Central Valley/Fairgrounds intersection. Three Kitsap Transit routes have bus stops on this corridor: #13 - Parkwood East, #17 - Kitsap Mall, #37 - Fairgrounds.

The project addresses current non-motorized needs in the community (gaps, safety): This project is designed to help children using Fairgrounds Road to walk more safely to school. Currently the shoulders are unpaved and range from 1' to 4'. Ditches are located along the shoulders and in some instances, there are drop-offs due to topography. There are 8 streets that intersect Fairgrounds along this route. It is NOT anticipated that the county will provide mid-block crossings as these are primarily younger children. However, there will be improvements made at the major intersections to safely guide them across the streets with pedestrian activated signals and crossing guards. The project is also the first of several similar projects in the area to construct sidewalks along the entire 2

mile corridor. If possible, the County will try to include a bike path along the uphill side of the Fairgrounds, however this may be limited by topography and right of way.

The level of public exposure or access to the project. This project was instigated by citizen interest in the County's Transportation Improvement Program Call for Projects in April 2007 (an extension of this project was also submitted in 2010 and will be scored for the 2010 TIP). There were no negative responses to the project.

There remain several future development sites within the area similar to the Madeline Woods (90 homes) site mentioned above. These include 12 large parcels (total approximately 40 acres) directly across from Woodlands Elementary, and the possible redevelopment of the Silver Spur Riding Stable near the Fairgrounds Complex (privately owned). At current zoning densities allowed under the KC Comprehensive Plan, this could result in an additional 360 homes in the Woodlands School area and 360 homes in the Silver Spur area.

Explain how the project relates to Surface Transportation: This project is an intersection improvement with sidewalks. While there are recreational uses nearby, the intent of this project is to provide a safe walking surface for pedestrians, and if possible at least an uphill bike path or shoulder that bicyclists may use.



Kitsap Regional Coordinating Council

Lead: Kitsap County Regional Trail Plan

Co-Sponsor: Kitsap Regional Coordinating Council

Project Description: Kitsap County is committed to developing the Kitsap Regional Trail Plan for the County, the four Cities (Bremerton, Bainbridge Island, Poulsbo, and Port Orchard), the two Tribal Nations (Suquamish and Pt. Gamble/S'Klallam) and numerous biking and trail advocacy entities, including the North Kitsap Trail Association and West Sound Cycle Club. The Regional Trail Plan would also include extensive interface with the other three Peninsula Regional Transportation Planning Organization Counties (Mason, Jefferson and Clallam) and linkage with the other Puget Sound Regional Council Counties (north Pierce and west King/Snohomish).

Project Type: Provision of Facilities for Bicyclists & Pedestrians
Provision of Safety & Educational Activities for Bicyclists & Pedestrians

Relationship to Centers: The Kitsap Regional Trail Plan would evaluate the potential for, and select appropriate routes for, regional trails through the Silverdale and Bremerton Regional Growth Centers; all incorporated jurisdictions; and numerous locally identified transportation hubs, activity centers, neighborhoods, employment centers and recreational activity centers.

Community Support: There is ongoing, widespread support for, and organized activity to develop, non-motorized facilities throughout Kitsap County. The Kitsap Regional Trail Plan will integrate all of this current work into its anticipated next steps.

The Kitsap Regional Coordinating Council (KRCC) recently released the report, "Looking for Linkage: Non-motorized Facilities in Kitsap County." It is the result of a nine month collaboration among countywide non-motorized advocates and public works/planning staff from all of Kitsap's jurisdictions. "Looking for Linkage" not only inventories all of Kitsap's community trail plans and jurisdictions' adopted non-motorized plans; it also highlights issues related to trail planning, bicycle facilities, funding, and interjurisdictional coordination. Identifying and building a Regional Bicycle/Pedestrian Spine System throughout Kitsap County is one of the ten recommendations made in "Looking for Linkage." The recommendations have been publicly presented to the Kitsap Board of Commissioners, all four City Councils, and the Central Kitsap/Silverdale Community Council. Most recently (June 29, 2010), the recommendations for increased funding and developing a Kitsap Regional Trail System were editorially endorsed countywide by The Sun newspaper.

Recognizing the need for a countywide Regional Trails Plan brings together two years of intensive trails-related activity throughout Kitsap County:

- The North Kitsap Trail Association (NKTA) conducted extensive community outreach to North Kitsap's Communities during early 2010. NKTA plans to design an integrated system of land and water trails that link all of North Kitsap - from Bainbridge Island to Hansville, including Poulsbo, Suquamish, Indianola, Kingston, Eglon and Pt. Gamble. That Trail Plan will include soft surface low impact volunteer-built trails, paved shared-use paths, on-road bike facilities and shoulders, and a water trail system with launch sites for non-motorized paddle craft. The NKTA vision is for a regional trail system that boosts community pride, community connections, and the local economy. NKTA is working with Kitsap County to integrate their Trail Plan into Kitsap County's next Bike Facilities Update. As part of the PSRC Vision 2040 process, the City of Poulsbo and

Kitsap County submitted a compatible “String of Pearls” concept, which describes the system of trails connecting communities in North Kitsap.

- The City of Bainbridge Island Non-Motorized Transportation Advisory Committee (NMTAC) recommended, as part of the PSRC Vision 2040 Planning Process, the “concept” of a “Puget Sound to Hood Canal Trail.” This trail would connect the Mountains to Sound Greenway (including the Burke-Gilman Trail) across Kitsap County to the Olympic Discovery Trail beyond the Hood Canal Bridge. The NMTAC envisioned this trail to be a greenway, preserving native vegetation and maintaining a natural viewshed. This echoes the guidelines recommended by the Mountains to Sound Greenway for its area of concern from Seattle east. The trail would be built to a shared use path standard, and be integrated with transit. The concept would support a wide range of active transportation modes, including people on foot and using bicycles. It is also in concert with the Comprehensive Plan for Clallam County, which speaks of connecting the Olympic Discovery Trail to regional trails from Kitsap County. The concept builds on Washington State Parks plans for a Cross-State Trail. Rex Derr, Director of Washington State Parks, recently submitted a letter of support for planning for the Sound to Olympics Trail, noting this would be an important link in their Cross-State Trail.
- There are four formally recognized Citizen Advisory Councils (CAC's) within unincorporated Kitsap County: Greater Hansville, Kingston, Suquamish (all three in North Kitsap), and Central Kitsap/Silverdale; there are also two informal councils: Ilahee (Central) and Manchester (South). All six Citizen Councils have active non-motorized sub-committees that plan and advocate for non-motorized facilities in their communities. Each has developed Community Parks & Trails Plans with specific goals and policies to site and promote trails, bicycle facilities, sidewalks, and safe routes to school.
- The Puget Sound Naval Shipyard (NSPS) ~ the Navy Command responsible for control and access to the rail system which runs through Kitsap County and along the Sinclair Inlet shoreline ~ has offered formal support of a Sinclair Inlet Bicycle/Pedestrian Trail. NSPS has assigned a full time planner/engineer to develop alignment details and promote the trail with adjacent jurisdictions.
- The Kitsap County Health District (KCHD) is a recent partner on land use and transportation issues, recognizing built environment's role in improving the health and well-being of Kitsap's residents. In 2009, KCHD partnered with the City of Poulsbo on their Comprehensive Plan Update (its innovation was recently recognized with a PSRC VISION 2040 award) and is working with the Kitsap Regional Coordinating Council to promote the importance of non-motorized travel in the current updates to the Kitsap Countywide Planning Policy (CPP).

This recent activity and support builds upon the Kitsap County Mosquito Fleet Trail (MFT) Plan. Adopted by the County in 2001, the MFT corridor connects historic Mosquito Fleet docks (including all four active ferry terminals) and significant cultural, historic and scenic sites as it generally edges the eastern shoreline of Kitsap County, including Bainbridge Island. The MFT is intended to serve bicycle and pedestrian travel, including commuting. Recreational uses (including tourism and, in some sections, equestrian) are a secondary bonus. The MFT Plan maps routes and recommends appropriate non-motorized facilities countywide. Since 2004, over 60% of the non-motorized set-aside for federal transportation funds distributed by the KRCC through the Puget Sound Regional Council have funded sections of the MFT; several sections have been fully completed. Many more miles of the 100+ mile route are on shoulders paved to AASHTO standards and above. Today, the MFT remains a compelling concept that captures Kitsap's historic character and charm. However, there is agreement within Kitsap that its full route should be evaluated in terms of construction feasibility, and

then refined. Many segments of the MFT will inevitably be incorporated into the Kitsap Regional Trail System.

<u>Funding and Obligation:</u>	Requesting	\$250,000 for Planning	Obligate: March, 2011
	Local Funds:	\$25,000	

Project Description: (Question Series)

The Project extends, completes or adds to an existing non-motorized system: The concept of a Countywide Regional Trail Plan has been an 'idea in the works' for many years, but budgets and personnel constraints have stood in the way. The public outreach of the North Kitsap Trail Association (NKTA), advocacy of numerous trail and bicycle groups, conceptualization of the Sound to Olympics Trail and countywide cross-jurisdictional collaboration by the Kitsap Regional Coordinating Council (KRCC) have, over the past two years, brought non-motorized facilities to the fore in Kitsap County.

The Kitsap Regional Coordinating Council (KRCC) took the first step in articulating the need for a Comprehensive Regional Trail Plan in 2009 with the development of the report, "Looking for Linkage: Non-Motorized facilities in Kitsap County" (released April, 2010). The report identifies the need for the development of a countywide non-motorized plan, and the construction of facilities throughout the County and its Cities / unincorporated communities. While not an officially adopted document, "Looking for Linkage" makes several specific recommendations relating to future effective planning of non-motorized facilities in Kitsap. The report highlights:

- The importance of a trail coordinator ~ a knowledgeable point of contact within each jurisdiction who is empowered to enable community volunteers and to act as a conduit of information between citizens and other jurisdictional staff.
- The promotion of safety for non-motorized travelers through the education of drivers, planners, cyclists, and pedestrians.
- The need for a central focal point for trail and bicycle facility planning and implementation. Coordination of trail design and prioritized construction throughout the county will ensure continuity and facilitate the safety and mobility of bicyclists, commuters and pedestrians.
- Funding of a Regional Trail Plan will ensure that project priorities will be set, an implementation plan will be developed based on highest need, and all jurisdictions will benefit from a Regional Trail Network.

The Project links to other multi-modal facilities: Kitsap County is dependent upon multi-modal facilities. Kitsap is a Peninsula, and is only accessible by land via Mason County (west). The Hood Canal Bridge connects Kitsap to the Olympic Mountains and Jefferson and Clallam Counties (northwest), while the Tacoma Narrows Bridge connects Kitsap to Pierce County (south). Kitsap County has four ferry terminals: Bainbridge Island-Seattle, Bremerton-Seattle, Kingston-Edmonds and Southworth-Vashon-West Seattle. All four ferry terminals lie on the County's Mosquito Fleet Trail System, (a system of largely on-road pedestrian and bicycle facilities connecting Kitsap's communities, which was adopted by Kitsap County in 2001 and subsequently adopted by jurisdictions countywide). It is anticipated that the Regional Trail Plan will connect to these facilities. Of the four ferry terminals, two are designated Kitsap Transit Hubs (Bremerton and Bainbridge Island). Poulsbo is also a Transit Hub for Jefferson Transit. The Regional Trail Plan will use these hubs as Trail Hubs.

The Project addresses current non-motorized needs in the community (gaps and safety): It became obvious through the KRCC's "Looking for Linkage" work that, in general, planning for trails in Kitsap has been institutionally "silo'ed" and restricted to facilities within each jurisdiction's control. The County has limited itself to planning for trails within the major metropolitan center of Silverdale (the Clear Creek Trail), and has taken a piecemeal approach to constructing the Mosquito Fleet Trail ~ by widening shoulders when roads were re-constructed for safety or congestion. Thus, although the County has pursued a regional bike trail network, it is unlikely that a continuous system will be constructed.

The Kitsap Regional Trail Plan will mark a shift in this trend. It will bring together the disparate planning efforts of all jurisdictions ~ Cities, County, and citizens. While not infringing on local goals and policies, the Regional Plan will address continuity issues that are inherent in isolated planning. The intent of the plan is to establish a spine network(s) of trails that can be utilized by commuters as well as more casual pedestrian and bicycle travelers. While not every resident will walk the Regional Trail regularly, everyone will be within a reasonable distance of the Trail System. More importantly, each jurisdiction will be able to access the regional trail via their local trails. This is the continuity desired by the plan. Projects (first focused on gaps in the network) can be prioritized and funding sources identified.

By formally adopting this all-encompassing Kitsap Regional Trail Plan, all jurisdictions will be able to take advantage of funding for projects within their jurisdictions and the county as a whole will pursue projects that can complete the trail network.

The Level of Public Exposure or Access to the Project: This is the critical purpose for developing the Kitsap Regional Trail Plan. By its nature, the plan will address continuity issues among all jurisdictions and communities. It will also identify issues pertaining to private property rights and regulatory codification that ensure development adjacent to or near the Regional Network and its tributaries will be conditioned. This will give planners and engineers the tools necessary to actually implement the Regional Trail network.

Implementing an adopted Regional Trail Plan will improve the standard of living of Kitsap residents. The importance of increased physical activity is widely demonstrated as preventing chronic illness. The ideal translation for people of all ages is Active, person-powered Transportation. Providing safe bicycle and pedestrian transportation facilities that connect people with where they want to go ~ within their communities and between communities/centers ~ is a timely public health strategy. To achieve this goal, the Kitsap Regional Trail System will enable and encourage all local jurisdictions to 'tie into' the Spine System.

Project relates to Surface Transportation: The Regional Trail Plan will pay particular attention to connecting employment centers with regional and locally-designated growth centers and transit/ferry hubs via a network of paved bicycle and pedestrian trails constructed to AASHTO standards. Its main purpose is to plan for and provide "spine" trail facilities throughout the county. The "spine" system will offer connection to local trail "capillaries". The overall goal is to create a continuous, countywide non-motorized transportation network.

KITSAP COUNTY TRAILS PLANNING

Consolidation and Integration of Existing and Future Plans

Kitsap County has multiple departments responsible for different components of trails planning. These departments are each guided by multiple plan documents some of which are inconsistent with each other. Additionally, activities of these multiple departments are limited by multiple different funding sources each with their own restrictions on their use. Lastly, several motivated trails stewardship and recreational groups have ideas and volunteer time to assist in the development of these trails, which has not been maximized by the County. These issues have complicated coordinated trails development throughout the County.

To address these issues, staff proposes creating a position in the BOCC's Special Projections Section to prepare a coordinated, comprehensive County Trail Plan. The Trail Planner would work with representatives in each County department in trail activities and coordinate:

- Trails planning & implementation activities of Public Works, Parks, and Community Development Departments;
- With local stewardship & recreational groups in trail planning, development, stewardship;
- Planning efforts with cities within Kitsap as well as other jurisdictions with designated trails;

The position's first priority will be the development of a comprehensive and consistent trails plan for Kitsap County. This plan will consolidate the elements of the following:

- Parks and Open Space Plan (planned for update in 2011)
- Non-Motorized Trail Plan (currently undergoing update)
- Bicycle Plan (currently undergoing update)

Such a plan would include the following minimum elements:

- Comprehensive list of trail classifications with specific standards for each.
- Development of trail and non-motorized level of service targets.
- Inventory and map of all existing trail facilities and their classifications.
- Map of proposed facilities and their classifications
- Matrix of funding opportunities and development options for each trail classification.
- Prioritization of trail projects.
- Implementation plan and schedule consistent with other proposed County activities (roads, parks, etc.)
- Coordination of trails planning for the incorporated cities and adjacent counties

Development of the plan will include a full public process including meetings with local stewardship & recreation groups, and a technical advisory committee (TAC) representing the breadth of trail issues.

The public process and plan development will conclude in 2011. Upon completion of the plan, the position will be responsible for execution of the implementation element, including:

- Participation in the annual Transportation Improvement Plan (TIP) process.
- Development of state and federal grant applications.
- Development of federal appropriations requests.
- Coordination of volunteer trail development with stewardship and recreational groups.
- Consolidation of proposed plan amendments to maintain consistency of activities to be entertained by the Board annually.

4. Washington State Transportation Commission Request

From: Patrick Babineau, Peninsula RTPO Coordinator
To: PRTPO Member Agencies

At our last TAC meeting on May 27, we briefly discussed identifying regional transportation priority needs/projects. If you recall at that meeting, as part of the Regional Transportation Plan (RTP) update, we want to identify those priority regional needs/projects the RTPO wants to complete/resolve within the next 20 years (2010-2030).

We also mentioned at the May 27th TAC meeting, we need to identify these regional priority projects for a second reason. We need to identify them because we have gotten a heads up from the Washington State Transportation Commission (WSTC) that it was directed by the legislature to compile up to 20 regional transportation priority projects from each Regional Transportation and Metropolitan Planning Organization (RTPO & MPO), including the Peninsula RTPO. The following is the legislature directive to the Washington State Transportation Commission:

“As part of its development of the statewide transportation plan, the commission shall review prioritized projects, including preservation and maintenance projects, from regional transportation and metropolitan planning organizations to identify statewide transportation needs. The review should include a brief description and status of each project along with the funding required and associated timeline from start to completion. The commission shall submit the review, along with recommendations, to the house of representatives and senate transportation committees by January 2011.”

2010 Supplemental Transportation Budget: ESSB 6381, Section 205 (8), Transportation Commission Budget Proviso

We have not received formal guidance from the WSTC yet, but we need to start preparing the list for them. To meet these two requirements we therefore are asking that **each of our county regions identify their regional priorities - up to 10 projects for discussion in the Regional Transportation Plan and to prioritize the top 5 projects (of these 10 projects) for submittal consideration to the Washington State Transportation Commission (WSTC) to meet its legislative directive** (as mentioned above). The 10 projects can be near term or long term projects (long term being completed/commenced within the next 20 years). Projects can include those located on state highways, county roads and city streets; projects also can be multi-modal projects such as port, transit, rail and/or air. Project types should be mobility improvement, safety, preservation, maintenance, etc.

At the last TAC meeting, it was decided that each county region would be responsible to develop and provide their county priority project/need list. And it was also decided that the county be the lead county agency for coordinating this effort as interface with RTPO staff and insure that the process is inclusive and all jurisdiction/agencies/tribes are a part of this process (similar to the STP process being conducted in the counties).

Each county region is to **provide their information to me by no later than July 30 please**. We will compile the four lists and present it to the TAC at its August 12th TAC meeting for **discussion and decision to be put on a recommended list** to be provided to the Executive Council/Policy Board (EC/PB) for their consideration and approval at their September 17th

meeting. Then that list that will be forwarded to the Washington State Transportation Commission in October.

Those projects that are to be selected for submission to the WSTC will need to provide the following information:

- ✓ Project Name & Description
- ✓ Project status & timeline
- ✓ Project funding needed
- ✓ Project category (road or multi-modal) & type
- ✓ Statutory policy goals – which statutory policy goal the project addresses mobility, safety, preservation or economic vitality

When we get the formal guidance from the WSTC, if it contains more information than we have already received, we will notify you.

In the mean time, each of the county regions should begin coordinating and compiling their top 10 transportation priorities this month of July so we can submit the top 5 projects (from each of our four counties) to the TAC in August and then hopefully approved by the Peninsula RTPO Executive Council/Policy Board in September, then to the Washington State Transportation Commission in October. I will be following up with each of the county leads on this matter.

If you have any questions, please call me at 360-357-2675 or respond by email.

Thanks,

Patrick

Patrick Babineau

Peninsula RTPO Coordinator

PRTPO Projects (prefer rural areas that benefit Mason, Clallam and Jefferson Counties)

Project Name	Project Category /Type	Statutory policy goals	Project Description	Project funding needed	Project Status & Timeline
<p>SR3/SR304 New southbound-westbound lane at Bremerton treatment plant</p>	<p>This is a road improvement for congestion relief and safety.</p>	<p>mobility, safety and economic vitality.</p>	<p>Construct a second southbound to westbound lane near Bremerton treatment plant. Area is a known bottleneck. There appears to be enough room to construct this improvement. This is an interim fix; depending upon a more robust study, either SR3 will have to widened to 6 lanes or a bridge constructed over Sinclair Inlet from north of the Tremont exit off SR16 to the SR3/SR304 interchange.</p> <p>This interim fix only moves the bottleneck westward, it does not eliminate it. However with the additional lane, the existing lane would not experience the merge that causes the problem (the new lane would be the merge lane with traffic coming from the Bremerton Shipyard).</p>	<p>\$9,587,775*</p>	<p>We believe that this fix could be implemented within 3 years.</p>
<p>Holding lane at Hood Canal Bridge (HCB) – SR3/SR104</p>	<p>This project is a road project (with some transit participation via Kitsap and Jefferson Transit agencies).</p>	<p>mobility.</p>	<p>This project has been in the STIP identified as climbing lanes north and southbound south of the Hood Canal Bridge and the project was identified in the SR3 Route Development Plan as the ‘jughandle’ (later the jughandle concept was dropped due to environmental issues). Currently, when bridge closures occur, autos stack up in the center turn lane and driving lanes north and south of the HCB. As congestion increases, lanes are blocked with traffic and drivers are forced to wait for the roughly half-hour open-close sequence. While there are state message signs announcing the closure, there is no alternative route to the bridge crossing. This project would create northbound and southbound holding lanes/hardened shoulders (similar to the shoulders northbound Purdy interchange in Pierce County) which would allow for bridge turning traffic to move out of the through lanes, allowing them to function for automobiles that are not going over the HCB. Issues with this project include unstable slopes particularly on the east side of the road and numerous driveways and streets that can not be blocked. Assessment of the design and engineering requirements depends solely on the time of day the bridge is opened. Planning for the worst case, the shoulder would most likely need to be hardened from Big Valley Road north to the HCB, approximately three miles. The holding lane north of the bridge may prove to be easier as there is an area owned by WSDOT that could accommodate significant storage (if not being used for construction or employee purposes). A conservative estimate would be \$5 million for both projects, \$3m for the northbound hardened holding lane (construction, environmental and stormwater) and \$2m for the southbound holding area (construction and stormwater).</p>	<p>\$27,245,588 *</p>	<p>The project is needed now; however, realistically the holding lane should be constructed within the next five years.</p>

Project Name	Project Category/Type	Statutory policy goals	Project Description		Project funding needed	Project Status & Timeline
<p style="text-align: center;">Gorst – SR3 – SR304 interchange and lane improvements</p>	<p>All 9 projects are road related improvements although Kitsap, Pierce and Mason Transits operate routed buses, Worker/Driver buses and Van Pools from Mason and North Pierce County.</p>	<p>mobility, safety, and economic vitality</p>	<p>These nine projects are identified in the Bremerton Economic Development Study (BEDS). They represent the reconstruction and widening of interchanges and roads between Gorst at the head of Sinclair Inlet to Bremerton and the widening of roads from the Mason County line to Gorst in Kitsap County. As a whole these projects would reconstruct two interchanges, SR3/SR16 at Gorst and SR3/SR304 near the Bremerton Treatment Plant, widening SR3 from 4 lanes to 6 lanes (HOV) from Gorst to Bremerton and widening of SR3 from the Mason County line to Gorst. There continues to be interest in pursuing a Sinclair Inlet Bridge option.</p> <p>Project funding and timing is indicated in each construction module.</p>	<p>SR3/SR304 Interchange Vicinity (included above as project #1): Widen SB SR3 under bridge, ramp meter WB SR304 onto SR3 and extend on ramp to SB SR3</p>	<p>\$9,587,775 * (2015)</p>	<p style="text-align: center;">These projects are listed in T2040 in chronological order</p>
				<p>SR3 Gorst (SR16) Christopherson Intersection: Improve SR 3/Christopherson Road intersection – new through lanes and new turn lanes.</p>	<p>\$26,550,762 * (2015)</p>	
				<p>SR3/SR16 Vicinity (Gorst): Eliminate lane drop on SR 16 to northbound SR 3 by extending the lane north of the railroad bridge and extending the northbound SR 3 on-ramp.</p>	<p>\$16,962,987 * (2015)</p>	
				<p>SR3/SR16 Vicinity (Gorst): SR 3 @ SR 16 Reconstruct the SR 3/SR 16 Interchange</p>	<p>\$194,486,040* (2035)</p>	
				<p>SR3/SR304 Interchange Vicinity: SR3 @ SR304 Reconstruct the SR3/SR304 Interchange.</p>	<p>\$48,478,925 (2035)</p>	
				<p>SR16 SR 304 Widen from four to six-lane divided facility (creating one HOV lane in each direction) between the SR 3/SR 16 Interchange and the SR 3/SR 304 Interchange.</p>	<p>\$242,943,391* (2040)</p>	
				<p>SR3/SR304 Interchange Vicinity to Loxie Eagens Blvd.: Widen from 4 lanes to 6 lanes creating HOV lanes, ITS, interchange improvements, enhanced transit. Cost not included for new Park and Ride Lots West Bremerton.</p>	<p>\$26,885,090 * (2040)</p>	
				<p>SR3 Imperial Way to Gorst (SR16): Widen from Imperial Way to SR16 to four lanes</p>	<p>\$133,000,000* (2040)</p>	
				<p>SR3 Kitsap/Mason Co. Line to Imperial Way: Widen from Mason/ Kitsap County Line to Imperial Way to four lanes.</p>	<p>\$82,000,000 (2040)**</p>	

* Project included in the constrained portion of the PSRC Transportation 2040 document. Constrained recognizes funding for the project, but there are no real dollars available until T2040 is implemented via numerous funding mechanisms, primarily tolling.

** Unprogrammed, not in the constrained portion of T2040

PSRC Road & Transit Projects (benefits all of Kitsap County)

Corridor	Project Description	Lead Agency
SR3 – SR304 –	Gorst congestion improvements and interchange improvements	WSDOT
SR305	Bus Rapid Transit, Agate Pass Bridge	Kitsap Transit
SR104	Kingston Circulation improvements	WSDOT
SR104 & SR3	Hood Canal Bridge Holding Lanes construction and SR3 widening to 4/5 lanes	WSDOT
Silverdale Way	Corridor congestion improvements	Kitsap County
Bethel Road	Corridor congestion improvements	Kitsap County & Port Orchard
Bucklin Hill Road	Corridor congestion improvements	Kitsap County
SR16	HOV lanes	WSDOT
Trigger Ave	Extension	Kitsap County
High Capacity Transit - countywide		

PSRC Non-Motorized Projects (benefits all of Kitsap County)

Corridor	Project Description	Lead Agency
SR305	Non-motorized trail	Bainbridge Island
-	Sinclair Inlet Trail	Bremerton & WSDOT ?
-	Puget Sound to Olympic Discovery Trail	Poulsbo & Kitsap County

Looking for Linkage:
Recommendations to the KRCC Transportation Policy Committee

Trails, bikeways, and walkways are a compelling concept, combining environmentally friendly transportation, the possibility of reduced traffic congestion, recreation and tourism benefits, neighborliness, the pleasure of being outdoors, and just having fun. Today, though, public policy recognizes a more profound imperative for non-motorized transportation ~ increasing physical activity in a nation where one third of adults are clinically obese and another third clinically overweight. [*Center for Disease Prevention & Control, June 2008*] The result of this public health trend shows in the chronic health afflictions that obesity presents, including the diabetes epidemic afflicting 8% of American adults and twice as many more that are pre-diabetic. American children are increasingly, and heartbreakingly, at risk as well, with the prevalence of childhood obesity having tripled over the last twenty years. Not surprisingly, children who are overweight or obese are more likely to be obese as adults. [*National Survey of Children's Health 2003, Health Resources and Services Administration and the Centers for Disease Control and Prevention's (CDC) National Center for Health Statistics.*]

The single greatest preventive behavior is widely understood to be lifelong physical activity ~ at a minimum, regular walking. The ideal translation for people of all ages is **Active Transportation** (vs. vehicular transport). And, people whose physical activity is part of their daily lives (*i.e.* going somewhere vs. exercising) are generally more likely to maintain the behavior over time. Thus, providing bicycle and pedestrian transportation facilities that connect people with where they want to go ~ within their communities and between communities/centers ~ is a timely public health strategy. According to the Kitsap Health District's Executive Director Dr. Scott Lindquist: "Having more bike and walking paths ... is proven to reduce the biggest health threat that exists today ~ obesity."

Walkers, bicyclists, and public policy (in the form of engineering standards) require facilities that are safe. Bike lanes and walkways must be continuous, with a sense (for the user) of adequate distance/ separation from speeding vehicles. Our collective (un)willingness to prioritize and fund a system of bike/pedestrian facilities appears to be a chicken and egg problem, where the cost per mile is decried because too few people use them, while too few people use them because they are inadequate and incomplete. National statistics tell the story ~

- 9.2% of trips are by bike or foot.
- 13.2% of traffic fatalities are bicyclists or pedestrians.
- 1.2% of federal transportation funds construct bicycle & walking facilities.

This is now recognized at the federal level. The US Dept. of Transportation recently issued policy guidelines calling for walking and bicycling to be given the same priority as other transportation modes. The set of policy recommendations includes the collection of data on walking and bicycling trips and setting of local mode share targets. Success will ultimately depend on transportation agencies and their policy officials embracing, funding, and implementing this policy. (*See Section 3, pg 80-81 for detail.*)

At the Puget Sound regional level, Multi-County Planning Policies supporting *Vision 2040* were adopted in 2008 with a new emphasis on state and local government's responsibility to plan and build communities and transportation systems that support human health and well-being; the regional policies clearly connect the dots between physical health, physical activity, and systems of bicycle/pedestrian facilities.

Following are recommendations towards what we can do now in Kitsap.



Recommendations for the Next Cycle of Federal Funding Through the KRCC-Managed Countywide Process *From the Trail Proponents of the Ad Hoc Trails Committee July 7, 2010*

1. Funding

Direct a larger share of federal funding to non-motorized facilities.

Specifically, double the non-motorized awards from the required minimum federal set-aside , beginning with the upcoming (2011 or 2012) federal funding cycle.

The expected order of magnitude of this action:

Funding Cycle	STP Allocation	Non-Motorized Allocation	Actual Non-Motorized Amount Awarded	Non-Motorized project average: \$217,000
2006/7	\$3.91m	\$630,000	\$819,000	STP project average: \$580,000
2008/10	\$8.21m	\$1.07m	\$1.07m	
2011/13	\$4.5m	\$710,000	\$790,000	

2. Expanded criteria: Best use of available funds suggests more in-depth criteria or “considerations” to describe and evaluate potential non-motorized projects, including:

- Requirement that projects be adopted as part of a jurisdiction’s formal plan (e.g. Bicycle Plan, Comprehensive Plan). In addition, demonstrate current community support.
- Does the project support the Regional Spine System?
- Connectivity: Does segment contribute to or fill a gap in a system?
- Does the project connect centers and activity areas:
 - Within communities *i.e.* local neighborhoods and functions such as school, activity centers ~ employment, shopping, dining, etc. (*highest priority*)
 - Center to Center within Kitsap (*higher priority*)
 - Across county lines (*lower priority in the near-term*)
- Potential number of users (possibly related to proximate zoning density)
- Safety (including topographic elements)
- Financial feasibility, including extent & source(s) of funding, incl. volunteer labor
- Availability of land
- Anticipated use: transportation, fitness/recreation, tourism
- Does the project contribute to achieving the target mode shares?
[in future cycles, if and when such metrics are developed]

3. Funding Priorities

- a. In the future, these federal funds should be used for land acquisition and construction of non-motorized projects (*vs.* project planning); thus, the cost of planning represents local agencies’ commitment to the trail project/system.



- b. First priority should be given to constructing Safe Routes to School (as distinguished from the WA State Funding Program of that name), a critical part of enabling children’s increased activity levels. In addition to the criteria above (*see #2*), projects to be funded should demonstrate collaboration among school districts, community planning organizations, and sponsoring jurisdictions to identify schools with the highest likelihood of non-motorized usage.
- c. Second priority in the upcoming cycle should be given to developing a Regional Bicycle/Pedestrian Spine System Plan throughout Kitsap County, if it has not already been funded through other sources [specifically, the Federal Transportation Enhancements Program in 2010]. *More detail about the envisioned Regional Spine System in # 4 below.*
- d. Third priority should be given to construction projects that meet the criteria in #2 above.
Note: The Mosquito Fleet Trail is a popular concept that captures Kitsap’s historic character and charm. It has evolved from 57 to 100+ miles over the past 9 years. However, at this point it requires validation and refinement through the Regional System Planning process described below in terms of construction feasibility and community support.

4. Planning for the Regional Bicycle/Pedestrian Spine System should include the following:

- a. Interactive planning with County and Cities to integrate all adopted Non-Motorized Plans.
- b. Innovative public process for “vetting” the Non-Motorized Plan and Regional Spine System that relies upon the KRCC Non-Motorized Ad Hoc Committee as a nucleus for bringing grass roots dialogue into the work at an early stage, building on the successful experience of volunteer-led efforts.
- c. Inventory existing road shoulders throughout Kitsap County for bicycle facilities, recognizing that road shoulders of even a relatively narrow width are better than no road shoulders at all. (West Sound Cycle Club is apparently leading a volunteer effort in this regard.)
- d. Refinement of the Mosquito Fleet Trail (*as described in #3d above*), with the assumption that much of the existing MFT would be incorporated into a Regional Spine System. Specifically:
 - Expand to include Silverdale & Central Kitsap ~ major Kitsap population centers.
 - Consider separated facilities. *Note: To date, the Mosquito Fleet Trail is largely a system of paved shoulders, but recent enthusiasm in North Kitsap for the off-road Heritage Park connector suggests the popularity of more separated facilities.*
 - Explore the Cities’ adoption of the Mosquito Fleet Trail segments within their boundaries so that full system can be visibly shown in brochures, on websites, et al.
- e. Collaboration with Peninsula Regional Transportation Planning Organization’s Regional Trails Plan that intends to “look beyond the Peninsula RTPO boundaries for potential connections with neighboring counties to... provide a trail systems blueprint.” The PRTPO and the Puget Sound Regional Council may be resources to develop mapping of regional trail systems throughout their respective service areas.

5. Setting Non-Motorized Goals

Begin in 2011 to collaborate through the Kitsap Regional Coordinating Council’s Transportation Committees [Policy Advisory and Technical Advisory] to develop feasible methods to collect data about walking and bicycling trips (in line with the US DOT recently-issued guidelines) and to set local mode share targets. [*Note: Puget Sound Regional Council may be a resource.*]



**Recommendations for Jurisdictions
For Planning & Developing Trails throughout Kitsap County
In priority order of timeliness & importance**

*From the Trail Proponents of the Ad Hoc Trails Committee
July 7, 2010*

1. Support the Community Volunteers who are the backbone of trail development (particularly off-road, separated, and soft-surface trails)
 - a. Adapt inevitably-bureaucratic practices to be user-friendly, especially in the area of communication and red tape. Avoid giving trail volunteers the run-around between departments and agencies. Designate a go-to staff person with anticipated longevity for volunteers' connect point.
 - b. Use staff to assist volunteers in locating trails (particularly in light of environmental requirements and on-site approval).
 - c. Adapt trail construction standards & methods to volunteers' capabilities.
 - d. Provide funding for materials for volunteer-built trails.
 - e. Standardize and streamline processes. *For example:* permitting processes for low-impact, volunteer-built trails; templates for agreements.
 - f. Recognize, respect, and support citizens' impatience and desire for results. "Opportunity approaches" (*e.g.* "waiting to pave the road section until the larger road improvement is done") may be cost-effective, but ask for each project: is the cost savings really worth the delay in functionality?
2. Vigorously promote safety for non-motorized travelers.
 - a. Re-think on-road bike routes and pedestrian walkways *i.e.* traffic volume/speed *vs.* level of users' experienced and actual separation / danger. Use current best practices.
 - b. Educate drivers/bicyclists/pedestrians/transportation planners about bicycle & pedestrian safety issues (*e.g.* brochures, signage, media coverage).
 - c. Fill gaps in the bikeway system, so that riders aren't required to move from a designated lane to no-lane and back again. Discontinuities are dangerous transition points.
 - d. Identify latent opportunities to integrate non-motorized routes with lower speed traffic. Typically, these require only modest expense. Examples:
 - The slight narrowing of the traffic lane on Big Valley Road (re-striping).
 - Improved signage to identify bike routes. In particular, signage to direct cyclists to safe(r) routes.
 - Where pedestrians are not in sight of vehicles, use physical demarcation along fog lines to minimize likelihood of cars' wandering.
3. Promote Legislation for 2011 that specifically protects property owners and local governments, *e.g.* an expansion of the Recreational Users Act.



4. **New! Emphasize to the WA Transportation Commission the importance of non-motorized facilities on WSDOT routes.** (during update of WA Transportation Plan). *Emphasize:* Paved shoulders are for bikes as well as vehicle pull-out.
 - ⇒ This is a significant issue, since most of Kitsap's main roads are WSDOT highways. Most Kitsap trail systems run into this tension at some point (*e.g.* Clear Creek Trail, Sinclair Inlet Trail, Bainbridge Island SR 305). Liability and the cost of building to State and federal standards are typically at issue. While there is some flexibility possible (particularly with respect to phasing trail projects), it is best determined on a case-by-case basis and appreciated as a deviation.
5. **Develop Regional Spine System using new criteria.**
6. Foster the use of **innovative construction techniques** for off-road trails and walkways, such as Low Impact Development and the use of grass-gravel or grass-crete
7. **Don't relinquish R-O-W and Road Ends** without evaluating their possible use for trails.
8. **Improve transit accessibility for bicyclists and pedestrians.** Recognize that *every bus rider is a pedestrian* and possibly a bicyclist. With this perspective, focus on providing the amenities and connectivity that will enhance (and thus encourage) transit ridership from the pavement up. Examples:
 - a. Provide [more] bike racks/lockers @ key transit stops and sub-stations *and* on busses. While exploring ways to increase the bicycle carrying capacity of each bus, note that racks & lockers on terra firma are quite different functionally than racks on the bus that require lifting the bike in a quick time frame.
 - b. Expand the number of covered bus stops from existing 15% of signed stops bus shelters.
 - c. Transit Park & Ride lots (with bike lockers) should be located on the regional spine, with a vision for expansion over time.
 - d. Evaluate bus stop locations throughout the system for safe bike and pedestrian access.
 - e. In the engineering of Bus Rapid Transit (BRT) or Business Access Transit (BAT) facilities along major corridors, pay particular attention to connectivity of bicycle lanes and pedestrian walkways at the intersections.

Recommendations of lesser timeliness:

9. Begin collecting ridership statistics for bicycles on the ferries. Note that 25% of Kitsap's workers commute outside the County, many by ferry. The majority of ferry system users (WA State Ferries & passenger vessels) are pedestrians and/or bicyclists. Collaborate with bicycle advocacy groups & Kitsap's Ferry Advisory Committees.
10. Seek opportunities to leverage funding / multi-party financing *e.g.* install fiber optic conduit on trail alignments and share the construction cost.
11. Foster partnerships with non-profit organizations to help in the negotiation / holding of license agreements with private property owners.
12. Stay current with evolving use of easements/exactions during land development. Consider tax breaks for easements, similar to wetlands model.
13. Subject every trail plan to a value engineering process to evaluate construction feasibility, cost, alternate routes, sequence, and phasing.

