

TRANSPORTATION 2040

Update to the Regional Transportation Plan

Executive Board Workshop

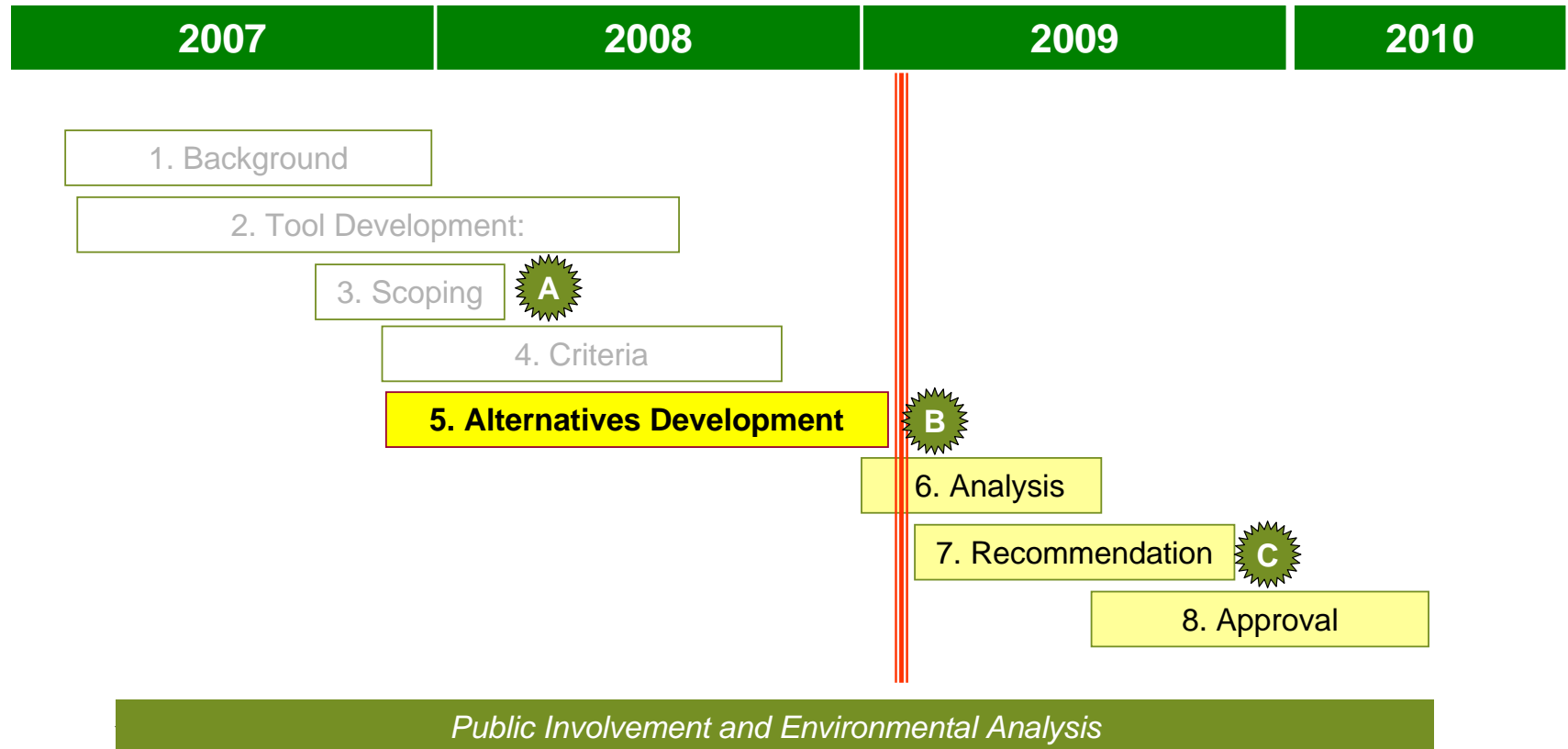
January 22, 2009



TRANSPORTATION 2040

Timeline for Major Elements

Draft



 **Concurrence Points**

TRANSPORTATION 2040

Alternatives Development

Draft

Intent: Develop alternatives with strategies to meet region's needs:

Integrate transportation and land use decisions by implementing VISION 2040

Support the Regional Economic Strategy

Reduce congestion for all types of freight and person travel

Make transportation investments across the region and improve access to jobs and services for special needs populations

Improve the safety of the transportation system, assist the state in meeting the objectives of "Target Zero", encourage healthy lifestyles

Support the region's ability to deal with emergencies

Reduce the causes of climate change and water quality impacts on Puget Sound

Make improvements to an aging infrastructure

Support the development of sustainable transportation funding

Make the most of scarce transportation dollars

Major Factors Shaping Transportation 2040

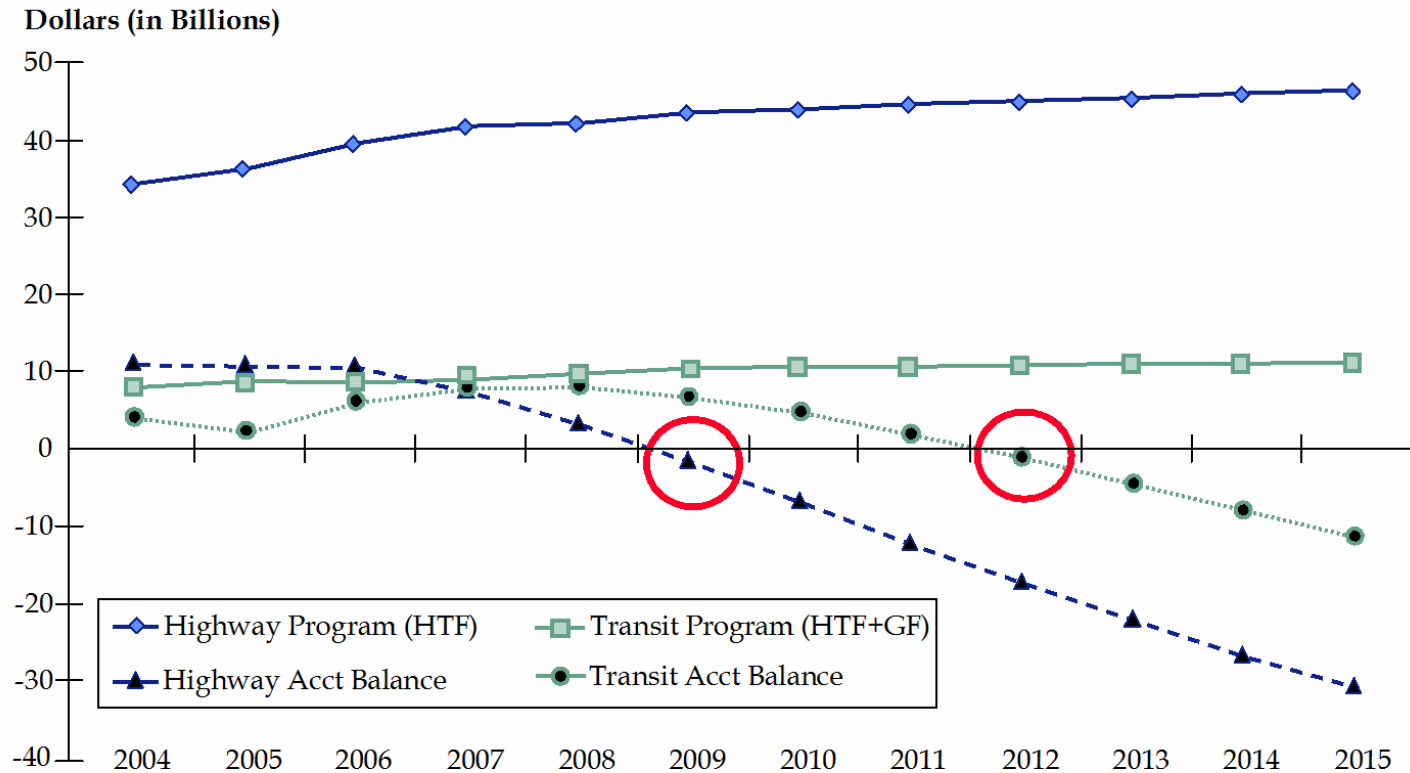
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- 1. Sustainable and Sufficient Funding**
- 2. Environment: Climate Change and Puget Sound Water Quality**
- 3. Congestion and Mobility**

Transportation Funding: The Federal Picture

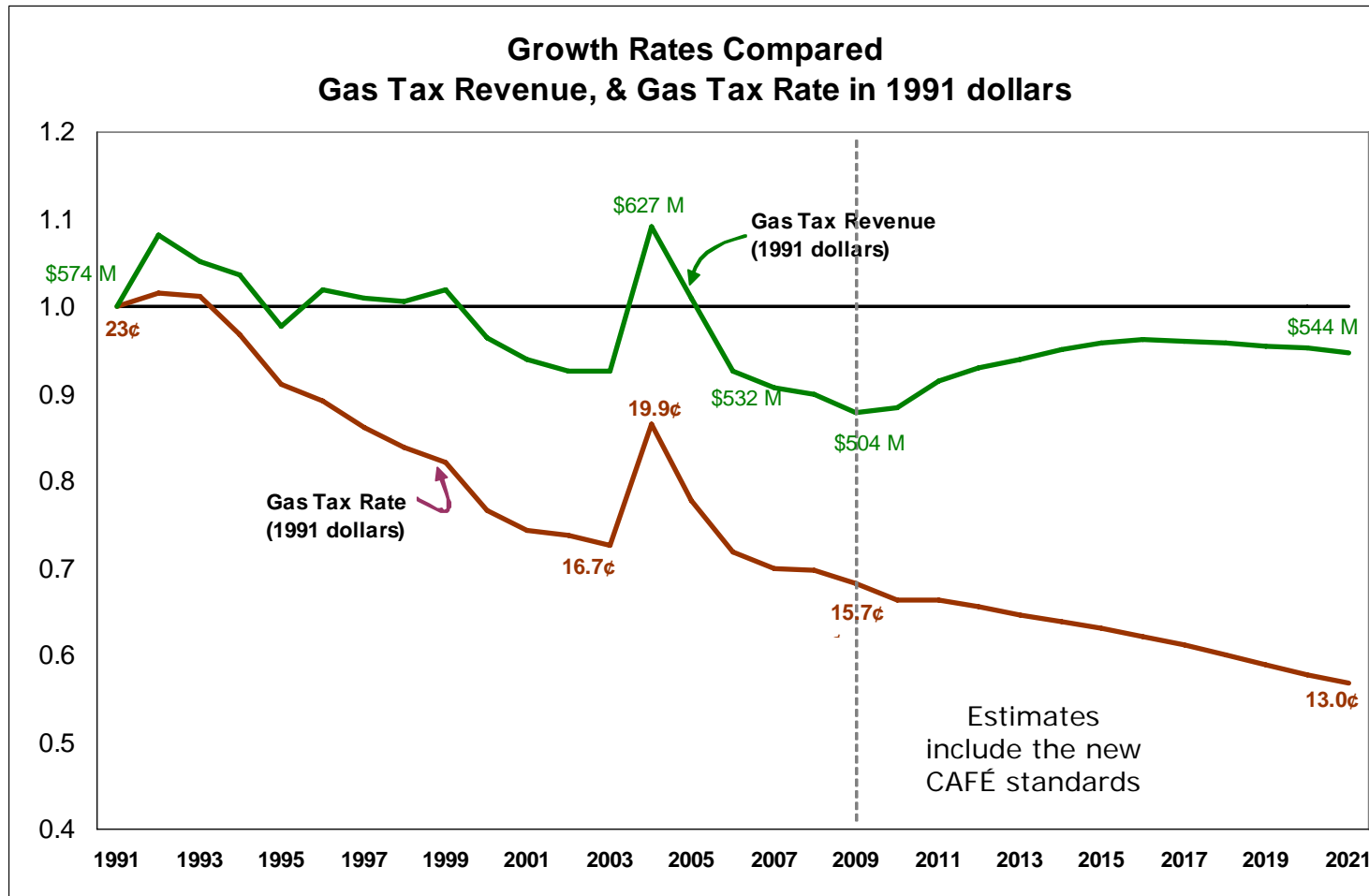
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Federal revenues in 2009 will be inadequate to meet SAFETEA-LU spending guarantees.



Transportation Funding: The State Gas Tax

Draft



Current Destination 2030 Financial Strategy (2006 Dollars)

Draft

\$105.2 Billion Financially Constrained Plan

- \$75.7 B. *Current Law*
- \$7.7 B. *Assumed Anticipated ST-2 funding that was passed in 08*
- \$21.8 B. *New “Anticipated*” funding*

\$40.2 billion in Unprogrammed Projects (projects not included in our federally required Financially Constrained Plan)

Anticipated revenue assumptions:

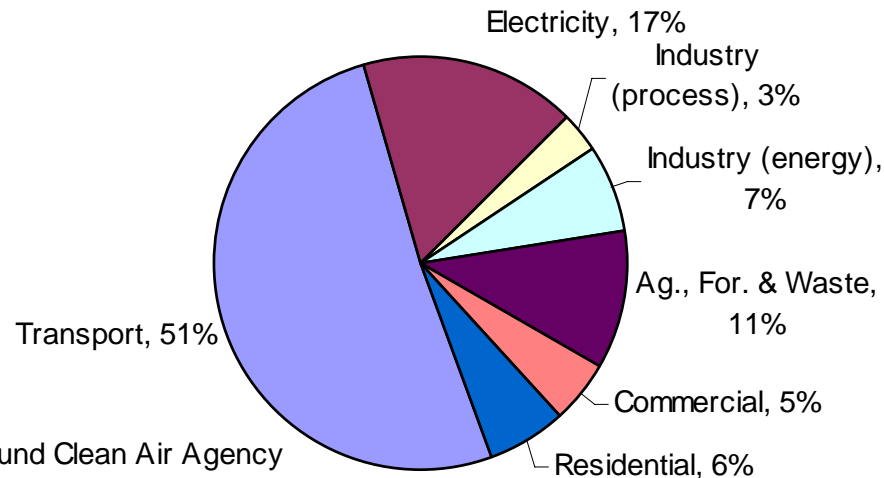
- *Local Revenue instruments (i.e., transportation benefit districts).*
- *Local Transit – operations of P.O.F. services.*
- *RTID and ST2 ballot measure (up to \$13 billion).*
- *Highw*
- *Destination 2030 assumed additional locally approved revenue instruments (statewide direct distributions, levy lid lifts, LIDs and transit supportive sales taxes).*
- *Destination 2030 assumed additional state funding beyond the Nickel and TPA (approx. \$4.5 billion or equal to \$0.15 fuel tax increase in 2015, and again in 2025).*
- *Destination 2030 assumed regional funding beyond RTID (about \$6 billion additional funding for regional projects).*
- *Potential revenues from tolling a system of highway facilities is estimated to be able to generate at least \$4 billion – WSDOT Toll Feasibility Study.*

Climate Change and Transportation 2040

Draft

- **Why is climate change important to consider in the Transportation 2040 Update?**

2002 Greenhouse Gas Emissions for the Puget Sound Region



Source: Puget Sound Clean Air Agency

Summary of Washington State Legislative Actions **Draft**

- **Executive Order 07-02: Washington Climate Change Challenge**
 - *increase clean energy jobs to 25,000 by 2020*
 - *reduce reliance on imported fuels 20% by 2020*
 - *greenhouse gas emission reduction goals*
 - *To 1990 levels by 2020; 25% below 1990 levels by 2035; 50% below 1990 levels by 2050*
- **SB6001: adopts into law the Governor's emission reduction goals, sets performance standards for electric utilities**
- **HB 1303: directs the state to analyze vehicle electrification, sets goal for all state fleets to run on electricity or biofuel by 2015**
- **ESSHB 2815: Climate Change Framework/Green-Collar Jobs Act**
 - *Emissions monitoring and reporting system*
 - *Clean energy jobs/Green Economy Jobs Growth Initiative*
 - ***Establishes statewide annual per capita vehicle miles traveled reduction benchmarks****
 - *By 2020, decrease by 18%*
 - *By 2035, decrease by 30%*
 - *By 2050, decrease by 50%*

* VMT from trucks over 10,000 lbs. exempted

Climate Change and Transportation 2040

Draft

Vision 2040

- *Environmental Framework (new; includes climate change)*
- *Multi-county Planning Policies - environment, economy, development patterns, transportation, public services, housing*
 - *Climate change addressed throughout*
 - *Goal: The region will reduce its overall production of harmful elements that contribute to climate change*
 - *Action: Regional Climate Action Plan*

Transportation 2040

- *Scoping process identified climate change as a significant issue to be addressed*
- *Policy Board direction to address the greenhouse gas reduction goals established in SB6001 and the VMT reduction benchmarks set in HB2815 as part of the Transportation 2040 alternatives analysis*
 - *The Transportation 2040 Draft EIS will analyze and report on:*
 - *greenhouse gas emissions*
 - *VMT*
 - *Potential from technology improvements: Lower carbon fuels, Vehicles such as plug-in hybrids, fuel cells, etc.*

Growth and Travel Delay

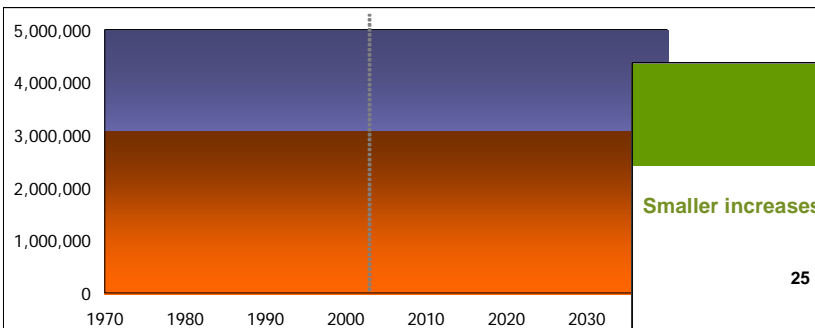
Draft

CMP

Regional Forecast of Population & Jobs

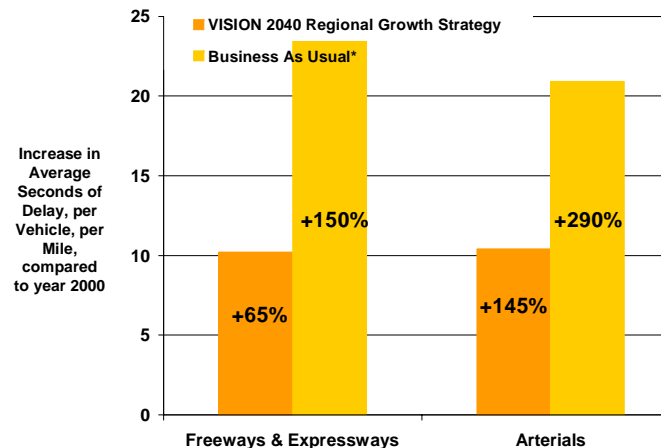
Region expects to add 1.4 million people and 1.1 million jobs by 2040

- Smaller household sizes
- Fewer households with children
- More racially & ethnically diverse
- Older population
- Different travel needs & preferences
- Different housing needs & preferences



Travel Delay Change from 2000 to 2040

Smaller increases in key travel variables forecast under the Regional Growth Strategy



Source: PSRC, VISION 2040 EIS
*Growth Targets Extended Alternative

**Transportation 2040 Working Group
and Pricing Task Force:
Alternatives Recommendation**

Baseline Alternative

Draft

What is the basis of comparison for the Transportation 2040 alternatives? Will the regional transportation plan build on established policies, plans, and funded projects? How can the current system benefit from the new plan?

• Efficiency Improvements

- Current level of employer demand management programs
- Support GTECs* in Seattle, Bellevue, Tacoma, Redmond/Overlake area
- Parking management varies city to city
- Local investments in complete streets, bike/pedestrian networks
- Maintain ferry system and improve transit connections

Baseline

• Strategic Expansion Improvements

- Current capacity maintained (SR 520, AWV) plus funded future investments (I-405 Nickel/TPA, some SR 99 HOV/BAT, etc.)
- Current plus funded future investments Sound Transit Phases 1 & 2
- Current plus King County Rapid Ride, Community Transit Swift, and very minor service expansion in some areas
- Existing WSF service plus KCFD and KT passenger-only ferries

*Growth and Transportation Efficiency Centers (GTECs) are defined areas (generally with higher employment and/or population) within which cities are encouraged to expand Commute Trip Reduction efforts to additional employers and residential groups.

Core Strategies Examples

Draft

Core
Strategies

- **Demand Management**

- Coordinated Parking Mgmt. in 5 Metro Cities, coordinated education/outreach

- **Bicycle & Pedestrian**

- “Complete Streets”, regional education & encouragement

- **Roadway**

- Efficiency (metering, arterial signals), FAST, Major Preservation (AWV, SR 520)

- **Bus Transit**

- Efficiency (stop consolidation, route rationalization); reach threshold level-of-service
- Service: net increase of about 1% annually through 2020

- **Ferry**

- Efficiency (variable fares, reservations)

- **Safety**

- Various efforts across all modes

- **Security**

- Catastrophe preparedness

- **Special Needs**

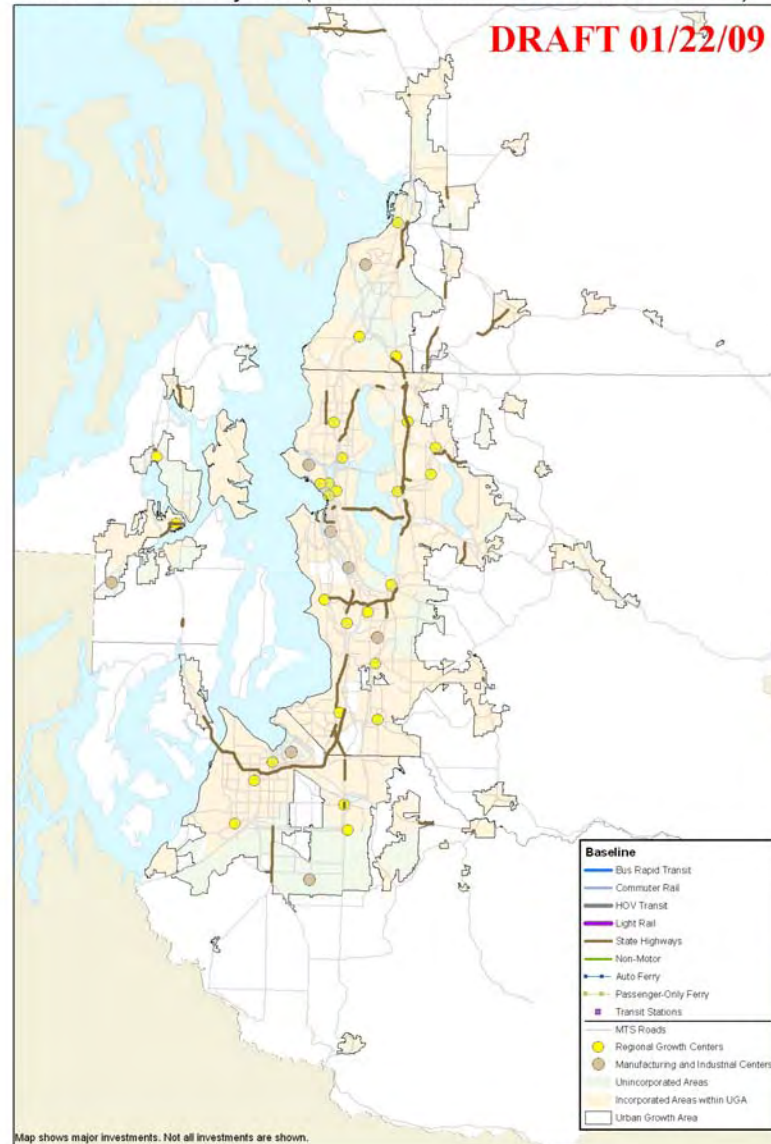
- Coordinated Transit-Human Services Transportation Plan

BASELINE

Highway Improvements

BASELINE:
Build Funded Projects (No Action Alternative under SEPA)

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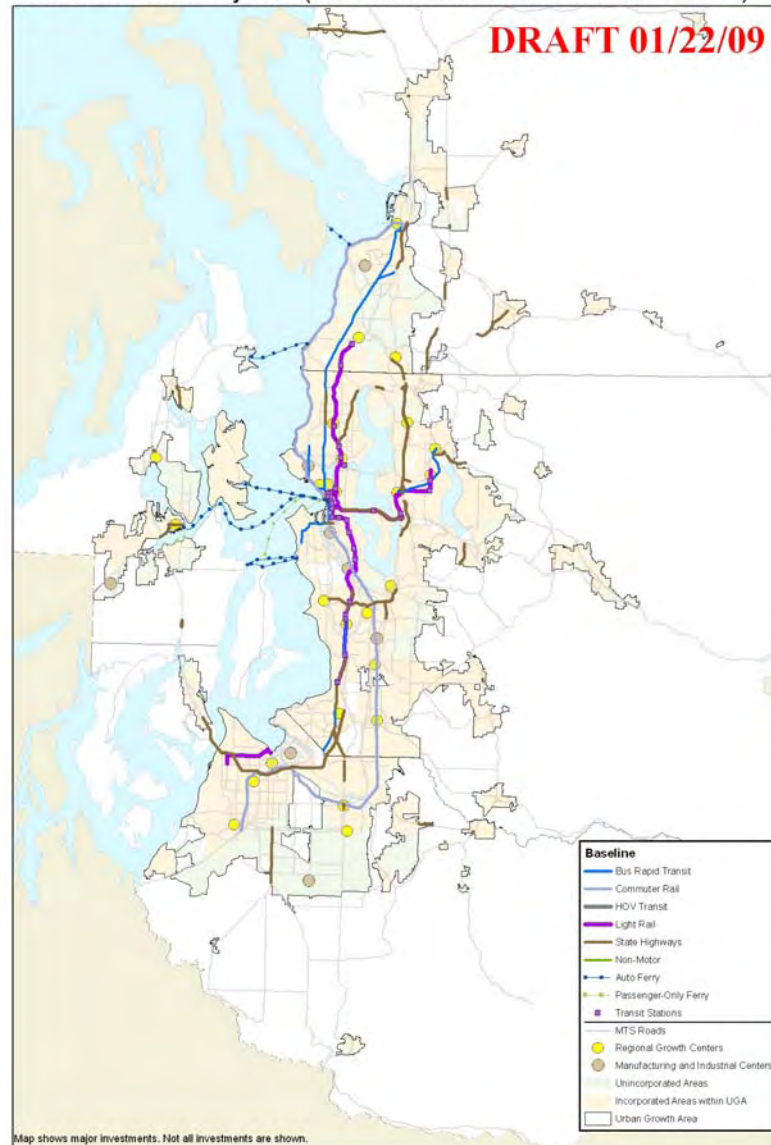
BASELINE

Highway
Improvements

Transit
Improvements

BASELINE:
Build Funded Projects (No Action Alternative under SEPA)

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Map shows major investments. Not all investments are shown.

BASELINE

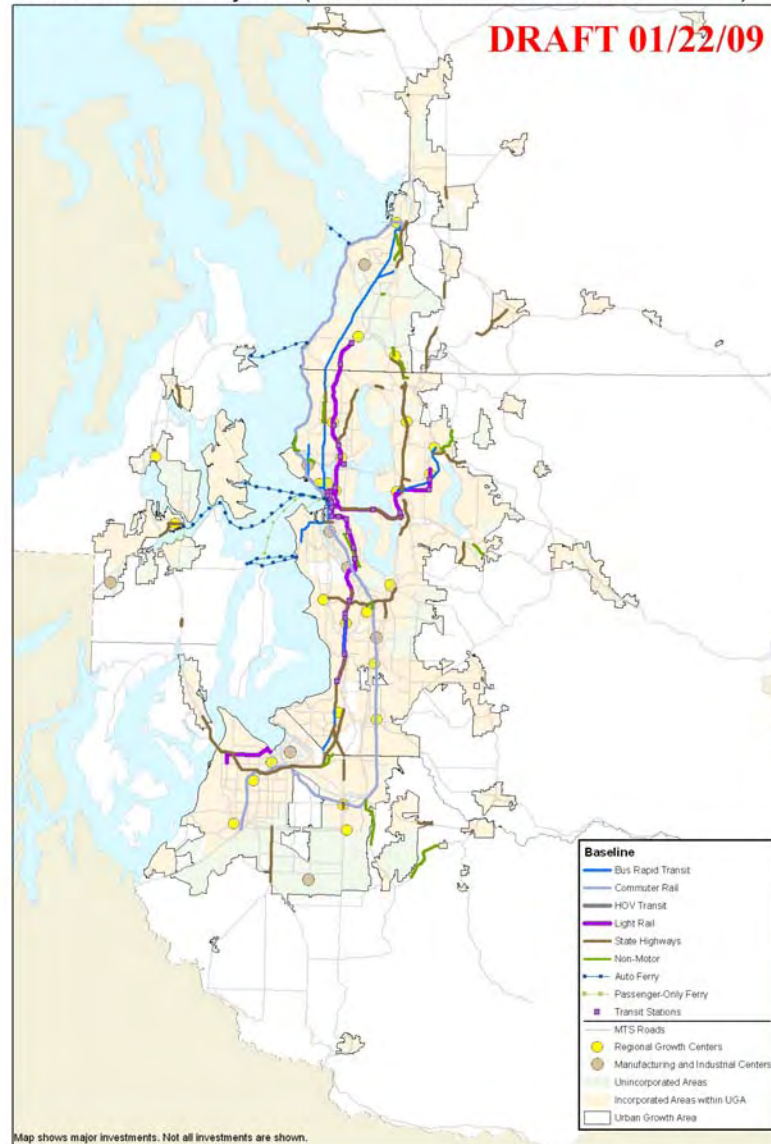
Highway
Improvements

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Bike and
Pedestrian
Improvements

BASELINE:
Build Funded Projects (No Action Alternative under SEPA)

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Make the Most of the Existing System

Alternative 1

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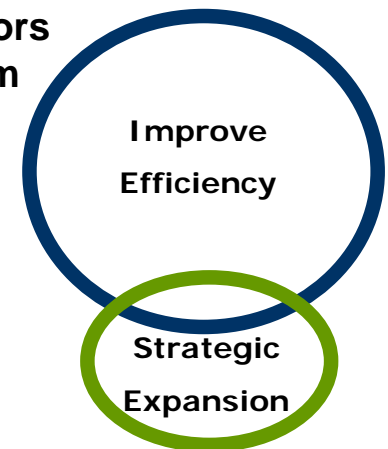
What if we receive a small amount of traditional funding and have to make the most of the existing system? Can we move people and goods better with emphasis on programs that maximize efficiency and offer more travel choices – including the strategic expansion of transit and vanpools?

• Efficiency Improvements:

- GTEC's in more locations, increase employer programs (CTR, telework)
- Invest in transit including HOT lane network on I-5, Northgate to SR 531, I-405
- Use technology to improve flows on arterials and freeways
- Ensure that improved flow from above affects freight corridors
- Expand Incident Management on freeway and arterial system
- Improve traveler information systems
- Expand vanpool program
- Improve bike and pedestrian facilities region-wide with dedicated facilities in the metropolitan cities
- Install signal prioritization for transit

• Strategic Expansion Improvements:

- Significant expansion in bus transit service hours
- Expand Park & Ride capacity; promote shared rides
- Some extra lanes to support HOT system

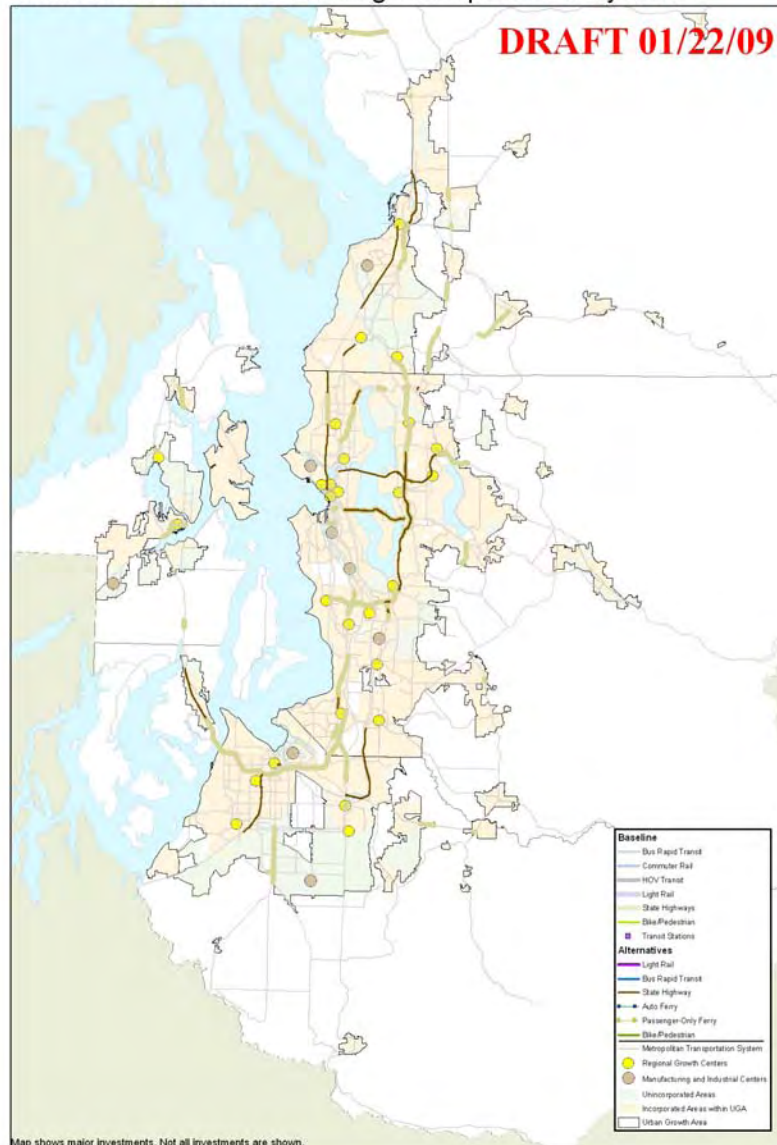


ALTERNATIVE 1

Highway Improvements

ALTERNATIVE 1:
Make the Most of the Existing Transportation System

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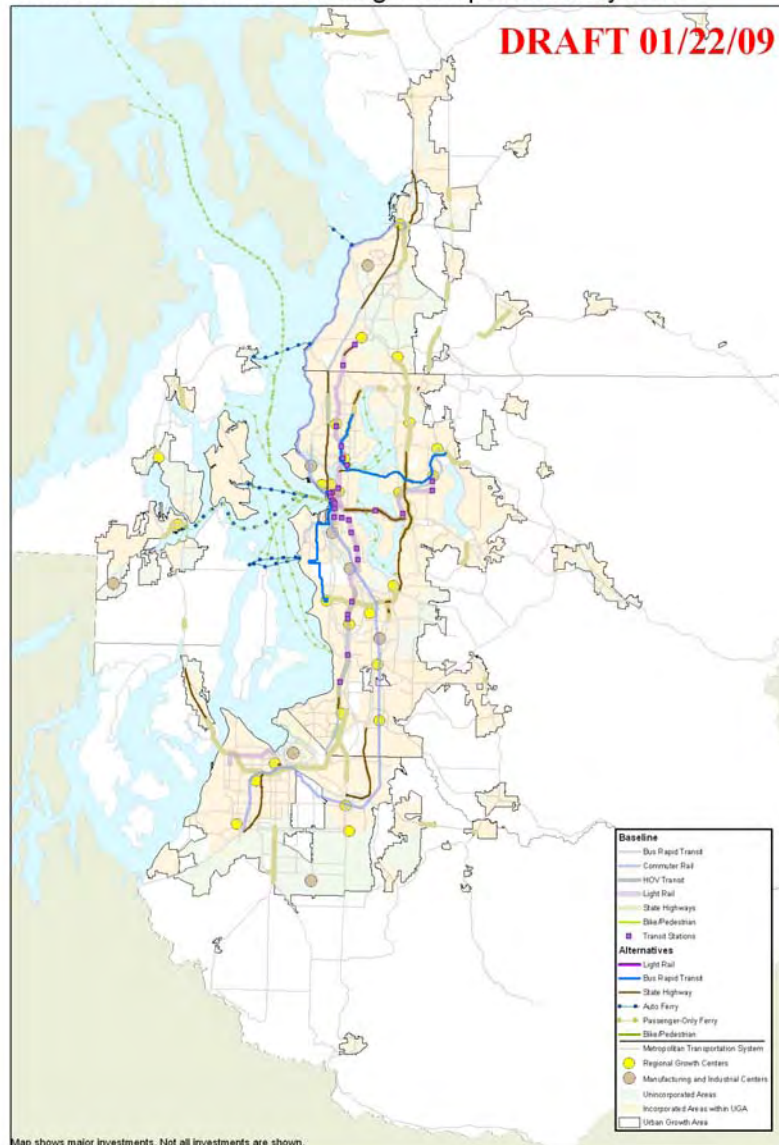
ALTERNATIVE 1

Highway
Improvements

Transit
Improvements

ALTERNATIVE 1: Make the Most of the Existing Transportation System

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ALTERNATIVE 1

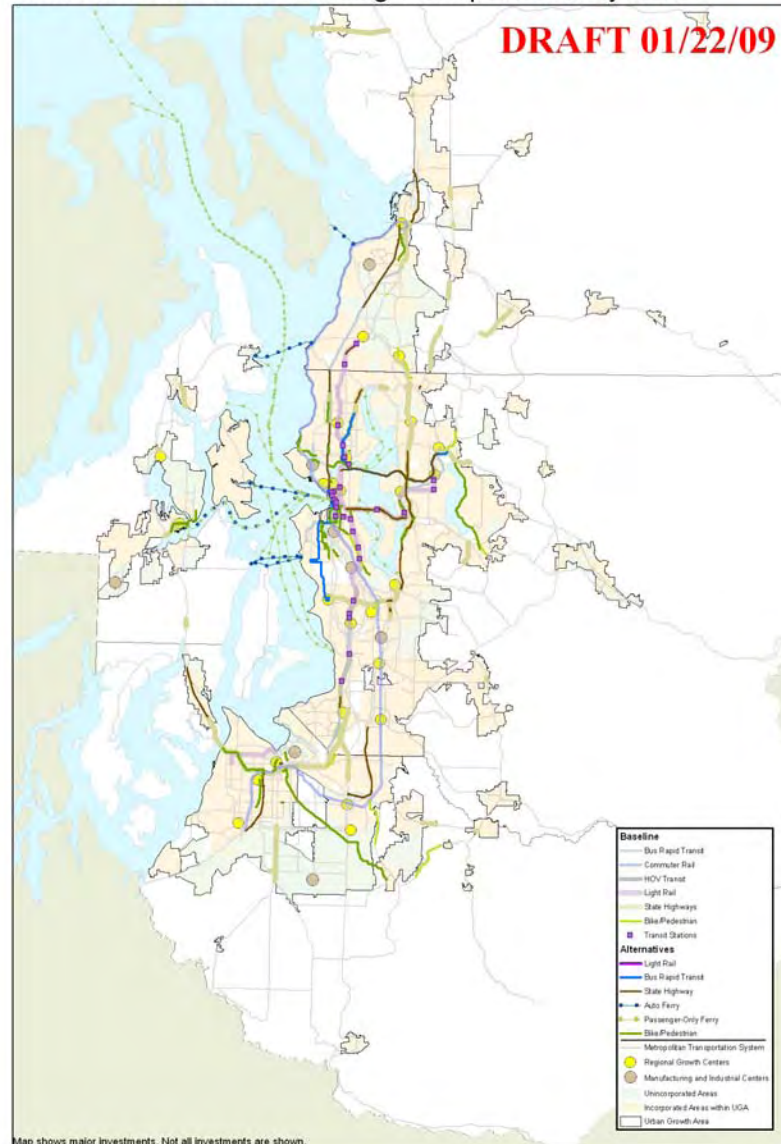
Highway
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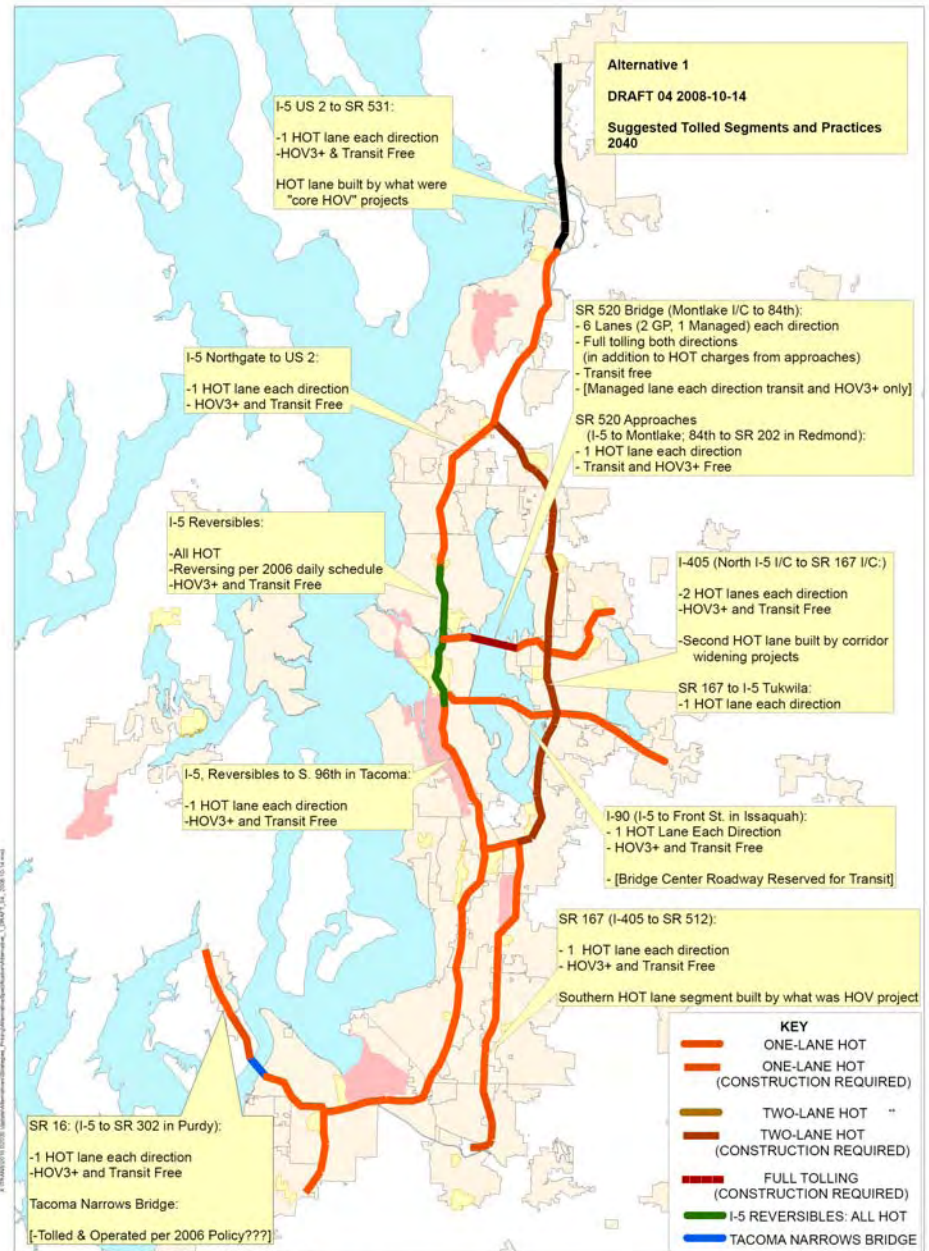
ALTERNATIVE 1: Make the Most of the Existing Transportation System

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Alternative 1 Tolling Component

Limited reliance upon tolling revenues, primarily to fund the SR-520 bridge replacement.



Invest in Capital Improvement to the Network Alternative 2

Draft

What if we make expanding the system – roadway, bicycle and pedestrian networks – and high capacity transit our highest priority? Can we increase mobility for people and goods with greater investments in infrastructure and capital improvements?

• Efficiency Improvements

- GTEC's in all five metropolitan cities
- Use technology to improve flows on selected freeways
- Signal coordination across jurisdictions-low technology
- Improve bike and pedestrian focused on centers
- 2 lane HOT network with some 1-lane segments; parking surcharges in major destinations

• Strategic Expansion Improvements

- Significant expansion of HCT beyond ST2; modest expansion of bus service
- Complete *I-405, SR 167, SR 18, SR 522, SR 509, and US 2*
- Make arterial Improvements
- Expand HOV System for conversion to HOT
- Expand Park & Ride lots along the region's major roadways and transit facilities

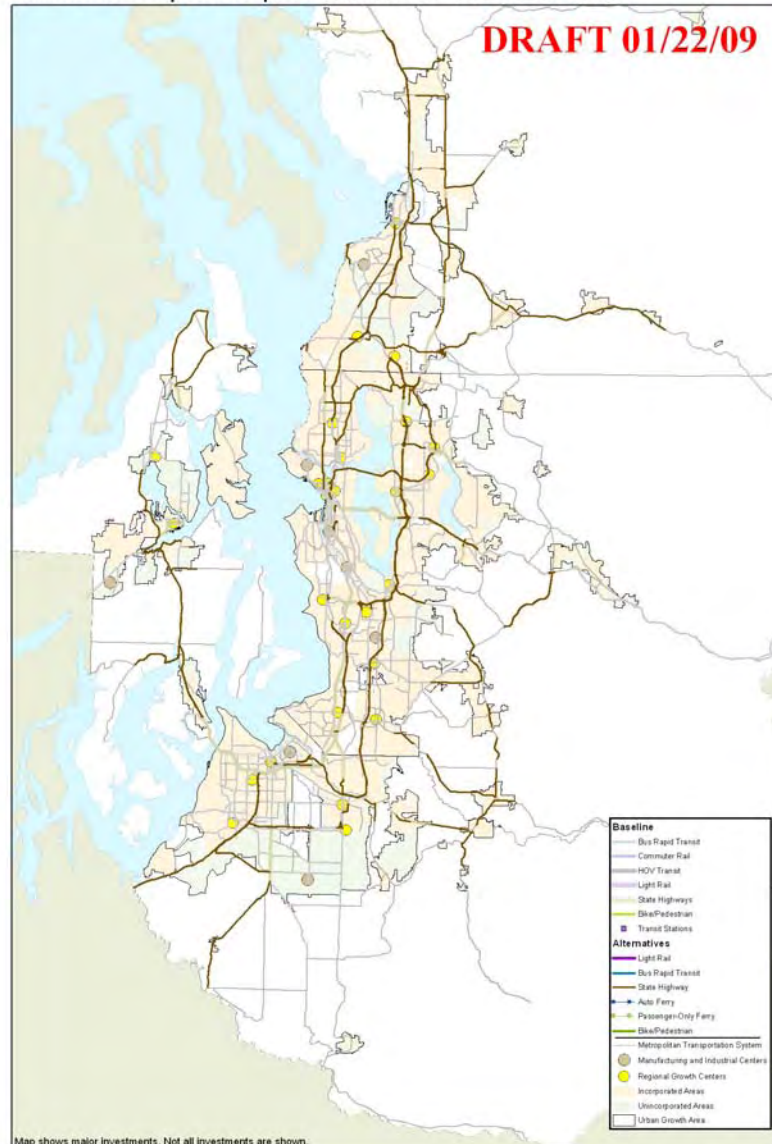


ALTERNATIVE 2

Highway Improvements

ALTERNATIVE 2: Invest in Capital Improvements to the Networks

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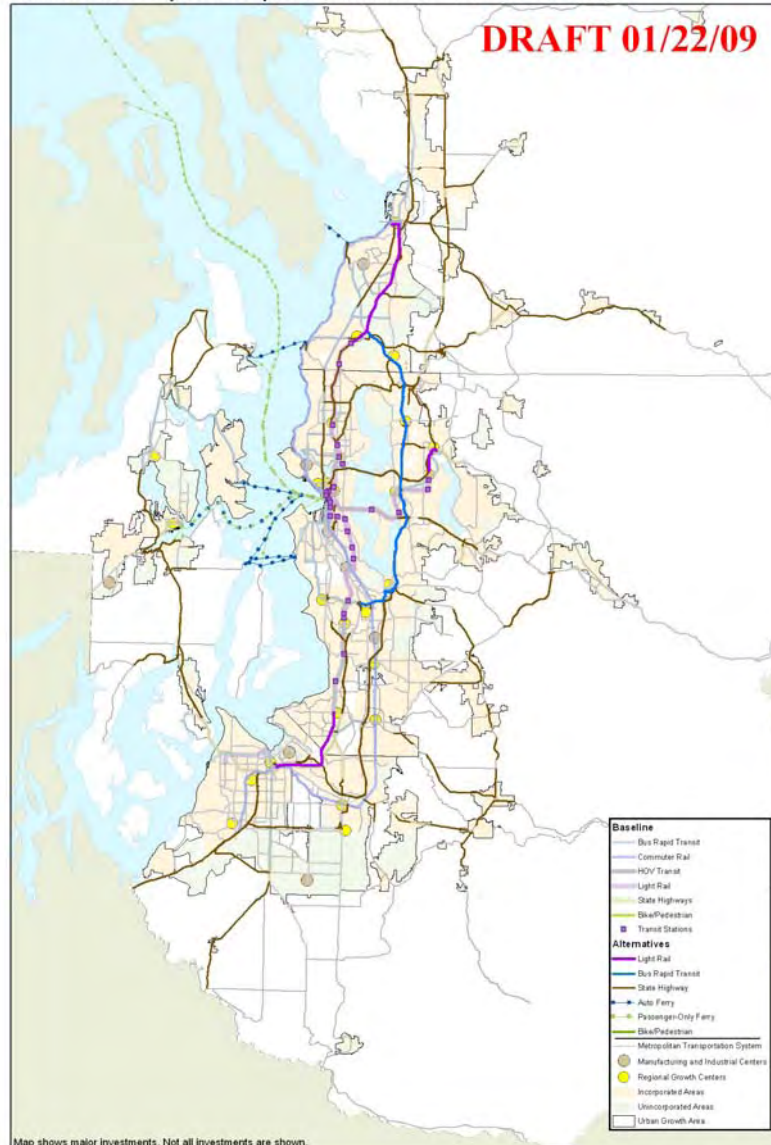
ALTERNATIVE 2

Highway
Improvements

Transit
Improvements

ALTERNATIVE 2: Invest in Capital Improvements to the Networks

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ALTERNATIVE 2

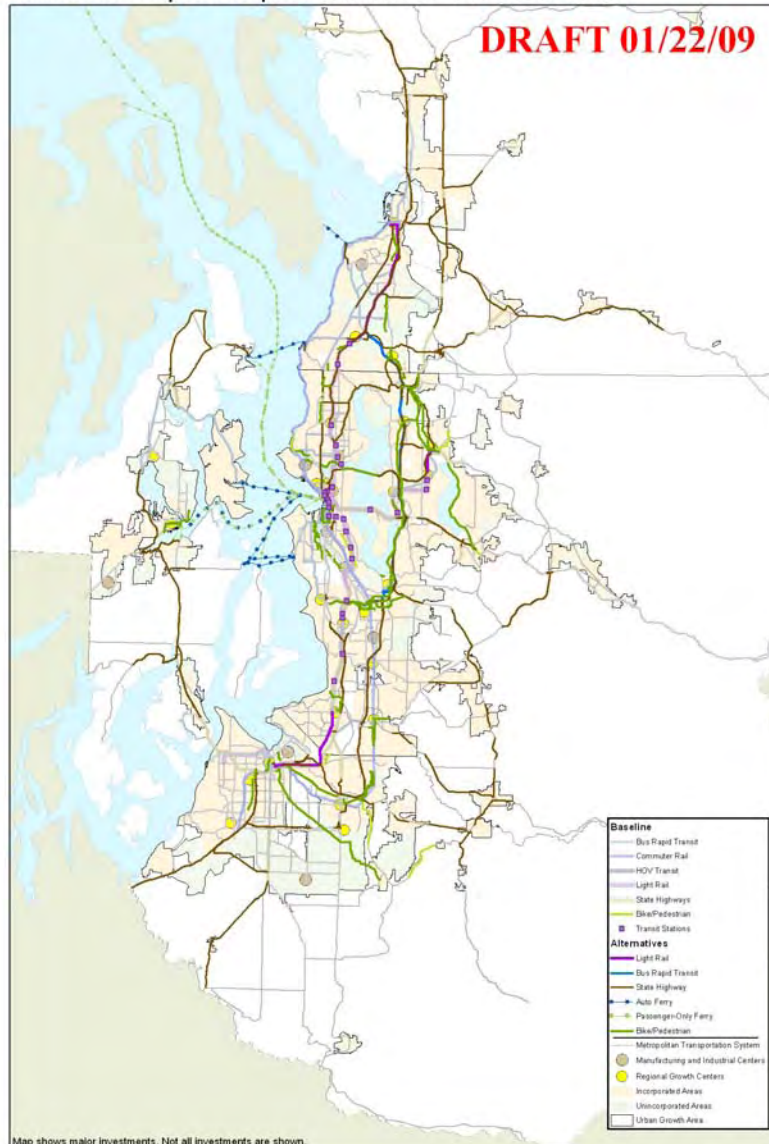
Highway
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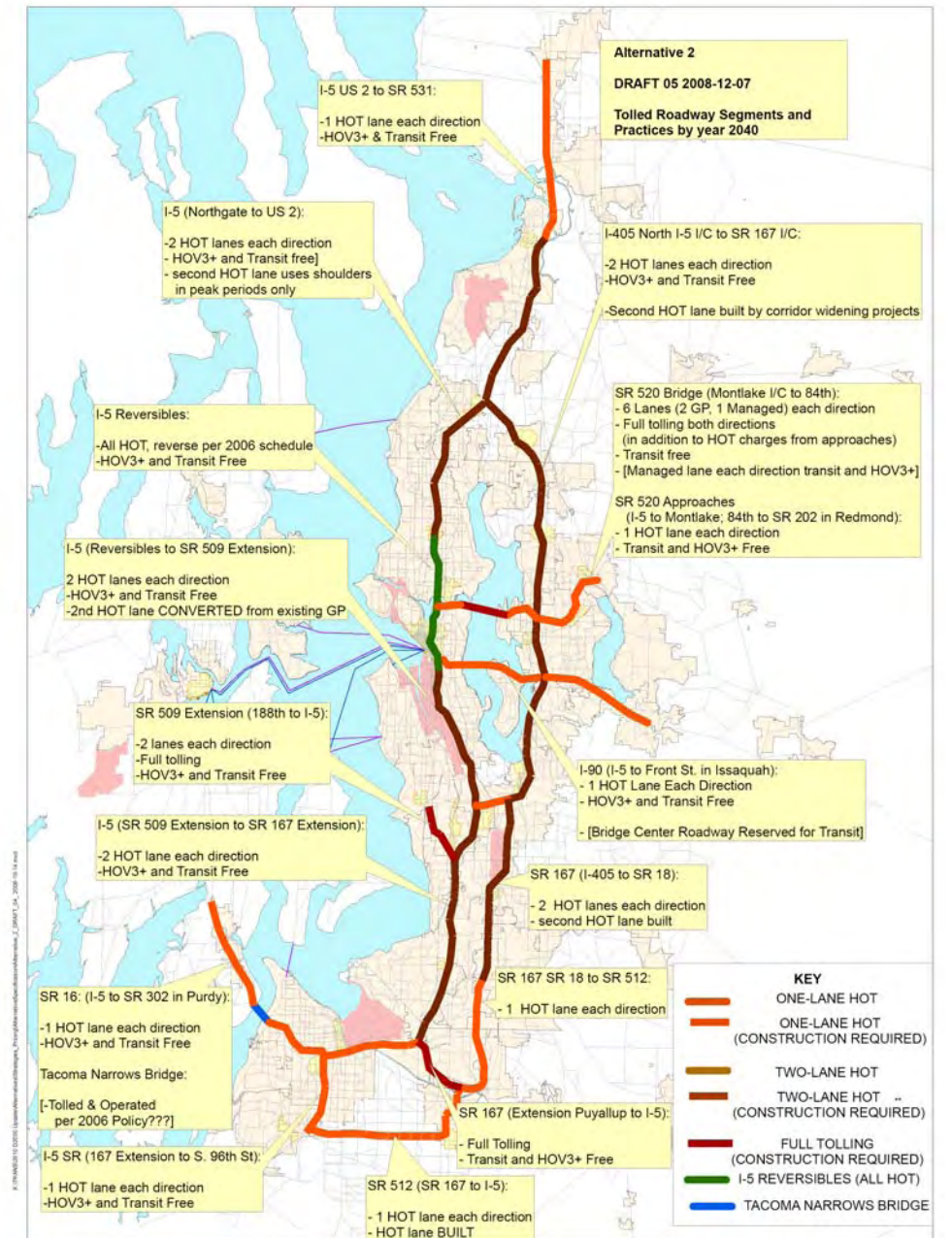
ALTERNATIVE 2: Invest in Capital Improvements to the Networks

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Alternative 2 Tolling Component

Modest reliance upon tolling, primarily to fund the SR-520 bridge replacement and to improve the efficiency of key corridors.



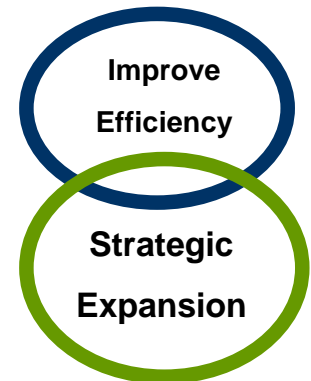
Fund Expansion and Efficiency for Core Networks Alternative 3

Draft

What if we were to rely on tolls as an approach to pay for highway improvements and use traditional funding to enhance transit and improve efficiency? Can we find sufficient resources to do both effectively?

• Efficiency Improvements

- GTEC's in designated centers
- Use technology to improve flows on selected freeways
- Expand vanpool program
- Signal coordination across jurisdictions-low technology
- Employer programs (CTR, telework)
- Improve bike and pedestrian facilities to connect centers
- Toll major highways in central Puget Sound system; parking surcharges in major destinations



• Strategic Expansion Improvements

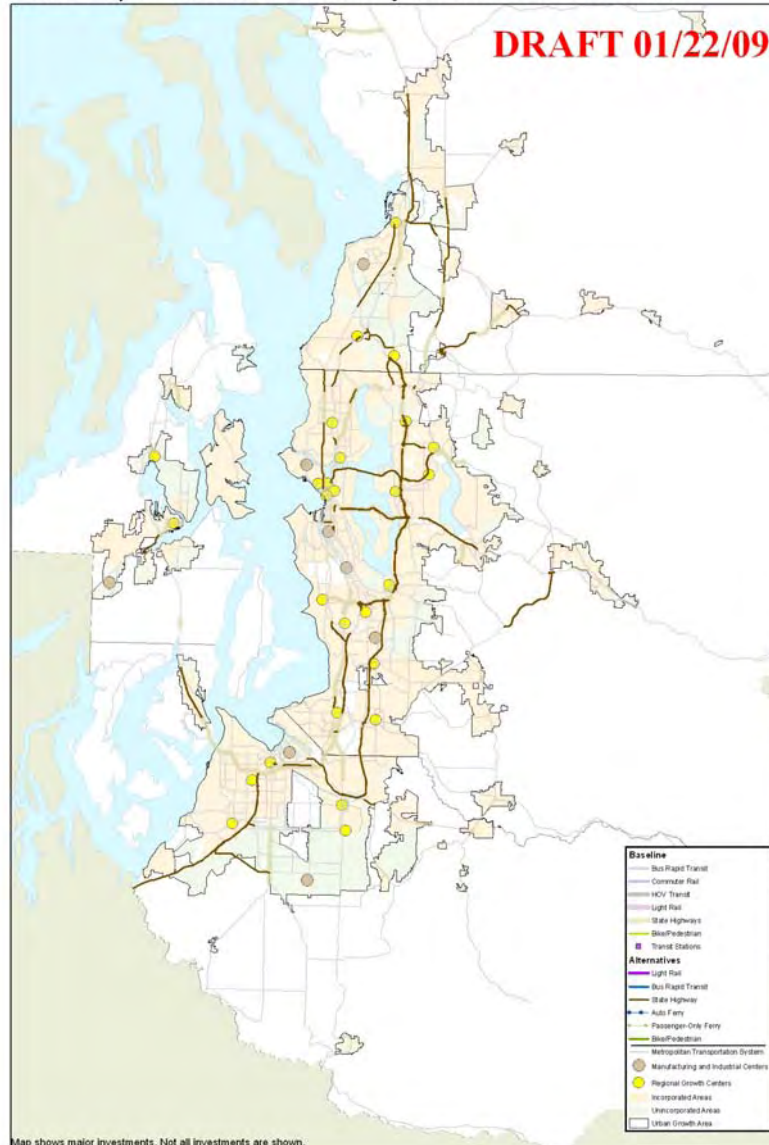
- Focus expansion on transit bus service hours
- Complete highway improvements (*portion of I-405, widen I-5 between SR 528 and 531, portion of SR-167*)
- Expand Park & Ride lots along the region's major roadways and transit facilities

ALTERNATIVE 3

Highway Improvements

ALTERNATIVE 3: Fund Expansion and Efficiency for the Core Networks

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Map shows major investments. Not all investments are shown.

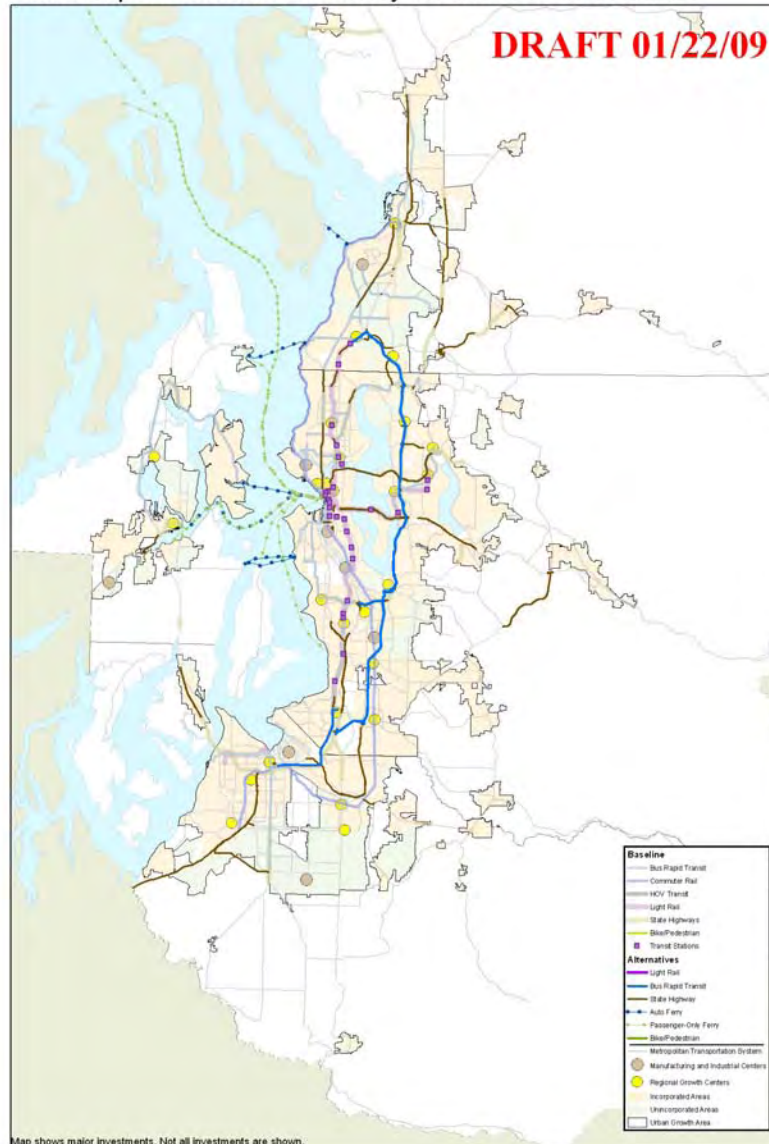
ALTERNATIVE 3

Highway
Improvements

Transit
Improvements

ALTERNATIVE 3: Fund Expansion and Efficiency for the Core Networks

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ALTERNATIVE 3

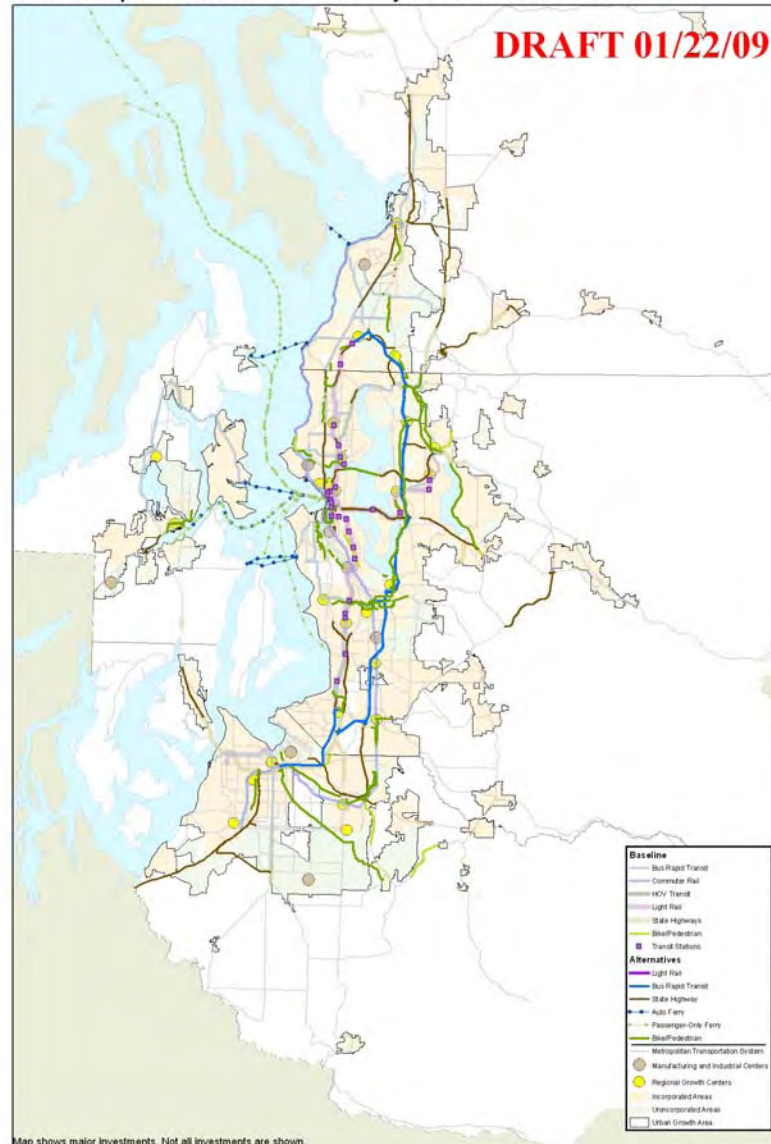
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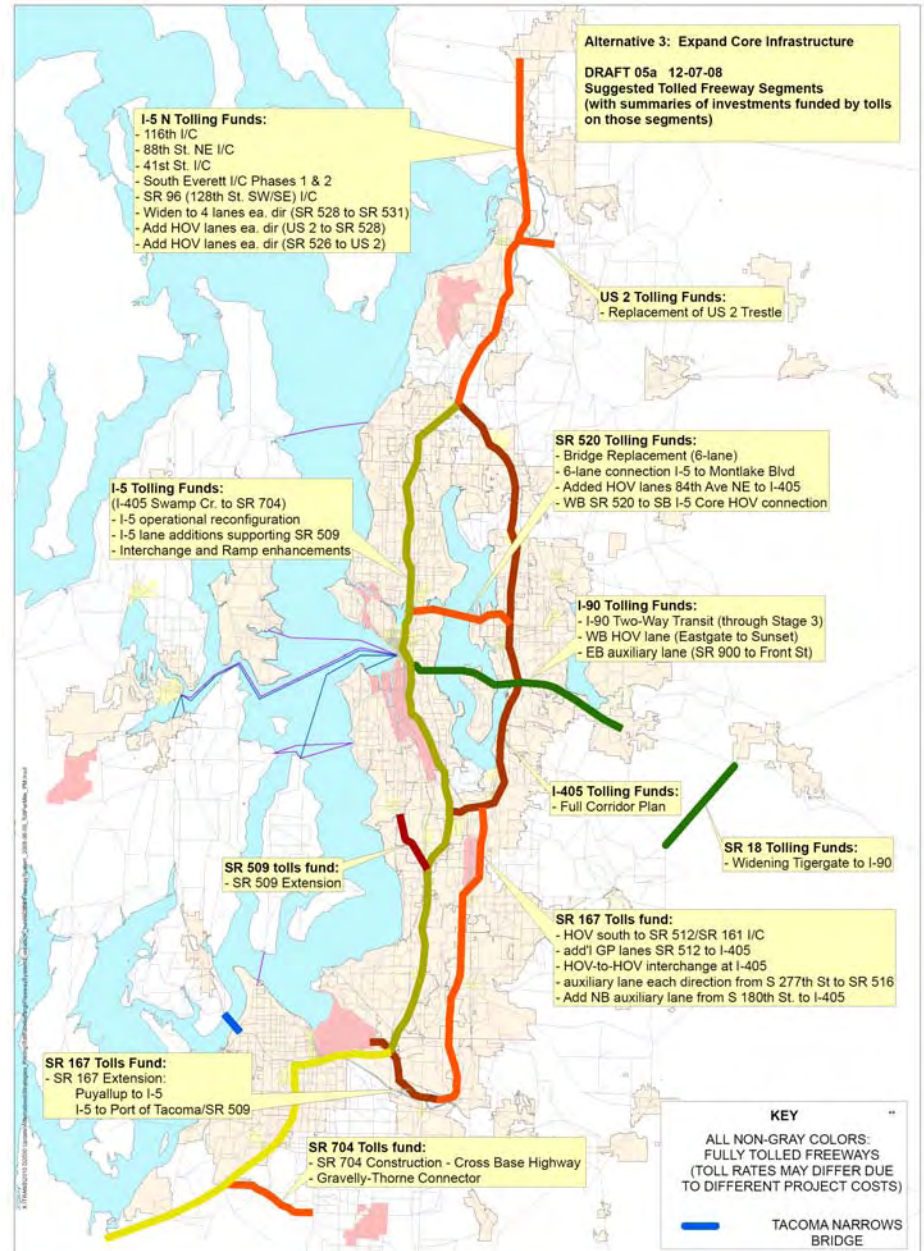
ALTERNATIVE 3: Fund Expansion and Efficiency for the Core Networks

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Alternative 3 Tolling Component

Heavy reliance upon tolling for highway construction financing and management.



Improve and Manage the Entire Transportation System Alternative 4

Draft

What if we make the most of the improved systems by relying more on tolling as a congestion management tool? Will people pay to create a system that offers more travel choices and more roadway mobility?

- **Efficiency Improvements**

- Use technology to improve flows on selected freeways
- Expand Vanpool program
- Signal coordination across jurisdictions-low technology
- Improve bike and pedestrian facilities in regional growth centers
- Employer programs (CTR, telework)
- Toll central Puget Sound freeway system; parking surcharges in major destinations

- **Strategic Expansion Improvements**

- Expand transit bus service hours in all tolled corridors
- Complete work on bottlenecks and chokepoints
- Improve the HOV System to provide managed lanes on the tolled freeways
- Significant expansion in bus RoW, some HCT expansion beyond ST2
- Expand “outer tier” Park & Ride lots

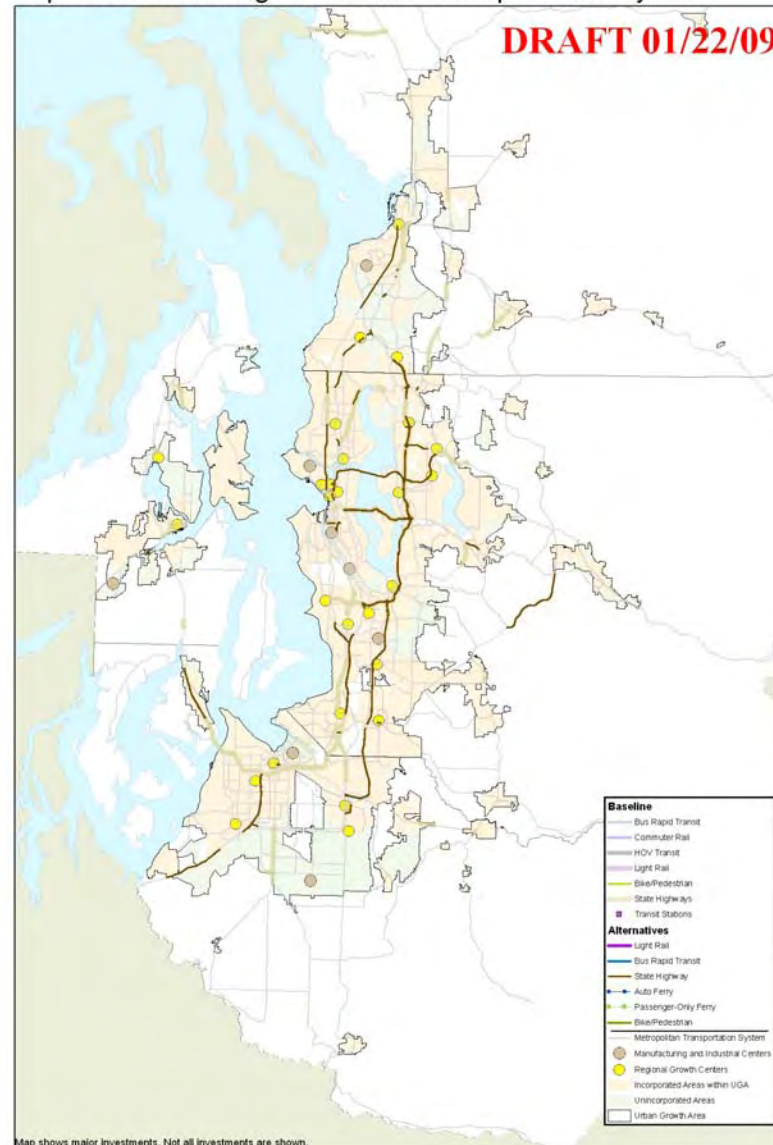


ALTERNATIVE 4

Highway Improvements

ALTERNATIVE 4: Improve and Manage the Entire Transportation System

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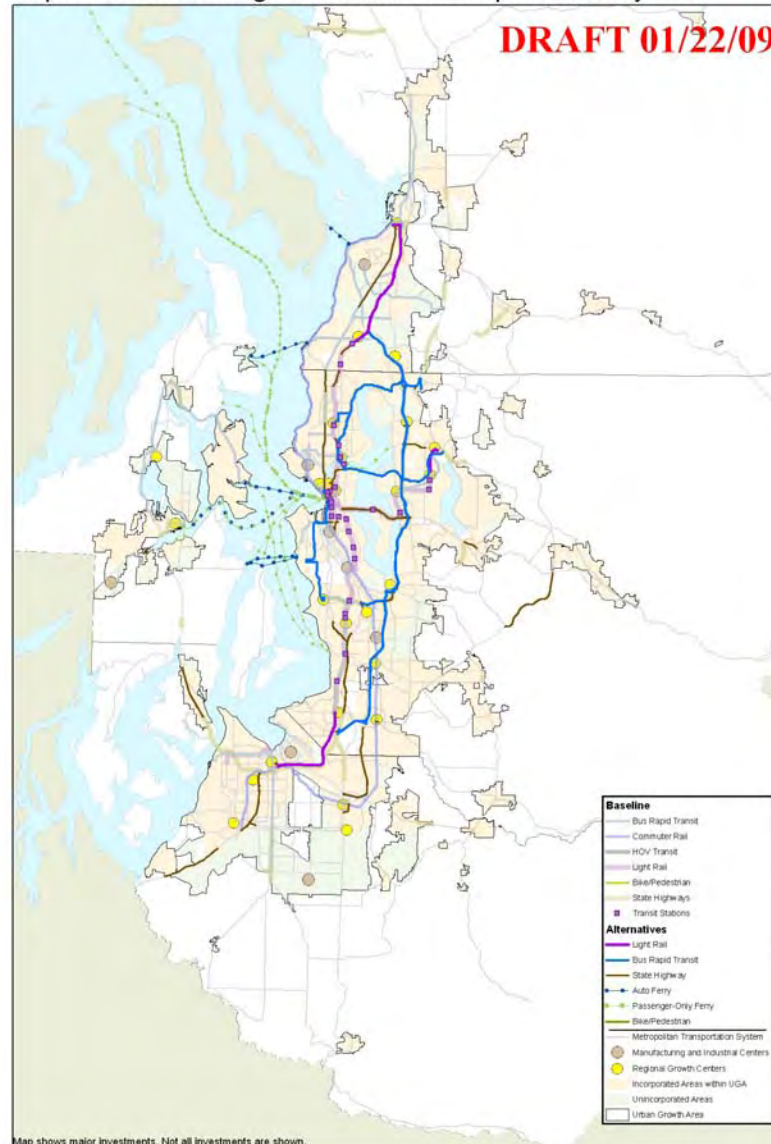
ALTERNATIVE 4

Highway
Improvements

Transit
Improvements

ALTERNATIVE 4: Improve and Manage the Entire Transportation System

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ALTERNATIVE 4

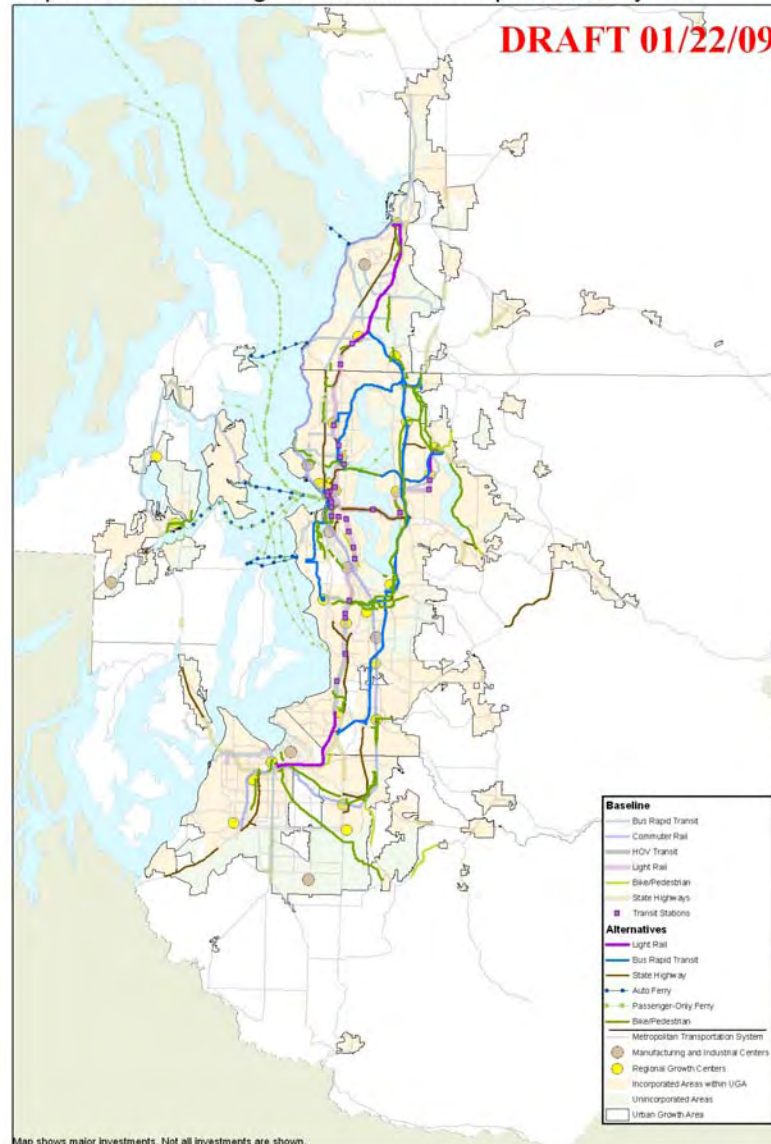
Highway
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Pedestrian
Improvements

ALTERNATIVE 4: Improve and Manage the Entire Transportation System

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Map shows major investments. Not all investments are shown.

Alternative 4 Tolling Component

This alternative relies heavily on toll financing of the highway system to fund efficiency and strategic investments.



Provide Accessibility and Reduce Carbon Emissions Alternative 5

Draft

How would our urban transportation system look and feel if we had very different priorities? What if we decide that a top transportation priority is to help meet the state's emission reduction goals? How could our transportation system function best to improve mobility, achieve a dramatic reduction in emissions and enhance our urban spaces?

• Efficiency Improvements

- GTEC's in all designated centers
- Use technology to improve flows on arterials and freeways
- Aggressively expand Vanpool program
- Signal coordination across jurisdictions-high technology
- Increase employer programs (CTR, telework, vanpool)
- Improve, complete region-wide bike and pedestrian network
- Toll central Puget Sound system (arterials and freeways)
- Explore Freight related ITS
- Improve bike and pedestrian facilities region-wide with dedicated facilities in all urban centers

• Strategic Expansion Improvements

- Major Expansion in bus and rail service hours
- Large expansion of bus and light rail right-of-way: ST Long Range Plan
- Expand Park & Ride lots along the region's major roadways & transit facilities and in the "outer tier"

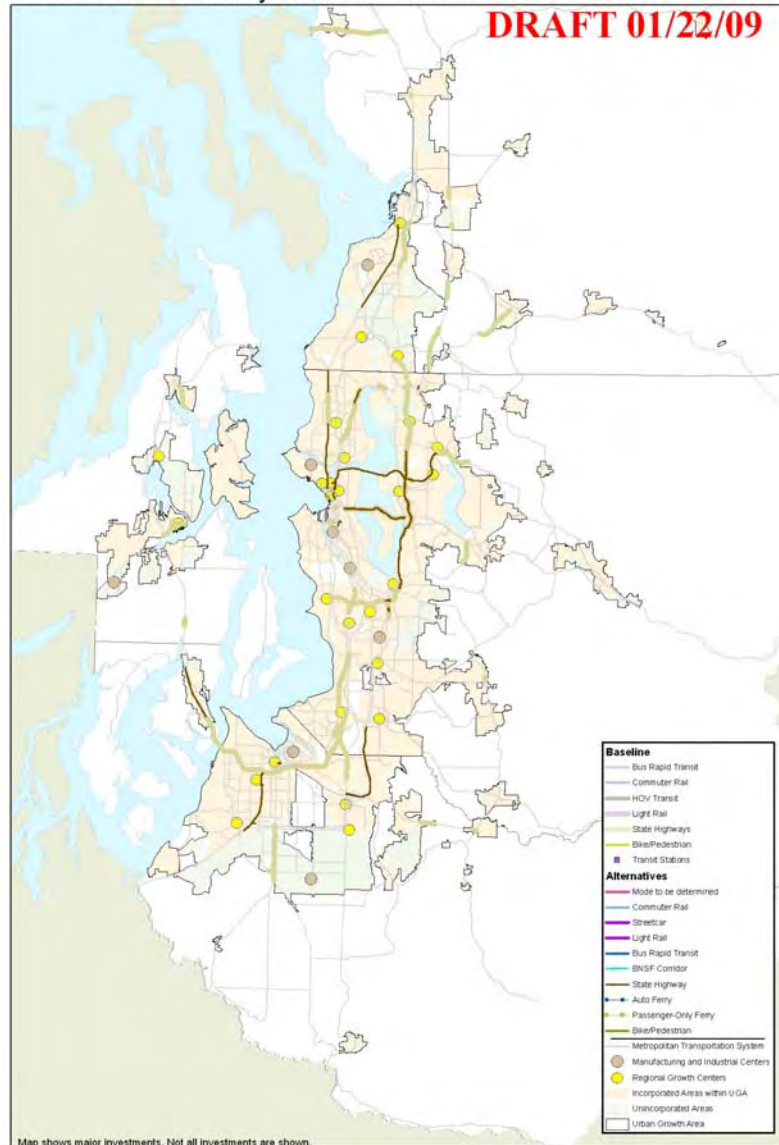


ALTERNATIVE 5

Highway Improvements

ALTERNATIVE 5:
Provide Accessibility and Reduce Carbon Emissions

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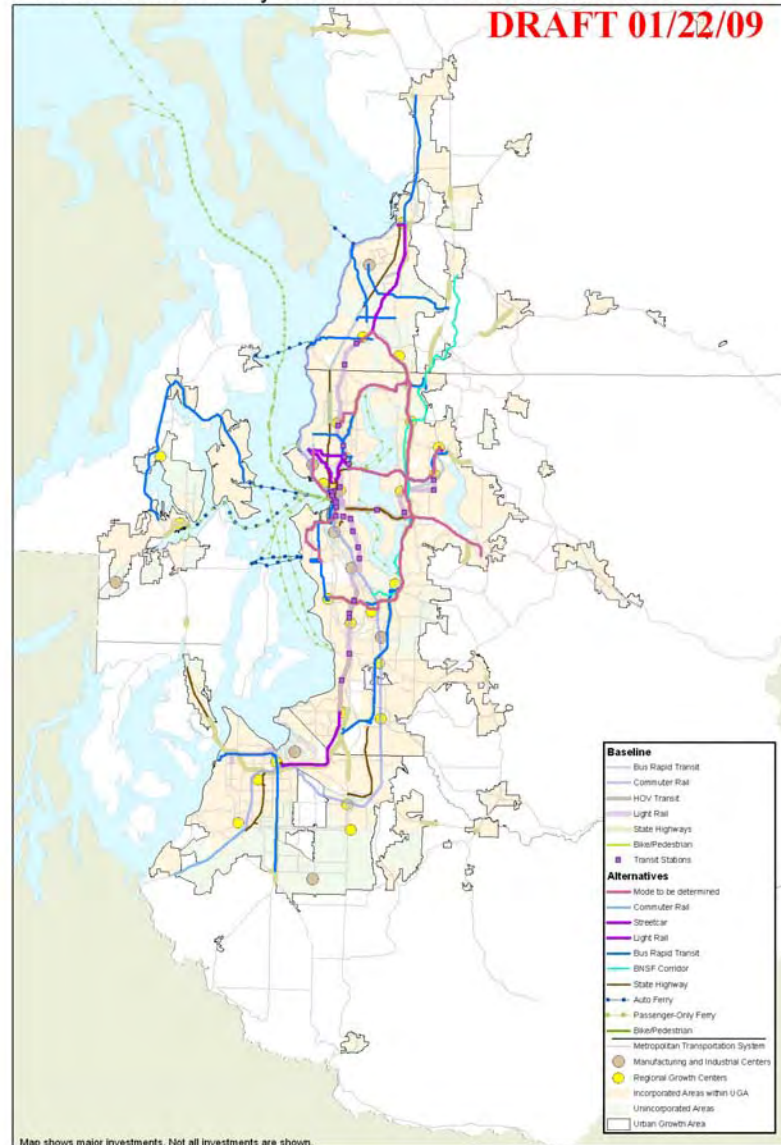
ALTERNATIVE 5

Highway
Improvements

Transit
Improvements

ALTERNATIVE 5:
Provide Accessibility and Reduce Carbon Emissions

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ALTERNATIVE 5

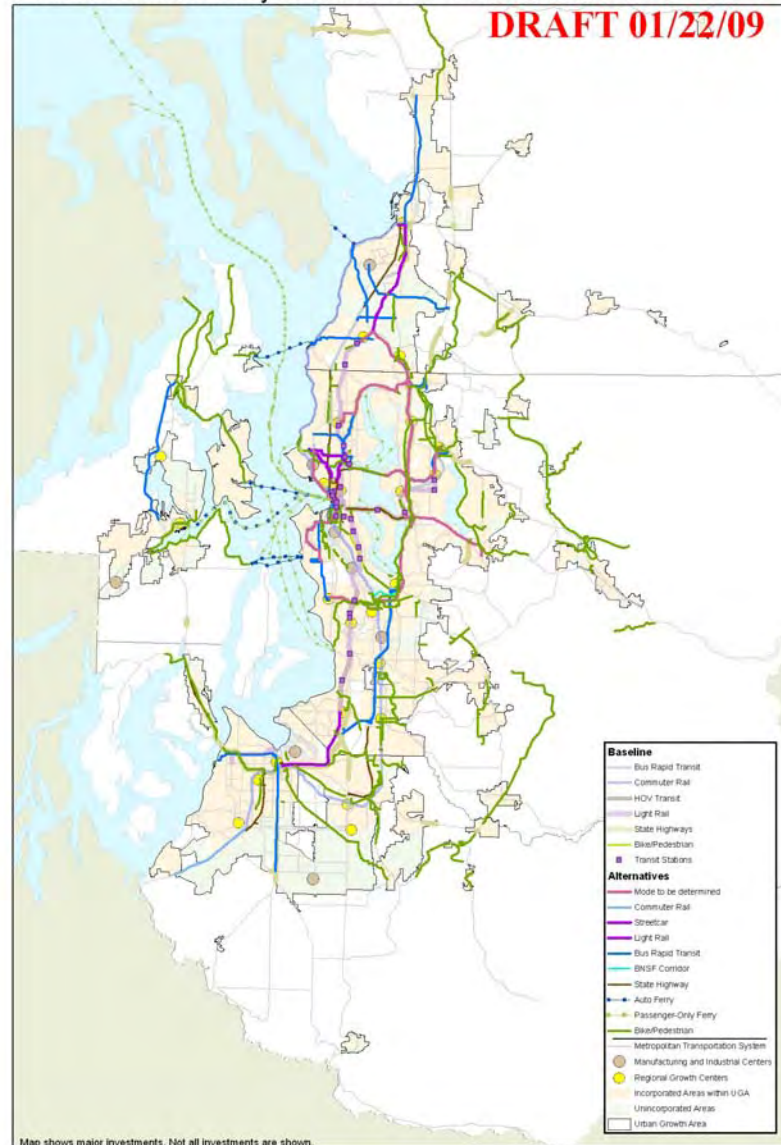
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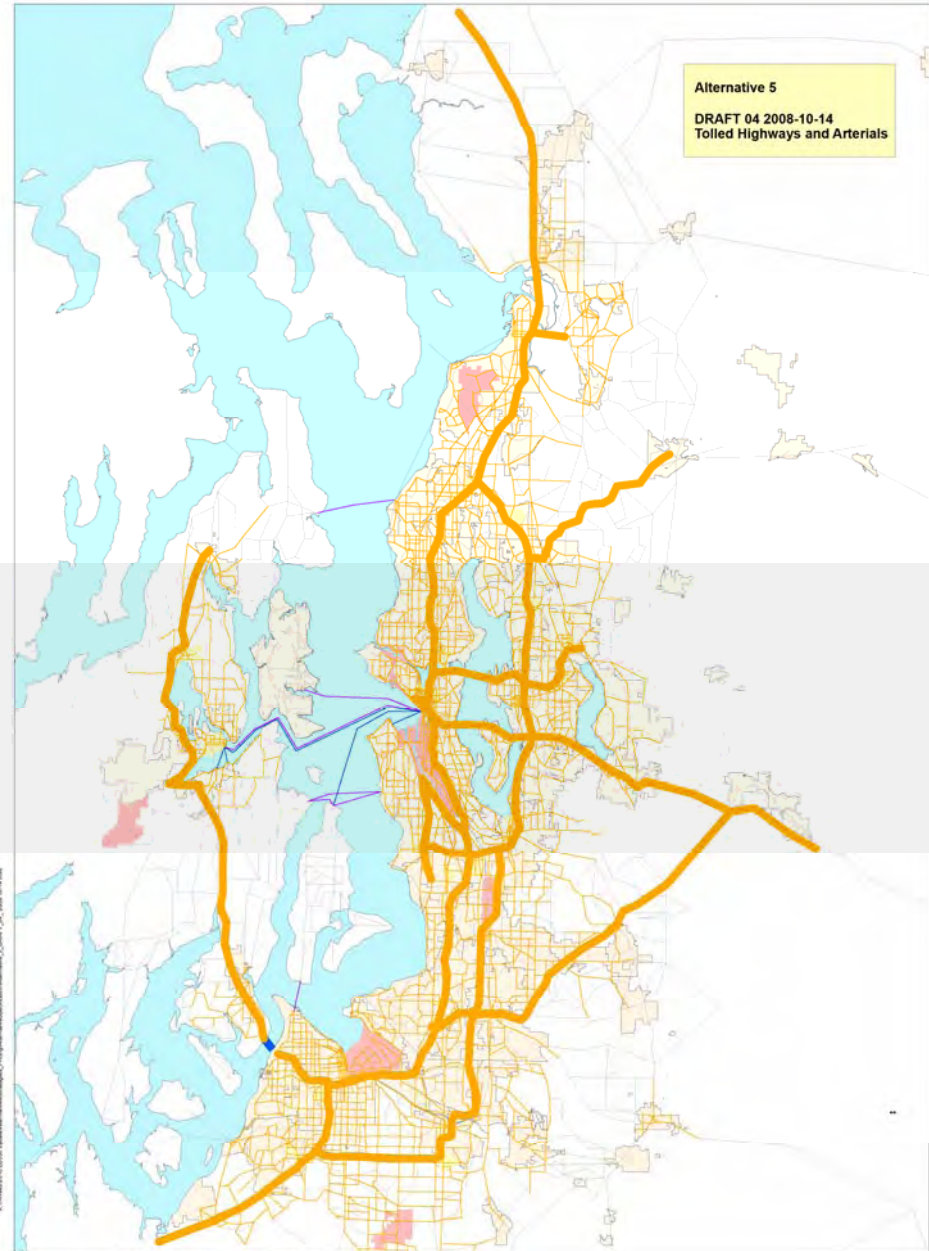
ALTERNATIVE 5:
Provide Accessibility and Reduce Carbon Emissions

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Alternative 5 Tolling Component

This alternative assumes a replacement of fuel-based financing approaches with charges that relate to vehicle use such as vehicle miles traveled fees and/or congestion tolls on the arterial and freeway network. Revenues are broadly used to support mobility and limit vehicle emissions.



Freeway System Tolling Concept
Tolled System in the 6-9-08 2020 Forecast WITH Major WSDOT Projects

Requested Action

Draft

Concur that the Transportation 2040 Plan Alternatives represent a reasonable range of future transportation investment options which should be moved forward for more detailed analysis in the planning process and Draft Environmental Impact Statement (DEIS).

T2040 Update - Kitsap County Projects (see legend at end of list)															
D2030I D	Title	Description	Comp Year	From	To	On	Approval Status	Lead Sponsor	Type	Base Line	Alt1	Alt2	Alt3	Alt4	Alt5
1667	SR 3	Interchange improvements at Waaga Way per study. WSDOT participation is \$6.86 M. Total cost is \$13.70 M	2008	SR 3/SR 303 Interchange Vic (Waaga Way)		SR 3	Candidate	WSDOT	Roadway Related	X					
1832	SR 3	Add a NB general purpose lane between Big Valley and the SR 3/SR 104 intersection.	2025	Kinman/Big Valley Road	SR 104	SR 3	Candidate	WSDOT	Roadway Related		X				
4186	SR 3	Reconstruct the SR 3/SR 16 Interchange.	2030	SR 16 I/C		SR 3	Candidate	WSDOT	Roadway Related		X	X			
4185	SR 3	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.	2020	SR 3/ SR 16 Vicinity	SR 3/ SR 16 Vicinity	SR 3	Candidate	WSDOT	Roadway Related		X	X	X		
4184	SR 3	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.	2030	SR 16	SR 304	SR 3	Unprogrammed	WSDOT	Roadway Related		X	X			
4182	SR 3	Widen SB SR 3 under bridge, ramp meter WB SR 304 onto SR 3 and extend on ramp to SB SR 3	2020	SR 3/SR 304 Interchange Vicinity	SR 3/SR 304 Interchange Vicinity	SR 3	Candidate	WSDOT	Roadway Related		X	X			
4183	SR 3	Reconstruct the SR 3/SR 304 Interchange.	2030	SR 3/SR 304 Interchange Vicinity	SR 3/SR 304 Interchange Vicinity	SR 3	Candidate	WSDOT	Roadway Related		X	X			
1828	SR 3	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.	2030	SR 3/SR 304 Interchange Vicinity	Bremerton NCL (Erland Pt Rd)	SR 3	Unprogrammed	WSDOT	Roadway Related		X				
1829	SR 3	Widen from 4 lanes to 6 lanes creating HOV lanes, ITS, enhanced transit	2035	Bremerton NCL (Erland Pt. Rd)	Newberry Hill Rd U-xing Vic	SR 3	Unprogrammed	WSDOT	Roadway Related		X				
4180	SR 3	Widen to a 4-lane, median divided facility	2025	SR 305	SR 104	SR 3	Unprogrammed	WSDOT	Roadway Related		X				
4181	SR 3	Southbound truck/climbing lane between Pioneer Way and Kinman-Big Valley Road.	2025	Pioneer Way	Kinman-Big Valley Road	SR 3	Unprogrammed	WSDOT	Roadway Related		X				
4179	SR 3	Flyover jug-handle	2025	SR 104 I/C		SR 3	Candidate	WSDOT	Roadway Related		X				
4187	SR 3	Study underway to determine future mobility needs and improvement strategies.	2030	Mason/Kitsap County Line	SR 304	SR 3	Candidate	WSDOT	Other						
1668	SR 16	Widen from 6 lanes to 8 lanes creating HOV lanes and Access Management	2020	SR 166	SR 3	SR 16	Unprogrammed	WSDOT	Roadway Related		X				
1727	SR 16	Widen from 4 lanes to 6 lanes creating HOV lanes, I/C improvements, TDM, ITS, enhanced transit. Cost not included for Park and Ride Lots at Armory and Landfill.	2035	SR 160 (Sedgwick Rd) Vicinity	SR 166	SR 16	Unprogrammed	WSDOT	Roadway Related		X				
1833	SR 16	Widen from 4 lanes to 6 lanes creating HOV lanes, I/C improvements, TDM, ITS, enhanced transit. Cost unknown for expansion of Park and Ride Lot at Mullenix, therefore not in estimate	2035	Pierce/Kitsap County Line	SR 160 (Sedgwick Rd) Vicinity	SR 16	Unprogrammed	WSDOT	Roadway Related		X				
3620	SR 16 @ Burley Olalla Interchange	This safety project will remove an at grade intersection connecting SR 16 and Burley-Olalla Road and replace it with a full interchange. An overpass will be provided for through traffic on Burley-Olalla Road, and all movements between SR 16 and Burley-Olalla Road, and all movements between SR 16 and Burley Olalla will be accommodated.	2010	SR 16 and Burley-Olalla Road		SR 16 and Burley-Olalla Road intersection, SRMP 20.16	Approved	WSDOT	Roadway Related	X					
3570	SR 304--Bremerton--South Segment	WIDEN, REALIGN, LIMIT ACCESS, ADD ONE LANE WB HOV LANE BETWEEN FARRAGUT ST AND SR-3, LANDSCAPING, PHASES UNDER DESIGN/ROW ACQUISITION AND CONSTRUCTION. This is Section B as described in FEIS and ROD. Total 5 lanes; 2NB, 2SB and 1SB HOV.	2008	SR 3	Farragut Ave.	SR 304	Approved	Bremerton	Roadway Related	X					
1834	SR 104	Further Study: Pending regional and local discussions. Widen from 2 lanes to 4/5 lanes OR intermittent passing lanes OR Port Gamble alternate route, access management	2030	SR 3/SR 104 Jct	SR 307	SR 104	Unprogrammed	WSDOT	Roadway Related		X				
1728	SR 104	Construct a new park and ride/remote ferry holding lot for passenger ferry traffic and seasonal peaks in automobile ferry traffic.	2025	Miller Bay	Kingston Ferry	SR 104	Candidate	WSDOT	Roadway Related		X				

T2040 Update - Kitsap County Projects (see legend at end of list)															
D20301 D	Title	Description	Comp Year	From	To	On	Approval Status	Lead Sponsor	Type	Base line	Alt1	Alt2	Alt3	Alt4	Alt5
1669	SR 104	Construct additional lanes and signals per SR 104 Corridor Traffic Circulation Improvements	2020	Lindvog Rd	Kingston Ferry and Couplet	SR 104	Candidate	WSDOT	Roadway Related			X			
1670	SR 160	Widen from 2 lanes to 4 lanes, widen bridge 160/5 at interchange to 5/6 lanes--Route Development Plan in progress	2020	SR 160/SR 16 Interchange	Bethel Rd Vicinity	SR 160	Unprogrammed	WSDOT	Roadway Related			X			
1835	SR 160	Widen from 2 lanes to 4 lanes--Route Development Plan in progress	2030	Bethel Rd Vic	Jackson Ave Vic	SR 160	Unprogrammed	WSDOT	Roadway Related			X			
1836	SR 160	Widen from 2 lanes to 4 lanes--Route Development Plan in progress	2030	Jackson Ave Vic	Long Lake Rd Vic	SR 160	Unprogrammed	WSDOT	Roadway Related			X			

T2040 Update - Kitsap County Projects (see legend at end of list)															
D2030ID	Title	Description	Comp Year	From	To	On	Approval Status	Lead Sponsor	Type	Base Line	Alt1	Alt2	Alt3	Alt4	Alt5
1837	SR 166	Further study: Pending regional and local discussions (Widen from 2 to 4 lanes)	2040	SR 16	Port Orchard Blvd.	SR 166	Unprogrammed	WSDOT	Roadway Related			X			
4100	SR 166	Further study: Pending regional and local discussions. Assume widening from 2/3 lanes to 4/5 lanes.	2040	Port Orchard Blvd.	Bethel Burley Road	SR 166	Unprogrammed	WSDOT	Roadway Related			X			
4095	SR 303	Construct Business Access and Transit Lanes.	2030	11th Street	Fairgrounds Road	SR 303	Candidate	WSDOT	Roadway Related			X			
1674	SR 307	Phase 1, widen southern segment from 2 lanes to 4 lanes (termini pending further study), intermittent passing lanes along the route, and access control.	2030	SR 305	Foss Road	SR 307	Unprogrammed	WSDOT	Roadway Related			X			
1731	SR 307	Phase 2, complete the route widening from 2 lanes to 4 lanes (termini pending Phase 1), access control (cost estimate excludes developer contributions and a new park & ride lot in Indianola vicinity).	2030	Foss Road	SR 104	SR 307	Unprogrammed	Agency not identified	Roadway Related		X	X		X	X
3646	Bethel Road SE	Widen the roadway from 2 lanes to 4 lanes with a planted median island, bike lanes, street lighting, and sidewalks separated from the roadway by a planting strip. Bus pullouts will be constructed at major intersections, traffic signals will be installed at the intersections of Blueberry/Bethel Road and Salmonberry/Bethel Road. The existing signals at Sedgwick Road, Wal-Mart, and Lund Ave will be retrofitted to accommodate the additional traffic lanes. The intersection of Bethel/Mitchell/Lund Rd will be replaced with a roundabout. Blueberry and Salmonberry Rd will be widened at the intersection to provide right and left turn lanes and U-turn movements. Property purchase will be approximately 60 acquisitions. Of the 60 acquisitions approximately 55 are 10'-20' wide frontage strips and 5 are total takes with relocation assistance.	2010	Lincoln Ave SE	Ives Mill Rd SE	Bethel Road	Approved	Kitsap County	Roadway Related	X					
3647	Bethel Road/Bethel Ave SE	Widen the roadway from 2 lanes to 5 lanes (center lane likely to be median interspersed with turn lanes) with bike lanes, street lighting, and sidewalks	2010	Lincoln Ave SE	Bay St	Bethel Road/Bethel Ave SE	Approved	Port Orchard	Roadway Related	X					
485	Bucklin Hill Rd	Widen to 5 lanes, new bridge	2010	Tracyton Blvd	Silverdale Way	Bucklin Hill Rd	Candidate	Kitsap County	Roadway Related			X			
4008	Cross SKIA Connector	New construction, Urban Collector 2 lanes with turn pockets.	2020	SR3	Lake Flora Road	Cross SKIA Connector	Candidate	Kitsap County	Roadway Related			X			
3619	Downtown Bremerton Pedestrian/Bremerton Transit Center Access Improvements	Construct a two-lane, one-directional tunnel for ferry traffic egress, and reconfigure and reconstruct the surface alignments of Burwell Street (between Warren and Pacific Ave), Pacific Ave (between 1st St. and Burwell St), and 1st St to accommodate ferry traffic ingress. The tunnel will exit on to WB Burwell St (Pacific and Burwell are part of SR 304). Pacific Ave will be one-way SB and will carry ferry ingress traffic via one HOV lane and one GP lane. A third lane will serve local through traffic. Washington Ave between the terminal and Burwell will be reconfigured to two NB lanes with parking on the left from terminal to Burwell.	2009	Warren Ave, 1st St, Pacific (respectively)	Pacific Ave, Burwell St, Burwell St (respectively)	Burwell St, Pacific Ave, 1st St (SR 304)	Approved	Bremerton	Roadway Related	X					
1264	Newberry Hill Rd	Widen to 4 lanes	2015	Chico Way NW	SR 3 SB on Ramp	Newberry Hill Rd	Candidate	Kitsap County	Roadway Related			X			
1274	Perry Ave	Widen to 3 lanes	2020	Magnuson Way	Riddell Rd	Perry Ave	Candidate	Kitsap County	Roadway Related			X			
1273	Riddell Rd	Widen to 3 lanes	2020	Pine Rd	Perry Ave	Riddell Rd	Candidate	Kitsap County	Roadway Related			X			
491	Silverdale Way	Widen to 5 lanes	2015	Byron	Chico Way NW	Silverdale Way	Candidate	Kitsap County	Roadway Related			X			
3571	SR 304--North and East Segment	WIDEN, REALIGN, LIMIT ACCESS, LANDSCAPING, PHASES UNDER DESIGN/ROW ACQUISITION /CONSTRUCTION. This is Section C as described in FEIS and ROD. Segments vary from 3 - 4 lanes.	2006	Farragut Ave.	Bremerton Ferry Landing	SR 304 (Cambrian-Wycoff-Callow-Burwell)	Approved	Bremerton	Roadway Related	X					
1874	SR 310	Widen existing road to 7 lanes for entire length and provide intersection improvements	2015	Callow Ave	SR 33	SR 310	Candidate	Bremerton	Roadway Related						

T2040 Update - Kitsap County Projects (see legend at end of list)															
D20301 D	Title	Description	Comp Year	From	To	On	Approval Status	Lead Sponsor	Type	Base line	Alt1	Alt2	Alt3	Alt4	Alt5
1276	Sylvan Way	Widen to 3 lanes	2020	SR 303	Trenton Ave	Sylvan Way	Candidate	Kitsap County	Roadway Related			X			
1262	Viking Way	Widen to 5 lanes	2015	City Limits	SR 308	Viking Way	Approved	Kitsap County	Roadway Related	X					
3432	Warren Ave SB Off-Ramp	Design and construction of off-ramp.	2007	Port Washington Narrows Bridge	Sheridan Road	SR 303	Candidate	Bremerton	Roadway Related			X			

T2040 Update - Kitsap County Projects (see legend at end of list)															
D2030I D	Title	Description	Comp Year	From	To	On	Approval Status	Lead Sponsor	Type	Base Line	Alt1	Alt2	Alt3	Alt4	Alt5
2832	Beach Drive Trail	Shared use bike path	2010	city limits	city limits	Beach Drive Trail	Candidate	Port Orchard	Non-motorized						X
2811	Mosquito Fleet Trail	Shared use bike path	2010	Kingston ferry terminal	West Kingston Rd	Mosquito Fleet Trail	Candidate	Kitsap County	Non-motorized						X
2813	Mosquito Fleet Trail	Shared use bike path	2020	Port Orchard eastern city limits	Sacco Lane	Mosquito Fleet Trail	Candidate	Kitsap County	Non-motorized						X
2833	Mosquito Fleet Trail	Shared use bike path	2015	Anderson Rd SE	Southworth ferry terminal	Mosquito Fleet Trail	Candidate	Kitsap County	Non-motorized						X
2838	Mosquito Fleet Trail	Shared use bike path	2010	Southern Poulsbo city limits	Southwest Poulsbo city limits	Mosquito Fleet Trail	Candidate	Poulsbo	Non-motorized						X
2841	Mosquito Fleet Trail	Shared use bike path/pedestrian	2015	Northeast city limits	Southwest city limits	Mosquito Fleet Trail	Candidate	Bremerton	Non-motorized		X	X	X	X	X
2848	Mosquito Fleet Trail	Shared use bike path	2020	Bremerton city limits	Port Orchard city limits	Mosquito Fleet Trail	Candidate	Kitsap County	Non-motorized						X
2820	SR 305 Trail	Shared use bike path	2010	Winslow ferry terminal	High School Rd	SR 305 Trail	Candidate	Bainbridge Island	Non-motorized						X
4518	Puget Sound to Hood Canal Trail	The basic concept of this plan is to develop a shared use path from the WSF Bainbridge ferry terminal in Winslow to connect with the Discovery Trail in Jefferson County. Components of this concept on Bainbridge would include a shared use path on one side of the highway if safe and efficient crossing can be provided.	0	WSF Bainbridge ferry terminal in Winslow	Agate Pass Bridge	Puget Sound to Hood Canal Trail	Candidate	Bainbridge Island	Non-motorized						X
4519	Puget Sound to Hood Canal Trail - Supporting Investment A	a) Separated grade crossings would be preferable at intersections. Overhead bicycle/pedestrian bridges could be adapted to existing terrain in places. Microtunnels might be feasible in places.	0	-	-	-	Candidate	Bainbridge Island	Non-motorized						X
4520	Puget Sound to Hood Canal Trail - Supporting Investment B	b) A separated non-motorized facility should be constructed at the Agate Pass Bridge, either by cantilever off the existing bridge, or separate construction (possibly in conjunction with constructing a new facility for rapid transit).	0	-	-	Agate Pass Bridge	Candidate	Bainbridge Island	Non-motorized						X
5291	String of Pearls: Port Gamble to Hansville	The String of Pearls is a network of trails that are intended to connect across North Kitsap County. These links include connections to the Mosquito Fleet Trail and Bainbridge Island's Puget Sound to Hood Canal trail as well as other regional connections. This segment connects Port Gamble to Hansville around Port Gamble Bay.	0	Port Gamble	Hansville	String of Pearls Trail	Candidate	Kitsap County	Non-motorized						X
5292	String of Pearls: Port Gamble to Poulsbo	The String of Pearls is a network of trails that are intended to connect across North Kitsap County. These links include connections to the Mosquito Fleet Trail and Bainbridge Island's Puget Sound to Hood Canal trail as well as other regional connections. This segment connects Port Gamble to the Mosquito Fleet Trail near Poulsbo.	0	Port Gamble	Poulsbo (Mosquito Fleet Trail Connection)	String of Pearls Trail	Candidate	Kitsap County	Non-motorized						X
5362	Bicycle Path/ Track - Bremerton	Develop a separated bicycle path/ track network with-in Bremerton's regional growth center boundary along 6th St from N Montgomery to Pacific Ave, along High Ave from 6th St to 13th St, along 13th St. from High Ave to N. Montgomery Ave. from 13th St. to SR 304, along SR 304 to Naval, up Naval to 4th ST and along 4th St to Pacific Ave and along Pacific Ave from 6th St to Faragut Ave.	2020	Downtown Bremerton (see description)		Downtown Bremerton (see description)	Candidate	Agency not identified	Non-motorized		X				X
5411	Bicycle Path/ Track - Silverdale	Develop a separated bicycle path/ track network with-in Silverdale's regional growth center boundary. This begins at the corner of NW Myhre Rd and NW Randall Way. This continues east on Myhre Rd to Mickelberry Rd NW and continues south to Bucklin Hills Rd where it heads west to Silverdale Way NW. This continues north on Silverdale Way for a short distance and veers north on Poplars Ave NW and continues north on Kitsap Mall Blvd and eventually NE on Randall Way. This continues along Randall Way to Myhre Pl NW to Silverdale Way NW where the pathway continues north/ east until it connects to Clear Creek Trail	0	Downtown Silverdale (see description)		new	Candidate	Agency not identified	Non-motorized		X				X
4237	SR 305	Intersection improvements with transit queue jump lanes.	2020	Bainbridge Ferry Terminal	Suquamish Way	SR 305	Candidate	WSDOT	Transit Related		X	X			X
3308	Bainbridge Island Multimodal Center	Replace old ferry terminal to new multimodal terminal at Winslow.	2007	Olympic Dr		Bainbridge Island Multimodal Center	Candidate	Kitsap Transit	Transit Related						X
3434	Bremerton Transportation Center	Bremerton Transportation Center is a multimodal transfer center located at the current Bremerton Ferry Terminal. Phase A/B/C/D will include such elements as expanded car holding, elevated transit deck, expanded waiting terminal, WSF tollbooths, terminal agent office, public parking, pedestrian amenities, kiss n'ride facility, and dedicated transit access.	2007	Bremerton Ferry Terminal		Bremerton Transportation Center	Approved	Kitsap Transit	Transit Related	X					
3310	East Bremerton Bus Transit Center	Relocated and improved intermodal transit center	2010	[Not submitted]		East Bremerton Bus Transit Center	Candidate	Kitsap Transit	Transit Related						X
2571	Harper Church - Sedgwick Road P&R	624 stalls upon completion.	2007	South Kitsap	SR 160	Harper Church - Sedgwick Road P&R	Approved	Kitsap Transit	Transit Related	X					
2576	Newberry Hill (Silverdale) P&R	200 new stalls	2008	Central Kitsap	SR 3	Newberry Hill Road	Candidate	Kitsap Transit	Transit Related		X			X	X

T2040 Update - Kitsap County Projects (see legend at end of list)															
D2030 D	Title	Description	Comp Year	From	To	On	Approval Status	Lead Sponsor	Type	Base Line	Alt1	Alt2	Alt3	Alt4	Alt5
3602	SR 104 Kingston Park and Ride Expansion	100 additional stalls.	2030	SR 104@Kingston		Kingston P & R	Candidate	Kitsap Transit	Transit Related		X			X	X
3586	SR 104 Port Gamble Park and Ride	125 new stalls.	2020	SR 104@Port Gamble		Port Gamble P & R	Candidate	Kitsap Transit	Transit Related		X			X	X
3603	SR 104 Port Gamble Park and Ride Expansion	100 additional stalls.	2030	SR 104@Port Gamble		Port Gamble P & R	Candidate	Kitsap Transit	Transit Related		X			X	X
2582	SR 16 P&R	300 new stalls	2009	South Kitsap	SR 16	SR 16 P&R (Mullenix)	Candidate	Kitsap Transit	Transit Related		X			X	X
3604	SR 16/SR 160 Port Orchard Park and Ride Expansion	100 additional stalls.	2030	SR 16/SR 160@Port Orchard		Port Orchard P & R	Candidate	Kitsap Transit	Transit Related		X			X	X
3605	SR 16/SR 166 Park and Ride Expansion	100 additional stalls.	2030	SR 16@SR 166		SR 16/SR 166 P & R	Candidate	Kitsap Transit	Transit Related		X			X	X
2577	SR 3 / SR 16 P&R	250 new stalls	2015	Central Kitsap	SR 3 / SR 16	SR 3 / SR 16 P&R	Candidate	Kitsap Transit	Transit Related		X			X	X
2585	SR 3 / SR 303 P&R	300 new stalls	2030	Central Kitsap	SR 3 / SR 303	SR 3 / SR 303 P&R	Candidate	Kitsap Transit	Transit Related		X			X	X
2575	SR 303 (North of Bremerton) P&R	300 new stalls	2015	Central Kitsap	SR 303	SR 303 (North of Bremerton) P&R	Candidate	Kitsap Transit	Transit Related		X			X	X
2574	SR 304 (Bremerton) P&R	400 new stalls	2015	Central Kitsap	SR 304	SR 304 (Bremerton) P&R	Candidate	Kitsap Transit	Transit Related		X			X	X
2589	SR 305 / SR 307 / SR 3 (OLHAHA) P&R	800 new stalls	2030	SR 305	SR 305 / SR 307 / SR 3	SR 305 / SR 307 / SR 3 (OLHAHA) P&R	Candidate	Kitsap Transit	Transit Related		X			X	X
2581	SR 305 (Agate Pass- Bainbridge) P&R	700 new stalls split between Agate Pass - West Lot and Agate Pass - East Lot P&Rs	2030	SR 305	SR 305	SR 305 (Agate Pass-Bainbridge) P&R	Un- programm ed	Agency not Identified	Transit Related		X			X	X
2587	SR 16 (Burley / County Line) P&R	200 new stalls	2030	SR 16 @ Burley/County Line		SR 16 (Burley / County Line) P&R	Exempt	Kitsap Transit	Transit Related		X			X	X
2578	SR 160/SR 16 (South of Port Orchard) P&R	200 new stalls	2020	South Kitsap	SR 160	SR 160 (South of Port Orchard) P&R	Exempt	Kitsap Transit	Transit Related		X			X	X
2588	SR 166 (Port Orchard) P&R	200 new stalls	2030	SR 166 @ Bay St. in east Port Orchard		SR 166 (Port Orchard) P&R	Exempt	Kitsap Transit	Transit Related		X			X	X
2584	SR 3 (Keyport) P&R	200 new stalls	2030	Central Kitsap	SR 3	SR 3 (Keyport) P&R	Exempt	Kitsap Transit	Transit Related		X			X	X
3435	Port Orchard Intermodal Terminal Phase 1 and Phase 2	Prepare engineered documents and construct a dock and transit center for the passenger ferry that connects Port Orchard and Bremerton, on the Port Orchard (downtown) end of the connection. The transit transfer will be integrated with the passenger ferry terminal. The Dock will be covered and provide multiple moorage slips for 80 passenger to 149 passenger vessels.	2010	[Not submitted]		Port Orchard Passenger Ferry Terminal	Approved	Kitsap Transit	Ferry		X	X	X	X	X
3436	Annapolis Ferry Terminal	Purchase and improve existing passenger-only dock. Extend the dock 50 feet, provide ADA accessibility and build a larger float to accommodate both Bremerton ferries and smaller, fast POFs to Seattle.	2010	Marine Drive and Olney Rd		Annapolis Ferry Terminal	Candidate	Kitsap Transit	Ferry		X	X	X	X	X
2480	Bremerton POFF Terminal Expansion	Terminal expansion	2008	[Not submitted]		Bremerton POFF Terminal Expansion	Candidate	Kitsap Transit	Ferry		X	X	X	X	X
2485	Kingston POFF Terminal Constructio n	Terminal construction	2010	[Not submitted]		Kingston POFF Terminal Construction	Candidate	Kitsap Transit	Ferry		X	X	X	X	X
2478	Southworth POFF Terminal Expansion	Terminal expansion	2010	[Not submitted]		Southworth POFF Terminal Expansion	Candidate	Kitsap Transit	Ferry		X	X	X	X	X
2479	Bainbridge Terminal Expansion	Terminal Expansion	2017	[Not submitted]		Bainbridge Terminal	Candidate	WSDOT	Ferry						
2477	Southworth Terminal Expansion	Terminal expansion: Southworth Terminal Expansion - expanding the dock - trestle improvement, marine transportation widen trestle to increase capacity. One to Two slips, re- organizing routes, partially funds improv. increase marine trans. Const of second slip.	2010	[Not submitted]		Southworth Terminal	Candidate	WSDOT	Ferry						
3452	SR 3: 305 Interchange Vicinity	Realign horizontal and vertical access to SR 3 / 305 due to proposed mobility level of service that is predicted to drop below service objective because of Olhava development.	2010	SR 305		SR 3: 305 Interchange Vicinity	Exempt	WSDOT	Roadway Related						
4236	SR 303	Access management and intersection improvements.	2010	Riddell Rd.	McWilliam s Rd.	SR 303	Exempt	WSDOT	Roadway Related						
4235	SR 303	Install two Closed Circuit Television (CCTV) units near Clear Creek Rd. and conduit from SR 304 to Clear Creek Rd.	2010	SR 304	Clear Creek Rd.	SR 303	Exempt	WSDOT	Other						
4234	SR 303	Construct Traffic System Management (TSM) improvements including signal coordination, channelization at intersections where needed and signal priority.	2010	SR 304	Brownsville Hwy.	SR 303	Exempt	WSDOT	Other						

T2040 Update - Kitsap County Projects (see legend at end of list)															
D20301 D	Title	Description	Comp Year	From	To	On	Approval Status	Lead Sponsor	Type	Basel ine	Alt1	Alt2	Alt3	Alt4	Alt5
4238	SR 305	Channelization: Noll Rd. - Add left turn lane and center merge lane to SR 305. Johnson Way - Add left turn lanes to SR 305.	2020	Noll Rd.	Poulsbo City Limits	SR 305	Exempt	WSDOT							
1268	Anderson Hill Rd	Widen to 4 lanes with channelization	2010	SR 3	Willamette-Meridian Rd	Anderson Hill Rd	Not in MTP	Kitsap County	Roadway Related						
1935	Anderson Hill Rd	Widen to 5 lanes	2020	Bucklin Hill Rd	SR 3	Anderson Hill Rd	Not in MTP	Kitsap County	Roadway Related						
1934	Bucklin Hill Rd	Widen to 5 lanes	2014	Silverdale Way	Anderson Hill Rd	Bucklin Hill Rd	Not in MTP	Kitsap County	Roadway Related						
486	Burley - Belfair Connector	New 2 lane road with channelization	2020	SR 16	SR 3 at Flora Rd	Burley -Belfair Connector	Not in MTP	Kitsap County	Roadway Related						
1265	Clear Creek Connector - Waaga Way Extension	5 lane extension	2007	Clear Creek Rd	Old Frontier Rd	Waaga Way	Exempt	Kitsap County	Roadway Related						
1269	Fairgrounds Rd	Widen to 5 lanes, intersection improvements	2014	Tracyton Blvd	SR 303	Fairgrounds Rd	Not in MTP	Kitsap County	Roadway Related						
193	Finn Hill Rd	This project includes widening of lanes, installation of two-way turning lane, adding bicycle lanes, sidewalks and turning lanes.	2001	Viking Ave NW	SR 3	Finn Hill Rd	Not in MTP	Poulsbo	Roadway Related						
1288	Glenwood Rd	Widen to 4 lanes	2014	Lake Flora Rd	SR 16	Glenwood Rd	Not in MTP	Kitsap County	Roadway Related						
1258	Hansville Bypass	New 2 lane road with channelization	2020	Hansville Rd	Hood Canal Dr	Hansville Bypass	Not in MTP	Kitsap County	Roadway Related						
1257	Hansville Rd	Widen to 3 lanes	2020	SR 104	Egdon Rd	Hansville Rd	Not in MTP	Kitsap County	Roadway Related						
1284	Jackson Ave	Widen to 5 lanes; signals	2014	Sedgwick Rd	Mile Hill Dr	Jackson Ave	Not in MTP	Kitsap County	Roadway Related						
1285	Lund Ave	Widen to 5 lanes	2014	Bethel Rd	Jackson Ave	Lund Ave	Not in MTP	Kitsap County	Roadway Related						
1875	Manette Bridge Replacement	Replace existing deteriorated bridge	2006	Washington Ave	Wheaton Way	Manette Bridge Replacement	Exempt	WSDOT	Roadway Related						
1270	McWilliams Rd	Widen to 3 lanes	2020	Old Military Rd	Sunset Ave	McWilliams Rd	Not in MTP	Kitsap County	Roadway Related						
1927	Mickelberry Road	Widen to 5 lanes	2010	Bucklin Hill Rd	Myhree Rd	Mickelberry Road	Not in MTP	Kitsap Transit	Roadway Related						
1283	Mile Hill Dr	Widen to 3 lanes	2004	Long Lake Rd	California Rd	Mile Hill Dr	Not in MTP	Kitsap County	Roadway Related						
1928	Myhre Road	Widen to 5 lanes	2014	Tracyton Blvd	Silverdale Way	Myhree Road	Not in MTP	Kitsap County	Roadway Related						
1263	Newberry Hill Rd	Add WB truck climbing lane	2003	Provost Rd	Dickey Rd	Newberry Hill Rd	Not in MTP	Kitsap County	Roadway Related						
3433	Newberry Hill Rd West	Minor widening of 2.15 miles of Newberry Hill Rd to add left turn lane for approximately .75 miles. Other work includes the addition of AASHTO standard paved shoulders while maintaining existing lane widths, and reconstruction and extension of existing pedestrian facilities. Major intersections will be signalized where warrants are met. This project is proposed for the purpose of reducing left turn and rear-end accidents as well as improving bicycle and pedestrian movements in the vicinity of Klahoma High School. Matching funds will be provided by Kitsap County and will include road fund revenues, SEPA mitigation and Transportation Impact Fees.	2005	Seabeck Highway	Dickey Road	Newberry Hill Rd West	Not in MTP	Kitsap County	Roadway Related						
483	North Kitsap Heritage Park Connector Road	New 2 lane road with channelization	2015	S Kingston Rd	Miller Bay Rd	North Kitsap Heritage Park Connector Road	Exempt	Kitsap County	Roadway Related						
1267	Northlake Way	Widen to 5 lanes	2014	Seabeck Hwy	Kitsap Way	Northlake Way	Not in MTP	Kitsap County	Roadway Related						
1289	Phillips Rd	2 lane extension	2020	Mullenix Rd	Burley-Olalla Rd	Phillips Rd	Not in MTP	Kitsap County	Roadway Related						
1973	Port Blakely On-site Rd	New construction, roadway connecting Werner Road and Chico Way extensions	2010	Werner Rd	Chico Way / Northlake Way	Port Blakely On-site Rd	Not in MTP	Bremerton	Roadway Related						
1931	Randall Way	Widen to 5 lanes	2020	Silverdale Way	Mall Blvd	Randall Way	Not in MTP	Kitsap County	Roadway Related						
1932	Randall Way	Widen to 5 lanes	2020	Mall Blvd	Bucklin Hill	Randall Way	Not in MTP	Kitsap County	Roadway Related						
1272	Ridgetop Blvd	Widen to 5 lanes	2008	Silverdale Way	Waaga Way	Ridgetop Blvd	Not in MTP	Kitsap County	Roadway Related						
490	Sam Christopher son Rd	New 2 lane road with channelization	2020	Old Belfair Valley Rd	Werner Rd	Sam Christopher son Rd	Not in MTP	Kitsap County	Roadway Related						
1259	Silverdale Way	Widen to 3 lanes	2006	Schold Rd	Mt. View Rd	Silverdale Way	Exempt	Kitsap County	Roadway Related						
1260	Stottlemeyer Rd	Widen to 3 lanes	2014	Lincoln Rd	Gunderson Rd	Stottlemeyer Rd	Not in MTP	Kitsap County	Roadway Related						
1261	Suquamish Bypass	New 2 lane road with channelization	2020	Totten Rd	Columbia St	Suquamish Bypass	Not in MTP	Kitsap County	Roadway Related						
3376	SW Lake Flora Rd Widening	Widen to four lanes	2014	SR 3	Glenwood Rd SE	SW Lake Flora Rd	Not in MTP	Kitsap County	Roadway Related						
1968	Tremont St	Widen to four lanes with sidewalks and stormwater	2006	Port Orchard Blvd	SR 16	Tremont St	Not in MTP	Port Orchard	Roadway Related						
1277	Werner Rd	Widen to 4 lanes with channelization	2014	Sam Christopher son Rd	SR 3	Werner Rd	Not in MTP	Kitsap County	Roadway Related						
1970	Werner Rd	Widen existing Werner Road	2010	SR 3 @ Loxie Egans Interchange	Port Blakely on-site Rd	Werner Rd	Not in MTP	Bremerton	Roadway Related						
3437	Liberty Bay Waterfront Trail	Construct portion of a nonmotorized trail along Liberty Bay from SR 305 to Viking Way. The overall trail project has two phases. The transportation enhancement funds will be for the second phase, which is the southern portion (SR 305 to Fjord Drive) and used to complete this segment, including paved asphalt trail, landscaping, sitting benches, minor drainage improvements and signage.	2010	Lemolo Shore Drive and Fjord Drive	Viking Way	Liberty Bay Waterfront Trail	Exempt	Poulsbo	Non-motorized						

T2040 Update - Kitsap County Projects (see legend at end of list)															
D2030I D	Title	Description	Comp Year	From	To	On	Approval Status	Lead Sponsor	Type	Base line	Alt1	Alt2	Alt3	Alt4	Alt5
4521	Puget Sound to Hood Canal Trail - Supporting Investment C	c) In addition to this shared use path, adequate shoulder should be maintained along the highway to assure options for cyclists. Access points for motor vehicles should be limited and designed to better accommodate bicycle and pedestrian use.	0	-		SR 305	Exempt	Bainbridge Island	Non-motorized						

Regional Roadway projects in Alternatives. Most are included in Alternatives... see 'comments' field.
Regional Trail projects in Alternatives
Regional Transit Centers/ P&Rs in Alternatives
Ferry Terminal projects that are NOT part of WSFerries Long Range Plan (therefore not in any alternative)
Roadway projects that are NOT on 'regionally significant' facilities, these are 'Exempt'
Trail projects that are considered 'local' or 'Exempt'
NOTE: Other bike lane, ITS and fleet expansion investments ARE included in the T2040 update but are not represented in the project lists. See the FINAL ALTERNATIVES REPORT.

