

Appendix A

Study Preferred Alternative Improvements and Funding Sources



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Appendix A-1

Study Preferred Alternative



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NOTE:

Recommendation to remove the center median between Burwell Street and 6th Street to improve roadway capacity and throughput along SR 303. Additional considerations are under development to ensure pedestrian and bicycle throughput that will be considered during the City's Joint Compatibility Transportation Planning effort.

NOTE:

Add either a Rectangular Rapid Flashing Beacon (RRFB) or Pedestrian Hybrid Beacon at 4th Street and 5th Street.

Dr M.L.K. Way

6th St

6th St

5th St











5th St

4th St

4th

Burwell St

Legend

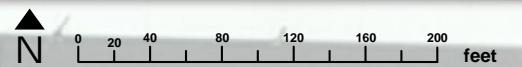
- Transit Signal Priority (TSP) 
- Raised Median 
- C-Curb 
- Buffer 
- Sidewalk 
- Sidewalk Across Bridge 
- Bicycle Facility 
- Mid-Block Crossing 
- High-Intensity Activated Crosswalk (HAWK) Signal 
- Bus Stop 

City of Bremerton

SR 303 Corridor Study

Alternatives are subject to change.

Segment 1
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Broadway Ave

12th St

11th St

10th St











9th St

8th St

8th St

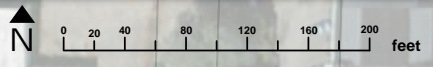
Broadway Ave

Legend

- Transit Signal Priority (TSP) 
- Raised Median 
- C-Curb 
- Buffer 
- Sidewalk 
- Bridge Span Sidewalk 
- Bicycle Facility 
- Mid-Block Crossing 
- High-Intensity Activated Crosswalk (HAWK) Signal 
- Bus Stop 

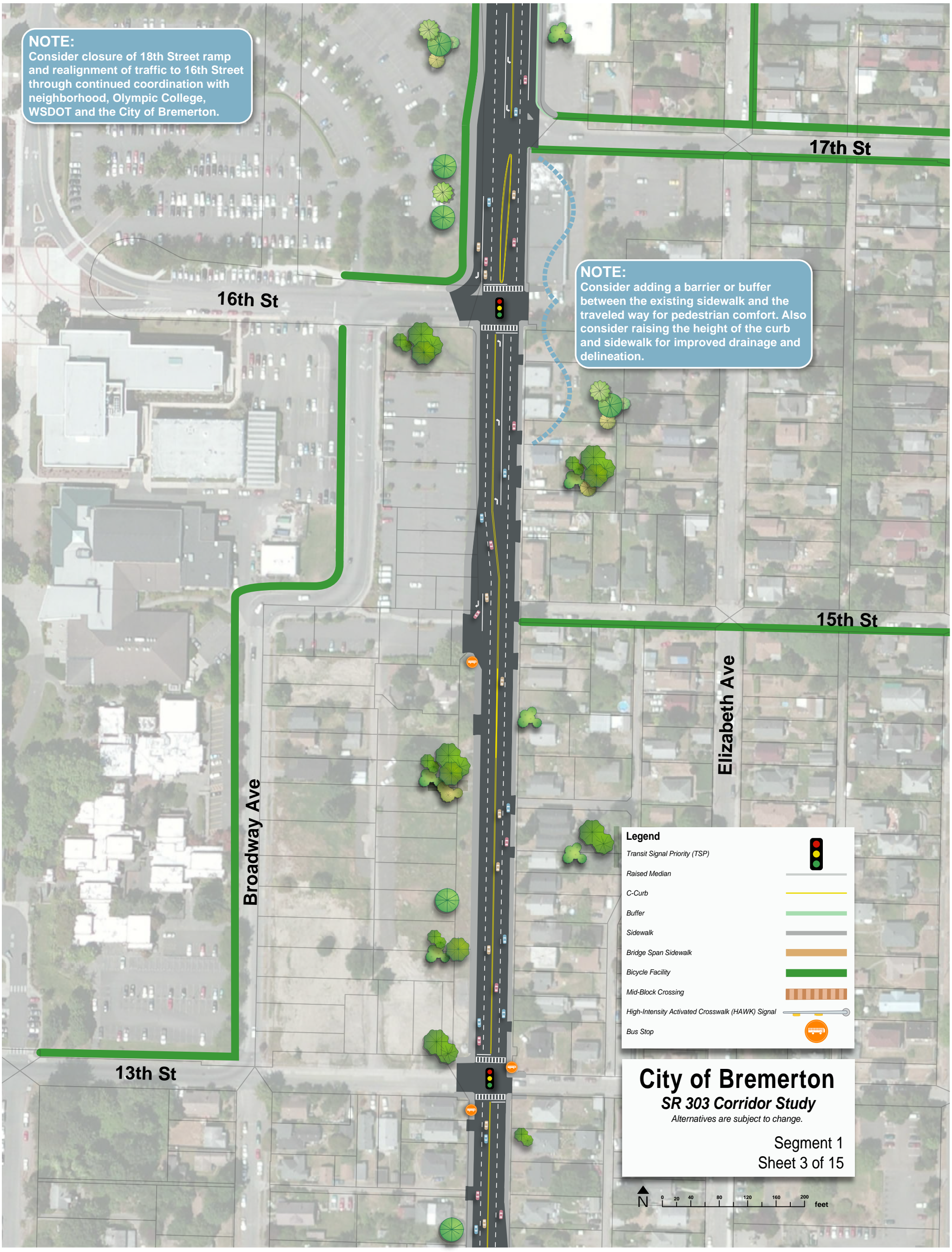
City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.

Segment 1
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NOTE:
 Consider closure of 18th Street ramp and realignment of traffic to 16th Street through continued coordination with neighborhood, Olympic College, WSDOT and the City of Bremerton.

NOTE:
 Consider adding a barrier or buffer between the existing sidewalk and the traveled way for pedestrian comfort. Also consider raising the height of the curb and sidewalk for improved drainage and delineation.

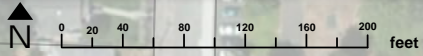


Legend

- Transit Signal Priority (TSP)
- Raised Median
- C-Curb
- Buffer
- Sidewalk
- Bridge Span Sidewalk
- Bicycle Facility
- Mid-Block Crossing
- High-Intensity Activated Crosswalk (HAWK) Signal
- Bus Stop

City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.

Segment 1
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Scenic Viewing Overlook

Scenic Viewing Overlook

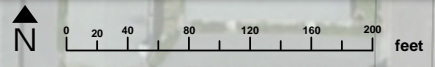
18th St

Legend

- Transit Signal Priority (TSP) 
- Raised Median 
- C-Curb 
- Buffer 
- Sidewalk 
- Bridge Span Sidewalk 
- Bicycle Facility 
- Mid-Block Crossing 
- High-Intensity Activated Crosswalk (HAWK) Signal 
- Bus Stop 

City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.

Segment 2
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Callahan Dr











Clare Ave

Lebo Blvd

Transit Signal Priority

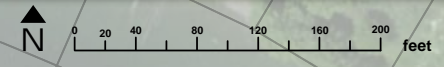
ADA Switchback Ramp

Legend

- Transit Signal Priority (TSP) 
- Raised Median 
- C-Curb 
- Buffer 
- Sidewalk 
- Bridge Span Sidewalk 
- Bicycle Facility 
- Mid-Block Crossing 
- High-Intensity Activated Crosswalk (HAWK) Signal 
- Bus Stop 

City of Bremerton
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Alternatives are subject to change.

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Sheridan Rd











Sheridan Rd

Wheaton Way

Clare Ave

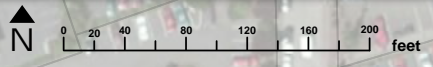
Callahan Dr

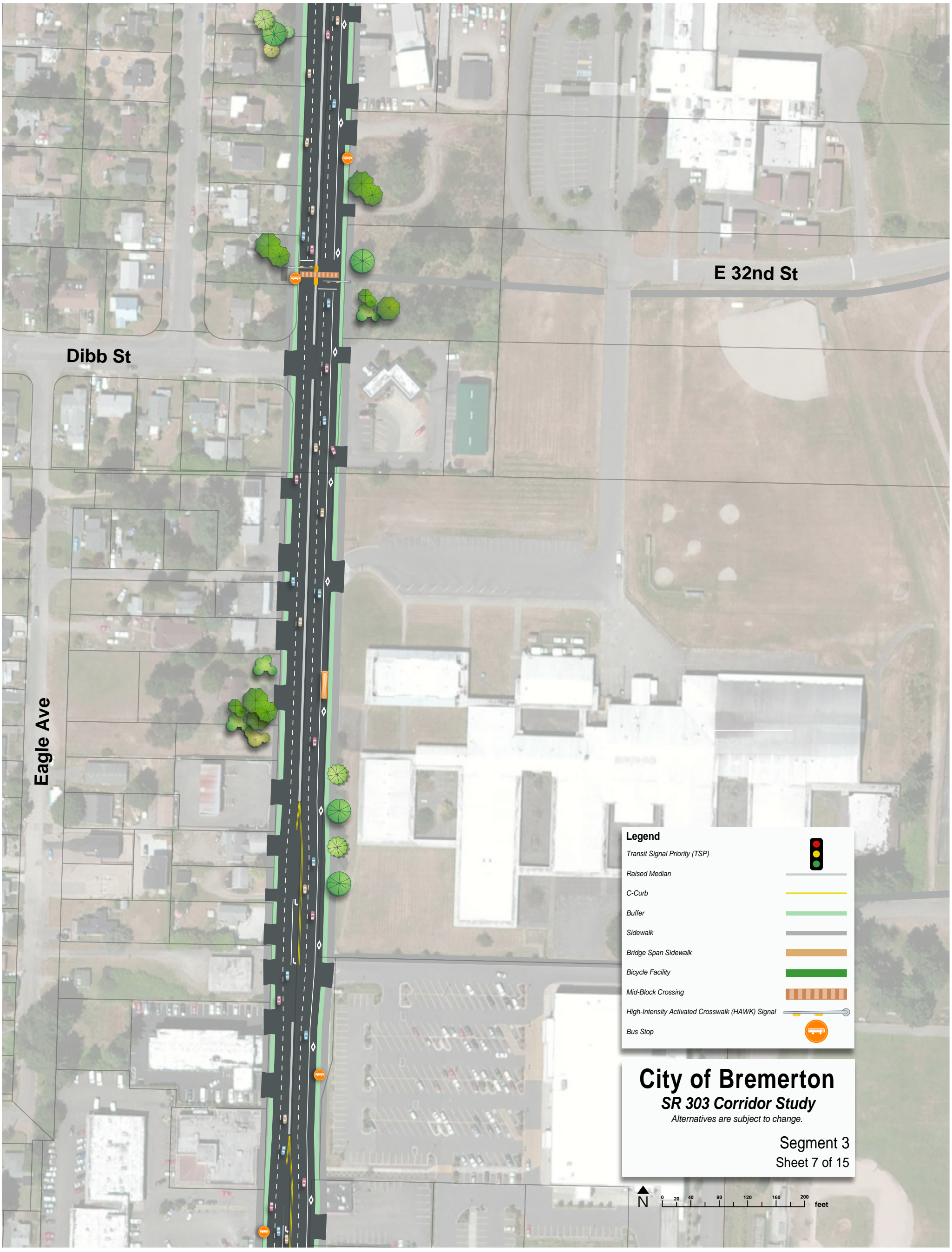
Legend

- Transit Signal Priority (TSP) 
- Raised Median 
- C-Curb 
- Buffer 
- Sidewalk 
- Bridge Span Sidewalk 
- Bicycle Facility 
- Mid-Block Crossing 
- High-Intensity Activated Crosswalk (HAWK) Signal 
- Bus Stop 

City of Bremerton
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Alternatives are subject to change.

Segment 2
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E 32nd St

Dobb St

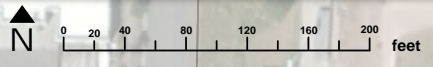
Eagle Ave

Legend

- Transit Signal Priority (TSP) 
- Raised Median 
- C-Curb 
- Buffer 
- Sidewalk 
- Bridge Span Sidewalk 
- Bicycle Facility 
- Mid-Block Crossing 
- High-Intensity Activated Crosswalk (HAWK) Signal 
- Bus Stop 

City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.

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Pearl St

Spruce Ave

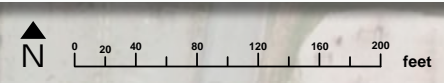
Sylvan Way

Legend

- Transit Signal Priority (TSP) 
- Raised Median 
- C-Curb 
- Buffer 
- Sidewalk 
- Bridge Span Sidewalk 
- Bicycle Facility 
- Mid-Block Crossing 
- High-Intensity Activated Crosswalk (HAWK) Signal 
- Bus Stop 

City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.

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Hollis St

E Broad St

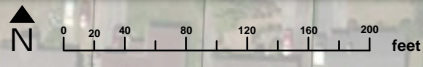
Maple Ave

Legend

- Transit Signal Priority (TSP) 
- Raised Median 
- C-Curb 
- Buffer 
- Sidewalk 
- Bridge Span Sidewalk 
- Bicycle Facility 
- Mid-Block Crossing 
- High-Intensity Activated Crosswalk (HAWK) Signal 
- Bus Stop 

City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.

Segment 3
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Kitsap County
City of Bremerton

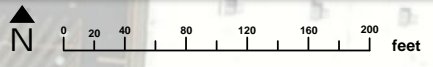
NE Riddell Rd

Legend

- Transit Signal Priority (TSP) 
- Raised Median 
- C-Curb 
- Buffer 
- Sidewalk 
- Bridge Span Sidewalk 
- Bicycle Facility 
- Mid-Block Crossing 
- High-Intensity Activated Crosswalk (HAWK) Signal 
- Bus Stop 

City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.

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NE Franklin Ave

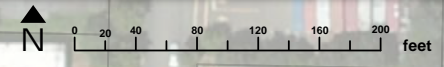
NE Furneys Ln

Legend

- Transit Signal Priority (TSP) 
- Raised Median 
- C-Curb 
- Buffer 
- Sidewalk 
- Bridge Span Sidewalk 
- Bicycle Facility 
- Mid-Block Crossing 
- High-Intensity Activated Crosswalk (HAWK) Signal 
- Bus Stop 

City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.

Segment 4
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NE Dawn Rd

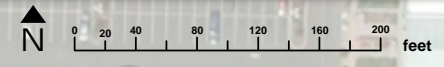
NE Fuson Road

Legend

- Transit Signal Priority (TSP) 
- Raised Median 
- C-Curb 
- Buffer 
- Sidewalk 
- Bridge Span Sidewalk 
- Bicycle Facility 
- Mid-Block Crossing 
- High-Intensity Activated Crosswalk (HAWK) Signal 
- Bus Stop 

City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.

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NE McWilliams Rd

NE McWilliams Rd

Replace signal with a roundabout

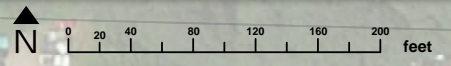
Park & Ride

Legend

- Transit Signal Priority (TSP) 
- Raised Median 
- C-Curb 
- Buffer 
- Sidewalk 
- Bridge Span Sidewalk 
- Bicycle Facility 
- Mid-Block Crossing 
- High-Intensity Activated Crosswalk (HAWK) Signal 
- Bus Stop 

City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.











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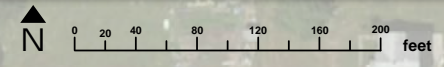
NE Bentley Dr

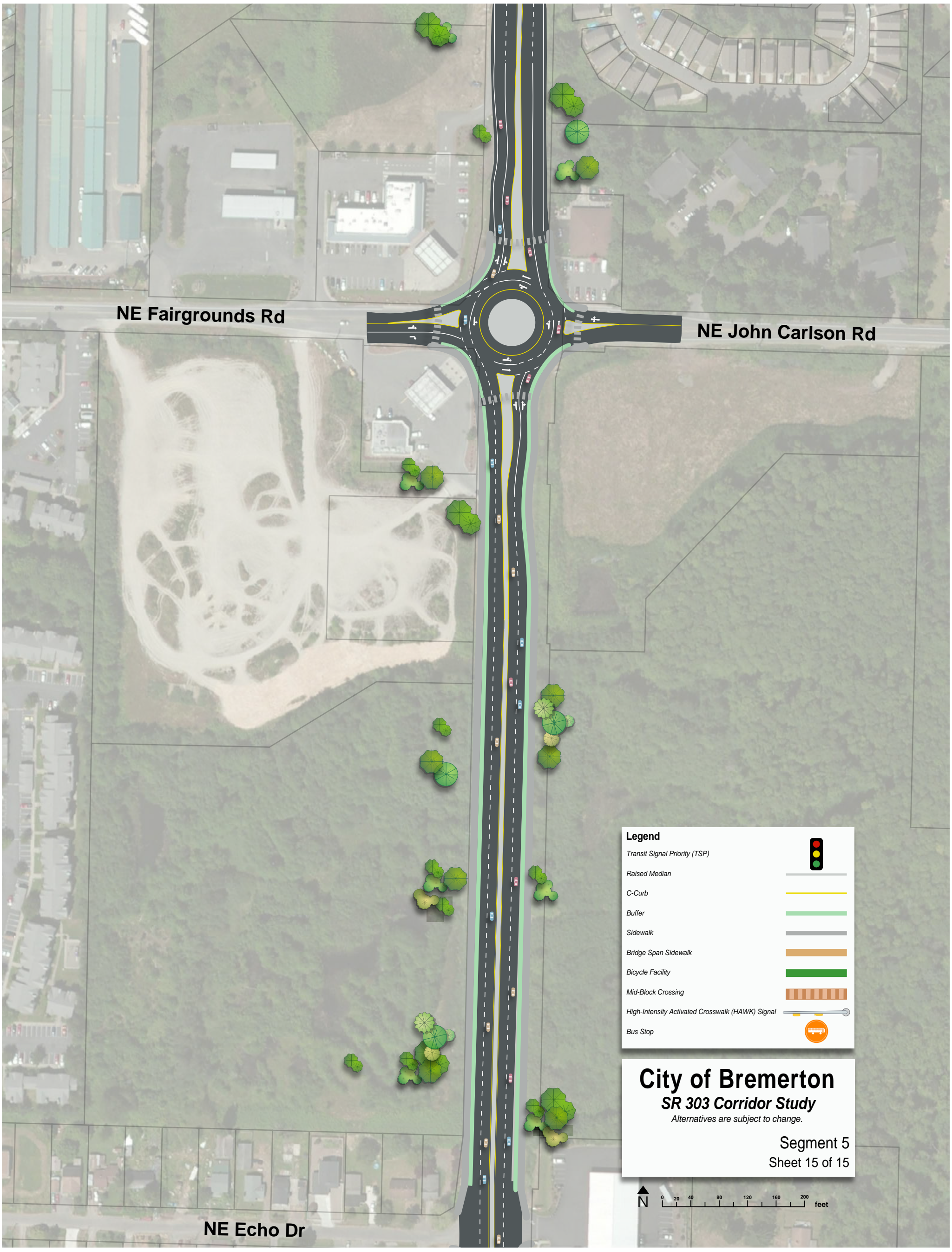
Legend

- Transit Signal Priority (TSP) 
- Raised Median 
- C-Curb 
- Buffer 
- Sidewalk 
- Bridge Span Sidewalk 
- Bicycle Facility 
- Mid-Block Crossing 
- High-Intensity Activated Crosswalk (HAWK) Signal 
- Bus Stop 

City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.

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NE Fairgrounds Rd

NE John Carlson Rd

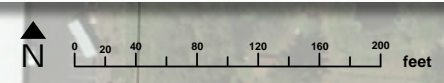
NE Echo Dr

Legend

- Transit Signal Priority (TSP) 
- Raised Median 
- C-Curb 
- Buffer 
- Sidewalk 
- Bridge Span Sidewalk 
- Bicycle Facility 
- Mid-Block Crossing 
- High-Intensity Activated Crosswalk (HAWK) Signal 
- Bus Stop 

City of Bremerton
SR 303 Corridor Study
Alternatives are subject to change.

Segment 5
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Appendix A-2

Study Preferred Alternative
City of Bremerton Phasing
Information Sheets



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Project Description

Install active traffic management equipment with options for transit signal priority (TSP) at signalized intersections. Update channelization at Burwell Street.

Jurisdiction	City of Bremerton Kitsap County
Corridor Need	Improve corridor reliability Improve access to transit
Location	Burwell Street to NE McWilliams Road
Project Length	2.9 miles
Mode	Auto, transit
Facility Type	Intersection
Version	
Date Last Modified	

Project Area



Note: Conceptual drawing only



Project Attributes

Cost Range*	\$700k - \$1.2M
Project Elements	<ul style="list-style-type: none"> • Convert northbound approach at Burwell Street to right-in right-out (RIRO) • Active traffic management equipment with options for TSP at Burwell Street, 6th Street, 11th Street, 13th Street, 16th Street, Sheridan Road, Sylvan Way, E Broad Street, Hollis Street, and NE Riddell Road.
Benefits	<ul style="list-style-type: none"> • Provides flexibility for improved traffic operations and optimizing efficiency of existing roadway capacity
Issues and Risks	<ul style="list-style-type: none"> • Requires off-site control area with dedicated computer system and operator • Cost for operations and maintenance
Notes	<ul style="list-style-type: none"> • Active traffic management may require a systems engineering process as defined in the WSDOT Local Agency Guidelines Manual • TSP is activated to extend the green time for transit to clear an intersection and does not include a dedicated lane or queue jump for transit. • Improvements at NE Riddell Road require coordination with Kitsap County and WSDOT

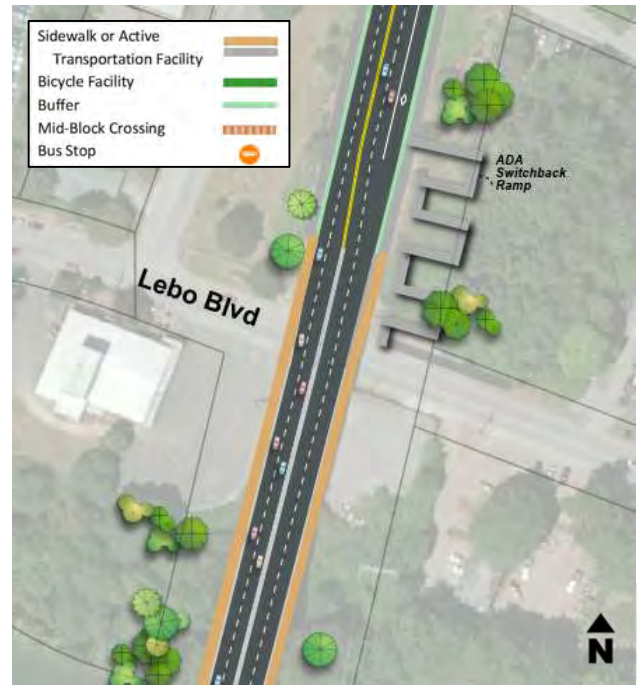
*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Improve safety for vehicles crossing Warren Avenue Bridge by reducing lane width and installing center barrier. Improve active transportation connectivity across the Port Washington Narrows by improving active transportation facilities across the Warren Avenue Bridge and providing additional connections north and south of the bridge. Active transportation improvements on the bridge will enhance the bridge to bridge trail connection for the City of Bremerton.

Jurisdiction	City of Bremerton
Corridor Need	Improve corridor safety Improve pedestrian and bicycle connectivity
Location	Warren Avenue Bridge
Project Length	2,400 feet
Mode	Auto, transit, active transportation
Facility Type	Roadway, sidewalk, active transportation, bicycle
Version	
Date Last Modified	

Project Area



Note: Conceptual drawing only. Channelization and sidewalk improvements north of the Warren Avenue Bridge are not included in this phase.



Note: Conceptual drawing only. Bicycle facilities along 18th Street and tunnel undercrossing are not included in this phase.

Project Attributes

Cost Range*	\$9.15M - \$16M
Project Elements	<ul style="list-style-type: none"> • Widen Warren Avenue Bridge to include 10' sidewalks on both sides • Manage lane widths on Warren Avenue Bridge with a minimum of 10.5' • Center barrier on Warren Avenue Bridge • Construct a 3' wide low-maintenance landscape or hardscape buffer between curb and sidewalk and widen sidewalks to 10' on east side of SR 303 from north of 17th Street to the Warren Avenue Bridge. • Update lighting on the structure for both roadway and active transportation users • Sidewalks at both north and south ends that are forward-compatible with long-term plan • Active transportation facility to connect to Lebo Boulevard on the north side of the bridge • Provide wayfinding for active transportation • Bicycle facilities south of the bridge between SR 303 and Park Avenue
Benefits	<ul style="list-style-type: none"> • Provides safe width for cyclists and pedestrians to cross Port Washington Narrows to access higher density population area in the Eastside Employment Center and Olympic College • All active transportation facilities provide a key link for a fully functional bridge to bridge trail connection • Improves accessibility across corridor
Issues and Risks	<ul style="list-style-type: none"> • Cost • Constructability of the cantilever section • Optimizing existing bridge widths • Maintenance
Notes	<ul style="list-style-type: none"> • Warren Avenue Bridge improvements would include new decking material in response to recent potholes on the bridge that impacted traffic flow and reliability • Consider overlooks on either side of the bridge near the uphill end • The bicycle connection between SR 303 and Park Avenue needs to be constructed after the Warren Avenue Bridge improvements • Appropriate lighting will be provided for active transportation facilities

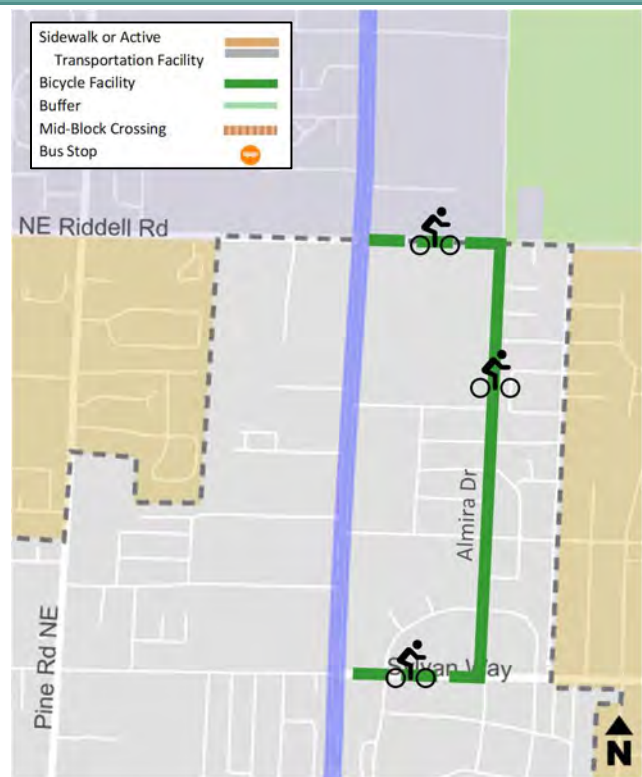
*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Improve active transportation connectivity by adding bicycle facilities on Almira Drive.

Jurisdiction	City of Bremerton Kitsap County
Corridor Need	Improve pedestrian and bicycle connectivity Improve access to transit
Location	Off corridor
Project Length	4,000 feet
Mode	Active transportation
Facility Type	Bicycle
Version	
Date Last Modified	

Project Area



Note: Conceptual drawing only

Project Attributes

Cost Estimate*	\$1.80M - \$3.20M
Project Elements	<ul style="list-style-type: none"> Bicycle facilities on Almira Drive from Sylvan Way to NE Riddell Road, including roadway widening and stormwater improvements
Benefits	<ul style="list-style-type: none"> Consistent with City Comprehensive Plan Consistent with Kitsap County Non-Motorized Facilities Plan Improves walkability within and between neighborhoods along the SR 303 corridor Improves bicycle connectivity and improves its use as an alternative mode to driving Improves accessibility to transit
Issues and Risks	
Notes	<ul style="list-style-type: none"> This phase can be completed independent of other projects on the SR 303 corridor Additional outreach, design, and estimating are required for the final configuration for bicycle facilities on Almira Drive. Pedestrian facilities should be considered. Appropriate lighting will be provided for active transportation facilities Consider providing bicycle facilities on Sylvan Way and NE Riddell Road between SR 303 and Almira Drive Improvements at NE Riddell Road require coordination with Kitsap County and WSDOT

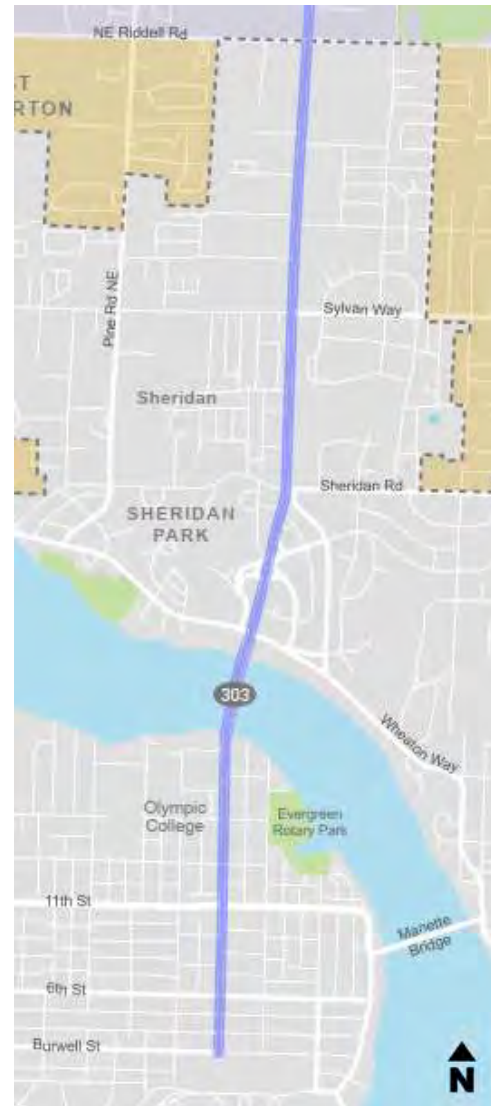
*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Improve design coordination for upcoming phases by procuring updated survey data.

Jurisdiction	City of Bremerton Kitsap County
Corridor Need	-
Location	Full corridor
Project Length	-
Mode	-
Facility Type	-
Version	
Date Last Modified	

Project Area



Project Attributes

Cost Range*	\$200k - \$350k
Project Elements	<ul style="list-style-type: none"> Develop a corridor schematic from Burwell Street to NE Riddell Road using updated survey data
Benefits	<ul style="list-style-type: none"> Improves data accuracy to support updated impacts and cost estimates
Issues and Risks	
Notes	<ul style="list-style-type: none"> The City of Bremerton will seek Consultant support to survey the corridor and develop accurate corridor schematics for use in the next steps of design Coordination with Kitsap County and WSDOT may be required

*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Improve active transportation connectivity by adding a mid-block crossing.

Jurisdiction	City of Bremerton
Corridor Need	<ul style="list-style-type: none"> Improve corridor safety Improve pedestrian and bicycle connectivity Improve access to transit
Location	Dibb Street
Project Length	-
Mode	Active transportation
Facility Type	Mid-block crossing
Version	
Date Last Modified	

Project Area



Note: Conceptual drawing only. Channelization and sidewalk improvements are not included in this phase.

Project Attributes

Cost Range*	\$300k - \$500k
Project Elements	<ul style="list-style-type: none"> Build a mid-block pedestrian crossing north of Dibb Street and provide a pedestrian hybrid beacon and pedestrian refuge island
Benefits	<ul style="list-style-type: none"> Reduces the distance between intersections for pedestrians to cross Improves accessibility to and from transit stops Improves safety for pedestrians Provides an early benefit for people trying to access transit
Issues and Risks	<ul style="list-style-type: none"> Cost and traffic impacts during construction Lighting requirements Impacts to right-of-way
Notes	<ul style="list-style-type: none"> This phase would make a good grant package if combined with other mid-block crossings along the corridor Early construction of the mid-block crossing will require re-work when channelization and sidewalk widening takes place in later phases Appropriate lighting will be provided for active transportation facilities

*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Improve active transportation connectivity by adding a mid-block crossing.

Jurisdiction	City of Bremerton Kitsap Transit WSDOT
Corridor Need	Improve corridor safety Improve pedestrian and bicycle connectivity Improve access to transit
Location	between 6th Street and 11th Street
Project Length	-
Mode	Active transportation
Facility Type	Mid-block crossing
Version	
Date Last Modified	

Project Area



Note: Conceptual drawing only. Channelization and sidewalk improvements are not included in this phase.

Project Attributes

Cost Range*	\$350k - \$650k
Project Elements	<ul style="list-style-type: none"> Build a mid-block pedestrian crossing between 6th Street and 11th Street and provide a pedestrian hybrid beacon signal and pedestrian refuge island Add bus stops near mid-block crossing
Benefits	<ul style="list-style-type: none"> Reduces the distance between intersections for pedestrians to cross Improves accessibility to and from transit stops Improves safety for pedestrians Provides an early benefit for people trying to access transit
Issues and Risks	<ul style="list-style-type: none"> Cost and traffic impacts during construction Lighting requirements Impacts to right-of-way
Notes	<ul style="list-style-type: none"> This phase would make a good grant package if combined with other mid-block crossings along the corridor Coordination with Kitsap Transit and WSDOT may be required for addition of bus stops Appropriate lighting will be provided for active transportation facilities

*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Improve active transportation connectivity by adding a mid-block crossing.

Jurisdiction	City of Bremerton Kitsap Transit WSDOT
Corridor Need	Improve corridor safety Improve pedestrian and bicycle connectivity Improve access to transit
Location	Pearl Street
Project Length	-
Mode	Active transportation
Facility Type	Mid-block crossing
Version	
Date Last Modified	

Project Area



Note: Conceptual drawing only. Channelization and sidewalk improvements are not included in this phase.

Project Attributes

Cost Range*	\$300k - \$500k
Project Elements	<ul style="list-style-type: none"> Build a mid-block pedestrian crossing north of Pearl Street and provide a pedestrian hybrid beacon and pedestrian refuge island Relocate bus stops to be near mid-block crossing
Benefits	<ul style="list-style-type: none"> Reduces the distance between intersections for pedestrians to cross Improves accessibility to and from transit stops Improves safety for pedestrians Provides an early benefit for people trying to access transit
Issues and Risks	<ul style="list-style-type: none"> Cost and traffic impacts during construction Lighting requirements Impacts to right-of-way
Notes	<ul style="list-style-type: none"> This phase would make a good grant package if combined with other mid-block crossings along the corridor Early construction of the mid-block crossing will require re-work when channelization and sidewalk widening takes place in later phases Coordination with Kitsap Transit and WSDOT may be required for relocation of bus stops Appropriate lighting will be provided for active transportation facilities

*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Improve active transportation connectivity by adding a mid-block crossing.

Jurisdiction	City of Bremerton Kitsap Transit WSDOT
Corridor Need	Improve corridor safety Improve pedestrian and bicycle connectivity Improve access to transit
Location	between Hollis Street and NE Riddell Road
Project Length	-
Mode	Active transportation
Facility Type	Mid-block crossing
Version	
Date Last Modified	

Project Area

- Sidewalk or Active Transportation Facility
- Bicycle Facility
- Buffer
- Mid-Block Crossing
- Bus Stop



Note: Conceptual drawing only. Channelization and sidewalk improvements are not included in this phase. Roundabout at NE Riddell Road not included in this phase.

Project Attributes

Cost Range*	\$300k - \$500k
Project Elements	<ul style="list-style-type: none"> • Build a mid-block pedestrian crossing between Hollis Street and NE Riddell Road and provide a pedestrian hybrid beacon and pedestrian refuge island • Relocate bus stops to be near mid-block crossing
Benefits	<ul style="list-style-type: none"> • Reduces the distance between intersections for pedestrians to cross • Improves accessibility to and from transit stops • Improves safety for pedestrians • Provides an early benefit for people trying to access transit
Issues and Risks	<ul style="list-style-type: none"> • Cost and traffic impacts during construction • Lighting requirements • Impacts to right-of-way
Notes	<ul style="list-style-type: none"> • This phase would make a good grant package if combined with other mid-block crossings along the corridor • Early construction of the mid-block crossing will require re-work when channelization and sidewalk widening takes place in later phases • Coordination with Kitsap Transit and WSDOT may be required for relocation of bus stops • Appropriate lighting will be provided for active transportation facilities

*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Improve active transportation connectivity across the Port Washington Narrows by improving active transportation facilities north of the Warren Avenue Bridge.

Jurisdiction	City of Bremerton
Corridor Need	Improve corridor safety
Location	north of Warren Avenue Bridge to south of Sheridan Road
Project Length	2,100 feet
Mode	Active transportation
Facility Type	Roadway, sidewalks, active transportation
Version	
Date Last Modified	

Project Area



Note: Conceptual drawing only

Project Attributes

Cost Range*	\$500k - \$850k
Project Elements	<ul style="list-style-type: none"> • Update lane striping along SR 303 to delineate active transportation facilities • Provide wayfinding for active transportation users • Underground utilities that would otherwise be obstructions in the sidewalks • Improve striping along Callahan Drive tunnel to show active transportation facility
Benefits	<ul style="list-style-type: none"> • Provides clear active transportation routes • Improves wayfinding for active transportation users • Improves safety by providing delineation for active transportation users
Issues and Risks	<ul style="list-style-type: none"> • Operations and maintenance cost
Notes	<ul style="list-style-type: none"> • This is an intermediate phase that would work to create a sense of corridor consistency between the south end of the bridge and Sylvan Way. This would be in place until the phases involving the Warren Avenue Bridge and Callahan Drive are complete.

*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Reconfigure roadway section to replace two-way left-turn lanes with medians. Provide median breaks at select locations and u-turns at intersections to maintain access to businesses.

Jurisdiction	City of Bremerton
Corridor Need	Improve corridor safety Improve economic investment
Location	south of Sheridan Road through Sylvan Way
Project Length	2,750 feet
Mode	Auto
Facility Type	Roadway
Version	
Date Last Modified	

Project Area



Note: Conceptual drawing only. Business access and transit (BAT) lane, widened sidewalks, and buffer between roadway and sidewalk not included in this phase.

Project Attributes

Cost Range*	\$1.95M - \$3.45M
Project Elements	<ul style="list-style-type: none"> • Replace two-way left-turn lane (TWLTL) with 3' – 5' wide median with breaks at intersections. Provide a median break for southbound left-turn at Old East Bremerton High School entrance • Provide southbound u-turn at Sheridan Road • Provide northbound and southbound u-turns at Sylvan Way • Provide low-maintenance landscape or hardscape buffer between curb and sidewalk at various locations
Benefits	<ul style="list-style-type: none"> • Median provides early safety benefit by reducing unprotected left-turn movements to and from the center lane
Issues and Risks	<ul style="list-style-type: none"> • Impacts to right-of-way • Coordination with property owners
Notes	

*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Reconfigure roadway section to replace two-way left-turn lanes with medians. Provide median breaks at select locations and u-turns at intersections to maintain access to businesses.

Jurisdiction	City of Bremerton
Corridor Need	Improve corridor safety Increase economic investment
Location	north of Sylvan Way to south of NE Riddell Road
Project Length	4,000 feet
Mode	Auto
Facility Type	Roadway
Version	
Date Last Modified	

Project Area



Note: Conceptual drawing only. Widened sidewalks and buffer between roadway and sidewalk not included in this phase.

Project Attributes

Cost Range*	\$1.6M - \$2.8M
Project Elements	<ul style="list-style-type: none"> • Replace two-way left-turn lane (TWLTL) with 3' – 5' wide median with breaks at intersections. Provide median break for northbound left-turn south of NE Riddell Road • Provide northbound and southbound u-turns at Hollis Street
Benefits	<ul style="list-style-type: none"> • Median provides early safety benefit by reducing unprotected left-turn movements to and from the center lane
Issues and Risks	<ul style="list-style-type: none"> • Impacts to right-of-way • Coordination with property owners
Notes	

*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Improve mobility between Burwell and 6th Street and install safety countermeasures for pedestrians.

Jurisdiction	City of Bremerton
Corridor Need	Improve corridor safety Improve corridor reliability
Location	Burwell Street to 6th Street
Project Length	800 feet
Mode	Auto, active transportation
Facility Type	Roadway, crossing
Version	
Date Last Modified	

Project Area



Note: Conceptual drawing only. Burwell Street channelization completed in an earlier phase

Project Attributes

Cost Range*	\$850k to \$1.5M
Project Elements	<ul style="list-style-type: none"> Remove center median between Burwell Street and 5th Street and replace with c-curb Install pedestrian crossing treatment at 4th Street and 5th Street Extend northbound left-turn lane at 6th Street
Benefits	<ul style="list-style-type: none"> Removing the center median provides width for adding northbound lane without impacting right-of-way
Issues and Risks	<ul style="list-style-type: none"> 4th Street and 5th Street are part of the designated bicycle route through Downtown Bremerton and cyclists would be required to use pedestrian crossing
Notes	<ul style="list-style-type: none"> Recommendation to remove the center median between Burwell Street and 6th Street to improve roadway capacity and throughput along SR 303. Additional improvements to ensure pedestrian and bicycle connectivity will be considered during the City's Joint Compatibility Transportation Planning effort. Appropriate lighting will be provided for active transportation facilities

*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Convert 11th Street intersection to a roundabout.

Jurisdiction	City of Bremerton
Corridor Need	Improve corridor safety Improve corridor reliability
Location	11th Street
Project Length	-
Mode	Auto
Facility Type	Intersection
Version	
Date Last Modified	

Project Area



Note: Conceptual drawing only.

Project Attributes

Cost Range*	\$7.7M - \$13.45M
Project Elements	<ul style="list-style-type: none"> Replace signal at 11th Street with a 2-lane roundabout including pedestrian crossings at all four quadrants
Benefits	<ul style="list-style-type: none"> Roundabouts reduce crash severity, improve pedestrian safety, and provide a sustainable solution for traffic control
Issues and Risks	<ul style="list-style-type: none"> Impacts to right-of-way Modification to access Public education required Cost Moderate traffic interruption during construction Additional mitigation may be required to address environmental impacts not evaluated in this study Design will need to address cross slopes to meet ADA standards
Notes	<ul style="list-style-type: none"> Design should support and include all City of Bremerton active transportation planning improvements Design should value engineer the roundabout to reduce impacts to right-of-way Traffic analysis shows existing traffic operations would improve from implementation of a roundabout. As traffic demand grows in the future the roundabout would continue to provide operation and safety benefits. This roundabout meets City concurrency requirements

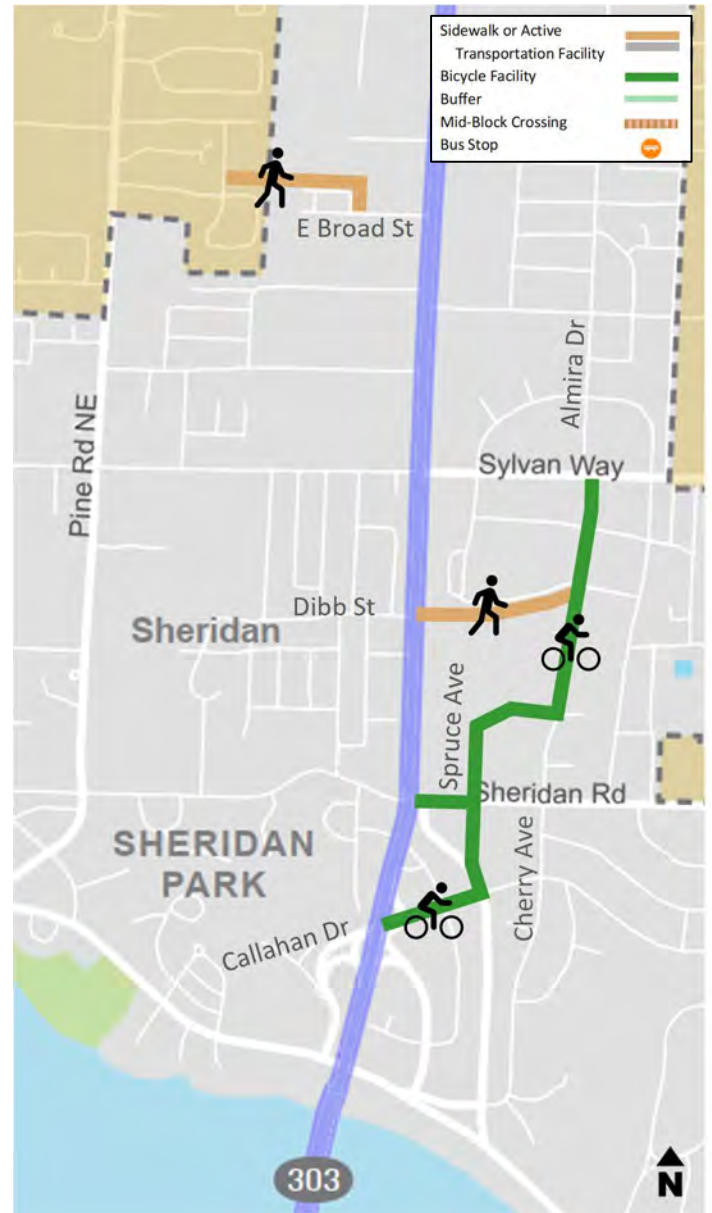
*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Improve active transportation connectivity by adding bicycle facilities on Callahan Drive, Cherry Avenue, and Almira Drive. Improve active transportation connectivity and access to transit with new active transportation facilities adjacent to the SR 303 corridor.

Jurisdiction	City of Bremerton Kitsap County
Corridor Need	Improve pedestrian and bicycle connectivity Improve access to transit
Location	Off corridor
Project Length	1.1 miles
Mode	Active transportation
Facility Type	Bicycle, sidewalks
Version	
Date Last Modified	

Project Area



Note: Conceptual drawing only.

Project Attributes

Cost Range*	\$1.75M - \$3.05M
Project Elements	<ul style="list-style-type: none"> • Bicycle facilities from Callahan Drive to Cherry Avenue using lower Wheaton Way, Spruce Avenue, and E 30th Street • Build a mid-block pedestrian crossing at Sheridan Road and Spruce Avenue • Bicycle facilities on Callahan Drive from SR 303 to lower Wheaton Way using existing tunnel under SR 303 • Provide 10' wide sidewalks at the following locations: <ul style="list-style-type: none"> ○ SR 303 to Almira Drive using NE 32nd Street through Old East Bremerton High School, connecting near Dibb Street ○ Wheaton Way Transit Center to Pine Road NE using NE Normandy Drive or NE Roswell Drive to access Clogston Avenue NE. • Construct a paved active transportation facility from Cherry Avenue to Almira Drive • Bicycle facilities on Almira Drive from Cherry Avenue to Sylvan Way
Benefits	<ul style="list-style-type: none"> • Consistent with City Comprehensive Plan • Improves walkability within and between neighborhoods along the SR 303 corridor • Improves bicycle connectivity and improves its use as an alternative mode to driving • Improves accessibility to transit. Currently, most residents west of the Wheaton Way Transit Center are required to walk at least a 1 mile to access the transit center. The connection along E Broad Street would provide direct access between the neighborhood and the Wheaton Way Transit Center.
Issues and Risks	<ul style="list-style-type: none"> • Impacts to right-of-way • Permitting • Maintaining the tunnel under SR 303 • Additional mitigation may be required to address environmental impacts not evaluated in this study
Notes	<ul style="list-style-type: none"> • The City Comprehensive was recently updated to include bicycle facilities on both Cherry Avenue and lower Wheaton Way as part of the Eastside Employment Center project • Continued coordination with the Eastside Employment Center project request to realign Wheaton Way with Spruce Ave and a potential realignment of bicycle route to that corridor. • Bicycle facilities on Callahan Drive should move forward as funding becomes available • Sidewalks through neighborhoods should move forward as funding becomes available • Need agreement with private property owner to finalize the sidewalk through neighborhood to Wheaton Way Transit Center • The bicycle connection from Cherry Avenue to Sylvan Way can be completed independent of other projects on the SR 303 corridor. Consider constructing this phase at the same time as any pedestrian improvements proposed as part of the Eastside Employment Center project. • Additional outreach, design, and estimating are required for the final configuration for bicycle facilities on Almira Drive • Appropriate lighting will be provided for active transportation facilities • Consider providing bicycle facilities on Sheridan Road between SR 303 and Spruce Avenue

*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Improve reliability and safety for vehicles by removing the 18th Street access and updating channelization at 16th Street. Improve active transportation connectivity and safety by improving sidewalks.

Jurisdiction	City of Bremerton
Corridor Need	<ul style="list-style-type: none"> Improve corridor safety Improve corridor reliability Improve pedestrian and bicycle connectivity
Location	13th Street to Warren Avenue Bridge
Project Length	1,850 feet
Mode	Auto, transit, active transportation
Facility Type	Roadway, intersection, sidewalk
Version	
Date Last Modified	

Project Area



Note: Conceptual drawing only.

Note: Conceptual drawing only. Bicycle facilities not included in this phase

Project Attributes

Cost Range*	\$1.55M - \$2.7M
Project Elements	<ul style="list-style-type: none"> • Close 18th Street southbound ramp access • Extend northbound left-turn lane storage at 16th Street to 275 feet • Underground utilities that would otherwise be obstructions in the sidewalks • Complete sidewalk connection from south end of Warren Ave Bridge to existing sidewalk south of 18th Street • Widen sidewalk to 10' on west side of SR 303 between 13th Street and Warren Avenue Bridge • Relocate northbound and southbound bus stops closer to 13th Street intersection
Benefits	<ul style="list-style-type: none"> • Closing the 18th Street southbound ramp access improves safety by removing a conflict point and weaving • Extending the northbound left-turn lane at 16th Street accommodates demand, including transit vehicles, and prevents northbound left-turns from queuing into the northbound thru lane
Issues and Risks	<ul style="list-style-type: none"> • Impacts to right-of-way
Notes	<ul style="list-style-type: none"> • Consider closure of 18th Street ramp and realignment of traffic to 16th Street through continued coordination with neighborhood, Olympic College, WSDOT, and the City of Bremerton • Consider adding a barrier or buffer between the existing sidewalk and the traveled way for pedestrian comfort on the east side of Warren Ave. Also consider raising the height of the curb and sidewalk for improved drainage and delineation • Appropriate lighting will be provided for active transportation facilities

*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Reconfigure roadway section to include a business access and transit (BAT) lane. Improve active transportation connectivity and safety by improving sidewalks along the SR 303 corridor.

Jurisdiction	City of Bremerton Kitsap Transit
Corridor Need	Improve pedestrian and bicycle connectivity Improve access to transit
Location	Sheridan Road to Sylvan Way
Project Length	2,600 feet
Mode	Auto, transit, active transportation
Facility Type	Roadway, sidewalk
Version	
Date Last Modified	

Project Area



Note: Conceptual drawing only. Median completed in an earlier phase.

Project Attributes

Cost Range*	\$16.15M - \$28.25M
Project Elements	<ul style="list-style-type: none"> Construct northbound business access and transit (BAT) lane from 500' south of the Callahan Drive intersection to Sylvan Way (ultimately extends north to Hollis Street) Construct a 6' wide low-maintenance landscape or hardscape buffer between curb and sidewalk and widen sidewalks to 10' on both sides of SR 303. Underground utilities that would otherwise be obstructions in the sidewalks
Benefits	<ul style="list-style-type: none"> The BAT lane will provide transit with a queue bypass to travel through intersections with less traffic and help maintain travel time reliability Widening sidewalks and undergrounding utilities improves safety and access for pedestrians and bicyclists
Issues and Risks	<ul style="list-style-type: none"> Impacts to right-of-way would require negotiation for partial for full takes The BAT lane would require education about transit queue jumps and possible enforcement Additional mitigation may be required to address environmental impacts not evaluated in this study
Notes	<ul style="list-style-type: none"> It is assumed that Kitsap Transit funding is available for construction of the BAT lane Design should support and include all City of Bremerton active transportation planning improvements Appropriate lighting will be provided for active transportation facilities

*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Improve active transportation connectivity and safety by improving sidewalks along the SR 303 corridor.

Jurisdiction	City of Bremerton
Corridor Need	Improve pedestrian and bicycle connectivity
Location	Burwell Street to 13th Street
Project Length	2,800 feet
Mode	Active transportation
Facility Type	Sidewalk
Version	
Date Last Modified	

Project Area



Note: Conceptual drawing only.

Project Attributes

Cost Range*	\$1.5M - \$2.6M
Project Elements	<ul style="list-style-type: none"> Underground utilities that would otherwise be obstructions in the sidewalks
Benefits	<ul style="list-style-type: none"> Undergrounding utilities improves safety and access for pedestrians and bicyclists
Issues and Risks	
Notes	<ul style="list-style-type: none"> Design should support and include all City of Bremerton active transportation planning improvements

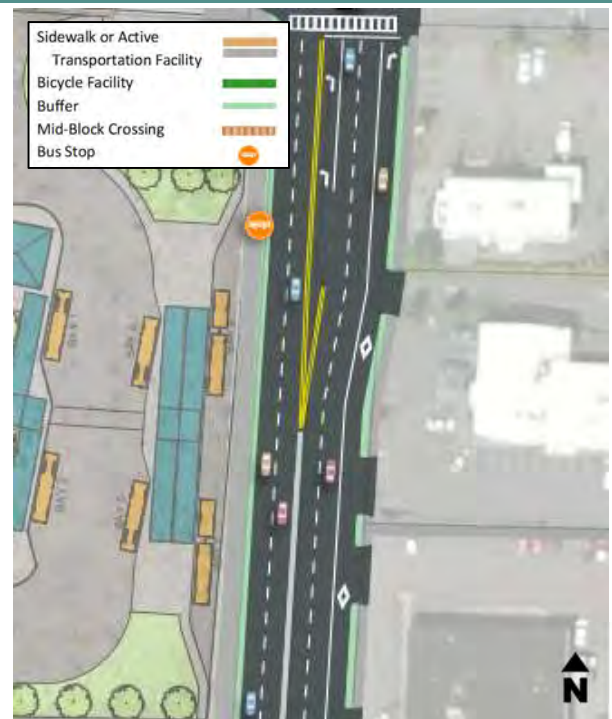
*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Reconfigure roadway section to include a business access and transit (BAT) lane. Improve active transportation connectivity and safety by improving sidewalks along the SR 303 corridor.

Jurisdiction	City of Bremerton Kitsap Transit
Corridor Need	Improve pedestrian and bicycle connectivity Improve access to transit
Location	Sylvan Way to NE Riddell Road
Project Length	4,000 feet
Mode	Auto, transit, active transportation
Facility Type	Roadway, sidewalk
Version	
Date Last Modified	

Project Area



Note: Conceptual drawing only. Median completed in an earlier phase

Project Attributes

Cost Range*	\$21M - \$36.75M
Project Elements	<ul style="list-style-type: none"> Construct northbound business and access transit (BAT) lane from Sylvan Way to Hollis Street where it terminates as a right-turn only lane Construct a 6' wide low-maintenance landscape or hardscape buffer between curb and sidewalk and widen sidewalks to 10' on both sides of SR 303. Underground utilities that would otherwise be obstructions in the sidewalks
Benefits	<ul style="list-style-type: none"> The BAT lane will provide transit with a queue bypass to travel through intersections with less traffic and help maintain travel time reliability Widening sidewalks and undergrounding utilities improves safety and access for pedestrians and bicyclists
Issues and Risks	<ul style="list-style-type: none"> Impacts to right-of-way would require negotiation for partial for full takes The BAT lane would require education about transit queue jumps and possible enforcement Additional mitigation may be required to address environmental impacts not evaluated in this study
Notes	<ul style="list-style-type: none"> It is assumed that Kitsap Transit funding is available for construction of the BAT lane Design should support and include all City of Bremerton active transportation planning improvements Appropriate lighting will be provided for active transportation facilities

*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Add a new roundabout intersection at Callahan Drive with transit priority to improve safety, improve transit reliability, and improve connectivity to the Eastside Employment Center. Improve active transportation connectivity and safety by improving and completing sidewalks along and under the SR 303 corridor.

Jurisdiction	City of Bremerton Kitsap Transit WSDOT
Corridor Need	Improve corridor safety Improve corridor reliability Improve pedestrian and bicycle connectivity Increase economic investment Improve access to transit
Location	north of Warren Avenue Bridge to Sheridan Road
Project Length	2,100 feet
Mode	Auto, transit, active transportation
Facility Type	Roadway, intersection, sidewalk, active transportation
Version	
Date Last Modified	

Project Area



Note: Conceptual drawing only. Active transportation connection to Lebo Boulevard and bicycle facilities along Callahan Drive completed in an earlier phase

Project Attributes

Cost Range*	\$8.1M - \$14.2M
Project Elements	<ul style="list-style-type: none"> • Construct a new roundabout intersection at Callahan Drive/Clare Avenue • Repurpose tunnel along Callahan Drive to be an active transportation undercrossing • Construct northbound business access and transit (BAT) lane from north of Warren Ave Bridge to connect with previously constructed BAT lane • Include northbound transit signal queue jump at Callahan Drive intersection • Construct 3' wide median • Provide curb and gutter, a 6' wide low-maintenance landscape or hardscape buffer, and 10' sidewalks on both sides of SR 303 from north of Warren Avenue Bridge to Sheridan Road • Underground utilities that would otherwise be obstructions in the sidewalks
Benefits	<ul style="list-style-type: none"> • A new intersection at Callahan Drive is beneficial to the Eastside Employment Center • The BAT lane will provide transit with a queue bypass to travel through intersections with less traffic and help maintain travel time reliability
Issues and Risks	<ul style="list-style-type: none"> • Operations and maintenance cost • Additional mitigation may be required to address environmental impacts not evaluated in this study
Notes	<ul style="list-style-type: none"> • Design should support and include all City of Bremerton active transportation planning improvements • Design should value engineer the roundabout to reduce impacts • It is assumed that Kitsap Transit funding is available for construction of the BAT lane • Further coordination with WSDOT and Kitsap Transit will outline when the transit signal queue jump would be beneficial and how it would be managed • Consider an active transportation undercrossing on the west leg of the new roundabout and provide connections to the west side of SR 303 and the active transportation undercrossing along Callahan Drive • Appropriate lighting will be provided for active transportation facilities

*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Convert NE Riddell Road intersection to a roundabout.

Jurisdiction	City of Bremerton Kitsap County
Corridor Need	Improve corridor safety Improve corridor reliability
Location	NE Riddell Road
Project Length	-
Mode	Auto
Facility Type	Intersection
Version	
Date Last Modified	

Project Area



Note: Conceptual drawing only.

Project Attributes

Cost Range*	\$4.9M - \$8.55M
Project Elements	<ul style="list-style-type: none"> Replace signal at NE Riddell Road with a roundabout including pedestrian crossings at all four quadrants
Benefits	<ul style="list-style-type: none"> Roundabouts reduce crash severity, improve pedestrian safety, and provide a sustainable solution for traffic control
Issues and Risks	<ul style="list-style-type: none"> Impacts to right-of-way Modification to access Public education required Cost Moderate traffic interruption during construction Additional mitigation may be required to address environmental impacts not evaluated in this study
Notes	<ul style="list-style-type: none"> Design should support and include all City of Bremerton active transportation planning improvements Design should value engineer the roundabout to reduce impacts to right-of-way while still meeting safety and mobility needs Improvements at NE Riddell Road require coordination with Kitsap County and WSDOT

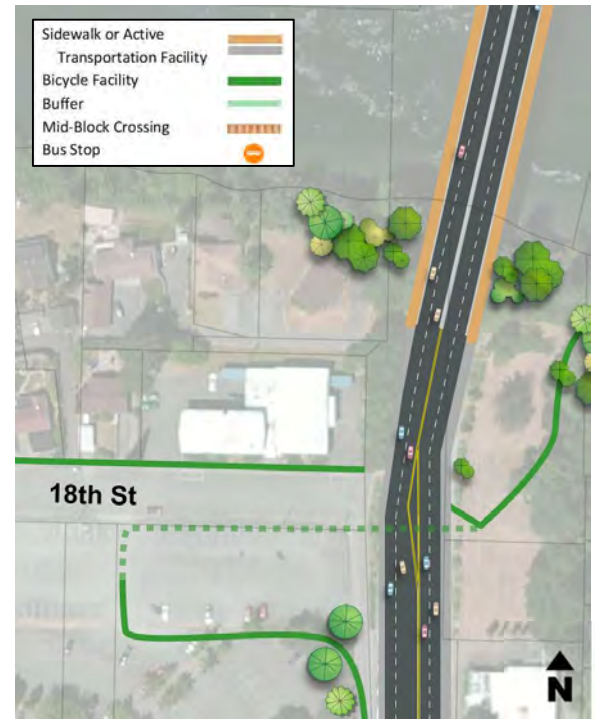
*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Project Description

Improve active transportation connectivity and safety by providing an undercrossing south of the Warren Avenue Bridge and active transportation facilities through Olympic College.

Jurisdiction	City of Bremerton Olympic College
Corridor Need	Improve pedestrian and bicycle connectivity
Location	Off corridor
Project Length	1,700 feet
Mode	Active transportation
Facility Type	Active transportation
Version	
Date Last Modified	

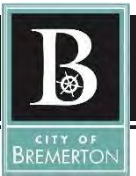
Project Area



Note: Conceptual drawings only. Bicycle facilities east of SR 303 and sidewalk improvements completed in an earlier phase.

Project Attributes

Cost Range*	\$1.9M - \$3.35M
Project Elements	<ul style="list-style-type: none"> Construct a tunnel under SR 303 for an active transportation undercrossing, connecting Olympic College to east side of SR 303 Active transportation facilities on 18th Street through Olympic College to Broadway Avenue
Benefits	<ul style="list-style-type: none"> Tunnel improves east-west connectivity from SR 303 to the City planned active transportation network Active transportation facilities on 18th Street would improve pedestrian/bicycle access to Broadway Avenue where lower-grade connections to the City planned active transportation network are available
Issues and Risks	<ul style="list-style-type: none"> Cost Tunnel maintenance Impacts to right-of-way east of Park Avenue Additional mitigation may be required to address environmental impacts not evaluated in this study Impacts to Olympic College Impacts to properties on Broadway Avenue



Project Attributes

Notes

- Olympic College construction in the area may expedite the need to construct the tunnel for active transportation mobility and safety.
- The tunnel should connect to the sidewalk and bicycle facilities on the east side of SR 303
- Active transportation facilities on 18th Street are dependent on coordination between Olympic College and the City to determine routing
- Appropriate lighting will be provided for active transportation facilities

*Costs in 2020 dollars including 15% PE, 12% CM, & 4% change order allowance.

Appendix A-3

Study Preferred Alternative Kitsap County Phasing Information Table



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SR 303 Corridor Study
Study Preferred Alternative County Project Phasing

Phase	Location	Project Description	
1a	Segment 4	Location	SR 303: NE Riddell Road to NE Furneys Lane
		Project Length	1,100 ft
		Cost Range ¹	\$2.0M - \$3.55M
		Project Elements	<ul style="list-style-type: none"> • 11-foot sidewalk (6-foot walkway and 5-foot bike lane), buffer, and illumination on both sides • Replace TWLTL with 3-foot to 5-foot median • NE Riddell Road intersection southbound u-turns • Reconfigure east leg of NE Furneys Lane to reduce pedestrian crossing distance. Add pork chop island for northbound right-turn lane. • NE Furneys Lane intersection channelization improvements to allow for northbound and southbound u-turns. Reduce pedestrian crossing distance on east leg. • ATMS signal upgrades
		Benefits	<ul style="list-style-type: none"> • Sidewalks improve walkability and safety • Median provides early safety benefit by reducing unprotected left-turn movements to and from the center lane • Signal upgrades provides flexibility for improved traffic operations and optimizing efficiency of existing roadway capacity
		Issues and Risks	<ul style="list-style-type: none"> • Impacts to right-of-way • Possible environmental issues and mitigation required at some locations due to widening • Additional mitigation may be required to address environmental impacts not evaluated in this study • Signal upgrades require off-site control area with dedicated computer system and operator • Cost for operations and maintenance
	Notes	<ul style="list-style-type: none"> • Design should support and include all Kitsap County active transportation planning improvements • Appropriate lighting will be provided for active transportation facilities • Design should consider ways to reduce pedestrian crossing distance across SR 303 • Active traffic management may require a systems engineering process as defined in the WSDOT Local Agency Guidelines Manual • NE Furneys Road is a WSDOT signal that is managed by the City of Bremerton 	

SR 303 Corridor Study
Study Preferred Alternative County Project Phasing

Phase	Location	Project Description	
1b	Segment 4	Project Location	SR 303: NE Furneys Lane to NE Fuson Road
		Project Length	1,300 ft
		Cost Range ¹	\$1.85M - \$3.2M
		Project Elements	<ul style="list-style-type: none"> • 11-foot sidewalk (6-foot walkway and 5-foot bike lane), buffer, and illumination on both sides • Replace TWLTL with 3-foot to 5-foot median • NE Fuson Road intersection channelization improvements to allow for northbound and southbound u-turns • ATMS signal upgrades
		Benefits	<ul style="list-style-type: none"> • Sidewalks improve walkability and safety • Median provides early safety benefit by reducing unprotected left-turn movements to and from the center lane • Signal upgrades provides flexibility for improved traffic operations and optimizing efficiency of existing roadway capacity
		Issues and Risks	<ul style="list-style-type: none"> • Impacts to right-of-way • Possible environmental issues and mitigation required at some locations due to widening • Additional mitigation may be required to address environmental impacts not evaluated in this study • Signal upgrades require off-site control area with dedicated computer system and operator • Cost for operations and maintenance
		Notes	<ul style="list-style-type: none"> • Design should support and include all Kitsap County active transportation planning improvements • Appropriate lighting will be provided for active transportation facilities • Design should consider ways to reduce pedestrian crossing distance across SR 303 • Active traffic management may require a systems engineering process as defined in the WSDOT Local Agency Guidelines Manual

SR 303 Corridor Study
Study Preferred Alternative County Project Phasing

Phase	Location	Project Description	
2a	Segment 4	Project Location	SR 303/NE McWilliams Road intersection
		Project Length	-
		Cost Range ¹	\$4.55M - \$8.0M
		Project Elements	<ul style="list-style-type: none"> Roundabout at NE McWilliams Road
		Benefits	<ul style="list-style-type: none"> Roundabouts reduce crash severity, improve pedestrian safety, and provide a sustainable solution for traffic control
		Issues and Risks	<ul style="list-style-type: none"> Impacts to right-of-way Modification to access Public education required Cost Moderate traffic interruption during construction Additional mitigation may be required to address environmental impacts not evaluated in this study
		Notes	<ul style="list-style-type: none"> Design should value engineer the roundabout to reduce impacts to right-of-way
2b	Segment 4	Project Location	SR 303: NE Fuson Road to 1,300 feet north of NE Fuson Road (existing median)
		Project Length	1,300 ft
		Cost Range ¹	\$1.45M - \$2.55M
		Project Elements	<ul style="list-style-type: none"> 11-foot sidewalk (6-foot walkway and 5-foot bike lane), buffer, and illumination on both sides Replace TWLTL with 3-foot to 5-foot median
		Benefits	<ul style="list-style-type: none"> Sidewalks improve walkability and safety Median provides early safety benefit by reducing unprotected left-turn movements to and from the center lane
		Issues and Risks	<ul style="list-style-type: none"> Impacts to right-of-way Possible environmental issues and mitigation required at some locations due to widening Additional mitigation may be required to address environmental impacts not evaluated in this study
		Notes	<ul style="list-style-type: none"> Design should support and include all Kitsap County active transportation planning improvements Design should consider ways to reduce pedestrian crossing distance across SR 303 Appropriate lighting will be provided for active transportation facilities

SR 303 Corridor Study
Study Preferred Alternative County Project Phasing

Phase	Location	Project Description	
2c	Segment 4	Project Location	SR 303: 1,300 feet north of NE Fuson Road to NE McWilliams Road
		Project Length	1,200 ft
		Cost Range ¹	\$1.4M - \$2.45M
		Project Elements	<ul style="list-style-type: none"> 11-foot sidewalk (6-foot walkway and 5-foot bike lane), buffer, and illumination on both sides
		Benefits	<ul style="list-style-type: none"> Sidewalks improve walkability and safety
		Issues and Risks	<ul style="list-style-type: none"> Impacts to right-of-way Possible environmental issues and mitigation required at some locations due to widening Additional mitigation may be required to address environmental impacts not evaluated in this study
		Notes	<ul style="list-style-type: none"> Design should support and include all Kitsap County active transportation planning improvements Design should consider ways to reduce pedestrian crossing distance across SR 303 Appropriate lighting will be provided for active transportation facilities
3	Segment 3	Project Location	SR 303/NE Riddell Road intersection
		Project Length	-
		Cost Range	-
		Project Elements	<ul style="list-style-type: none"> Roundabout at NE Riddell Road
		Benefits	-
		Issues and Risks	-
		Notes	<ul style="list-style-type: none"> Refer to City Project Phase 9B

SR 303 Corridor Study
Study Preferred Alternative County Project Phasing

Phase	Location	Project Description	
4a	Segment 5	Project Location	SR 303: NE McWilliams Road to NE Bentley Drive
		Project Length	1,650 ft
		Cost Range ¹	\$750k - \$1.35M
		Project Elements	<ul style="list-style-type: none"> 11-foot sidewalk (6-foot walkway and 5-foot bike lane), buffer, and illumination on both sides
		Benefits	<ul style="list-style-type: none"> Sidewalks improve walkability and safety
		Issues and Risks	<ul style="list-style-type: none"> Impacts to right-of-way Possible environmental issues and mitigation required at some locations due to widening Additional mitigation may be required to address environmental impacts not evaluated in this study
		Notes	<ul style="list-style-type: none"> Design should support and include all Kitsap County active transportation planning improvements Design should consider ways to reduce pedestrian crossing distance across SR 303 Appropriate lighting will be provided for active transportation facilities
4b	Segment 5	Project Location	SR 303: NE Bentley Drive to NE Fairgrounds Road
		Project Length	2,050 ft
		Cost Range ¹	\$950k - \$1.65M
		Project Elements	<ul style="list-style-type: none"> 11-foot sidewalk (6-foot walkway and 5-foot bike lane), buffer, and illumination on both sides
		Benefits	<ul style="list-style-type: none"> Sidewalks improve walkability and safety
		Issues and Risks	<ul style="list-style-type: none"> Impacts to right-of-way Possible environmental issues and mitigation required at some locations due to widening Additional mitigation may be required to address environmental impacts not evaluated in this study
		Notes	<ul style="list-style-type: none"> Design should support and include all Kitsap County active transportation planning improvements Design should consider ways to reduce pedestrian crossing distance across SR 303 Appropriate lighting will be provided for active transportation facilities

SR 303 Corridor Study
Study Preferred Alternative County Project Phasing

Phase	Location	Project Description		
5	Segment 5	Project Location	SR 303/NE Fairgrounds Road intersection	
		Project Length	-	
		Cost Range ¹	\$4.55M - \$8.0M	
		Project Elements	<ul style="list-style-type: none"> • Roundabout at NE Fairgrounds Road 	
		Benefits	<ul style="list-style-type: none"> • Roundabouts reduce crash severity, improve pedestrian safety, and provide a sustainable solution for traffic control 	
		Issues and Risks	<ul style="list-style-type: none"> • Impacts to right-of-way • Modification to access • Public education required • Cost • Moderate traffic interruption during construction • Additional mitigation may be required to address environmental impacts not evaluated in this study 	
		Notes	<ul style="list-style-type: none"> • Kitsap County prefers to move forward with the roundabouts as they would improve operations and queuing per the analysis. WSDOT and the County will coordinate to ensure any changes to the intersection designs are validated through the WSDOT Intersection Control Evaluation process. As land use in the area continues to change with new construction along the corridor, the County and WSDOT will work to outline appropriate mitigation measures for the developments that could support construction of the intersection controls. • Coordination with Kitsap Transit may be required for relocation of bus stops 	

SR 303 Corridor Study
Study Preferred Alternative County Project Phasing

Phase	Location	Project Description	
6	Segment 5	Project Location	SR 303/NE Bentley Drive intersection
		Project Length	-
		Cost Range ¹	\$3.85M - \$6.75M
		Project Elements	<ul style="list-style-type: none"> • Roundabout at NE Bentley Drive
		Benefits	<ul style="list-style-type: none"> • Roundabouts reduce crash severity, improve pedestrian safety, and provide a sustainable solution for traffic control
		Issues and Risks	<ul style="list-style-type: none"> • Impacts to right-of-way • Modification to access • Public education required • Cost • Moderate traffic interruption during construction • Additional mitigation may be required to address environmental impacts not evaluated in this study
		Notes	<ul style="list-style-type: none"> • Kitsap County prefers to move forward with the roundabouts as they would improve operations and queuing per the analysis. WSDOT and the County will coordinate to ensure any changes to the intersection designs are validated through the WSDOT Intersection Control Evaluation process. As land use in the area continues to change with new construction along the corridor, the County and WSDOT will work to outline appropriate mitigation measures for the developments that could support construction of the intersection controls. • Coordination with Kitsap Transit may be required for relocation of bus stops

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Appendix A-4

Transportation Funding Sources in Washington State



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WORKING TOGETHER TO SUPPORT TRANSPORTATION EFFICIENT COMMUNITIES



WHAT IS A TRANSPORTATION EFFICIENT COMMUNITY?

Transportation efficient communities support health, prosperous economies, energy conservation and a sustainable environment by requiring less driving to meet daily needs.

INCLUDES FUNDING SOURCES FROM:

- Washington State Department of Transportation
- Washington State Department of Commerce
- Freight Mobility Strategic Investment Board
- Washington State Recreation and Conservation Office
- Washington State County Road Administration Board
- Washington State Transportation Improvement Board
- Other State and Federal Funding Sources

Transportation Funding Sources in Washington State



SR 530 bank stabilization, south of Rockport, in August 2019

The table below summarizes transportation funding programs and other transportation revenue sources in Washington state. This document will help local governments assess the different kinds of funding opportunities available. For more information on each program, please access the links provided or see the back page for additional contact information. An electronic version of this document is available at <https://www.wsdot.wa.gov/planning/community/default.htm>.

Name/RCW	Basic Description	Eligibility
Washington State Department of Transportation wsdot.wa.gov 360-705-7000		
Pedestrian and Bicycle Safety	The purpose of the Pedestrian and Bicycle Program is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike.	All public agencies in Washington are eligible to apply.
Safe Routes to School	The purpose of the Safe Routes to School Program is to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school. Funding from this program is for projects within two-miles of primary, middle and high schools (K-12).	All public agencies in Washington are eligible to apply.
Local Bridge Program	The purpose of the federal Local Bridge Program is to preserve and improve the condition of local agency bridges through inspection, rehabilitation, replacement and systematic preventative maintenance of local agency bridges on and off the federal aid system.	All cities and counties that own bridges are eligible to apply.
Multiuse Roadway Safety Program	The purpose of the Multiuse Roadway Safety Program is to increase opportunities for safe, legal, and environmentally acceptable motorized (all-terrain vehicles) recreation on public roads.	Local government agencies, Washington State Patrol, and local law enforcement agencies in Washington state.

<p><u>Highway Safety Improvement Program (HSIP)</u></p>	<p>The federal Highway Safety Improvement Program (HSIP) goal is to reduce fatal and serious injury crashes by implementing the Washington state Strategic Highway Safety Plan (<u>Target Zero</u>). WSDOT's programs include the City Safety program, the County Safety program, and the Railway-Highway Crossing program. Combined, these programs include a percentage for high risk rural roadways and approximately \$2 million/biennium for the Safe Routes to School program.</p>	<p>All cities and counties with fatal or serious injury collisions are eligible to apply.</p>
<p><u>Transportation Alternatives (TA) Program</u></p>	<p>The Federal Transportation Alternatives Program provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and improved mobility, community improvement activities and environmental remediation; recreational trail program projects; and safe routes to school projects.</p>	<p>Local agencies, metropolitan planning organizations (MPOs), regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, local education agencies or schools, tribal governments, and any other local or regional governmental entity with responsibility for oversight of transportation that the State determines to be eligible.</p>
<p><u>Congestion Mitigation Air Quality Improvement Program (CMAQ)</u></p>	<p>The Federal Congestion Mitigation Air Quality Improvement Program provides funding for transportation projects and programs that help meet the requirements of the Clean Air Act. Eligible activities include transit improvements, travel demand management strategies, traffic flow improvements, public fleet conversions to cleaner fuels, projects to improve incident and emergency response or improve mobility, expanded authority for transit operations, and support for installation of facilities serving electric or natural gas fueled vehicles (not at rest areas).</p>	<p>All public agencies within the five MPOs representing maintenance areas including: Puget Sound Regional Council (PSRC), Spokane Regional Transportation Council (SRTC), Southwest Washington Regional Transportation Council (RTC), Yakima Valley Conference of Governments (YVCOG) and Thurston Regional Planning Council (TRPC).</p>
<p><u>National Highway Performance Program (NHPP)</u></p>	<p>The federal National Highway Performance Program provides funding for projects on the National Highway System (NHS). Types of projects eligible for this funding include: A separate NHS Asset Management program was created to highlight the importance of preserving the roadway system by incentivizing agencies to use asset management strategies that provide cost-effective solutions to maximize the life expectancy of a roadway.</p>	<p>All public agencies and MPOs that are responsible for interstate or NHS facilities.</p>
<p><u>Surface Transportation Block Grant (STBG)</u></p>	<p>The federal Surface Transportation Block Grant program is the most flexible of all the federal transportation programs and provides the most financial support to local agencies.</p>	<p>All public agencies and MPOs that are responsible for eligible transportation facilities.</p>
<p><u>Freight Rail Assistance Program</u></p>	<p>The Freight Rail Assistance Program is directed toward larger projects where it is difficult to gain a contribution and where the rail location or the project is of strategic importance to the local community and the state.</p>	<p>Open to applicants in both the public and private sector.</p>
<p><u>Freight Rail Investment Bank Program</u></p>	<p>The Freight Rail Investment Bank Program is for smaller projects or for a small part of a larger project, where state funds would enable the project to be completed.</p>	<p>Open to the public sector including counties, cities and port districts.</p>

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<u>Airport Aid Grant Program</u>	<p>The Airport Aid Grant Program provides crucial financial assistance to public-use airports in the preservation of Washington’s system of airports.</p>	<p>Any city, county, airport authority, political subdivision, federally recognized Indian tribe, public corporation, or person(s) that owns and operates a public-use airport included in the Washington Aviation System Plan (WASP).</p>
<u>Commute Trip Reduction Program</u>	<p>The Commute Trip Reduction Program focuses on improving air quality, reducing traffic congestion, and decreasing fuel consumption through employer-based programs that encourage alternatives to driving alone to work. Local governments are required to develop and implement plans to reduce single occupancy vehicle commute travel to large work sites and dense employment centers in congested urban areas.</p>	<p>The state, through WSDOT, provides funding for nine counties (King, Pierce, Snohomish, Whatcom, Clark, Kitsap, Yakima, Spokane, and Thurston) and 51 cities to implement their programs. Other partners include the state, six RTPOs (PSRC, TRPC, YVCOG, WCOG, SRTC, and RTC) and transit agencies.</p>
<u>Vanpool Investment Program</u>	<p>The Vanpool Grant Program helps public transit agencies expand vanpooling and make it more appealing to commuters.</p>	<p>All transit agencies are eligible to apply.</p>
<u>Regional Mobility Grants</u>	<p>The Regional Mobility Grant program supports local efforts to improve transit mobility and reduce congestion on our most heavily traveled roadways.</p>	<p>All cities, counties, ports and transit agencies are eligible to apply.</p>
<u>Consolidated Grants Program</u>	<p>The Consolidated Grant Program helps improve public transportation within and between rural communities, provide transportation services between cities, purchase new buses and other equipment, provide public transportation service for the elderly and persons with disabilities and low-income people seeking transportation to job-related activities.</p>	<p>Public transportation providers, including public transit agencies, non-profit agencies, tribal governments, port authorities, senior centers, state agencies, cities, counties, and schools.</p>
<u>Puget Sound Transit Coordination Grants</u>	<p>The program encourages joint planning and coordination on the part of central Puget Sound transit systems in order to improve the user experience, increase ridership and make the most effective use of tax dollars.</p>	<p>Transit agencies in Puget Sound Applications must be jointly proposed by at least two eligible transit agencies in the central Puget Sound region and the roles and responsibilities of each partnering agency need to be clearly defined. Eligible transit agencies are King County Metro, Everett Transit, sound Transit, Community Transit, Pierce Transit and City of Seattle.</p>
<u>Green Transportation Capital Grant Program</u>	<p>The purpose of the grant program is to aid any transit authority in funding cost-effective capital projects to reduce the carbon intensity of the Washington transportation system.</p>	<p>Transit agencies only. GRANT CRITERIA ARE STILL UNDER DEVELOPMENT. GRANT CALL FOR PROJECTS WILL BE OCT/NOV 2019. Interested parties should keep checking the Public Transportation web page for updates.</p>
<u>Rural Mobility Formula</u>	<p>A state formula distribution to transit agencies based on the sales tax receipts for the purpose of establishing, preserving, and improving rural public transportation. This funding is used to fund projects primarily serving rural areas.</p>	<p>Small Urban and Rural transit agencies (FTA definitions) that meet the formula criteria.</p>
<u>Paratransit / Special Needs Formula</u>	<p>A state formula distribution to transit agencies for the purpose of providing service to people with special transportation needs.</p>	<p>Transit agencies that meet the formula criteria related to a prior period’s expenditures on special needs transportation.</p>

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<p><u>First Mile Last Mile Connections Grant</u></p>	<p>This State competitive grant program is intended to improve the beginning or end of an individual trip to fixed route public transit services.</p>	<p>Cities, counties, tribes, businesses, nonprofits, and transportation network companies. Transit agencies are ineligible as direct recipients.</p> <p>GRANT CRITERIA ARE STILL UNDER DEVELOPMENT. GRANT CALL FOR PROJECTS WILL BE OCT/NOV 2019 Interested parties should keep checking the Public Transportation web page for updates</p>
<p><u>Rural Transportation Assistance Program</u></p>	<p>This federal program provides financial assistance to agencies to develop and execute (or contract out) trainings and technical assistance projects and other support services tailored to meet public transportation operators in non-urbanized areas.</p>	<p>Public and private organizations, associations, and agencies are eligible to apply. The solicitation will likely result in multiple contracts for a variety of deliverables.</p>
<p>Washington State Recreation and Conservation Office rco.wa.gov 360-902-3000</p>		
<p><u>Land and Water Conservation Fund (LWCF)</u></p>	<p>The Land and Water Conservation Fund provides grants to buy or develop public recreation trails. Trails funded in LWCF should provide adequate separation from roadways.</p>	<p>Local agencies; special purpose districts such as port, park and recreation, conservation, and school districts; state agencies; tribal governments.</p>
<p><u>Washington Wildlife Recreation Program (WWRP)</u></p>	<p>The WWRP Trails category provides grants to acquire, develop, or renovate non-motorized public recreation pedestrian or bicycle trails that provide connections to neighborhoods, communities, or regional trails. Note: trails funded in this category cannot be part of a street or roadway such as a sidewalk, bike lane, or unprotected road shoulder.. Trails adjacent to roadways must be separated by space and/or physical barriers.</p>	<p>Local agencies; special purpose districts such as port, park and recreation, conservation, and school districts; state agencies; tribal governments.</p>
<p><u>Salmon Recovery Grants</u></p>	<p>It is possible to use some of the Salmon Recovery Grants to replace culverts under roads that are a barrier to fish passage.</p>	<p>Local agencies; special purpose districts such as port, park and recreation, conservation, and school districts; state agencies; tribal governments; private landowners; nonprofit organizations; and regional fisheries enhancement groups.</p>
<p>Washington State Department of Commerce commerce.wa.gov 360-725-4000</p>		
<p><u>Public Works Board, Pre-Construction Loan Program</u></p>	<p>Provides low-interest loans for pre-construction activities that prepare a specific public infrastructure project for construction. Eligible projects must improve public health and safety, respond to environmental issues, promote economic development, or upgrade system performance.</p>	<p>Counties, cities, special purpose districts, and quasi-municipal organizations that meet certain requirements. Tribes, school and port districts are ineligible for this program.</p>
<p><u>Public Works Board, Construction Loan Program</u></p>	<p>Provides low-interest loans for public infrastructure construction and rehabilitation. Eligible projects must improve public health and safety, respond to environmental issues, promote economic development, or upgrade system performance.</p>	<p>Counties, cities, special purpose districts, and quasi-municipal organizations that meet certain requirements. Tribes, school and port districts are ineligible for this program.</p>
<p><u>Public Works Board, Emergency Loan Program</u></p>	<p>Provides low-interest loans for construction activities that repair, replace, and/or reconstruct public infrastructure. Eligible projects must be in response to a natural disaster, or an immediate and emergent threat to public health and safety due to unforeseen or unavoidable circumstances.</p>	<p>Counties, cities, special purpose districts, and quasi-municipal organizations that meet certain requirements. Tribes, school and port districts are ineligible for this program.</p>

<p><u>Community Economic Revitalization Board (CERB)</u></p>	<p>Community Economic Revitalization Board is a state board focused on economic development through job creation in partnership with local governments. The Board has the authority to finance public infrastructure improvements that encourage new private business development and expansion. In addition to funding construction projects, CERB provides limited funding for studies that evaluate high-priority economic development projects.</p>	<p>CERB provides low interest loans to local governments and federally recognized tribes for public infrastructure that support private business growth and expansion.</p>
<p>Freight Mobility Strategic Investment Board fmsib.wa.gov 360-586-9695</p>		
<p><u>Freight Mobility Strategic Investment Board (FMSIB)</u> RCW 47.06a.001</p>	<p>The Freight Mobility Strategic Investment Board designates, solicits, and selects freight projects that will enhance or mitigate the mobility of freight in Washington State. Eligible projects must be on a strategic freight corridor and be listed as part of a state or local transportation plan.</p>	<p>WSDOT, cities, counties, and ports are eligible to apply.</p>
<p>County Road Administration Board crab.wa.gov 360-350-6075</p>		
<p><u>County Ferry Capital Improvement Program</u> WAC 136-400</p>	<p>The County Ferry Capital Improvement Program (CFCIP) assists the four counties operating car ferries.</p>	<p>The counties currently operating car ferries include Pierce, Skagit, Wahkiakum, and Whatcom.</p>
<p><u>Rural Arterial Program</u> WAC 136-100</p>	<p>Counties can use the Rural Arterial Program (RAP) funding to correct much more than surface and structural problems on county rural arterial roads. The counties submit RAP projects based on safety, geometry, capacity and structural deficiencies.</p>	<p>All counties are eligible to apply.</p>
<p><u>County Arterial Preservation Program</u> WAC 136-300</p>	<p>The County Arterial Preservation Program funding is limited to preservation of the road structure on county owned arterials.</p>	<p>All counties are eligible to apply.</p>
<p>County Road Emergency Loan Program</p>	<p>The County Road Emergency Loan program is for temporary or permanent work resulting from a sudden natural or man-made event that results in the destruction or severe damage to all county jurisdiction roadway sections or structures.</p>	<p>RAP Eligible Counties under 800,000 population may apply.</p>
<p>Transportation Improvement Board tib.wa.gov 360-586-1140</p>		
<p><u>Small City Sidewalk Program (SCSP)</u> RCW 47.26.345</p>	<p>The Small City Sidewalk Program establishes highly connected pedestrian networks in central business districts. The program constructs and replaces sidewalks to improve pedestrian safety, create system continuity, link pedestrian generators, extend the system and complete gaps. The intent of each project must be transportation-related, not recreational.</p>	<p>The Small City Sidewalk Program is for incorporated cities with a population of under 5,000.</p>
<p><u>Small City Arterial (SCAP)</u> RCW 47.26.115</p>	<p>The Small City Arterial Program establishes the integrity of small city street system while minimizing costs. The program rehabilitates TIB classified arterial streets, enhances street physical condition, corrects geometric deficiencies and improves safety. The program also supports the construction of multimodal features consistent with local needs.</p>	<p>The Small City Arterial Program is for incorporated cities with a population of under 5,000.</p>

<p><u>Small City Preservation (SCPP)</u> RCW 47.26.340 - 345</p>	<p>The Small City Preservation Program provides funding for chip seal, overlay of existing pavement, and sidewalk maintenance, with the goal of bringing small city pavement rating average above 70 Pavement Condition Rating (PCR). Funding is for road maintenance opportunities across the state; pavement condition ratings and economies of scale leveraged and are considered as part of the criteria.</p>	<p>The Small City Sidewalk Program is for incorporated cities with a population of under 5,000.</p>
<p><u>Arterial Preservation Program (AAP)</u></p>	<p>The Arterial Preservation Program enables larger scale preservation projects at lower unit costs. The program provides funding for overlay of federally classified arterial streets.</p>	<p>The Arterial Preservation Program is for cities with a population of 5,000 or greater and assessed valuation less than \$2 billion.</p>
<p><u>Urban Sidewalk Program (USP)</u></p>	<p>The Urban Sidewalk Program establishes highly connected pedestrian networks in downtowns and activity centers. The program constructs and replaces sidewalks to improve pedestrian safety, create system continuity, link pedestrian generators, extend the system and complete gaps. The intent of each project must be transportation-related, not recreational, and the project must be on a federally classified route.</p>	<p>The Urban Arterial Program is for counties with urban unincorporated areas and cities with a population of 5,000 or greater.</p>
<p><u>Urban Arterial Program (UAP)</u> RCW 47.26.010</p>	<p>The Urban Arterial Program funds projects that enhance arterial safety, support growth and development, improve mobility and physical condition. TIB also rates projects on sustainability and constructibility. The program requires sidewalk on both sides of the streets and funds bike lanes when consistent with a local transportation plan.</p>	<p>The Urban Arterial Program is for counties with urban unincorporated areas and cities with a population of 5,000 or greater.</p>
<p><u>Relight Washington Program</u></p>	<p>The main goal of the Relight Washington Program is to lower city street light costs by helping cities convert to more energy efficient LED streetlights. TIB is currently working with utility providers who maintain city lights on behalf of many cities through the state. In future years TIB will work directly with cities who own their own lights.</p>	<p>Eligible cities include all small towns (population less than 5,000) and urban cities with a total assessed value of less than \$2 billion.</p>
<p><u>Complete Streets Program</u></p>	<p>The Complete Streets Program Award is a funding opportunity for local governments that have an adopted complete streets ordinance. Board approved nominators may nominate an agency for demonstrating the practice of planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities. This program awards grants every two years and the next award cycle is 2021.</p>	<p>All cities and counties with an adopted complete streets ordinance are eligible.</p>
<p>Other State and Federal Funding Sources</p>		
<p><u>Washington Traffic Safety Commission's School Zone Grants</u></p>	<p>Provides equipment for law enforcement agencies that are currently active in school zone enforcement, as well as school zone crossing guard equipment to elementary and middle schools.</p>	<p>State, county, city and tribal law enforcement agencies qualify for law enforcement equipment grants. Washington public, private and tribal schools also qualify for school zone crossing guard equipment grants.</p>

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Federal Lands Access Program (FLAP)	The Federal Lands Access Program helps improve access to federal lands. The program focusing on public highways, roads, bridges, trails, and transit systems.	State, county, town, township, tribal, municipal, or local governments are eligible to apply.
County Road Property Tax Levy RCW 36.82.040	For construction, preservation, and maintenance of county roads, bridges, and wharves necessary for providing vehicle ferry service, and for other proper county road purposes.	All counties are eligible.
High Capacity Transit RCW 81.104.140-.170	Fund sources: employer tax, motor vehicle excise tax, and sales and use tax.	Regional transit authorities (RTA) in King, Pierce, and Snohomish counties; transit agencies in Thurston, Clark, Kitsap, Spokane, and Yakima counties; Regional Transportation Investment Districts (RTID); and high capacity transportation corridor areas.
High Occupancy Vehicle (HOV) Local Option RCW 81.100.030, .060	For high occupancy vehicle (HOV) lane development, mitigation of environmental impacts of HOV development, support of employer programs to reduce single-occupant commuting, and commuter rail programs.	Regional Transportation Investment Districts (RTIDs) and King, Pierce, and Snohomish counties with voter approval.
Local Fuel Tax Distribution RCW 82.36.025, .030	Funds limited to highway purposes.	State shared revenue between city, county, and state. It is based on user fees and not sensitive to changing growth patterns.
Commercial Parking RCW 82.80.030	For general transportation purposes, including construction and operation of state highways, county roads, and city streets; public transportation; high capacity transportation; transportation planning and design; and other transportation related activities.	County (unincorporated area), city, and Regional Transportation Investment Districts (RTID) are eligible.
County Fuel Tax RCW 82.80.010	For "highway purposes" as defined by the 18th Amendment, including the construction, maintenance, and operation of city streets, county roads, and state highways; operation of ferries; and related activities.	County wide (including incorporated areas).
Passenger-only Ferry RCW 82.80.130	Tax of motor vehicles owned by residents of the taxing district.	Authorizes Public Transportation Benefit Areas, whose boundaries are on the Puget Sound but do not include an area within a Regional Transit Authority, to implement passenger-only ferry service under RCW 36.57A.200.
Vehicle License Fee RCW 82.80.100	License fee based upon the age of the vehicle; excludes vehicles such as farm tractors, snowmobiles, and others.	Regional Transportation Investment Districts (RTID) can impose these vehicle License fees.
Land Dedication & Voluntary Agreements RCW 58.17.010, .110	Provides local governments the basis for the regulation of the subdivision of land to promote public health, safety and general welfare.	All cities and counties are eligible.
SEPA Substantive Authority RCW 43.21C.060	Allows public agencies to condition or deny any proposed governmental action based on its environmental analysis.	State agencies, municipal and public corporations, and counties are eligible.
Growth Management Act (GMA) Impact Fees RCW 82.02.020	Fees imposed as a condition of development approval to pay for the public facilities needed to serve development including streets and roads.	Local governments fully planning under the Growth Management Act are eligible.

Transportation Benefit District RCW 36.73	Allows governments singly or jointly to impose taxes and fees to fund off-site transportation infrastructure improvements.	All cities, counties, and towns are eligible.
Regional Transportation Investment District RCW 36.120	Multiple fund sources: vehicle excise tax, vehicle license fee, regional sales and use tax, parking tax, fuel tax, employer excise tax, vehicle tolls.	Limited to counties within the Puget Sound metropolitan region.
Street Latecomer Agreements RCW 35.72	Allows subsequent developments to reimburse earlier development that paid all up-front costs.	The legislative authority of any city, town, or county.
Transit Tax RCW 35.95.040, 82.14.045	Business and occupation, utility and sales taxes can fund operations, maintenance and capital needs in any city or county. Voter approval is required.	Transit districts and city transit systems are eligible.
Grade Crossing Protective Fund RCW 81.53.261 - .295	Administered by the Utilities and Transportation Commission to make safety improvements at a railroad crossing or along a railroad right-of-way.	Grant program for railroad companies, local governments and other agencies.
Border Cities Fuel Tax RCW 82.47.020	For street maintenance and construction in areas along the Canadian border that are experiencing extraordinary traffic levels and impacts due to Canadian motorists.	Cities and towns within 10 miles of an international border crossing or transportation benefit districts (TBDs) that contain an international border crossing.
Local Transportation Act Impact (LTA) Fee RCW 39.92.030	Allows governments singly or jointly to impose impact fees to fund a portion of the off-site transportation improvements needed to solve the cumulative impacts of planned growth and development.	All cities, counties, and towns are eligible.

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Title VI: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at 360-705-7090.