

PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Pedestrian and Bicycle Project

General Project Information

| | | |
|--|----------------------------------|-------------------|
| Project Title | RTP ID# | Sponsor |
| Naval Avenue Pedestrian and Bicycle Enhancements | N/A | Bremerton |
| Co-Sponsor | Certification Acceptance? | CA Sponsor |
| | Yes | |

Project Contact Information

| | | |
|--------------------|--------------|---------------------------------------|
| Name | Phone | Email |
| Gunnar Fridriksson | 3604735758 | gunnar.fridriksson@ci.bremerton.wa.us |

Project Description

Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

The Naval Avenue Pedestrian and Bicycle Enhancements project delivers on a strategic improvement promised in the City's Non-Motorized Transportation Plan. The City has already secured and obligated design-only funding through the WSDOT Pedestrian and Bicycle Program grant for the larger project from 1st Street to 15th Street on Naval Avenue. The City has also received partial right-of-way (ROW) funding through the Puget Sound Regional Council (PSRC) Transportation Alternatives Program (TAP), which fully funded Phase 1 of the ROW phase (1st Street to 11th Street).

This grant request is only to fund Phase 2 (11th Street to 15th Street) of the ROW phase, which is listed under BRE-29. This grant request along with a previous award for Phase 1 of the ROW phase is the next sequential step in delivering the full ROW phase of this project.

The project within this section of the corridor will reconfigure the existing roadway cross section, provide bike lanes and sidewalks, reduce traffic lane widths, and remove barriers to walking and cycling. This portion of the project will also include widening of the existing road roadway, pavement resurfacing, pavement markings, modified storm drainage, and wayfinding signage to facilitate the above.

Through the design process several ROW conflicts were identified. To achieve the full vision of this corridor key ROW acquisitions are required. The ROW portion of the project will consist of working through the full federally compliant process of ROW acquisitions, consultant team labor, City staff time, and associated expenses.

Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?

Today, Naval Avenue, is a vital north-south corridor in the City of Bremerton. Naval Avenue, between 11th Street

to 15th Street, (Phase 2) is a two-lane minor arterial that serves fewer than 3,000 vehicles per day. This corridor section has insufficiently wide sidewalks, sidewalk gaps, various obstructions for the Americans with Disabilities Act (ADA), and no bicycle infrastructure. The deficient sidewalk widths do not meet existing and forecasted higher pedestrian demand. Cyclists cannot travel comfortably at the speed of motorized traffic and bicycles share the lanes with vehicles.

The overall purpose of the project is to provide safe and alternative travel options throughout the corridor for users of all ages and abilities. This phase focuses on ROW acquisitions to set the construction phase up for success. Strategic property acquisitions are required to provide adequate space to construct wide sidewalks that close gaps in access, provide continuous pedestrian access routes, and bike lanes from 11th Street to 15th Street. Most of the ROW acquisitions are partial takes to achieve these project goals;

Consistent with PSRC guidance to fund one phase of a project at a time, this application is requesting only ROW funding for Phase 2 of the ROW acquisition, with Phase 1 covered by the previously awarded PSRC grant as identified under BRE-29, which keeps the focus on obtaining required milestones to achieve a successful ROW phase. The outcome of this phase will result in WSDOT approval of the ROW plans, preparation, and approval of the Relocation Plan. Execution of these plans will result in agreeable ROW transfer for all parties.

Project Location

| Location | County/Counties |
|--|-----------------|
| Naval Avenue Bremerton (Between GPS coordinates 47.563757, -122.646349 and 47.57 | Kitsap |
| Beginning Landmark | Ending Landmark |
| 11th Street | 15th Street |

Map and Graphics

f-132-552-18663534_ZFYmLziK_Larger_Transit_Map.pdf, f-132-552-18663534_pQV5ercy_Layered_Map_2.2.pdf, f-132-552-18663534_DAWBmWu6_Concept_Exhibit_North_11th_With_Bike_Lanes_Color.pdf, f-132-552-18663534_htSDIGpa_Map_Non-Motorized_Transportation_Plan.pdf

Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

Transportation appendix of the transportation element of the City's Comprehensive Plan, Table 1, page 11; Section 3: Future Transportation Vision, page 37; and Table 8: 20-year project list, page 46

City's Non-Motorized Transportation Plan, Section 1.5: Recommendations, page 14; Table 1: Recommended Projects, page 18; and Naval Avenue Road Diet Project Description C-7 page 141

City's Adopted Transportation Improvement Program list of projects page 2

If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all

relevant policies or information on where it can be found, e.g. the policy document name and page number.

Federal Functional Classification

| Federal Functional Classification | Rural Functional Classification | Urban Functional Classification |
|-----------------------------------|---------------------------------|---------------------------------|
| | | Minor Arterial |

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

The Naval Avenue corridor is one of the main feeders to the Puget Sound Naval Shipyard (PSNS) and Naval Base Kitsap (NBK), the largest employer in Kitsap County. There is planned employment growth at the shipyard, with the Navy announcing billions of dollars in investment in 2021 to modernize the docks, wharfs, and other infrastructure. It is vital to provide infrastructure that makes walking and cycling attractive mode choices. The Naval Avenue corridor is a key north–south connection providing opportunity for safe and efficient travel for pedestrians and cyclists.

The properties along the corridor (11th Street to 15th Street) are a mix of medium-density residential and low-density residential. This project is aimed at improving accessibility for people using these land zonings, as well as the nearby regional growth center. The Naval Avenue corridor is also a key connector to the downtown core of Bremerton, which is the regional growth center with high-intensity office and employment and is a primary hub for business, communications, offices, and hotels.

This north–south corridor is a key multimodal connection tying these residential neighborhoods to downtown, serving residents, commuters, shoppers, and visitors by connecting existing multimodal options with existing and planned facilities connecting to the downtown center and the WSDOT/Kitsap Transit Ferry terminal.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center

This project supports the Bremerton Regional Growth Center which encompasses PSNS, NBK, Downtown Bremerton, and the State and Kitsap Transit Ferry Terminals. The City's Comprehensive Plan to make Bremerton's downtown a safe and connected non-motorized network, providing access for all and promoting the health of Bremerton residents by making walking and cycling safe, comfortable, and attractive travel modes. This project is included in the City's adopted 6-year Transportation Improvement Plan (Resolution 3359), adopted June 28, 2023, attached for reference.

With the WSDOT ferry terminal, the Kitsap Transit ferry terminal, and the Kitsap transit bus facility integrated into the downtown waterfront the downtown serves as a major hub for regional travel via transit. Providing safe and efficient access for pedestrians and cyclists is a major initiative identified by the community through the comprehensive plan. With limited parking and the inability to create additional capacity for motor vehicles, investment in infrastructure needs to focus on providing competitive travel options and access for walking, cycling, and transit. This project is a key improvement moving towards the community's vision of a fully developed bicycle and pedestrian system increase the number of children walking and bicycling to school and promote the health of Bremerton residents.

Per the City's comprehensive plan, Bremerton's downtown serves as the "Metropolitan Center of the West Puget Sound" serving as the gateway to the Olympics and a major terminal for ferry service to downtown Seattle.

Category-Specific Criteria: Pedestrian and Bicycle Projects

Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.

This project is part of the City's Non-Motorized Transportation Plan. The City is currently lacking in dedicated bicycle lanes and a pedestrian-friendly environment. This project aims to improve connectivity and safety for cyclists and pedestrians to promote active transportation methods and decrease vehicle volume.

The overall project is a key north-south connection, tying 1st Street to the bike boulevards on 4th Street and 5th Street as well as new bike and pedestrian facilities being constructed on Kitsap Way and connection of the regional Mosquito Fleet Trail through the city's core. These connections are shown on the City's bike and pedestrian network improvement maps and the Mosquito Fleet Trail Master Plan.

Extending these bicycle and pedestrian treatments through the Phase 2 ROW portion of the project is critical in providing connectivity to residents, employees, students, and commuters to these facilities and connectors which include Bremerton High School, transit stops, and the Regional Mosquito Fleet Trail which passes through the downtown core.

Intersections at 11th Street and 15th Street (within the Phase 2 ROW), as well as the rest of the Phase 1 ROW portion of the corridor, will have new signal heads and bicycle and pedestrian facilities added to the existing infrastructure, providing connections along the corridor that are currently unsafe and difficult to navigate. Holistically (Phases 1 and 2), this will reduce accidents and improve efficiency for these transportation modes along the entire corridor.

Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

Naval Avenue is a wide facility with low vehicle volumes (higher speeds) and is a barrier to pedestrians safely crossing the street. Additionally, gaps in ADA-accessible sidewalks along the length of the project, particularly along the Phase 2 portion, make the corridor untraversable for all. Lack of bicycle facilities along the corridor makes it uninviting for non-motorized traffic.

The project will implement wider sidewalk and bike lanes with intersection treatments such as bike boxes and bike-specific detection at signalized intersections. These treatments will calm traffic along the alignment and improve visibility of pedestrians and bicyclists, creating a safer commute for all modes.

These improvements will be tremendously impactful for the adjacent elementary school and neighboring Bremerton High School, which currently have restrictions on walking routes because of safety barriers such as high-speed roadways and gaps in infrastructure. The Phase 2 ROW portion of the corridor will specifically connect students to these schools.

This corridor makes a strategic connection to other current and planned improvements to the City's bike and pedestrian network, creating value for travelers along the corridor but also providing significant value to several other routes within the city's downtown pedestrian and bicycle network and connecting to transit options, employers, local businesses, and regional trails (Mosquito Fleet Trail).

Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.

Seven total bus routes pass through Naval Avenue, all of which lead to the West Bremerton Transfer Center, the Bremerton Ferry Terminal, and two park-and-ride lots. These routes also lead to two District Centers identified on the Bremerton Non-Motorized Transportation Plan as well as the Bremerton Regional Growth Center

identified by PSRC.

These routes connect the Bremerton Ferry terminal and the WSDOT ferries and Kitsap Transit ferries with access to Seattle and Port Orchard. The transit map attached for reference shows the available transit options impacted by improved facilities along the Naval Avenue corridor.

Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

The corridor consists of diverse land use. The final buildout of the project will greatly improve multimodal options along the corridor, connecting residents to schools and employment. Anchoring the southern terminus of the project is NBK and PSNS, the County's largest employer. With the Navy making a commitment for significant investment for upgrades and growth at the shipyard, safe ADA-accessible facilities to promote walking and cycling to work will greatly reduce the reliance on private vehicle travel and the demand for parking within the downtown core.

Additionally, two community open-house sessions have now been held for feedback on the project, with overwhelming support by nearby residents and commuters for measures that will slow vehicle speeds and promote walking and cycling along the corridor. Sixty-five percent of responses from the last community open-house session came from people who cycle or would like to cycle on the corridor, with many more responses coming from people who walk on the corridor.

Responses came from residents, students, and commuter users of the corridor, providing a strong indication of the diverse user groups that will use the infrastructure delivered by the project.

Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

The City is committed to making this project a success and has prioritized funding of future project phases into the City's budget. Failing to secure funding for phase 2 of the ROW portion will push the project completion date until funding can be secured. With the County's largest employer located at the southern terminus and a direct access connection to an elementary school, there is significant enthusiasm for implementation of this project among stakeholders. The Bremerton School District plans to reconstruct the Naval Avenue Elementary School between 8th St and 10th St, reconfiguring the property to front Naval Avenue. Targeting for construction ahead of this development will avoid impacts to the community of multiple large-scale, adjacent construction efforts occurring concurrently and provide an extension of pedestrian and bicycle access to the adjacent neighborhood directly north of the school

Category-Specific Criteria: Equity

Section 1

Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.

Per PSRC's Project Selection Resource Data, the project area has more than the regional average of people with low income and people with disabilities. PSRC states that people with low income and peoples with disabilities is above the regional averages (thresholds being 20.7% and 11% respectively). This indicates that additional modes of transportation to centers and arterial streets will lead to easier connection to the city center, downtown, and more transit options.

Naval Avenue between 11th Street and 15th Street serves mainly as a minor arterial for the residential neighborhood. It connects with other major arterials such as 11th Street and 15th Street, providing access to Naval Avenue Elementary School, Bremerton High School, and the Bremerton regional growth center. By adding bicycle lanes, widening pedestrian sidewalks, and reducing vehicle lanes, this project will increase pedestrian and bicycle accessibility and safety for these groups.

In addition, active transportation, such as walking and bicycling, are in accordance with the Kitsap Public Health District's community health efforts. Affordable and safer transportation methods will benefit and assist populations identified in the President's Order for Environmental Justice.

Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.

Accessibility for people with low incomes to and from the downtown area, as well as other areas connected to the corridor such as schools, medical, commercial areas, and employers, are currently restricted, with car ownership or paid bus services being the only current safe methods of transportation along Naval Avenue.

People with disabilities and older adults currently have no non-motorized access to these areas with either poor or nonexistent ADA-compliant infrastructure for a majority of the corridor.

The current transportation system is heavily biased toward people who can regularly pay for transportation, and who exclusively opt for motorized travel around the Bremerton area. Addressing these gaps will improve equitable access to education, employment, and health care within the Bremerton area.

Describe how the project addresses those disparities or gaps and benefits the population groups identified under Step 1.

This project will address these gaps by providing low- or zero-cost alternatives to paid motorized travel that will be safe, equitable, and accessible to people in these population groups. It will also reduce motorized transit dependency, providing a health benefit to all who live or work in the area.

Specifically, wider ADA-compliant sidewalks, intersections with ADA-compliant ramps, upgraded signal infrastructure, and a Rectangular Rapid Flashing Beacon at 13th Street will ensure that people with disabilities or older adults will more easily be able to move along the corridor.

Dedicated bicycle lanes will provide safer and more visible infrastructure for this user group, encouraging more people to ride and reduce dependency on motorized travel for transit-reliant populations.

Both items will give people on lower incomes a safe way to walk or ride at no cost, in addition to those who just wish to walk or ride as an alternative to vehicle transit. This Phase 2 ROW grant application is specifically for ROW acquisition required to extend these bicycle and walking facilities between 11th St and 15th St.

Section 2

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include

specific outreach or communication with the population groups identified in the previous section.

The overall project was recommended as part of the City's Non-Motorized Transportation Plan (2007), as well as the City's Comprehensive Plan, which has been amended each year since its adoption in 2016. With the initial Comprehensive Plan public outreach, and every subsequent amendment, there has been public outreach followed by open comment periods prior to adoption. The initial Naval Avenue project was also developed in response to meeting Transportation Goals TR2A, TR3 (C, D, and E), and TR5(K) of the Goals and Policies of the Comprehensive Plan.

Feedback from this outreach assisted in identification of poor existing conditions and areas that needed system-wide improvements. This led to the conception of the Naval Avenue Pedestrian and Bicycle Upgrade project as part of the overall Non-Motorized Transportation Plan.

In delivery of this project, a public open-house session held by the City on October 10, 2022, on the 60 percent design gathered much community feedback specifically related to the Phase 2 ROW portion of the project that is related to this grant application.

There was specific communication with vulnerable and underserved parts of the population at this open house, including a resident in a wheelchair who could not access the 13th Street to 15th Street portion (within the Phase 2 ROW), a respondent whose older parents struggled to walk the corridor, and many cyclists commenting on the need for continued bicycle infrastructure between 11th Street and 15th Street.

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

The outreach conducted in the development of the Non-Motorized Transportation Plan and Comprehensive Plan influenced the conception of the Naval Avenue project by identifying a current deficiency in the transportation network for people with barriers to, or not wanting to use, motorized transit.

For the Phase 2 ROW portion of the Naval Avenue project, community outreach led to a change in design from 11th Street to 15th Street to better serve the vulnerable and underserved groups who spoke at the open-house session. This included changing the proposed shared bicycle/motor vehicle cross section to a wider one with separate bicycle lanes. Wider sidewalks that connect from Phase 1 through to 15th Street and down 13th Street to existing sidewalk infrastructure were also influenced from feedback from this outreach.

This drove the application for Phase 2 ROW funding, which was identified as a requirement to deliver this next stage of the project and implement community outreach-driven changes requiring ROW acquisition.

Section 3

Is the project in an area of low, medium, or high displacement risk?

The PSRC Displacement Risk Map identifies the project area as being of moderate (medium) displacement risk. Some of the most prominent indicators contributing to this score were:

- Rated higher for population below 200 percent of the poverty level
- Rated lower for not being within one-quarter mile of 2030 bus rapid transit or other high-capacity transit

- Rated higher for cost-burdened or severely cost-burdened households
- Rated higher for proportion of renter households

This is consistent with the wider surrounding area, with each bordering region also identified as an area of moderate risk. This project is expected to have little to no impact on these metrics (see below).

If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.

While this project is not expected to contribute to displacement, it aims to alleviate some of the burden associated with the above metrics. Introducing no- or low-cost alternative modes of transportation such as walking and cycling will serve those who may fall within one of the noted metrics for the area.

More broadly, it will provide a choice of multimodal transportation options for existing residents to access employment, education, supermarkets, and medical facilities along with other connecting projects within the City's Non-Motorized Transportation Plan and broader transportation network.

Gentrification because of the increased attractiveness of the area post-project is not expected to be an issue, with regions to which this corridor will connect having a similar moderate risk rating and characteristics.

However, more broadly, the City provides several assistance programs, such as a senior discount program, disability discount for City services such as waste collection, and a Low Income Home Energy Assistance Program (LIHEAP).

Bremerton also has an affordable housing assistance program that, as noted in the mayor's 2023 initiatives, will continue to be funded through the Bremerton Rental Assistance Program and Bremerton Housing Authority. These programs are open to eligible residents who may be displaced by any unforeseen and unlikely displacement indirectly related to the project or other similar projects aimed at improving the municipality.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

The existing road roadway between 11th Street and 15th Street is a wide, two-lane facility resulting in the higher travel speeds of motorists. This, coupled with insufficient pedestrian facilities and no formal bicycle facilities, creates safety hazards for vulnerable users throughout the corridor.

There are major pedestrian and bike generators such as the Naval Avenue Elementary School and NBK to the south and Bremerton High School immediately to the east of Naval Avenue on 13th Street. Providing the proposed sidewalk, crossing, and bicycle lane upgrades will promote the corridor for walking and cycling and go a long way to addressing safety and security issues for these vulnerable road users.

Broadly speaking, these measures will increase visibility, while other measures such as the proposed road diet will decrease vehicle speeds, lowering both the likelihood and severity of a fatal or serious injury crash outcome occurring along the corridor.

Describe how the project helps protect vulnerable users of the transportation system, by improving

pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

This project is aimed at protecting and encouraging the most vulnerable users of the transportation system: pedestrians and cyclists. While pedestrians and cyclists are vulnerable within any transportation network, several especially vulnerable groups are identified as users of this corridor, including people with disabilities, older adults, and children accessing the adjacent schools.

Existing non-ADA-compliant or nonexistent sidewalks are proposed to be addressed with new ADA-compliant sidewalks and crossings. At traffic signals, wider ramps, waiting areas, and increased crossing times will improve safety for pedestrians. At side streets, installation of curbs will improve visibility and protect pedestrians at crossing conflict points.

A rectangular rapid flashing beacon (RRFB) will be installed at the intersection of 13th Street and Naval Avenue, ensuring safe opportunities for pedestrians to cross safely without having to walk a significant distance to the next traffic signal. 13th Street is a connecting corridor for many students reaching Bremerton High School.

Bicycle safety will be improved with the implementation of full-time dedicated bicycle lanes from 11th Street through to 15th Street. This will include green paint at conflict points and bicycle integration within signal operations being improved.

In general, slower vehicle speeds resulting from this project will reduce both the likelihood and severity (and overall risk) of conflict between vehicles and the identified vulnerable users of the transportation system.

Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

The City does not currently have an adopted safety policy but has conducted and continues to update the Bremerton Strategic Road Safety Plan to help identify and reduce the number of serious and fatal accidents within the City. The latest update occurred in 2022.

This information, along with the City's Non-Motorized Transportation Plan aims to "make walking and cycling safe, comfortable and attractive" modes of transportation within the municipality. While not a defined safety plan, safety is a stated goal of the project, which aims to improve safety for all road users along the corridor, particularly vulnerable road users such as cyclists and pedestrians.

The existing poor safety and comfort level on the corridor was a key consideration in the project's inception, as noted in the Non-Motorized Transportation Plan. Several aspects of the project were specifically tailored toward bicycle and pedestrian safety outcomes, such as curb bulb-outs on side streets to slow vehicle speeds and increase the visibility of pedestrians. Dedicated facilities for cyclists were also influenced by this goal, with increased visibility and slower speeds resulting in a reduced likelihood of a fatal or serious injury crash outcome.

Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

This project will reduce reliance on speed enforcement by installing bike lanes which will decreasing the existing wide lane widths to two narrower 10-foot-wide lanes between 11th Street and 15th Street. The National Association of City Transportation Officials (NACTO) states that narrower streets help to promote slower driving

speeds and reduce the severity of crashes. This approach is used to passively reduce speeds along the entire corridor.

At 13th Street, providing curb returns where there currently is no curb will passively enforce slower turning speeds and provide a physical barrier and grade separation between vehicles and pedestrians. The adjacent RRFB crossing (and others along the corridor) will passively slow speeds near areas where pedestrians will be more likely to cross Naval Avenue.

PSRC Funding Request

| | |
|---|--|
| Has this project received PSRC funds previously? | Please provide the project's PSRC TIP ID. |
| Yes | BRE-29 |

PSRC Funding Request (cont.)

| Phase | Year | Amount |
|--------------|------|----------|
| Right-of-Way | 2024 | \$899600 |
| | | \$ |
| | | \$ |

Total PSRC Funding Request: \$899600

Total Estimated Project Cost and Schedule

Planning Phase

| Fund Type | Fund Source | Funding Status | Amount |
|-----------|-------------|----------------|--------|
| | | | \$ |
| | | | \$ |
| | | | \$ |
| | | | \$ |
| | | | \$ |

Total Planning Phase Cost: \$0

Expected year of completion for this phase:

Preliminary Engineering/Design Phase

| Fund Type | Fund Source | Funding Status | Amount |
|-----------|-------------|----------------|----------|
| State | Other State | Secured | \$619400 |
| Local | Local | Secured | \$181200 |
| | | | \$ |
| | | | \$ |
| | | | \$ |

Total Preliminary Engineering/Design Phase Cost: \$800600

Expected year of completion for this phase: 2025

Right of Way Phase

| Fund Type | Fund Source | Funding Status | Amount |
|-----------|-------------|---------------------|-----------|
| Federal | TAP(PSRC) | Secured | \$1600000 |
| Local | Local | Secured | \$250000 |
| Federal | TAP(PSRC) | Unsecured | \$899600 |
| Local | Local | Reasonably Expected | \$140400 |
| | | | \$ |

Total Right of Way Phase Cost: \$2890000

Expected year of completion for this phase: 2026

Construction Phase

| Fund Type | Fund Source | Funding Status | Amount |
|-----------|---------------|---------------------|-----------|
| Federal | Other Federal | Unsecured | \$6920000 |
| Local | Local | Reasonably Expected | \$1080000 |
| | | | \$ |
| | | | \$ |
| | | | \$ |

Total Construction Phase Cost: \$8000000

Expected year of completion for this phase: 2027

Other Phase

| Fund Type | Fund Source | Funding Status | Amount |
|-----------|-------------|----------------|--------|
| | | | \$ |
| | | | \$ |
| | | | \$ |
| | | | \$ |
| | | | \$ |

Total Other Phase Cost: \$0

Expected year of completion for this phase:

Project Summary

| | |
|--------------------------------------|--|
| Total Estimated Project Cost: | Estimated Project Completion Date (month and year): |
| \$11690600 | December, 2027 |

Financial Documentation

Please enter a description of your financial documentation in the text box below.

The Preliminary Engineering Phase has been funded, awarded, and obligated. The ROW Phase is partially funded and utilized 2021 PSRC TAP funds and REET funding as match for Phase 1 of the ROW. Phase 2 of the ROW Phase is what is being requested for TAP grant funds and REET funding would again be used as match for ROW Phase 2. The remaining amount of the ROW phase will also utilize REET funding as match for the requested TAP grant funds; historic trend of REET receipts, along with forecast of REET revenues is attached Upon grant award notification, the draft funding plan will be provided to the mayor in final form on September 11, 2023 and posted on the City website on October 18, 2023. Budget adjustments are due to City council by November 22, 2023. Final City budget approval (including REET budget) will occur through council action on December 20, 2023.

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

f-132-346-18663534_dw5qyXED_REET_Projections_Draft_2024-2029_07192023.pdf

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY a planning study or preliminary engineering?

No

What is the actual or estimated start date for preliminary engineering/design?

February, 2020

Is preliminary engineering/design complete?

No

What was the date of completion (month and year)?

December, 2025

Have preliminary plans been submitted to WSDOT for approval?

No

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

PE/Design was originally funded by a design only state grant. After securing partial ROW federal funding, the City has moved to extend the timeline of the design for the required NEPA process as well as securing funding for future phases (ROW phase 2 and CN).

When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

September, 2025

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).

Categorical Exclusion (CE)

Has NEPA documentation been approved?

No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

December, 2023

Right of Way

Will Right of Way be required for this project?

Yes

What is the actual or estimated start date for right of way (month and year)?

February, 2024

What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

April, 2024

Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.

The project proposes a significant upgrade to sidewalks throughout the length of Phase 2 of the project. To achieve a consistent profile through the corridor and enhance safety at intersections a significant portion of the project will require minor widening resulting in the project acquiring an estimated 20,500 SQ FT from 24 parcels in Fee acquisition (some of this acquisition is to reconcile property boundaries where the current road exists). To facilitate the construction of the project and reconstruct driveways along the corridor the project will acquire 9,600 SQ FT from 30 parcels as a temporary easement. Note majority of the properties requiring fee acquisitions also require temporary easements.

What is the zoning in the project area?

Medium Density Residential (R-18) - at 15th St

Low Density Residential (R-10) - All other adjacent areas between 11th St and 15th St

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

Our goal would be to avoid condemnation but realize this is a risk to project schedule as condemnation could take up to 15 months. If unavoidable we would proactively communicate to City Council for the need in passing a condemnation ordinance which will take two council meetings. We would also negotiate with the property owner to do a Possession and Use Agreement, this gives the City possession to continue moving forward with the project while the condemnation process is being carried out. The landowner benefits as they would have their attorney fees paid and mitigates delay to project schedule.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

No

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

02/2024

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

- NTP ROW Phase: 02/2024
- Submit ROW Plans for WSDOT Review & Approval: 04/2024
- Order Title Reports: 05/2024
- Legal Exhibits for Plats and Legal Descriptions: 05/2024
- Appraisals: 05/2024
- True Cost Estimate of ROW: 08/2024
- Submit Forms to WSDOT for Review & Approval: 09/2024
- Submit Relocation Plan for WSDOT Approval: 09/2024
- Pre-Project Initiation Acquisition & Relocation File Review: 10/2024
- Offer letters sent: 10/2024
- Negotiations Start: 11/2024
- Relocations start: 03/2025
- ROW Acquisitions start: 04/2025
- Project Certification by WSDOT: 06/2026
- Certification Audit by WSDOT ROW Analyst: 06/2026

Construction

Are funds being requested for construction?

No

Do you have an engineer's estimate?

Please attach the engineer's estimate.

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

Are Plans, Specifications & Estimates (PS&E) approved?

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

,

When is the project scheduled to go to ad (month and year)?

Other Considerations

Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

The City has established a complete streets ordinance which includes formation of a complete streets committee. Complete Streets Ordinance outlines the City's vision for accommodating all users of all ages and abilities. The City intends to design and construct this project in accordance with the City's Complete Streets Ordinance which is resolution 5354 (attached below). The City has presented this project to the complete streets committee several times with the most recent being the first and second quarters of 2022.

Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

Despite COVID 19, the project developed an inclusive public outreach campaign. Conducted a live webinar for face-to-face interactions led by city mayor and city project manager. Posted an online public outreach website where citizens could review the project and plans and graphics of the proposed design and provide feedback to help guide the effort. Developed and distributed a project Mailer to residents within the project limits as well as worked with Bremerton school district to distribute the mailer to parents of students attending the Naval Avenue Elementary School located along the corridor. Engaged in constructive conversation during our live online portion of the open house and received feedback from residents in overwhelming favor of this project which was held in June of 2020. A second online open house was held in October of 2022 in which the City performed similar outreach and received additional positive feedback for the project.

As part of the design phase the City developed a Stakeholder Advisory Group (SAG) to help guide the development of the project. The SAG consists of:

WSDOT Local Programs

Kitsap Transit

Bremerton School District

U.S. Navy

Bremerton Chamber of Commerce

West Sound Cycle Club

Bremerton Police Department

Kitsap County Public Health District

To date the project has held two SAG meetings (held on 10/5/2020 and 11/5/2021) and have received significant support from all project partners. A third public outreach meeting is planned prior to completion of design and ROW.

Please upload any relevant documents here, if they have not been uploaded previously in this application.

f-132-480-18663534_UTd1W4kE_Complete_Streets_Ordinance_5354.pdf, f-132-480-

18663534_11X3s4ey_Endorsment_letter_West_Sound.pdf, f-132-480-

18663534_GEIJ2aMP_Safety_Mitigation_Map.pdf, f-132-480-

18663534_rduD0nWM_The_Mosquito_Fleet_Trail_Master_Plan.pdf, f-132-480-

18663534_LOjP05iK_TAP_Award_Ltr_Wheeler_Bremerton_20220324.pdf, f-132-480-

18663534_mxNZkeKf_RE_Centers.pdf, f-132-480-18663534_021WAabv_Naval_Ave_OH2_Infographic.pdf, f-

132-480-18663534_s8SM39li_RESOLUTION_3359.pdf, f-132-480-18663534_RoK0a9LZ_072023_STIP.pdf, f-

132-480-18663534_8AaiDY1a_Naval_Ave_ROW_Phase_2_Estimate_072123.pdf

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Nick Johnson at njohnson@psrc.org to have it returned to you.

Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: PSRC

Y Inside

N Outside

July 20, 2023

County: Kitsap

Agency: Bremerton

| Func Cls | Project Number | PIN | STIP ID | Imp Type | Total Project Length | Environmental Type | RW Required | Begin Termini | End Termini | Total Est. Cost of Project | STIP Amend. No. |
|----------|----------------|-----|---------|----------|----------------------|--------------------|-------------|------------------------------|-------------|----------------------------|-----------------|
| 04 | | | BRE-29 | 28 | 0.760 | CE | Yes | 1st Street/Naval Base Kitsap | 15th Street | 9,352,000 | |

Naval Avenue: 1st Street to 15th Street Pedestrian & Bicycle Enhancement

The project will reconfigure the existing roadway cross section, repurpose the outside lanes to provide bike lanes and wider sidewalks, and remove barriers to walking and cycling for all users throughout the corridor. Work includes installation of bike lanes, bike boxes and bike detection, curb bulbs, and pedestrian/bicycle wayfinding signage. The project will include storm drainage improvements, signal improvements to accommodate non-motorized phases, and pavement resurfacing and striping to support these improvements. The current scope includes Phase 1 of ROW from 1st St to 11th St. Phase 2 of ROW from 11th St to 15th St will be implemented at a later date under this TIP ID (BRE-29). TAP funds will be applied to acquire right-of-way needed to accommodate the new bike lanes and wider sidewalks; all other project components will be funded by local/other sources.

Funding

| Phase | Start Date | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total |
|-----------------------|------------|-------------------|------------------|-----------------|-------------|----------------|------------------|
| RW | 2024 | TA(UM) | 1,600,000 | | 0 | 250,000 | 1,850,000 |
| Project Totals | | | 1,600,000 | | 0 | 250,000 | 1,850,000 |

Expenditure Schedule

| Phase | 1st | 2nd | 3rd | 4th | 5th & 6th |
|---------------|----------|------------------|----------|----------|-----------|
| ALL | 0 | 1,850,000 | 0 | 0 | 0 |
| Totals | 0 | 1,850,000 | 0 | 0 | 0 |

ORDINANCE NO. 5354

AN ORDINANCE of the City Council of the City of Bremerton, Washington, repealing Section 11.12.085 BMC and creating a new chapter, Chapter 11.10 relating to the Complete Streets Program.

WHEREAS, on May 16, 2012, the City of Bremerton adopted Ordinance No. 5184 establishing the City's Complete Streets policy; and

WHEREAS, in order to ensure that the City's Comprehensive Plan vision is implemented, further development of the Complete Streets Ordinance is necessary; and

WHEREAS, the goal of the City is to update the Complete Streets Ordinance to incorporate Smart Growth America's Elements of a Complete Streets Policy guidelines; and

WHEREAS, Bremerton's Complete Streets guiding principle is to design, operate and maintain Bremerton's streets to promote safe and convenient access and travel for all users including pedestrians, bicyclists, transit riders and people of all ages and abilities as well as freight and motor vehicle drivers, and

WHEREAS, Bremerton's Department of Public Works and Utilities will develop and implement Complete Streets Policies to design, operate and maintain the transportation network to improve travel conditions for bicyclists, pedestrians, transit and freight in a manner consistent with, and supportive of, the surrounding community, and

WHEREAS, amending the current Complete Streets Policy into the City of Bremerton Municipal Code also opens up additional funding opportunities and makes the City eligible for additional grant monies; and

WHEREAS, the City Council desires to repeal the provisions of Section 11.12.085 of the Bremerton Municipal Code relating to Complete Streets and create a new chapter, Chapter 11.10, relating to the Complete Streets Program; NOW THEREFORE,

THE CITY COUNCIL OF THE CITY OF BREMERTON, WASHINGTON, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Section 11.12.085 of the Bremerton Municipal Code entitled "Complete Streets" is hereby repealed in its entirety.

11.12.085 — COMPLETE STREETS.

~~(a) — The Public Works and Utilities Department will plan for, design and construct all new City transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users, as provided for below.~~

~~(b) — The Public Works and Utilities Department will incorporate complete streets principles into: the Department’s transportation strategic plan; Bremerton transit plan; pedestrian and bicycle master plans; intelligent transportation systems strategic plan; and other Public Works and Utilities Department plans, manuals, rules, regulations and programs as appropriate.~~

~~(c) — Because freight is important to the basic economy of the City and has unique right of way needs to support that role, freight will be the major priority on streets classified as major truck streets. Complete street improvements that are consistent with freight mobility but also support other modes may be considered on these streets.~~

~~(d) — Except in unusual or extraordinary circumstances, complete streets principles will not apply:~~

~~—— (1) — To street repairs made due to utility activities or pothole repairs;~~

~~—— (2) — To ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal and overlay, or interim measures on detour or haul routes);~~

~~—— (3) — Where the Director of the Public Works and Utilities Department issues a documented determination concluding that application of complete streets principles is not necessary:~~

~~—— (i) — Where nonmotorized use is not practical, is contrary to public safety, or is prohibited;~~

~~—— (ii) — The cost of accommodation is excessively disproportionate to the need or probable use; or~~

~~—— (iii) — Where other available means or factors indicate an absence of current or future need.~~

~~(e) — Complete streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. It is the Mayor’s and Council’s intent that all sources of transportation funding be drawn upon to implement complete streets. The City believes that maximum financial flexibility is important to implement complete streets principles.~~

SECTION 2. A new chapter, Chapter 11.10, entitled “Complete Streets Program” is hereby created and added to Title 11 of the Bremerton Municipal Code as follows:

CHAPTER 11.10 COMPLETE STREETS PROGRAM

11.10.010 VISION.

(a) The City of Bremerton’s vision for Complete Streets is of a community in which all residents and visitors, regardless of their age, ability, or financial resources, can have access to an affordable, safe, and accessible transportation system that meets or exceeds their travel needs. The City shall seek to create a well-connected, well-balanced, local and regional transportation system for all modes of travel including, but not limited to, walking, biking, driving, riding public transit, delivering goods and services, and emergency response transportation. The City recognizes that safe, comfortable, convenient travel for users of all ages and abilities encourages the use of public rights of way and can improve the environment, encourage physical activity and promote a vibrant, healthy, equitable, and livable community.

11.10.020 COMPLETE STREETS – DEFINITIONS

(a) “All Users,” means Transportation facility users of all ages and abilities, including, but not limited to, automobile motorists, pedestrians, bicyclists, transit vehicles and riders, freight providers, people with disabilities, emergency responders, commercial vehicles, delivery/service personnel, and adjacent land users.

(b) “Complete Streets,” means streets that are designed and operated to enable safe access for all users of all ages and abilities.

(c) “High Need Area / Community of Need,” means:

(1) any census tract in which the median household income is less than eighty percent (80%) of the statewide average median based on the most current census tract-level data from the U.S. Census Bureau American Community Survey, or

(2) an area that has a high number of pedestrian and/or bicycle collisions, or.

(3) areas with the highest risk factors for and cases of chronic disease such as but not limited to high blood pressure, heart disease, diabetes, cancer, stroke and obesity.

11.10.030 COMPLETE STREETS POLICY STATEMENT.

(a) The City of Bremerton will plan for, design, construct, operate and maintain a transportation system that is safe, convenient, and integrated into a network for All Users in a balanced, responsible, and equitable manner consistent with and supportive of the surrounding community.

(b) Complete Streets are intended to benefit users equitably, particularly vulnerable users and the underinvested and underserved communities. Transportation projects will provide safe, convenient, reliable, affordable, accessible, and timely transportation choices regardless of race, ethnicity, religion, income, gender identity, immigrations status, age, ability, languages spoken, or level of access to a personal vehicle.

(c) Transportation facilities that support the concept of complete streets include, but are not limited to, pavement markings and signs; street and sidewalk lighting; sidewalk and pedestrian safety improvements; Americans with Disabilities Act and Title VI compliance; on street parking; transit accommodations; bicycle accommodations including appropriate signage and markings; and appropriate streetscapes, furniture and art that appeal to and promote pedestrian use.

11.10.040 SCOPE AND APPLICABILITY.

(a) The Complete Streets Program shall apply to all phases of City transportation capital projects. Those involved in the planning and design of new transportation projects, reconstruction projects, and retrofit projects within the public right-of-way shall give consideration to All Users and modes of travel from the start of planning and design work through construction. Transportation improvements shall be viewed as opportunities to create safer, more accessible streets for All Users.

(b) Those involved in performing construction, repair, maintenance, and routine operations projects shall accommodate, as practical, the needs of all modes of transportation and All Users during performance of the work.

(c) To the extent feasible, private development projects that require frontage improvements or installation of new and/or retrofitted road construction, to design and construct to the City's Complete Streets requirements.

11.10.050 EXCEPTIONS.

(a) The following activities and projects are exempted from the Complete Streets Program as follows:

- (1) Ordinary and routine maintenance activities such as mowing, snowplowing, sweeping, spot repair, joint or crack sealing, pavement patching/potholing, shoulder repair, pavement marking refreshing, and restoration of drainage systems; this exception shall not be applied beyond the scope of that activity;
- (2) Emergency utility repair requiring roadway repair or reconstruction;

(b) The Public Works Director may allow an exception from the Complete Streets Program for transportation projects as follows:

- (1) If application of this policy would require the accommodation of street uses prohibited by law;
- (2) Requires more space than is physically available;
- (3) Significantly increases project costs and equivalent alternatives exist within close proximity;
- (4) Have adverse impacts on environment resources such as streams, floodplains, wetlands, or on historic structures or sites above and beyond the impacts of currently existing infrastructure;
- (5) The cost of accommodation is disproportionate to the current need or probable future use;
- (6) Where complete streets elements are not practical, is contrary to public safety, or is prohibited;
- (7) Where other available means or factors indicate an absence of current or future need;

(c) The Public Works Director will notify the Public Works Committee of project exceptions to the Complete Streets Program set forth in subsection (b) above, prior to exception being granted to provide the committee opportunity to give advice.

11.10.060 INTERGOVERNMENTAL COOPERATION & PARTNERSHIPS.

(a) The City will cooperate and collaborate with other transportation agencies to encourage those agencies to incorporate the principles and practices of complete streets within those agencies' activities in the City, and to facilitate seamless transportation connections between jurisdictions.

(b) It is the goal of the City to foster partnerships with Washington State transportation funding agencies including the Washington State Department of Transportation (WSDOT), the Federal Highway Administration, Tribes, Kitsap County, Kitsap Transit, Bremerton School District, Olympic College, School and College Districts, Kitsap Public Health District, residents, businesses, interest groups, neighborhoods and other stakeholders to implement the Complete Streets Program.

11.10.070 BEST PRACTICE DESIGN CRITERIA.

(a) The City's design and construction engineering standards and deviations will be used to implement complete streets best practices as identified in BMC 11.12.080 or as amended hereinafter. Additional design resources to be used in developing complete streets standards shall include, but are not limited to, the latest editions of: Institute of Transportation Engineers (ITE) and National Association of City Transportation Officials (NACTO) publications.

11.10.080 COMMUNITY CONTEXT.

(a) The Complete Streets Program implementation shall take into account the City's existing planning documents including the Comprehensive Plan, Non-motorized Transportation Plan, and Subarea Plans in order to identify existing and future community context elements and land use. The surrounding land use and context shall be used to define complete streets projects. Special attention shall be paid to planned buildings, parks and trails, as well as communities' current and expected transportation needs.

(b) Complete streets should provide walkability and other non-motorized transportation routes within and between Centers, neighborhoods, and key locations.

(c) Complete streets should take into account the goal of enhancing the context and character of the surrounding built and natural environments adjacent to a project.

(d) The City shall make efforts to address unintended consequences, such as involuntary displacement due to transportation projects.

11.10.090 PERFORMANCE OBJECTIVES.

(a) The Complete Streets Program will track the performance measures for the following objectives:

- (1) Health
 - (i) Improve Access to Park and Recreation Facilities;
 - (ii) Enhance Infrastructure Supporting Bicycling;
 - (iii) Enhance Infrastructure Supporting Walking;
 - (iv) Improve Access to Public Transportation;
- (2) Access
 - (i) Enhance access to transportation facilities for those with disabilities;
- (3) Safety
 - (i) Improve the safety of transportation facilities for bikers and pedestrians;

(b) The Public Works Director and/or designee shall report to the Public Works Committee on a biennial basis on the performance measures listed above and the extent of which the objectives have been met.

11.10.100 IMPLEMENTATION.

(a) The Public Works & Utilities Department is responsible for implementing the Complete Streets Program with cooperation from other City departments and oversight from the Public Works Committee. The Public Works Director has the authority to create and modify policy to implement the Complete Streets Program in accordance with this Chapter.

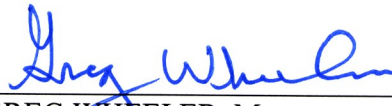
SECTION 3. Severability. If any one or more sections, subsections, or sentences of this ordinance are held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this ordinance and the same shall remain in full force and effect.

SECTION 4. Effective Date. This ordinance shall take effect and be in force ten (10) days from and after its passage, approval and publication as provided by law.

PASSED by the City Council the 7th day of November, 2018.


ERIC YOUNGER, Council President

Approved this 7th day of November, 2018.


GREG WHEELER, Mayor

ATTEST:


ANGELA WOODS, City Clerk

APPROVED AS TO FORM:


ROGER A. LUBOVICH, City Attorney

PUBLISHED the 13th day of November, 2018.
EFFECTIVE the 23rd day of November, 2018.
ORDINANCE NO. 5354.

R:\Legal\Legal\Ordinances\Legal\BMC 11.10 DRAFT Complete Street Ordinance_20181022_clean.docx

PROOF OF PUBLICATION

CITY OF BREMERTON - ENGINEERING

345 6TH STREET, STE 100
BREMERTON, WA 98337

STATE OF WISCONSIN, COUNTY OF BROWN

I, being first duly sworn on oath, deposes and says: That I am now, and at all times embraced in the publication herein mentioned was the principal clerk of the printers and publishers of KITSAP SUN; that said newspaper has been approved as a legal newspaper by order of the Superior Court of the County of Kitsap, in which County it is published and is now and has been for more than six months prior to the date of the publication hereinafter referred to, published in the English language continually as a daily newspaper in Bremerton, Kitsap County, Washington, a weekly newspaper in Kitsap County, Washington and is now and during all of the said time, was printed in an office maintained in the aforesaid place of publication of said newspaper; that the following is a true text of an advertisement as it was published in regular issues (and not in supplement form) of said newspaper on the following date(s), to wit: And on

November 13, 2018

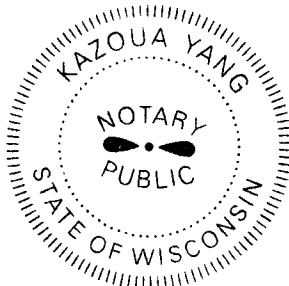
such newspaper was regularly distributed to its subscribers during all of said period.

Karin Cooney
Legal Clerk

Subscribed and sworn to before on November 13, 2018:

Karina J
Notary, State of WI, County of Brown

11/9/22
My commission expires



Ad#: 2161342
P.O.:
of Affidavits: 0

ORDINANCE NO. 5354
AN ORDINANCE of the City Council of the City of Bremerton, Washington, repealing Section 11.12.085 BMC and creating a new chapter, Chapter 11.10 relating to the Complete Streets Program.

ORDINANCE NO. 5355
AN ORDINANCE of the City Council of the City of Bremerton, Washington, amending Chapters 3.48 of the Bremerton Municipal Code entitled "Business and Occupation Taxes", Chapter 3.50 entitled "Utility Taxes", and Chapter 3.86 entitled "Administrative Provisions for Taxes".

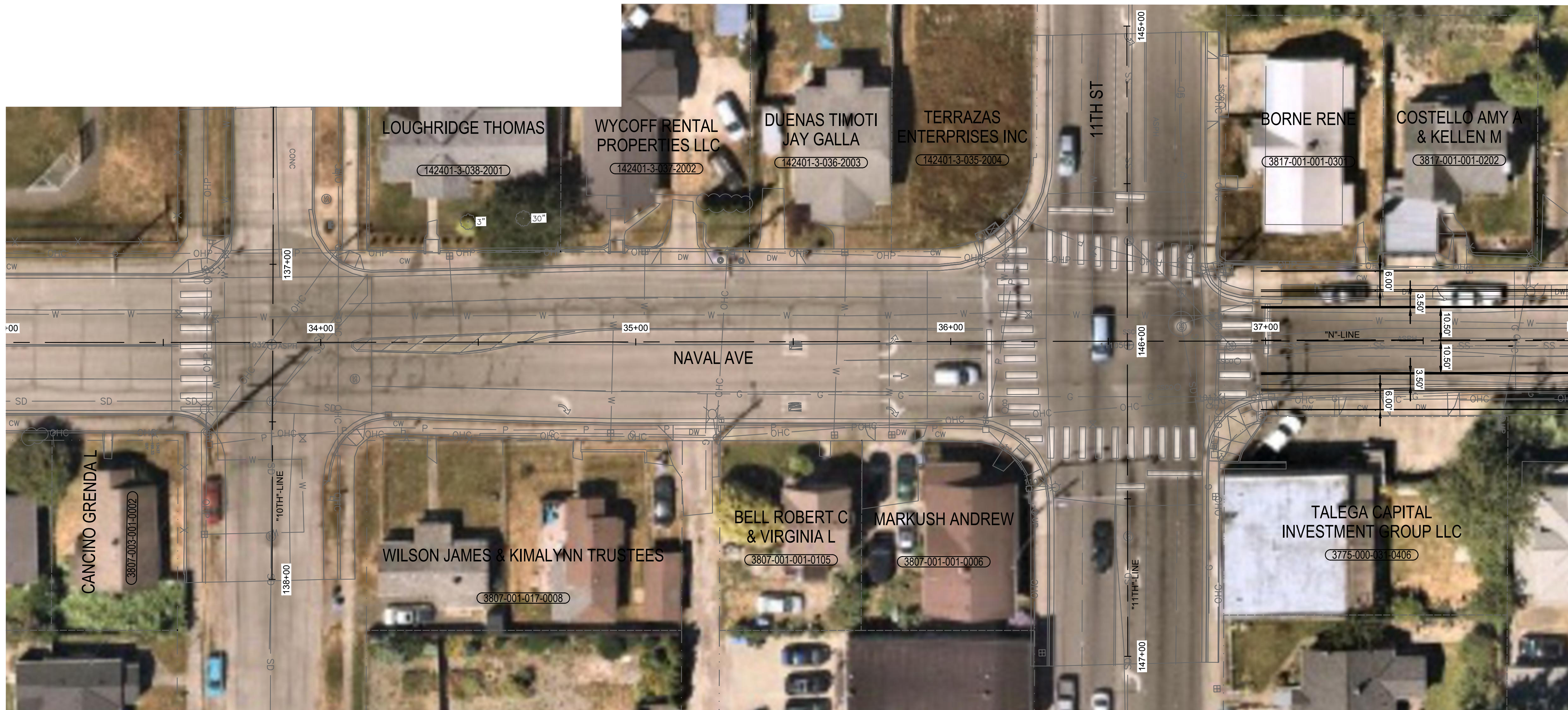
ORDINANCE NO. 5356
AN ORDINANCE of the City Council of the City of Bremerton, Washington, establishing the amount to be collected in 2019 by taxation on the assessed valuation of taxable property within the City limits of Bremerton and setting the property levy rate.

ORDINANCE NO. 5357
AN ORDINANCE of the City Council of the City of Bremerton, Washington, reestablishing and amending rates and fees for services relating to Animal Control, Bremerton Kitsap Access Television ("BKAT"), Department of Community Development, Department of Financial Services, Fire Department, Gold Mountain Golf Course, Ivy Green Cemetery, Kitsap Conference Center, Municipal Court, Parking, Parks and Recreation Department, Police Department, Public Records, Department of Public Works and Utilities, Tax & License, and Telecommunications.

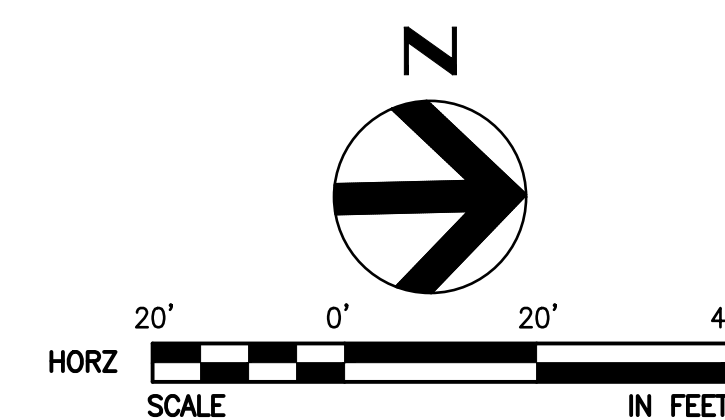
ORDINANCE NO. 5358
AN ORDINANCE of the City Council of the City of Bremerton, Washington, amending and reestablishing the assessments, rates, fees and charges established in Ordinance No. 5340 regarding rates and fees relating to the Department of Public Works and Utilities for water, wastewater, stormwater and other related services.

PASSED by the City Council on the 7th day of November, 2018.

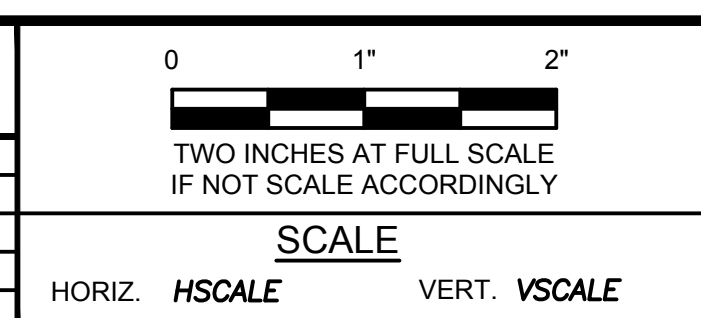
The full text of this ordinance is available from the City Clerk's Office, 345 Sixth Street, Suite 100, Bremerton, WA 98337.
Nov. 13, 2018 #2161342



MATCHLINE 38+00 SEE SHEET 2



| REVISIONS | | | |
|-----------|-------------|------|----|
| NO. | DESCRIPTION | DATE | BY |
| | | | |
| | | | |
| | | | |



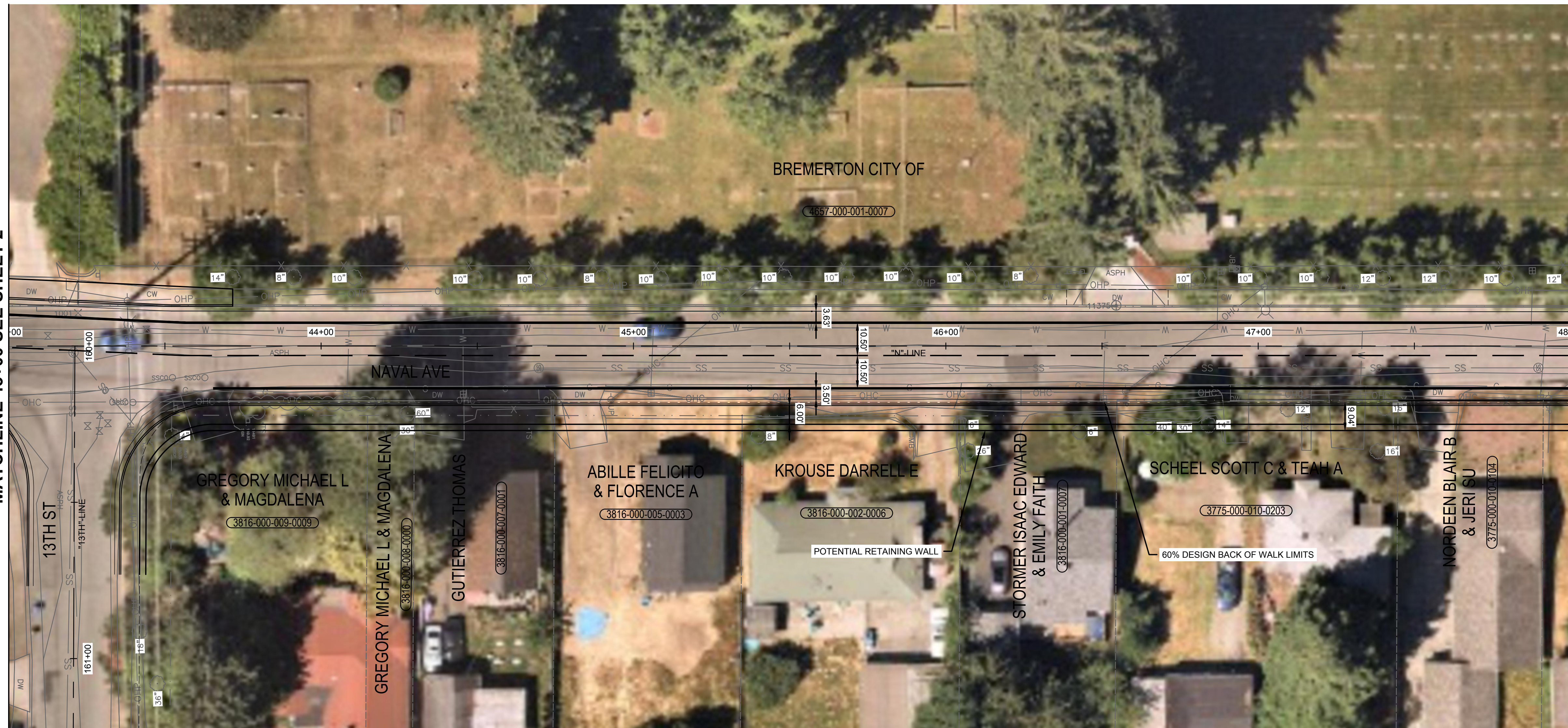
| | |
|-------------|---|
| FIELD BOOK | |
| FIELDBOOK | |
| DRAWING NO. | 1 |

| | | | | | |
|---|----------------------|------------------------|--------------|------|--|
| CITY OF BREMERTON | | | | | |
| DEPARTMENT OF PUBLIC WORKS & UTILITIES | | | | | |
| ENGINEERING DIVISION | | | | | |
| DRAWN BY: T. PARENTEAU | DESIGN BY: C. FRENCH | CHECKED BY: R. ACEVEDO | | | |
| DATE | WASH. P.E. # | DATE | WASH. P.E. # | DATE | |

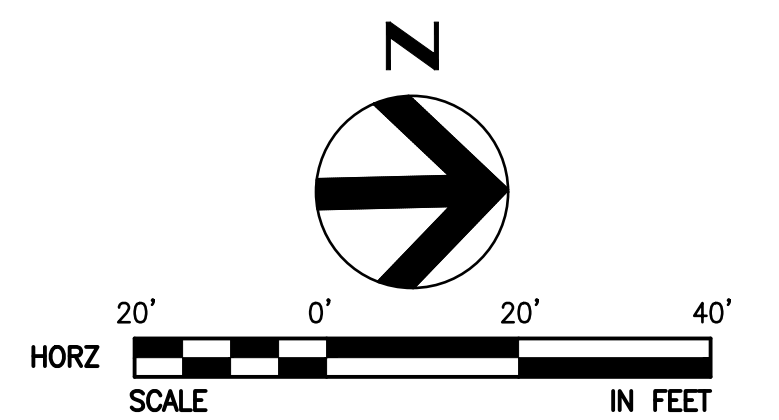
| | |
|--|-------|
| NAVAL AVENUE - 1ST TO 15TH BIKE & PEDESTRIAN ENHANCEMENTS | |
| BIKE LANE REVISION ROW EXHIBIT | |
| STA 33+00 TO STA 38+00 | |
| PN: PROJNUM | SHEET |
| | 1 |
| | OF |
| | 4 |

SHTDESC

MATCHLINE 43+00 SEE SHEET 2



MATCHLINE 48+00 SEE SHEET 4



| REVISIONS | | | |
|-----------|-------------|------|----|
| NO. | DESCRIPTION | DATE | BY |
| | | | |
| | | | |
| | | | |

| |
|---|
| <p>TWO INCHES AT FULL SCALE IF NOT SCALE ACCORDINGLY</p> <p>SCALE</p> <p>HORIZ. HSCALE VERT. VSCALE</p> |
|---|

| | |
|-------------|---|
| FIELD BOOK | |
| FIELDBOOK | |
| DRAWING NO. | 3 |

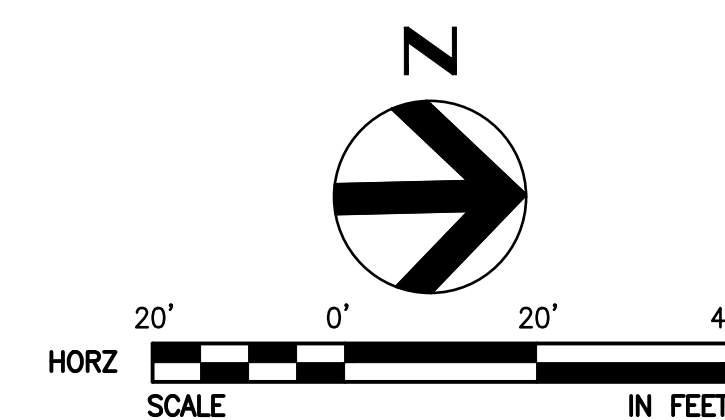
| | | | | | |
|--|--|----------------------|------|------------------------|------|
| CITY OF BREMERTON DEPARTMENT OF PUBLIC WORKS & UTILITIES ENGINEERING DIVISION | | | | | |
| DRAWN BY: T. PARENTEAU | | DESIGN BY: C. FRENCH | | CHECKED BY: R. ACEVEDO | |
| DATE | | WASH. P.E. # | DATE | WASH. P.E. # | DATE |

| |
|--|
| NAVAL AVENUE - 1ST TO 15TH BIKE & PEDESTRIAN ENHANCEMENTS BIKE LANE REVISION ROW EXHIBIT STA 43+00 TO STA 48+00 |
|--|

| | |
|--------------|--------|
| PN: PROJ/NUM | |
| SHEET | 3 OF 4 |

SHTDESC

MATCHLINE 48+00 SEE SHEET 3



| REVISIONS | | | |
|-----------|-------------|------|----|
| NO. | DESCRIPTION | DATE | BY |
| | | | |
| | | | |
| | | | |

| |
|---|
| <p>TWO INCHES AT FULL SCALE IF NOT SCALE ACCORDINGLY</p> <p>SCALE</p> <p>HORIZ. HSCALE VERT. VSCALE</p> |
|---|

| |
|-------------|
| FIELD BOOK |
| FIELDBOOK |
| DRAWING NO. |
| 4 |

| | | | | | |
|--|--|----------------------|--|------------------------|--|
| CITY OF BREMERTON DEPARTMENT OF PUBLIC WORKS & UTILITIES ENGINEERING DIVISION | | | | | |
| DRAWN BY: T. PARENTEAU | | DESIGN BY: C. FRENCH | | CHECKED BY: R. ACEVEDO | |
| DATE | | WASH. P.E. # | | DATE | |

| | |
|--|-------|
| NAVAL AVENUE - 1ST TO 15TH BIKE & PEDESTRIAN ENHANCEMENTS BIKE LANE REVISION ROW EXHIBIT STA 48+00 TO END | |
| PN: PROJNUM | SHEET |
| 4 | 4 |
| 4 | 4 |

SHTDESC

May 8, 2018

To: City of Bremerton Public Works Department
cc Michael Goodnow, Patricia Sullivan, Kevin Gorman
From: West Sound Cycling Club:
Re: Endorsement for Naval Avenue road diet design

On May 3, 2018 West Sound Cycling Club's advocacy committee endorsed the City of Bremerton's grant proposal for a road diet design on Naval Avenue from the Navy gate at 1st street to to 15th street, as described in Bremerton's 2007 Non-motorized Plan.

The non-motorized plan is visionary, with its emphasis on safe and contiguous bicycle facilities connecting Bremerton east to west and north to south, as well as intra city connections to Port Orchard, Silverdale, Poulsbo and Seattle via the ferry terminal.

A road diet on Naval Avenue (north-south) is integral to the east-west connection between Charleston Blvd bike lanes and the bike boulevard on 4th street that conveys cyclists safely downtown. Bike lanes on Kitsap Way will also connect to 4th street via Naval Avenue (via 6th street, as described in the Non-motorized plan). These east-west connections facilitate travel for bicycle commuters who work at PSNS (the largest employer in the county) and residents traveling to and from downtown Bremerton and Seattle. It is critical that the Naval Avenue road diet design facilitate these connections.

A short steep incline on 1st street and proximity to the Naval Gate make this connection with Naval Avenue a challenging choice for a bike facility. Similar challenges occur on Burwell Avenue due to high traffic volumes and lack of right of way. A re-channelization of Naval Avenue gives us the opportunity to complete an east-west link through Bremerton.

West Sound Cycling Club will contribute three detailed potential east-west routes that transit Navel Avenue between 1st street and Burwell Place to help Bremerton's City Council choose the best and most workable route. We will include a list of pros and cons for each proposal.

Sincerely,

West Sound Cycling Club Advocacy Committee members:

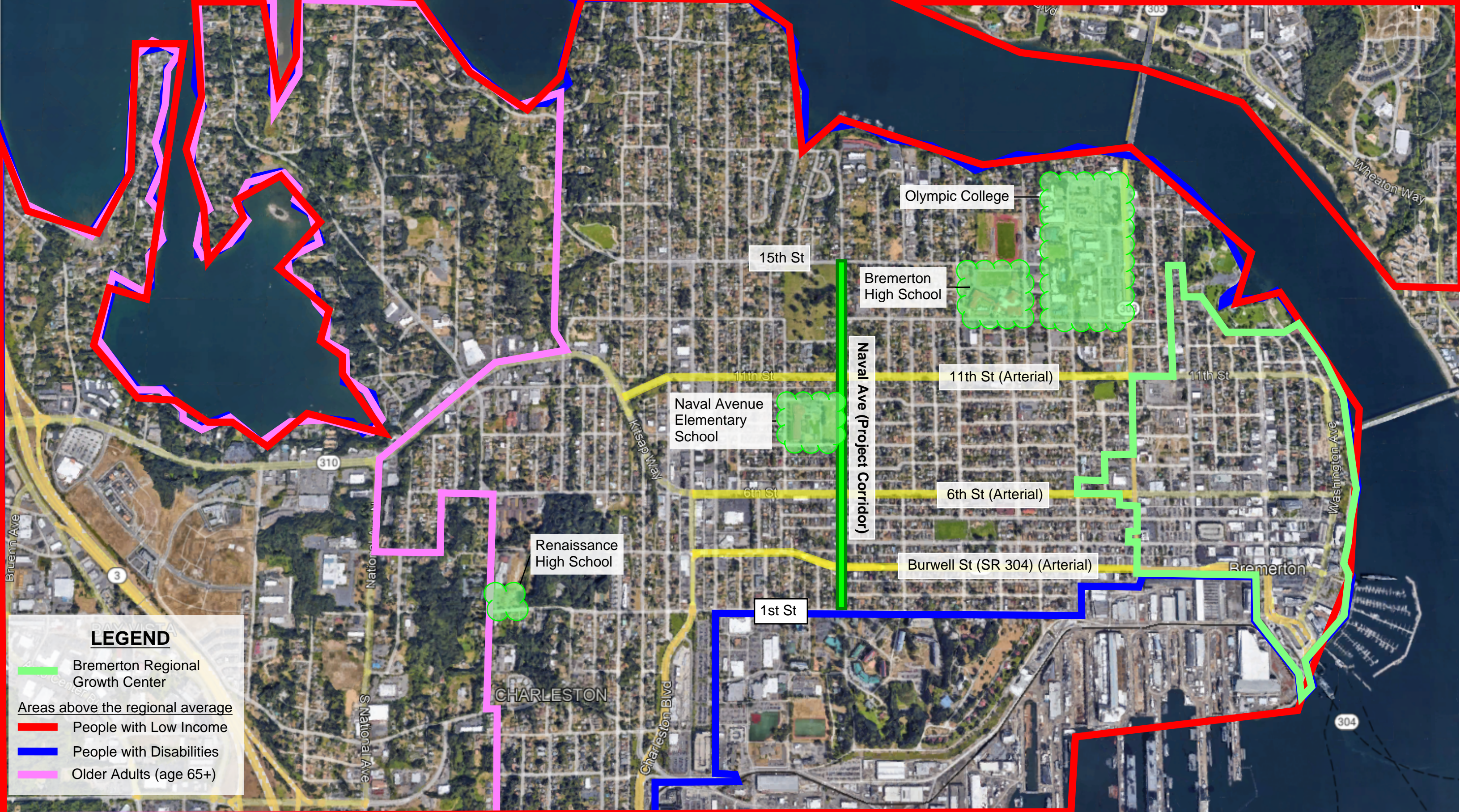
Paul Dutky - Chair Advocacy
Dianne Iverson
Bob Mathisrud - President WSCC
Nancy Mathisrud
Jay Spady
Rick Feeney
David Brumsickle
Mark Libby
Charles Michel



— Project Corridor
● Bus Stop

KEY

- Inset Routes
- Bus Routes & Route Numbers
- Roads
- - - Ferry Routes
- H Medical Centers
- C County Courthouse
- T Transfer Center
- P Park & Ride Lot
- 303 Highway
- Dial-A-Ride Service Area
- Dial-A-Ride Fast Ferry
- Commuter Service Area



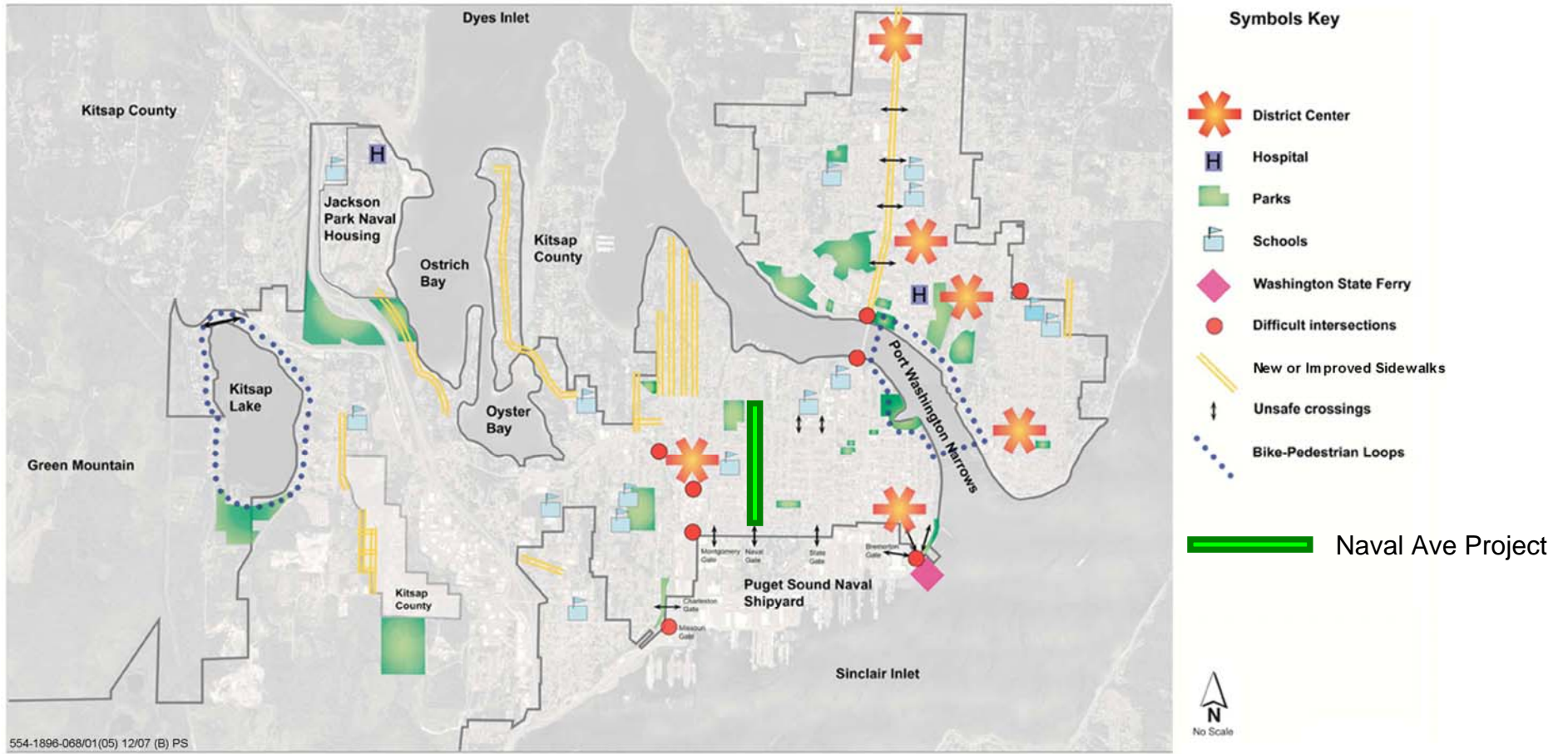
LEGEND

- █ Bremerton Regional Growth Center
- █ Areas above the regional average
- █ People with Low Income
- █ People with Disabilities
- █ Older Adults (age 65+)

PSRC Project Selection Resource Layered Map of Bremerton Naval Avenue Area

Aerial image of City of Bremerton downtown area with layered data from Puget Sound Regional Council Project Selection Resource map of different tracts in relation to Naval Avenue. This map illustrates how improvements of Naval Avenue from 1st Street to 15th Streets can positively effect populations identified in the President's Order for Environmental Justice.



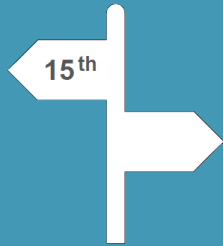


Map 2
Pedestrian Issues and Opportunities Diagram

OPEN HOUSE 2 RESPONSE SUMMARY



55% of respondents asked for physically protected bike lanes



36% of respondents supported extending bike lanes to 15th St

Naval Avenue Bicycle & Pedestrian Enhancement Project

There was a total of **33** unique responses received as part of the second Community Open House session.



65% of responses came from people who live or have family that live near the corridor.



22% of responses came from people who use the corridor to get to school, work or both.



65% of responses came from people who bike or would like to bike on the corridor. The other respondents typically walked, rolled, or drove.



Several respondents were vocal about wanting trees and landscaping.



The general sentiment of the responses was **overwhelming support** for bicycle and walking enhancements, with **most** wanting physically protected lanes.



12% of respondents desired wider ADA compliant sidewalks

| | | |
|--|--|--|
| RIGHT OF WAY FUNDING ESTIMATE | | Agency: City of Bremerton |
| | | Project Title: Naval Ave: 1st to 15th Bike & Ped. Enhancements |
| | | Date of Estimate: 7/21/2023 |
| | | Estimate Completed By: HDR Inc. Name: Robert Acevedo Title: Project Manager |

Cost line Item:

City Staff Labor: \$ 50,000.00
 Design Consultant Labor: \$ 234,933.12
 ROW Acquisition Total: \$ 753,845.04

Total ROW Phase Estimate: \$ **1,038,778.16**

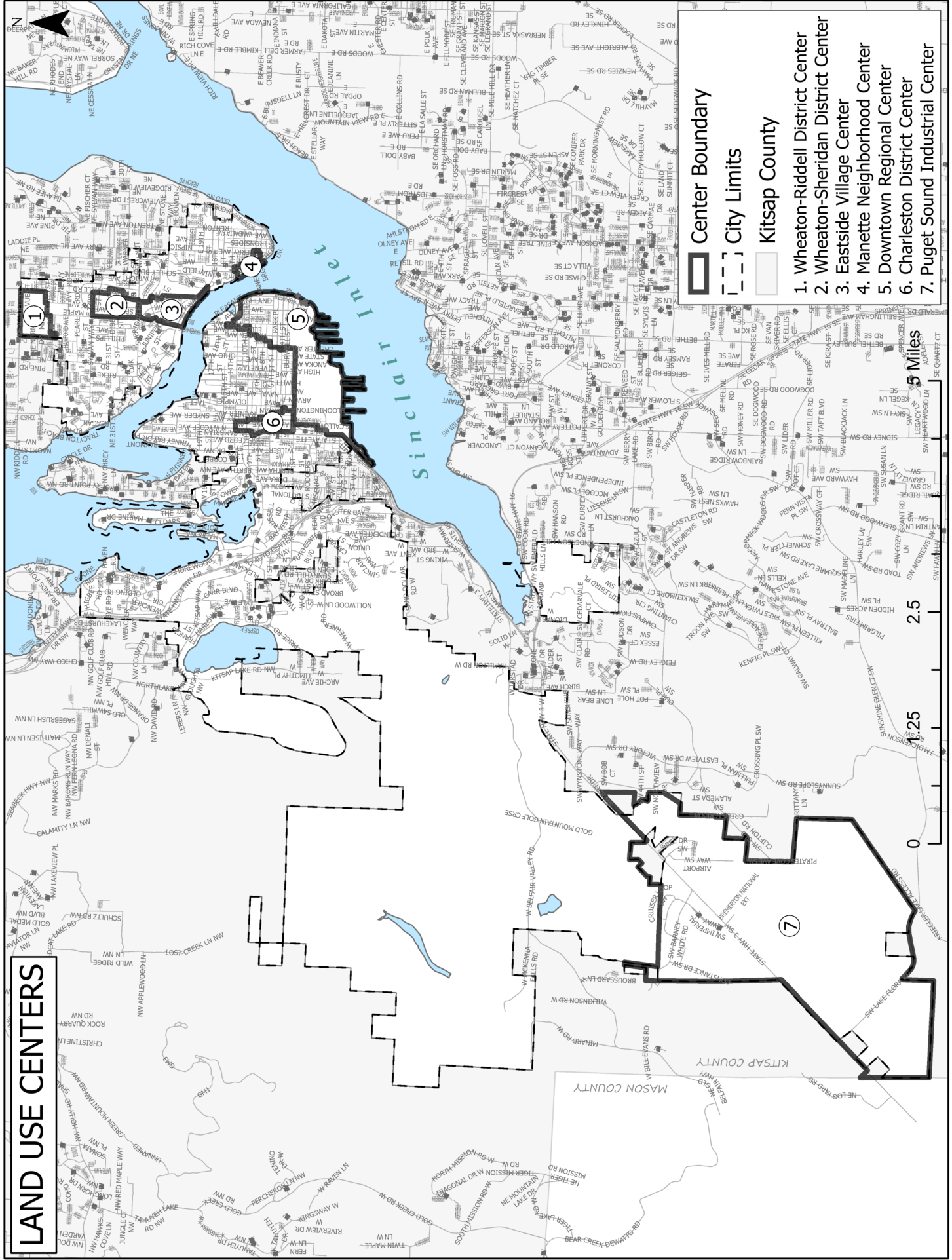
| | | |
|---|---------------|--------------|
| | Ask | Match |
| Phase 2 Need: \$ 1,038,778.16 \$ | 898,543.11 \$ | 140,235.05 |

| Fund Type | Fund Source | Fund Status | Amount |
|----------------|-------------|---------------------|--------------------|
| Federal | TAP (PSRC) | Secured | \$1,600,000 |
| Local | Local | Secured | \$250,000 |
| Federal | TAP (PSRC) | Unsecured | \$898,543 |
| Local | Local | Reasonably expected | \$140,236 |
| Total | | | \$2,888,779 |

| | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|--|-----------------------------------|
| RIGHT OF WAY FUNDING ESTIMATE | Agency: City of Bremerton Project Title: Naval Ave: 1st to 15th Bike & Ped. Enhancements (Phase 2 - 11th Street to 15th Street) Date of Estimate: 7/21/2023 Estimate Completed By: HDR Inc. Name: Andy Roderick Title: SR. ROW Project Manager LAC Concurrence: _____ Name: _____ Title: _____ | | | | | | | | | | | | | | | | | | Year Estimate Completed: 2023 Year Acquisition to be Completed: 2025 | | Estimated Total: \$724,851 |
| | | | | | | | | | | | | | | | | | | | Inflation Factor (Calculated): 1.04 | | |
| | | | | | | | | | | | | | | | | | | | Total Right of Way Costs: \$753,845 | | |
| | | | | | | | | | | | | | | | | | | | | | |

| Assessor's Tax Parcel Number | Fee TE or PE | Owner Name | Area (Sq Ft) | Assessed Value-Sq Ft (reduce for easements) | TE Total (from other sheet) | Improvement Value | Damages | Relocation | Acquisition Subtotal | Confidence Level (1 - 10) | Confidence Factor (Calculated) | Factored Subtotal | Title & Escrow Costs | Appraisal/ Appraisal Review Cost | AOS (under \$25,000) Cost | Labor | Misc. Fees (including PM) | Statutory Evaluation Allowance (SEA-\$750) | Select Valuation Process | | | |
|------------------------------|--------------|-------------------------------|--------------|---|-----------------------------|-------------------|----------|------------|----------------------|---------------------------|--------------------------------|-------------------|----------------------|----------------------------------|---------------------------|---------|---------------------------|--|--------------------------|-------------------------------|-------|-------------|
| | | | | | | | | | | | | | | | | | | | Subtotal All | Condemnation Enter Percentage | Total | |
| 3817-001-002-0102 | TE | ASHER MARTY | 255 | \$0.70 | | | | | \$179 | 1 | 2.50 | \$625 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$12,075 | | \$12,074.75 |
| 3817-001-002-0003 | FEE | LANDIS JAMES T | 645 | \$9.11 | | | | | \$5,876 | 3 | 1.19 | \$12,888 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$24,318 | | \$24,318.33 |
| 3817-001-002-0003 | TE | LANDIS JAMES T | 258 | \$1.00 | | | | | \$258 | 1 | 2.50 | \$903 | | | | | | | | \$903 | | \$903.00 |
| 3817-001-003-0101 | FEE | RENSFROM LORRAINE F | 647 | \$5.17 | | | | | \$3,345 | 3 | 1.19 | \$7,326 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$18,776 | | \$18,775.53 |
| 3817-001-003-0101 | TE | RENSFROM LORRAINE F | 250 | \$0.60 | | | | | \$150 | 1 | 2.50 | \$525 | | | | | | | | \$525 | | \$525.42 |
| 3817-001-003-0200 | FEE | ANDERSON ALF II | 0 | \$9.90 | | | | | \$0 | 1 | 2.50 | \$0 | | | | | | | | \$0 | | \$0.00 |
| 3817-001-003-0200 | TE | ANDERSON ALF II | 263 | \$1.00 | | | | | \$263 | 1 | 2.50 | \$921 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$12,371 | | \$12,370.50 |
| 3775-000-031-0000 | FEE | 1110 BRM LLC | 3218 | \$8.75 | | | | | \$28,158 | 4 | 1.03 | \$57,160 | \$1,500 | \$7,000 | | \$7,500 | | \$500 | \$750 | \$74,410 | | \$74,409.73 |
| 3775-000-031-0000 | TE | 1111 BRM LLC | 327 | \$1.00 | | | | | \$327 | 1 | 2.50 | \$1,145 | | | | | | | | \$1,145 | | \$1,144.50 |
| 3775-000-031-0505 | FEE | DERANGO PAUL R | 1198 | \$10.03 | | | | | \$12,016 | 4 | 1.03 | \$24,392 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$35,842 | | \$35,842.36 |
| 3775-000-031-0505 | TE | DERANGO PAUL R | 228 | \$1.10 | | | | | \$251 | 1 | 2.50 | \$878 | | | | | | | | \$878 | | \$877.80 |
| 3775-000-031-0307 | FEE | ADAMS RONALD R | 1349 | \$9.90 | | | | | \$13,355 | 4 | 1.03 | \$27,111 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$38,561 | | \$38,560.85 |
| 3775-000-031-0307 | TE | ADAMS RONALD R | 257 | \$1.00 | | | | | \$257 | 1 | 2.50 | \$899 | | | | | | | | \$899 | | \$898.70 |
| 3775-000-031-0604 | FEE | HICKS CLAUDE O | 1985 | \$1.00 | | | | | \$1,985 | 3 | 1.19 | \$4,347 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$15,797 | | \$15,797.15 |
| 3775-000-031-0604 | TE | HICKS CLAUDE O | | | | | | | \$0 | 1 | 2.50 | \$0 | | | | | | | | \$0 | | \$0.00 |
| 3775-000-030-0209 | FEE | OVERSON ALONZO R & ELDONNA R | 1290 | \$8.52 | | | | | \$10,991 | 4 | 1.03 | \$22,311 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$33,761 | | \$33,761.32 |
| 3775-000-030-0209 | TE | OVERSON ALONZO R & ELDONNA R | 400 | \$0.90 | | | | | \$360 | 1 | 2.50 | \$1,260 | | | | | | | | \$1,260 | | \$1,260.00 |
| 3817-001-004-0407 | FEE | BREMERTON CITY OF | 117 | \$8.00 | | | | | \$936 | 3 | 1.19 | \$2,050 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$12,750 | | \$12,749.84 |
| 3817-001-004-0407 | TE | BREMERTON CITY OF | 220 | \$0.80 | | | | | \$176 | 2 | 1.34 | \$412 | | | | | | | | \$412 | | \$411.82 |
| 3817-001-004-0308 | TE | NADDEO CARYN S | 109 | \$1.00 | | | | | \$109 | 1 | 2.50 | \$382 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$11,832 | | \$11,831.50 |
| 3817-001-004-0209 | FEE | SIGEL CODY P | 0 | \$9.90 | | | | | \$0 | 1 | 2.50 | \$0 | | | | | | | | \$0 | | \$0.00 |
| 3817-001-004-0209 | TE | SIGEL CODY P | 206 | \$1.00 | | | | | \$206 | 1 | 2.50 | \$721 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$12,171 | | \$12,171.00 |
| 3817-001-004-0506 | FEE | ABIDE VENTURES LLC | 895 | \$7.23 | | | | | \$6,471 | 4 | 1.03 | \$13,136 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$24,586 | | \$24,585.83 |
| 3817-001-004-0506 | TE | ABIDE VENTURES LLC | 360 | \$0.80 | | | | | \$288 | 1 | 2.50 | \$1,008 | | | | | | | | \$1,008 | | \$1,008.22 |
| 3775-000-030-0308 | FEE | THOMAS SCOTT N | 534 | \$12.20 | | | | | \$6,515 | 4 | 1.03 | \$13,225 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$24,675 | | \$24,675.04 |
| 3775-000-030-0308 | TE | THOMAS SCOTT N | 166 | \$1.30 | | | | | \$216 | 1 | 2.50 | \$754 | | | | | | | | \$754 | | \$754.30 |
| 3775-000-030-0100 | FEE | FISHER DONNA JOYCE | 641 | \$10.10 | | | | | \$6,474 | 4 | 1.03 | \$13,142 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$24,592 | | \$24,592.42 |
| 3775-000-030-0100 | TE | FISHER DONNA JOYCE | 200 | \$1.20 | | | | | \$239 | 1 | 2.50 | \$838 | | | | | | | | \$838 | | \$838.07 |
| 3775-000-030-0605 | FEE | STAYROOK CURTIS W | 0 | \$13.00 | | | | | \$0 | 1 | 2.50 | \$0 | | | | | | | | \$0 | | \$0.00 |
| 3775-000-030-0605 | TE | STAYROOK CURTIS W | 131 | \$1.40 | | | | | \$183 | 1 | 2.50 | \$642 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$12,092 | | \$12,091.90 |
| 3775-000-030-0704 | FEE | TINDER MICHAEL & RECY | 197 | \$8.90 | | | | | \$151 | 1 | 2.50 | \$530 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$11,980 | | \$11,979.55 |
| 3775-000-030-0704 | TE | TINDER MICHAEL & RECY | 197 | \$1.00 | | | | | \$197 | 1 | 2.50 | \$690 | | | | | | | | \$690 | | \$689.50 |
| 4657-000-001-0007 | FEE | BREMERTON CITY OF | 5119 | \$8.00 | | | | | \$40,952 | 10 | 0.10 | \$45,047 | \$1,500 | \$7,000 | | \$7,500 | | \$500 | \$750 | \$61,547 | | \$61,547.20 |
| 4657-000-001-0007 | TE | BREMERTON CITY OF | 2698 | \$0.80 | | | | | \$2,158 | 10 | 0.10 | \$2,374 | | | | | | | | \$2,374 | | \$2,374.24 |
| 3816-000-009-0009 | TE | GREGORY MICHAEL L | 256 | \$1.40 | | \$4,000 | \$10,000 | | \$14,358 | 1 | 2.50 | \$50,254 | \$1,500 | \$7,000 | | \$7,500 | | \$500 | \$750 | \$67,504 | | \$6,559.30 |
| 3816-000-009-0009 | FEE | GREGORY MICHAEL L | 261 | \$12.38 | | | | | \$3,231 | 4 | 1.03 | \$6,559 | | | | | | | | \$6,559 | | \$6,559.30 |
| 3816-000-008-0000 | TE | GREGORY MICHAEL L & MAGDALENA | 60 | \$1.40 | | \$2,000 | | | \$2,084 | 1 | 2.50 | \$7,294 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$18,744 | | \$18,744.00 |
| 3816-000-008-0000 | FEE | GREGORY MICHAEL L & MAGDALENA | 58 | \$12.38 | | | | | \$718 | 4 | 1.03 | \$1,458 | | | | | | | | \$1,458 | | \$1,457.62 |
| 3816-000-007-0001 | TE | GUTIERREZ THOMAS | 180 | \$1.70 | | \$1,100 | | | \$1,406 | 1 | 2.50 | \$4,921 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$16,371 | | \$16,371.00 |
| 3816-000-007-0001 | FEE | GUTIERREZ THOMAS | 172 | \$16.54 | | | | | \$2,845 | 4 | 1.03 | \$5,775 | | | | | | | | \$5,775 | | \$5,775.11 |
| 3816-000-005-0003 | TE | ABILLE FELICITO | 240 | \$0.76 | | | | | \$182 | 1 | 2.50 | \$638 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$12,088 | | \$12,088.40 |
| 3816-000-005-0003 | FEE | ABILLE FELICITO | 227 | \$11.50 | | | | | \$2,611 | 4 | 1.03 | \$5,299 | | | | | | | | \$5,299 | | \$5,299.315 |
| 3816-000-002-0006 | TE | KROUSE DARRELL E | 280 | \$1.30 | | \$2,000 | | | \$2,364 | 1 | 2.50 | \$8,274 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$19,724 | | \$19,724.00 |
| 3816-000-002-0006 | FEE | KROUSE DARRELL E | 261 | \$11.20 | | | | | \$2,923 | 7 | 0.57 | \$4,589 | | | | | | | | \$4,589 | | \$4,589.42 |
| 3816-000-001-0007 | TE | STORMER ISAAC EDWARD | 200 | \$1.75 | | \$700 | | | \$1,050 | 1 | 2.50 | \$3,675 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$15,125 | | \$15,125.00 |
| 3816-000-001-0007 | FEE | STORMER ISAAC EDWARD | 184 | \$16.80 | | | | | \$3,091 | 3 | 1.19 | \$6,770 | | | | | | | | \$6,770 | | \$6,769.73 |
| 3775-000-010-0203 | FEE | SCHEEL SCOTT C & TEAH A | 777 | \$8.40 | | | | | \$6,527 | 4 | 1.03 | \$13,249 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$24,699 | | \$24,699.40 |
| 3775-000-010-0203 | TE | SCHEEL SCOTT C & TEAH A | 360 | \$0.90 | | | | | \$324 | 1 | 2.50 | \$1,134 | | | | | | | | \$1,134 | | \$1,134.03 |
| 3775-000-010-0104 | FEE | NORDEEN BLAIR B | 399 | \$12.00 | | | | | \$4,788 | 5 | 0.88 | \$9,001 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$20,451 | | \$20,451.44 |
| 3775-000-010-0104 | TE | NORDEEN BLAIR B | 186 | \$1.20 | | | | | \$223 | 1 | 2.50 | \$781 | | | | | | | | \$781 | | \$781.20 |
| 3775-000-010-0302 | FEE | BROOKS GRANT M | 372 | \$12.88 | | | | | \$4,791 | 5 | 0.88 | \$9,008 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$20,458 | | \$20,457.76 |
| 3775-000-010-0302 | TE | BROOKS GRANT M | 174 | \$1.30 | | | | | \$226 | 1 | 2.50 | \$792 | | | | | | | | \$792 | | \$791.70 |
| 3775-000-010-0005 | TE | MONSON STEVEN ANDREW | 121 | \$1.00 | | \$3,500 | | | \$3,621 | 1 | 2.50 | \$12,674 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$24,124 | | \$24,123.50 |
| 142401-2-100-2006 | FEE | DAVIS VICTOR A | 86 | \$12.90 | | | | | \$1,109 | 3 | 1.19 | \$2,430 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$13,880 | | \$13,879.59 |
| 142401-2-100-2006 | TE | DAVIS VICTOR A | 379 | \$1.30 | | | | | \$493 | 3 | 1.19 | \$1,079 | | | | | | | | \$1,079 | | \$1,079.01 |
| 142401-2-065-2009 | FEE | PRICE LUKE & KYLA | 0 | \$10.42 | | | | | \$0 | 1 | 2.50 | \$0 | | | | | | | | \$0 | | \$0.00 |
| 142401-2-065-2009 | TE | PRICE LUKE & KYLA | 378 | \$1.10 | | | | | \$416 | 3 | 1.19 | \$911 | \$1,500 | | \$1,200 | \$7,500 | | \$500 | \$750 | \$12,361 | | \$12,360.60 |

LAND USE CENTERS



Center Boundary

City Limits

Kitsap County

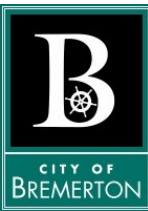
1. Wheaton-Riddell District Center
2. Wheaton-Sheridan District Center
3. Eastside Village Center
4. Manette Neighborhood Center
5. Downtown Regional Center
6. Charleston District Center
7. Puget Sound Industrial Center

5 Miles

2.5

1.25

0



2024-2029 Capital Funding Plan

Transportation Capital By BARS CODE

| Project ID | Project Title | Total External Funding Budget | PY(s) Actuals | 2023 Budget | PY Carryover | Mid-Year Adj | YE Estimate | 2023 Adjusted | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|------------------|---|-------------------------------|----------------|------------------|----------------|------------------|------------------|------------------|------------------|----------------|------------------|----------------|----------------|----------------|------------------|
| Secured | | | | | | | | | | | | | | | |
| 397.0308 | Transfers-In (REET) | | | | | | | | | | | | | | |
| TR00005 | 6th Street Phase III | 986,162 | 56,344 | 37,299 | | | | 37,299 | 892,519 | - | - | - | - | - | 986,162 |
| TR00055 | Anderson Cove Sidewalks | 40,000 | - | - | | | | - | - | - | - | - | - | - | - |
| TR00151 | Belfair Valley Road Subgrade Repair & Overlay | 150,000 | 104,006 | 150,000 | | | | 150,000 | - | - | - | - | - | - | 254,006 |
| TR00071 | Burwell Street Adaptive Signals | - | - | - | | | | - | - | - | - | - | - | - | - |
| TR00105 | City Street Lighting | 230,000 | - | - | | 70,000 | - | 70,000 | 70,000 | 70,000 | 20,000 | - | - | - | 230,000 |
| | TR00105.3 LED (PSE) Lighting Conversion | 230,000 | - | - | | 70,000 | - | 70,000 | 70,000 | 70,000 | 20,000 | - | - | - | 230,000 |
| TR00001 | E11th Street and Perry Avenue Reconstruction | 1,220,621 | 52,039 | 913,582 | - | 255,000 | - | 1,168,582 | - | - | - | - | - | - | 1,220,621 |
| TR00024 | East/West Corridor Diet (6th Street) | 585,000 | - | - | | | | - | - | 100,000 | 15,000 | 15,000 | 455,000 | - | 585,000 |
| TR00011 | HSIP III-Kitsap Way Bike Lane/Warren Signal | 103,000 | 103,000 | - | | | | - | - | - | - | - | - | - | 103,000 |
| TR00056 | Matan & Lillian & James Sidewalk Connector | 40,000 | - | - | | | | - | - | - | - | - | - | - | - |
| TR00010 | Naval Avenue Road Diet | 1,708,600 | 55,584 | - | 257,016 | 50,000 | - | 307,016 | 168,000 | - | 540,000 | 540,000 | - | - | 1,610,600 |
| | TR00010.1 Phase I - 11th to 15th | 32,600 | 55,584 | - | 257,016 | - | - | 257,016 | - | - | - | - | - | - | 312,600 |
| TR00020 | Oyster Bay Avenue Improvements | 593,346 | - | - | | | | - | - | - | - | - | 43,776 | 549,570 | 593,346 |
| TR00002 | Quincy Square on 4th Street | - | - | 1,706,161 | | (1,345,032) | (361,129) | - | - | - | - | - | - | - | - |
| TR00143 | Sidewalk Program | - | 4,020 | 300,000 | | | (200,000) | 100,000 | - | - | - | 125,000 | 125,000 | 125,000 | 479,020 |
| | TR00143.1 Sidewalk Repair/Rehab including ADA Curb Upgrades | - | - | 150,000 | | | (100,000) | 50,000 | - | - | - | 62,500 | 62,500 | 62,500 | 237,500 |
| | TR00143.2 New Construction and In-fill (Gap) | - | - | 150,000 | | | (100,000) | 50,000 | - | - | - | 62,500 | 62,500 | 62,500 | 237,500 |
| | TR00143.3 Trip Hazard Reduction | - | 4,020 | - | | | | - | - | - | - | - | - | - | 4,020 |
| TR00142 | Signage and Pavement Marking Maintenance | 150,000 | 20,000 | 150,000 | | | | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 1,070,000 |
| | TR00142.1 Pavement Hot-Applied Markings and Striping | 150,000 | 20,000 | 150,000 | | | | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 1,070,000 |
| TR00068 | Signal System Upgrades | 100,028 | - | - | | | | - | - | - | - | - | - | - | - |
| TR00159 | SR 303 Adaptive Signals (Sheridan to Riddell) | 451,770 | - | - | | 131,770 | - | 131,770 | - | 60,000 | 260,000 | - | - | - | 451,770 |
| TR00029 | SR 303 Warren Ave Bridge Multimodal Improvements | - | - | - | | | | - | - | - | - | - | - | - | - |
| TR00139 | Streets Preservation and Maintenance Program | 130,000 | 16,301 | - | 50,000 | - | - | 50,000 | - | - | - | - | - | - | 66,301 |
| | TR00139.1 Chip Seal - Arterial and Collectors | 130,000 | - | - | | | | - | - | - | - | - | - | - | - |
| | TR00139.3 Overlay > 2" - Arterials and Collectors | - | 16,301 | - | 50,000 | - | - | 50,000 | - | - | - | - | - | - | 66,301 |
| TR00149 | Systemic Pedestrian Treatments Bundle - RRFB | 8,707 | 8,707 | 7,293 | | | (7,293) | - | - | - | - | - | - | - | 8,707 |
| TR00043A | View Ridge Elementary (Almira SRTS) Phase 1 | 750,000 | - | 50,000 | | | | 50,000 | 33,750 | 233,750 | 432,500 | - | - | - | 750,000 |
| TR00006 | Washington Avenue Roundabout | 379,200 | 79,200 | - | | 300,000 | - | 300,000 | - | - | - | - | - | - | 379,200 |
| TR00064 | Wayfinding Signage | 300,000 | 51,942 | 150,000 | 98,058 | - | - | 248,058 | - | - | - | - | - | - | 300,000 |
| | 397.0308 Subtotal | 7,926,434 | 551,143 | 3,464,335 | 405,074 | (538,262) | (568,422) | 2,762,725 | 1,314,269 | 613,750 | 1,417,500 | 830,000 | 773,776 | 824,570 | 9,087,733 |
| 397.0308a | Transfers-In (REET) - Residential | | | | | | | | | | | | | | |
| TR00143 | Sidewalk Program | 400,000 | - | 100,000 | | | (188,117) | (88,117) | - | - | - | - | - | - | (88,117) |
| | TR00143.1 Sidewalk Repair/Rehab including ADA Curb Upgrades | 300,000 | - | 75,000 | | | (94,058) | (19,058) | - | - | - | - | - | - | (19,058) |
| | TR00143.2 New Construction and In-fill (Gap) | 100,000 | - | 25,000 | | | (94,059) | (69,059) | - | - | - | - | - | - | (69,059) |
| | 397.0308a Subtotal | 400,000 | - | 100,000 | - | - | (188,117) | (88,117) | - | - | - | - | - | - | (88,117) |
| | Secured Subtotal | 8,326,434 | 551,143 | 3,564,335 | 405,074 | (538,262) | (756,539) | 2,674,608 | 1,314,269 | 613,750 | 1,417,500 | 830,000 | 773,776 | 824,570 | 8,999,616 |

| Project ID | Project Title | Total External Funding Budget | PY(s) Actuals | 2023 Budget | PY Carryover | Mid-Year Adj | YE Estimate | 2023 Adjusted | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|------------------|---|-------------------------------|----------------|------------------|----------------|------------------|------------------|------------------|------------------|----------------|------------------|----------------|----------------|----------------|------------------|
| Pending | | | | | | | | | | | | | | | |
| 397.0308 | Transfers-In (REET) | | | | | | | | | | | | | | |
| TR00150 | 11th Street / Callow Avenue Intersection Improvements | - | - | - | | | | - | - | - | - | - | - | - | - |
| | 397.0308 Subtotal | - | - | - | | | | - | - | - | - | - | - | - | - |
| 397.0308a | Transfers-In (REET) - Residential | | | | | | | | | | | | | | |
| TR00143 | Sidewalk Program | - | - | - | | | | - | - | - | - | - | - | - | - |
| TR00143.1 | Sidewalk Repair/Rehab including ADA Curb Upgrades | - | - | - | | | | - | - | - | - | - | - | - | - |
| TR00143.2 | New Construction and In-fill (Gap) | - | - | - | | | | - | - | - | - | - | - | - | - |
| | 397.0308a Subtotal | - | - | - | | | | - | - | - | - | - | - | - | - |
| | Pending Subtotal | - | - | - | | | | - | - | - | - | - | - | - | - |
| | Grand Total | 8,326,434 | 551,143 | 3,564,335 | 405,074 | (538,262) | (756,539) | 2,674,608 | 1,314,269 | 613,750 | 1,417,500 | 830,000 | 773,776 | 824,570 | 8,999,616 |

RESOLUTION NO. 3359

A RESOLUTION of the City Council of the City of Bremerton, Washington, adopting the 2024 – 2029 Six Year Transportation Improvement Program.

WHEREAS, after proper notice, the City Council of the City of Bremerton held a public hearing at the regular meeting of the City Council at 5:30 p.m. on June 21, 2023, to consider public testimony on the City’s proposed 2024 - 2029 Six Year Transportation Improvement Program and, having considered public testimony to the Program and in accordance with the provisions of RCW 35.77.010; NOW THEREFORE,

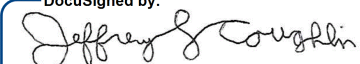
THE CITY COUNCIL OF THE CITY OF BREMERTON, WASHINGTON, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The 2024 through 2029 Six Year Transportation Improvement Program, set forth in Exhibit “A” attached hereto and herewith filed with the City Clerk, is hereby adopted.

SECTION 2. Severability. If any one or more sections, subsections, or sentences of this Resolution are held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this Resolution and the same shall remain in full force and effect.

SECTION 3. Effective Date. This Resolution shall take effect and be in force immediately upon its passage.

PASSED by the City Council of the City of Bremerton, Washington this 28th day of June, 2023.

DocuSigned by:

23DA7420E5A8405
JEFF COUGHLIN, Council President

APPROVED AS TO FORM:

ATTEST:

DocuSigned by:

D8F55D0058254A1...
KYLIE J. FINNELL, City Attorney

DocuSigned by:

24ED5ED4E45C41E
ANGELA HOOVER, City Clerk

R:\Legal\Legal\Forms\FORMS ON COBWEB\Resolution Rev. 01 2023.doc



PROPOSED TRANSPORTATION IMPROVEMENT PROGRAM

2024-2029

| | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Six-Year Period Total |
|---|---------------------|--------------------|---------------------|---------------------|--------------------|---------------------|--------------------------|
| Tier 1 Funded | | | | | | | |
| TR00066 City Safety Improvement | 160,000 | 160,000 | 160,000 | 160,000 | 160,000 | 160,000 | 960,000 |
| TR00068 Signal System Upgrades | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 600,000 |
| TR00105 City Street Lighting | 105,000 | 105,000 | 55,000 | 35,000 | 35,000 | 35,000 | 370,000 |
| TR00139 Streets Preservation and Maintenance Program | 750,000 | 750,000 | 750,000 | 750,000 | 750,000 | 750,000 | 4,500,000 |
| TR00142 Signage and Pavement Marking Maintenance | 300,000 | 300,000 | 300,000 | 300,000 | 300,000 | 300,000 | 1,800,000 |
| TR00143 Sidewalk Program | 775,000 | 775,000 | 775,000 | 775,000 | 775,000 | 775,000 | 4,650,000 |
| TR00144 Bridge Inspection and Repair Program | - | 20,000 | - | 20,000 | - | 20,000 | 60,000 |
| TR00149 Systemic Pedestrian Treatments Bundle - RRFB | 959,087 | - | - | - | - | - | 959,087 |
| TR00002 Quincy Square on 4th Street | 4,434,476 | - | - | - | - | - | 4,434,476 |
| TR00005 6th Street Phase III | 3,171,702 | - | - | - | - | - | 3,171,702 |
| TR00023 Upper Shore Drive Shared Use Path | 50,000 | 148,840 | - | - | - | - | 198,840 |
| TR00043A View Ridge Elementary (Almira SRTS) Phase 1 | 133,750 | 4,088,750 | 832,500 | - | - | - | 5,055,000 |
| TR00064 Wayfinding Signage | 101,945 | - | - | - | - | - | 101,945 |
| TR00146 Transportation Planning (Non-Motorized, Comp Plan) | 200,000 | - | - | - | - | - | 200,000 |
| TR00151 Belfair Valley Road Subgrade Repair & Overlay | 100,000 | - | - | - | - | - | 100,000 |
| TR00159 SR 303 Adaptive Signals (Sheridan to Riddell) | 200,000 | 300,000 | 1,117,885 | - | - | - | 1,617,885 |
| Subtotal Tier 1 | \$11,540,960 | \$6,747,590 | \$4,090,385 | \$2,140,000 | \$2,120,000 | \$2,140,000 | \$28,778,935 |
| Tier 2 Partially Funded | | | | | | | |
| TR00010 Naval Avenue Road Diet | 1,108,000 | 658,000 | 10,100,000 | - | - | - | 11,866,000 |
| TR00020 Oyster Bay Avenue Improvements | - | - | - | 250,000 | 605,000 | 5,600,000 | 6,455,000 |
| TR00029 SR 303 Warren Ave Bridge Multimodal Improvements | 500,000 | 500,000 | 12,000,000 | 12,000,000 | - | - | 25,000,000 |
| TR00060 Ricky Road - Street Light Construction | - | - | - | - | - | 200,000 | 200,000 |
| TR00065 Werner Road - Signal Improvements and Widening | - | - | - | 350,000 | 350,000 | 7,000,000 | 7,700,000 |
| TR00130 Cross-SKIA Connector and Lake Flora Road - Contribution to Port | - | 185,000 | - | - | - | - | 185,000 |
| TR00148 Sinclair / Union Intersection Improvements | - | - | - | 250,000 | 1,000,000 | - | 1,250,000 |
| TR00154 Phinney Bay Retaining Wall and Guardrail Project | - | 2,000,000 | - | - | - | - | 2,000,000 |
| Subtotal Tier 2 | \$1,608,000 | \$3,343,000 | \$22,100,000 | \$12,850,000 | \$1,955,000 | \$12,800,000 | \$54,656,000 |
| Tier 3 Unfunded | | | | | | | |
| TR00113 Green Standard Pedestrian Improvements | - | - | - | - | - | - | - |
| TR00114 Green Standard Bicycle Improvements | - | - | - | - | - | - | - |
| TR00115 Yellow Standard Pedestrian Improvements | - | - | - | - | - | - | - |
| TR00116 Yellow Standard Bicycle Improvements | - | - | - | - | - | - | - |
| TR00117 Area B Collector Road | - | - | - | - | - | - | - |
| TR00118 Area C Collector Road | - | - | - | - | - | - | - |
| TR00119 Area D Collector Road | - | - | - | - | - | - | - |
| TR00120 Area F Collector Road | - | - | - | - | - | - | - |



PROPOSED TRANSPORTATION IMPROVEMENT PROGRAM

2024-2029

| | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Six-Year Period Total |
|----------|------|------|------|------|------|------|--------------------------|
| TR00121 | - | - | - | - | - | - | - |
| TR00122 | - | - | - | - | - | - | - |
| TR00007 | - | - | - | - | - | - | - |
| TR00015 | - | - | - | - | - | - | - |
| TR00016 | - | - | - | - | - | - | - |
| TR00017 | - | - | - | - | - | - | - |
| TR00022 | - | - | - | - | - | - | - |
| TR00024 | - | - | - | - | - | - | - |
| TR00026 | - | - | - | - | - | - | - |
| TR00027 | - | - | - | - | - | - | - |
| TR00028 | - | - | - | - | - | - | - |
| TR00030 | - | - | - | - | - | - | - |
| TR00031 | - | - | - | - | - | - | - |
| TR00032 | - | - | - | - | - | - | - |
| TR00033 | - | - | - | - | - | - | - |
| TR00034 | - | - | - | - | - | - | - |
| TR00036 | - | - | - | - | - | - | - |
| TR00039 | - | - | - | - | - | - | - |
| TR00040 | - | - | - | - | - | - | - |
| TR00041 | - | - | - | - | - | - | - |
| TR00043B | - | - | - | - | - | - | - |
| TR00044 | - | - | - | - | - | - | - |
| TR00046 | - | - | - | - | - | - | - |
| TR00047 | - | - | - | - | - | - | - |
| TR00048 | - | - | - | - | - | - | - |
| TR00053 | - | - | - | - | - | - | - |
| TR00055 | - | - | - | - | - | - | - |
| TR00056 | - | - | - | - | - | - | - |
| TR00061 | - | - | - | - | - | - | - |
| TR00071 | - | - | - | - | - | - | - |
| TR00074 | - | - | - | - | - | - | - |
| TR00085 | - | - | - | - | - | - | - |
| TR00088 | - | - | - | - | - | - | - |
| TR00089 | - | - | - | - | - | - | - |
| TR00095 | - | - | - | - | - | - | - |
| TR00096B | - | - | - | - | - | - | - |
| TR00097 | - | - | - | - | - | - | - |



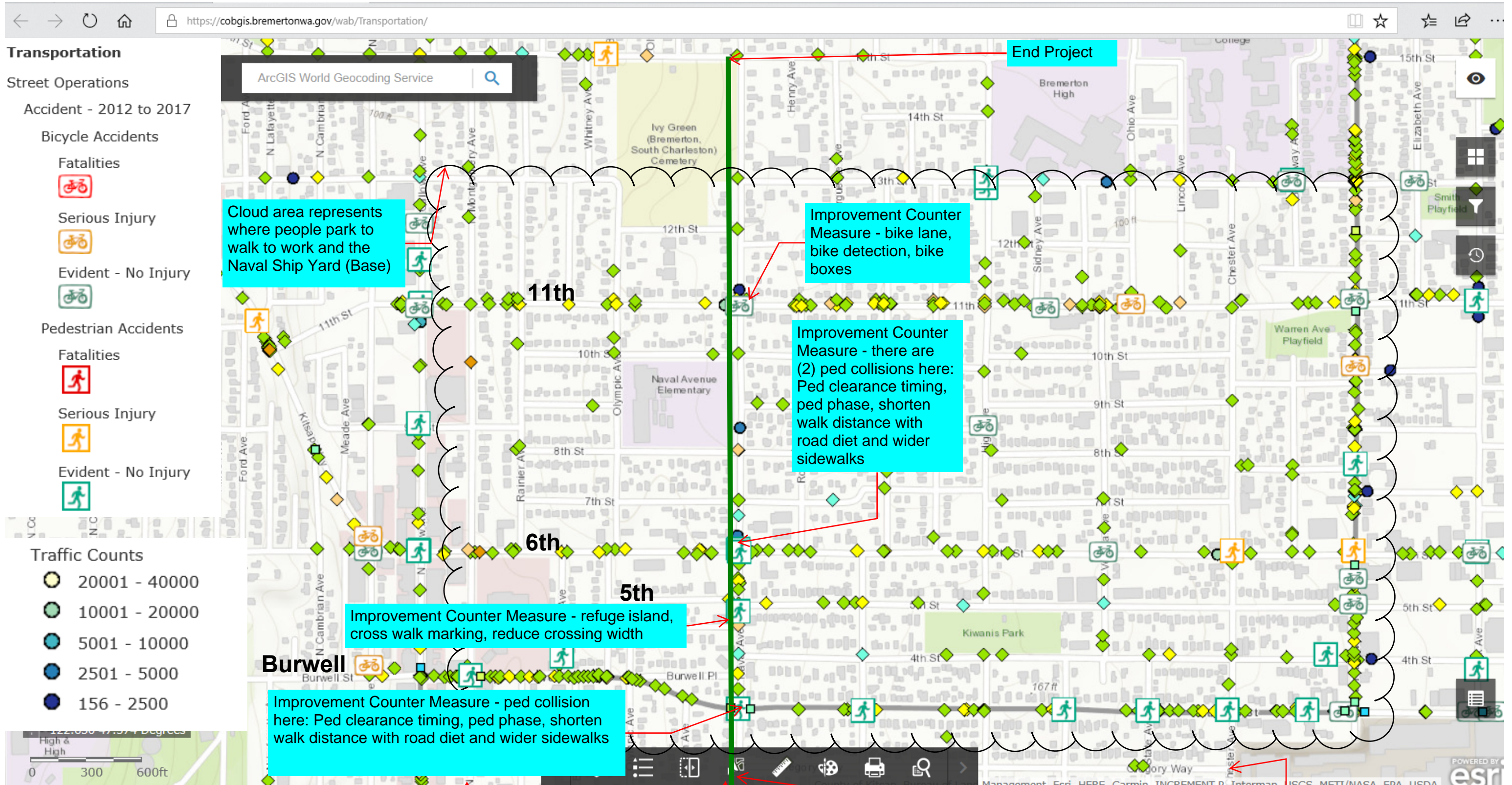
PROPOSED TRANSPORTATION IMPROVEMENT PROGRAM 2024-2029

| | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Six-Year Period Total |
|--|------|------|------|------|------|------|--------------------------|
| TR00100 | | | | | | | |
| TR00102 | | | | | | | |
| TR00106 | | | | | | | |
| TR00108 | | | | | | | |
| TR00109 | | | | | | | |
| TR00110 | | | | | | | |
| TR00111 | | | | | | | |
| TR00123 | | | | | | | |
| TR00124 | | | | | | | |
| TR00125 | | | | | | | |
| TR00126 | | | | | | | |
| TR00127 | | | | | | | |
| TR00128 | | | | | | | |
| TR00129 | | | | | | | |
| TR00131 | | | | | | | |
| TR00132 | | | | | | | |
| TR00133 | | | | | | | |
| TR00134 | | | | | | | |
| TR00135 | | | | | | | |
| TR00136 | | | | | | | |
| TR00150 | | | | | | | |
| TR00155 | | | | | | | |
| TR00156 | | | | | | | |
| TR00158 | | | | | | | |
| TR00160 | | | | | | | |
| TR00161 | | | | | | | |
| TR00162 | | | | | | | |
| STEM Academy (National/Arsenal) SRTS | | | | | | | |
| 4th Street Landscaping Replacement/Sidewalk Repair | | | | | | | |
| Hospital District Street Improvements; Callahan, Cherry, Wheaton | | | | | | | |
| Sidewalk Improvement (Wheaton Way at Callahan) | | | | | | | |
| Repair Downtown Street Standard Banner Supports | | | | | | | |
| Kitsap Lake Vicinity Ped/Bike Improvements | | | | | | | |
| Marine Drive LOS Improvements at Kitsap Way | | | | | | | |
| SR 3/Imperial Way - signalize intersection, modify approaches | | | | | | | |
| SR 3/Sunnyslope Road - signalize intersection, modify approaches | | | | | | | |
| SR 3/SR 16/Sam Christopherson Ave - grade separation | | | | | | | |
| Old Clifton Road/SR 16 Eastbound Ramps - Signalize intersection | | | | | | | |
| Old Clifton Road/SR 16 Westbound Ramps - Signalize intersection | | | | | | | |
| Analysis Area C and SR 3 - New intersection | | | | | | | |
| Analysis Area C/D and Lake Flora Road - New intersection | | | | | | | |
| Cross-SK/A Connector/ Analysis Area B/ SR 3 - New intersection | | | | | | | |
| SR 3 Widening - Widening from Imperial Way to Gorst | | | | | | | |
| Lake Flora Widening | | | | | | | |
| Belfair Bypass - 2-lane divided highway | | | | | | | |
| Trails-12 miles of trails | | | | | | | |
| Lower Wheaton Way Reconstruction (Lebo to Sheridan) | | | | | | | |
| 11th Street / Callow Avenue Intersection Improvements | | | | | | | |
| 12th Street Reconstruction (Wairren/Elizabeth) | | | | | | | |
| 11th Street Preservation (Kitsap Way to Chester) | | | | | | | |
| Charleston Subarea Implementation Plan | | | | | | | |
| Eastside Village Subarea Plan | | | | | | | |
| Pedestrian Connector Under Warren Ave Bridge South | | | | | | | |
| Traffic Calming | | | | | | | |

Subtotal Tier 3

Grand Total \$13,148,960 \$10,090,590 \$26,190,385 \$14,990,000 \$4,075,000 \$14,940,000 \$83,434,935

Naval Ave: Puget Sound Naval Ship Yard Gate 1st St - 15th St Pedestrian and Bicycle Enhancements COLLISION AND TRAFFIC VOLUME LOCATIONS



Montgomery Ave Navy Base Gate
38 Pedestrians Daily

Naval Ave Navy Base Gate
527 Pedestrians Daily

Begin Project

Upper State Street Navy Base Gate
4000 Pedestrians Daily



Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 ||| SEATTLE, WA 98104-1035 ||| psrc.org ||| 206-464-7090

March 24, 2022

The Honorable Greg Wheeler
City of Bremerton
345 6th Street
Suite 100
Bremerton, WA 98337

Dear Mayor Wheeler:

Congratulations! The Puget Sound Regional Council has selected the following project to receive Transportation Alternatives program funding.

| PROJECT | AWARD AMOUNT | FUNDING DEADLINE |
|---|-----------------------------|------------------|
| Naval Avenue: 1st Street -15th Street Pedestrian and Bicycle Enhancements | Right of Way \$1,600,000 | June 1, 2024 |

Your project was one of 9 projects that were approved by PSRC's Executive Board in March 2022 to receive a total of \$13.5 million in federal funding. There is strong demand for resources to build bicycle, pedestrian and other community-based transportation improvements in the region. During this round of funding, PSRC received a total of 27 applications requesting approximately \$37 million.

Securing federal transportation funding for communities in the region is one of the most important responsibilities of the Puget Sound Regional Council. Through our merit-based project selection process, PSRC ensures that federal transportation funds are put to work on priority projects that meet local needs and help achieve the region's long-term goals for transportation, economic development and growth planning.

We appreciate your leadership and great work by your staff to help this project succeed. Together we're building a better system that provides transportation choices and enhances communities. I look forward to continuing to partner with you on efforts to help the region thrive for the long term.

Warm regards,

Josh Brown
Executive Director
Puget Sound Regional Council

cc: Tom Knuckey, Director of Public Works
Chris Dimmitt, Civil Engineer II, Transportation Engineering

Project 6: Bremerton

