

# **CITY OF FIRCREST**

## **SIX-YEAR COMPREHENSIVE TRANSPORTATION IMPROVEMENT PROGRAM 2018-2023**

**April 28 2017**

# PREFACE

Chapters 35.77.010 of the Revised Code of Washington (RCW) provide that each city shall annually update its Six-Year Comprehensive Transportation Program and, after a public hearing thereon, file a copy of the adopted Program with the Secretary of the Washington State Department of Transportation (WSDOT) by July 1 of each year. The Program is necessary to allow cities and counties to obtain State and Federal funding. For a project to obtain funding from the State, it must appear in the agency's current Program. Because the state also disperses federal highway funds, this requirement applies to federally funded projects as well.

RCW 35.77.010 also requires each city to specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement plan for that region. There are no projects included in this Program which are considered regionally significant.

The Program is based upon anticipated revenues versus desirable projects. There are always more projects than available revenues. Therefore, a primary objective of the Program is to integrate the two to produce a comprehensive, realistic program for the orderly development and maintenance of our street system.

Several important points must be considered during the review of the proposed Program. The early years of the Program are fairly definite; that is, it can be assumed that those projects will be constructed as scheduled. Projects in the later years are more flexible and may be accelerated, delayed or canceled as funding and conditions change.

It is also important to note that the adoption of the Program does not irreversibly commit the City of Fircrest to construct the projects. A project may be canceled at any time during the course of study or design. The usual reasons for canceling a project are that it is environmentally unacceptable or contrary to the best interests of the community as a whole. The Program may be revised at any time by a majority of the City Council, but only after a public hearing.

## **GRANT APPLICATIONS AND LEVERAGING LOCAL DOLLARS**

The need to leverage local dollars through grant applications is very important to the City, especially in light of the decrease in funding available for transportation related capital improvements. The intent of this Program is not only to list and program projects for funding, but to establish City Council approval to submit grant applications on those projects contained in the Program.

## FUNDING SOURCES

### A. Motor Vehicle Fuel Tax Funds

By law, each city receives a proportionate share of the total state motor vehicle fuel tax. Money received is a monthly allocation based on population. In the City's 2017 budget, it is anticipated that revenue received from the state gas tax for the Street Fund will be \$144,160 in FY 2017. This is the same as anticipated to be received in 2018 and therefore should be relatively accurate.

B. MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

### C. Transportation Improvement Board (TIB)

The TIB has a number of statewide competitive programs which use criteria developed by the TIB for prioritization of projects. The three TIB programs in which the City can compete are as follows:

1. UCP Urban Corridor Program. This program is for transportation projects with primary emphasis on public/private cooperation and economic development.
2. UAP Urban Arterial Program. This program is for arterial street construction with primary emphasis on safety and mobility.  
This is the program from which the City received the \$558,008 grant for the 2013 Emerson Street and Orchard Street grind and overlay project.

3. SP Sidewalk Program. This program is for the improvement of pedestrian safety, and to address pedestrian system continuity and connectivity. This is the program from which the City received the \$575,252 grant for the 2016 Emerson Street Sidewalk Project.

D. City Funding Sources

Recently funds from the sale of the City's power utility have been used to fund capital projects in the City's Street Fund. There are not sufficient funds in this source to fully fund the projects included in the Six Year Program, however, the City will consistently apply for grant funding in order to use as little of this fund as possible to maintain a healthy reserve to get through tough economic times.

E. Real Estate Excise Taxes

The City can also use the Real Estate Excise Tax it receives for funding, in whole or in part, any capital project associated with the work identified in this plan.

F. Washington State Department of Transportation

Traffic Safety Near Schools Program: This program is for the improvement of safety for children traveling to and from school.

G. Surface Water Management Program:

The City's Stormwater Management Program (SWMP) pays for all drainage facilities constructed in conjunction with street improvements. The revenue from SWM is directly related to the amount of capital improvement projects constructed. Because there will be little impact to storm drainage facilities resulting from the projects proposed in the Six Year TIP, only a minor amount of funding is expected from this source.

**CONSISTENCY WITH LAND USE MANAGEMENT PLAN**

The State's Growth Management Act (GMA) requires local governments to develop and adopt comprehensive plans covering land use, housing, capital facilities, utilities, and transportation. These comprehensive plans must balance the demands of growth with the provision of public facilities and services and, in particular, transportation facilities and services. The City of Fircrest was required to develop and adopt a comprehensive plan that is in conformance with the requirements of the GMA.

The City of Fircrest has, as part of its Comprehensive Plan, Transportation Goals and Policies. The projects in the Six-Year Comprehensive Transportation Program are intended to conform to the goals and policies within the City's Comprehensive Plan.

6- Year Transportation Improvement Program - 2018 to 2023

Transportation Facility Improvements							
	2018	2019	2020	2021	2022	2023	TOTAL
<b>Capital Appropriations</b>							<b>TOTAL</b>
1. Major Pavement Patching: City-Wide	50,000	50,000	50,000	50,000	50,000	50,000	300,000
2. Alameda Avenue: Regents Blvd to Columbia St./South 19th (Grind and Overlay)		230,000					230,000
3. Alameda Avenue: Regents Blvd to Spring Street (sidewalks on one side and reconstruction roadway)	1,104,000						1,104,000
4. Alameda Avenue: Spring Street to Greenway (sidewalks on one side and reconstruction of roadway)		750,000					750,000
5. Alameda Avenue: Emerson to Rosewood Ln curb gutter sidewalk east side			450,000				450,000
6. Alameda Avenue: 42nd to Emerson, curb gutter sidewalk west side			250,000				250,000
7. 44th Street, 67th Ave to 62nd Ave, curb gutter and sidewalk on north side				400,000			400,000
8. Regents: Alameda Ave. to 67th Ave., grind and overlay					750,000		750,000
9. Emerson - Planter Strip & Sidewalk - Alameda Ave. to Woodside (south side)				380,000			380,000
10. Emerson - Woodside to 67th- Retaining walls and entry island						400,000	400,000
11. LED Street Light Replacement	50,000	50,000	50,000				150,000
<b>Total Capital Appropriations</b>	<b>1,204,000</b>	<b>1,080,000</b>	<b>800,000</b>	<b>830,000</b>	<b>800,000</b>	<b>450,000</b>	<b>5,164,000</b>