

A photograph of a suburban street scene. In the foreground, a wide concrete sidewalk runs along the right side of a two-lane asphalt road. The road has a white arrow pointing forward in the left lane. Several cars are visible in the distance on the road. The left side of the road is lined with tall evergreen trees and some houses. The right side has more trees and a grassy area. The sky is blue with some clouds.

CITY OF FIRCREST

Six-Year Comprehensive Transportation Improvement Program

2019-2024

DRAFT

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ACKNOWLEDGEMENTS

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TABLE OF CONTENTS

Preface..... 1

Non-Discrimination 1

Grant Applications and Leveraging Local Dollars 1

About the City of Fircrest 2

Funding Sources 3

 Motor Vehicle Fuel Tax Funds 3

 Fixing America’s Surface Transportation Act (Fast Act) 3

 Transportation Improvement Board (TIB)..... 3

 City Funding Sources 4

 Real Estate Excise Taxes 4

 Washington State Department of Transportation 4

 Surface Water Management Program 4

Consistency With Land Use Management Plan..... 4

Table 1: 2019-2024 Transportation Facility Improvements 5

Figure 1: 2019-2024 Project Map 6



DRAFT

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.

NON-DISCRIMINATION

The City of Fircrest assures that no person shall, on the ground of race, color, national origin, handicap, sex, age, or income status as provided by Title VI of the Civil Rights Act of 1964 and subsequent authorities, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program or activity.

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.

ABOUT THE CITY OF FIRCREST

The City of Fircrest is a non-charter code city, operating under a Council-Manager form of government, with an annual General Fund budget of \$7.9 million and a total budget of over \$26 million. Fircrest is a full service city, providing a wide range of services, including police and fire protection, animal control, emergency medical aid, building safety regulation and inspection, street lighting, land use planning and zoning, housing and community development, full range of recreational and cultural programs, traffic safety maintenance and improvement, and maintenance and improvement of streets, water, sewer, and storm.

Fircrest is a vibrant community that offers the perks of small suburb town life with major urban cities nearby. Incorporated as a town in 1925 and as a city in 1990, Fircrest is centrally located just 32 miles south of the City of Seattle and 31 miles north of the state capital. Covering 1.58 square miles, Fircrest started as the first master-planned community in the state of Washington. With over 30 chain saw sculptures, six beautiful parks, an urban forest of Fir trees, and friendly, active neighborhoods, Fircrest has earned its title as “The Jewel of Pierce County” and is known as a residential oasis nestled between the cities of Tacoma and University Place. The City is home to the Fircrest Golf Club, a 160-acre, 18-hole golf course that has stood the test of time for more than 94 years and fits perfectly among the premier private golf clubs in the Puget Sound region.

Home to 6,640 residents, Fircrest has a strong local history and residents who are active and passionate in the community. The City operates and maintains 27.1 acres of land providing a range of active and passive recreational opportunities and community events. The City continues to work hard to keep its reputation of a quiet, residential community with attractive, livable neighborhoods and fine recreational facilities and setting the standard for community oriented policing. Fircrest is planning for additional growth in the future that will continue to shape the character of the community. As growth occurs, there are characteristics that residents would like to retain, such as Fircrest’s green character; a safe, friendly and sustainable community; and some physical remnants of the past as reminders of its early history.



FUNDING SOURCES

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.

Fixing America's Surface Transportation Act (FAST Act)

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act (FAST Act) (Pub. L. No. 114-94), the first federal law in over 10 years to provide long-term funding certainty for surface transportation. The Fast Act replaces the "Moving Ahead for Progress in the 21st Century Act" (MAP-21) which was enacted on July 6, 2012. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

Of the \$225.2 billion total, \$207.4 billion will be apportioned to the states by formula and includes a new Surface Transportation Block Grant Program (STBGP). The FAST Act provides that every state will see an increase of 5.1 percent increase in formula funds for FY 2016. This will be followed by annual increases of 2.1 to 2.4 percent between FY 2017 to FY 2020.

Transportation Improvement Board (TIB)

The Washington State Transportation Improvement Board (TIB) funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods and services. TIB is an independent state agency, created by the Legislature, which distributes and manages street construction and maintenance grants to 320 cities and urban counties throughout Washington State. Funding for TIB's grant programs comes from revenue generated by three cents of the statewide gas tax.

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 of Fircrest can compete are as follows:

1. Urban Corridor Program (UCP)
This program is for transportation projects with primary emphasis on public/private cooperation and economic development.
2. Urban Arterial Program (UAP)
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. Sidewalk Program (SP)
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.

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.

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.

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.

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 Transportation Improvement Program, 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 Improvement Program are intended to conform to the goals and policies within the City's Comprehensive Plan.

TABLE 1: 2019-2024 TRANSPORTATION FACILITY IMPROVEMENTS

Transportation Facility Improvements		2019	2020	2021	2022	2023	2024	TOTAL
Capital Appropriations								
1.	Major Pavement Patching: Citywide	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Grind and Overlays								
2.	Alameda Ave: Regents Blvd to Columbia St/South 19th	\$230,000						\$230,000
3.	Berkeley Ave: 1100-1200 block		\$150,000					\$150,000
4.	Regents Blvd: Alameda Ave to 67th Ave						\$750,000	\$750,000
5.	Farallone Ave: 1200 block		\$75,000					\$75,000
Roadway Improvements								
6.	Alameda Ave: Regents Blvd to Spring St (sidewalks on west side with bike lanes)			\$1,009,474				\$1,009,474
7.	Alameda Ave: Spring St to Greenway (sidewalks on west side with bike lanes)				\$1,157,922			\$1,157,922
8.	Buena Vista Ave: 1300 block (curb/gutter and overlay)			\$65,000				\$65,000
9.	Berkeley Ave: 1300 block (curb/gutter and overlay)			\$65,000				\$65,000
Pedestrian, Non-Motorized								
10.	Alameda Ave: Emerson St to Rosewood Ln (curb/gutter, sidewalk - east side)		\$450,000					\$450,000
11.	Alameda Ave: 44th St to Emerson St (curb, gutter, sidewalk - both sides)			\$300,000				\$300,000
12.	44th St: 67th Ave to 60th Ave (curb/gutter, sidewalk - north side)					\$450,000		\$450,000
13.	Emerson St: Alameda Ave to Woodside Dr (planter strip, sidewalk - south side)					\$380,000		\$380,000
14.	Emerson St: Woodside Dr to 67th St (sidewalks, retaining walls, entry island)						\$465,000	\$465,000
Street Lights								
15.	LED Street Light Replacement	\$50,000						\$50,000
Total Capital Appropriations		\$330,000	\$725,000	\$1,489,474	\$1,207,922	\$880,000	\$1,265,000	\$5,897,396

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FIGURE 1: 2019-2024 PROJECTS MAP

As listed in Table 1, Map 1 illustrates the transportation facility improvements for the 2019-2024 Six-Year Transportation Improvement Program planned for the City of Fircrest. Below is a brief description of the work for these projects.

Grind and Overlay

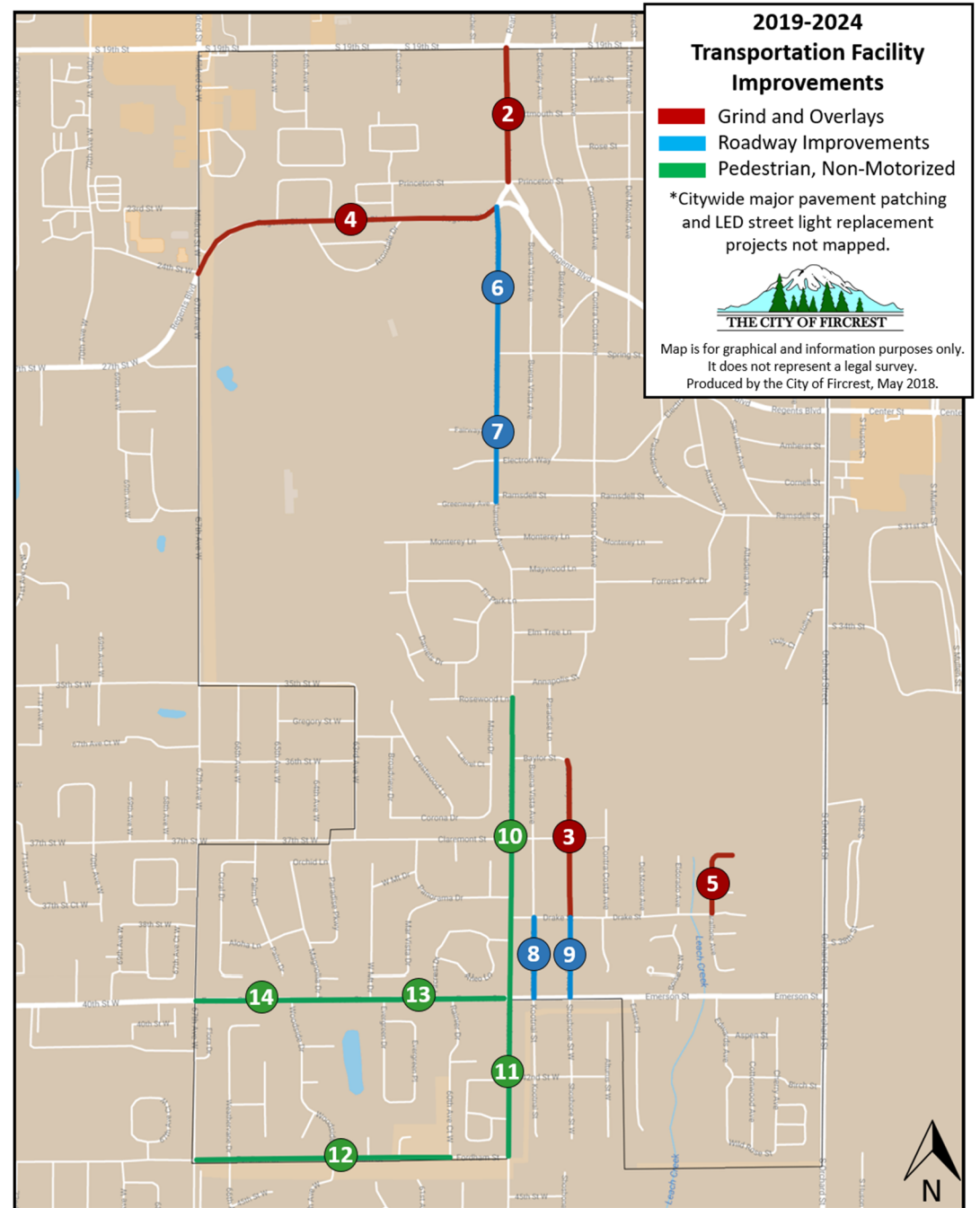
A grind and overlay project consists of grinding the existing pavement down a few inches and overlaying the roadway with a new wearing surface. This is a way to preserve the existing roadway and provide a new wearing surface and seal the roadbed.

Roadway Improvements

This is a reconstruction of the existing roadway. The roadbed is removed and replaced with new material and a new pavement section. This work also includes replacing or adding curb and gutters and sidewalks along both sides of the roadway or where they do not exist.

Pedestrian, Non-Motorized

This improvement is typically construction of a new curb and gutter and sidewalk improvement. This will add new sidewalks where there presently is no sidewalk and also complete gaps sidewalks. This also provides for bike lanes along designated routes.



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